

St. Lawrence River
and Steam Launch

Skiff, Canoe
& Co.

Shipyard Museum
750 Main Street
Clayton, Mass.

1893

Illustrated
Catalogue



Antique Boat Museum

ST. LAWRENCE RIVER SKIFF, CANOE & STEAM LAUNCH CO.



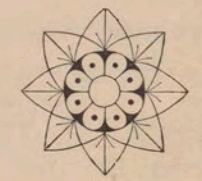
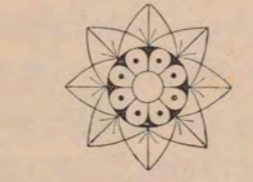
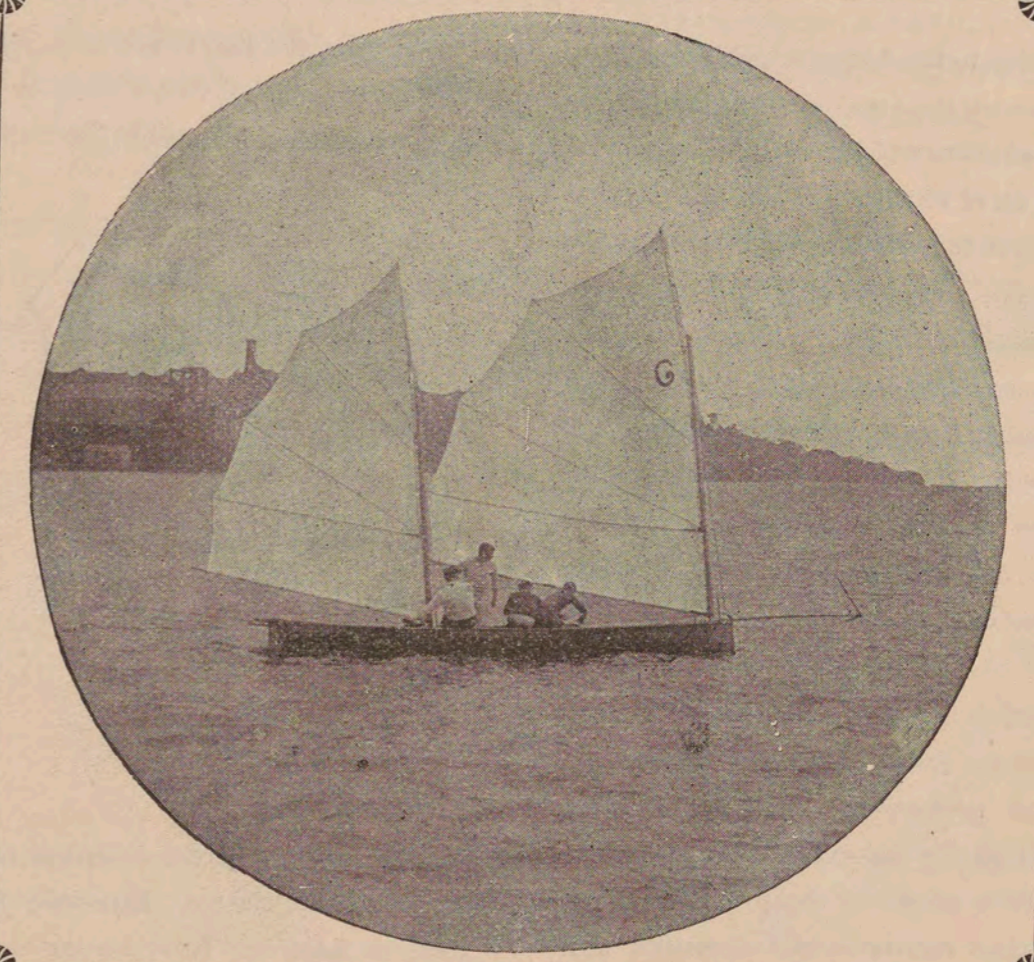
TRADE MARK.

MANUFACTURERS OF THE FAMOUS
ST. LAWRENCE RIVER SKIFFS.
CLAYTON, JEFFERSON CO., N. Y. (THOUSAND ISLANDS.)
J. G. FRASER, Manager.

ILLUSTRATED CATALOGUE FOR 1893

OF THE
St. Lawrence River Skiff, Canoe and Steam Launch Co

Manufacturers of the Famous ST. LAWRENCE RIVER SKIFFS.



Also Canoes and Working Boats, Steam Launches and Yacht Tenders, and Dealers in all kinds of Boat Fittings.
CLAYTON, JEFFERSON CO., N. Y. (Thousand Islands.)
Manager, " " " J. G. FRASER,

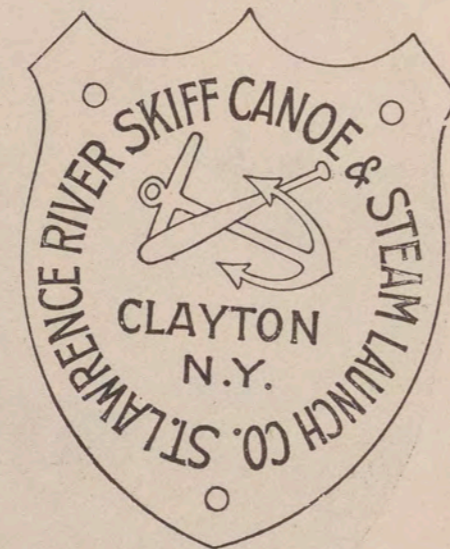
Antique Boat Museum

Introductory.

WE take great pleasure in presenting to the Aquatic public our Catalogue for 1893, which contains descriptions and illustrations of many new types of craft, as well as those of boats which have been so popular with our patrons in previous years, all of which are the results of great study and experiment in our endeavors to produce and place before the public the best for model, workmanship and finish of their classes. We do not confine ourselves to build those boats as catalogued only, but endeavor to keep up with the times, and are prepared to build all such new types as are desirable which appear from time to time, and we can build any style of boat from lines designed from customers if desired.

Our famous St. Lawrence River Skiffs have gained so world wide renown, that it is not necessary to comment upon them here to any extent, but we assure the public that we shall endeavor to keep them at their present standing, viz., the very best combined row and sail, or rowing skiff that is produced, for as a skiff, it has no equal for ease in rowing, speed in sailing, comfort, staunchness and speed. Till a few years ago, we were the only firm who advertised or professed to build the St. Lawrence River Skiff, but their great popularity has caused many would-be imitators, who, for the most part have produced cheap and worthless imitations not possessing any of the merits of the GENUINE AND ORIGINAL ST. LAWRENCE RIVER SKIFF OF WHICH WE ARE THE DESIGNERS AND BUILDERS.

We warn the public not to purchase any, as a genuine product of our concern which does not bear our trade mark plate (as here shown) in shape of shield, bearing our name, address and fouled anchor and paddle.



TRADE MARK.

This plate is inlaid on bow deck of every skiff, canoe, row-boat, yacht and other craft built by us.

We have met with great success again the past season with our racing sailing skiffs, canoes and canoe yawls. We are confident of even greater success this coming season, and shall spare no pains or expense to produce the fastest and best models to bring about that result.

The sailboats herein described have proved extremely successful in their different classes. Especially have our Gardner 18-ft. rater "Fin keel," St. Lawrence River Racing Skiff, and "La Gloria" types won considerable renown among well known boating men, nothing having been spared to attain the qualities claimed for them, as is also the case in all

the different types of craft we build. We do not aim to produce the lowest price article, but to give the very best value for money. Our designs are from the pens of the most successful marine architects in the profession. If intending purchasers should not find described herein what they desire, we shall be pleased to receive descriptions of same, and to submit estimates for any class of pleasure boat.

Terms.

Our prices, as catalogued, are for net cash, except in such cases as clubs, liveries, hotels and water resorts, where we make a special discount when a number sufficient to warrant same are ordered.

Deposit.

We require a deposit of 25 per cent. of amount of order, to accompany order.

Our prices are for goods F. O. B. at Clayton R. R. In all cases customers must be responsible for freight or express charges.

We have special railroad rates to many of the principal cities in the country, and are always anxious to do whatever is in our power in this way on behalf of our customers.

Our responsibility ceases when goods are delivered into hands of Railroad or Steamship Companies.

Crates.

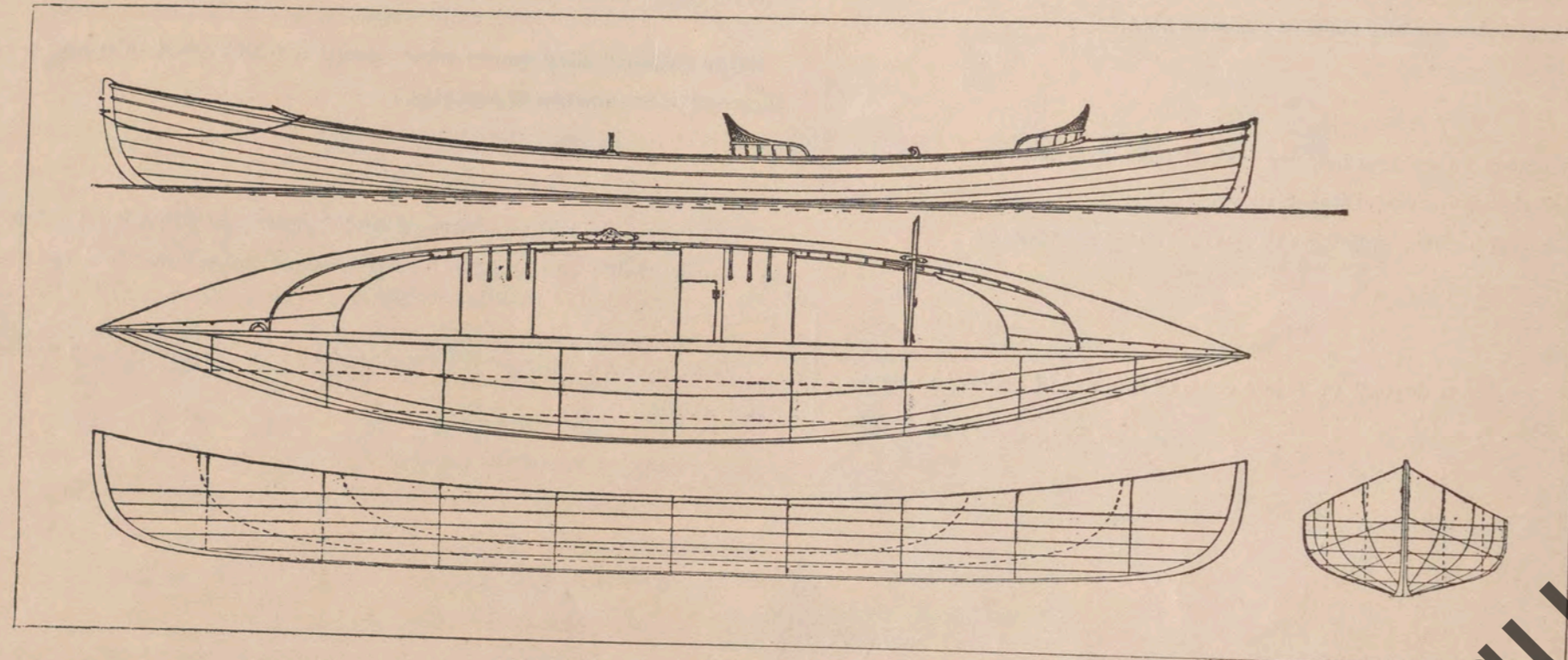
Our crates are light but strong, and a great protection from damage in transportation, our charges for same being merely nominal to cover their cost.

Boat or canoe fittings will be shipped C. O. D., unless cash accompany order.



The Famous St. Lawrence River Skiffs,

OF WHICH WE ARE THE ORIGINAL DESIGNERS AND BUILDERS.



LINES OF THE ST. LAWRENCE RIVER SKIFF.

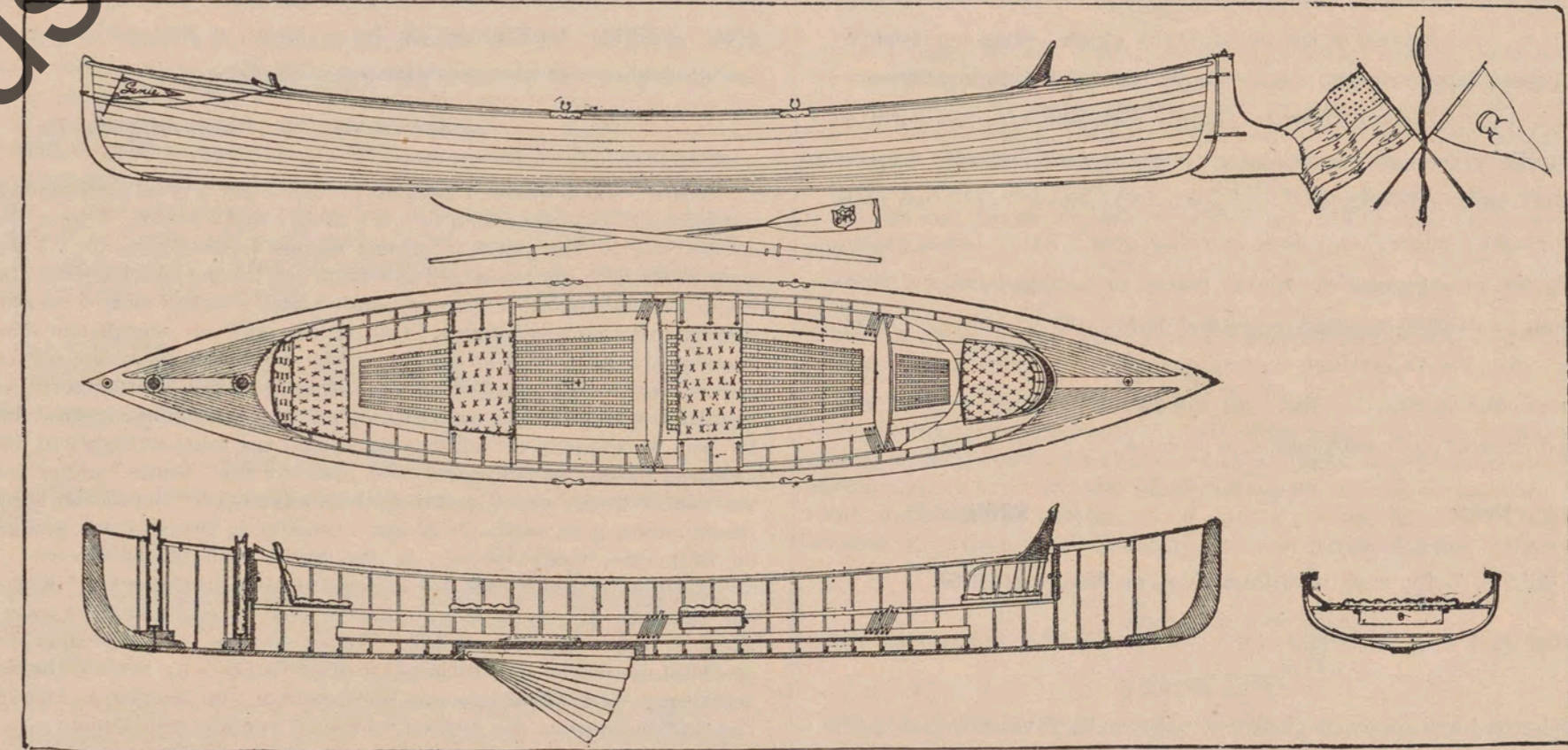
Length, 20 feet; Beam, 42 inches.

Prices: See pages 8 and 10.

(Can be built in any size desired)

Special St. Lawrence River Skiff, "Genie."

(BUILT ONLY TO ORDER.)



"GENIE."

See next page for description and price.

Antique Boat Museum

Special Skiff, "GENIE."—See illustration on previous page.

Length 20 ft.; beam 42 in.; depth amidships 15 in.; oak keel, floor timbers, frames, etc.; natural crook hackmatack stems; planking selected Spanish cedar; copper riveted; smooth build; mahogany decks and seats; water-tight bulkheads and stowage hatches fore and aft; fancy grated flooring in three sections; mast plates and tubes fore and aft; drawers under seat; fancy corduroy cushions; two pairs spoon oars; two pairs swivel oarlocks; rudder and deck steering gear; Radix brass centre-board, chocks, cleats, traveler; nickel plated or polished brass fittings throughout; suit batwing sails (main and dandy) 135 to 180 sq. ft. area, complete, with masts, cordage, reefing gear, etc.; two removable black walnut and cane chairs, etc., etc.; all woodwork carefully selected, and varnished natural color with best spar varnish.

Price, - - - - - **\$300**

Add \$9.00 for each additional foot, or deduct \$6.00 for each foot deducted.

This is the handsomest St. Lawrence River Skiff we build, only the very finest selected materials being used in construction and finish.

Having two mast tubes forward, and one removable thwart with tube aft, she can be sailed either with mainsail and mizzen or with main-

sail only, by strepping mast in aft tube in fore deck. We built the original "GENIE" for Richard M. Jones, M. A., of Philadelphia, Pa. Following is a copy of his letter relating to the boat:

8 SOUTH 12TH ST., PHILADELPHIA, PA.,
May 20, 1890.

Gents:—Last winter I decided to have built a combined sailing and rowing skiff for the pleasure of my family and friends. I wrote for the circulars of all the builders whose names I could procure. I gave to several of them my ideas, but got from you the only entirely satisfactory response, and the more I corresponded with you the more I became impressed with your resources. One of my staff, on seeing the specifications of the skiff, was so confident she would be regarded, not only in model but in workmanship, as unique, that he laid the matter of exhibition before Wanamaker's managing partner, and consent was obtained for you to exhibit the skiff just inside the main entrance of this the greatest bazaar in the world. On Monday the "Genie," under full sail, was placed in her proud position, to be admired by the steady stream of people passing on each side of her. On closing the contract, you assured me that "the 'Genie' should be the finest skiff in the States." Hundreds are daily justifying you in making this statement. There is but one opinion—her model is a marvel of beauty, and her workmanship of the first order in every detail. Please convey to every man in your establishment who put his hand to the "Genie" my hearty thanks, and accept my congratulations on the position you occupy at the head of the skiff builders of the United States. I remain, gentlemen,

Yours truly,
RICHARD M. JONES.

To St. Lawrence River Skiff, Canoe and Steam Launch Co., Clayton, N. Y.

Our Regular Styles of Famous St. Lawrence River Skiffs.

For Prices, etc., of Skiff Sailing Outfits, see page 10.

GRADE A, No. 1.

18 ft. long x 42-inch beam; 15-inch deep mids; 25 inch deep bow and stern; keel and ribs white oak; stems natural crook oak or hackmatack; planking, selected Spanish cedar, copper riveted; gunwales, black walnut or mahogany; decks and seats, mahogany; highly finished natural color with best spar varnish. Nickel plated or polished brass fittings, including rowlocks, stembands, seat braces, rudder attachments, etc. 1 pair spruce oars, varnished, leathered and copper tipped 1 pair swivel or thole pin rowlocks; 1 high back and 1 low back removable chairs; heavy canvas cut to fit shape of floor and painted; fancy rug for stern; wood rudder.

Price, - - - - - **\$160.**

Add \$7.00 for each additional foot, or deduct \$5.00 for each foot deducted. Deduct \$10.00 if planking is copper CLINCHED instead of riveted.

GRADE A, No. 2.

Same as grade A, No. 1, except planking to be white (Virginia or Michigan) cedar.

Price, - - - - - **\$130.**

Add \$5.50 for each additional foot; deduct \$4.00 for each foot deducted. Deduct \$10.00 if planking is copper CLINCHED instead of riveted.

GRADE A, No. 3.

Same as Grade A, No. 2, with following exceptions: Planking copper clinched; gunwales, cherry; decks, black walnut, cherry or butternut; seats, pine or butternut; no rug.

Price, - - - - - **\$100.**

For each additional foot add \$4.00; deduct \$3.00 for each foot deducted.

GRADE B, No. 1.

18 ft. long; 40-inch beam; 15-inch deep mids; 24-inch deep bow and stern; oak keel and ribs; natural crook oak or hackmatack stems; Virginia or Michigan cedar planking, copper nailed; cherry or butternut decks and gunwales; pine or cherry seats (4); finished natural color in best spar varnish. Nickel plated or polished brass fittings: 1 pair swivel or thole pin rowlocks; 1 pair spruce or ash oars, varnished, leathered and copper tipped; 1 low back removable chair for stern; wood rudder, etc.

Price, - - - - - **\$75.**

Add \$3.50 for each additional foot, or deduct \$2.50 for each foot deducted.

GRADE B, No. 2.

16 ft. long; 40-inch beam; 15-inch deep mids; 24-inch deep bow and stern; natural crook oak or hackmatack stems; oak ribs and gunwales; Michigan cork pine or cedar planking, copper nailed; decks, white cedar, birch, butternut or cherry; wood rudder; seats, pine (4). Finished in natural color spar varnish; nickel plated or polished brass fittings.

Price, - - - - - **\$60.**

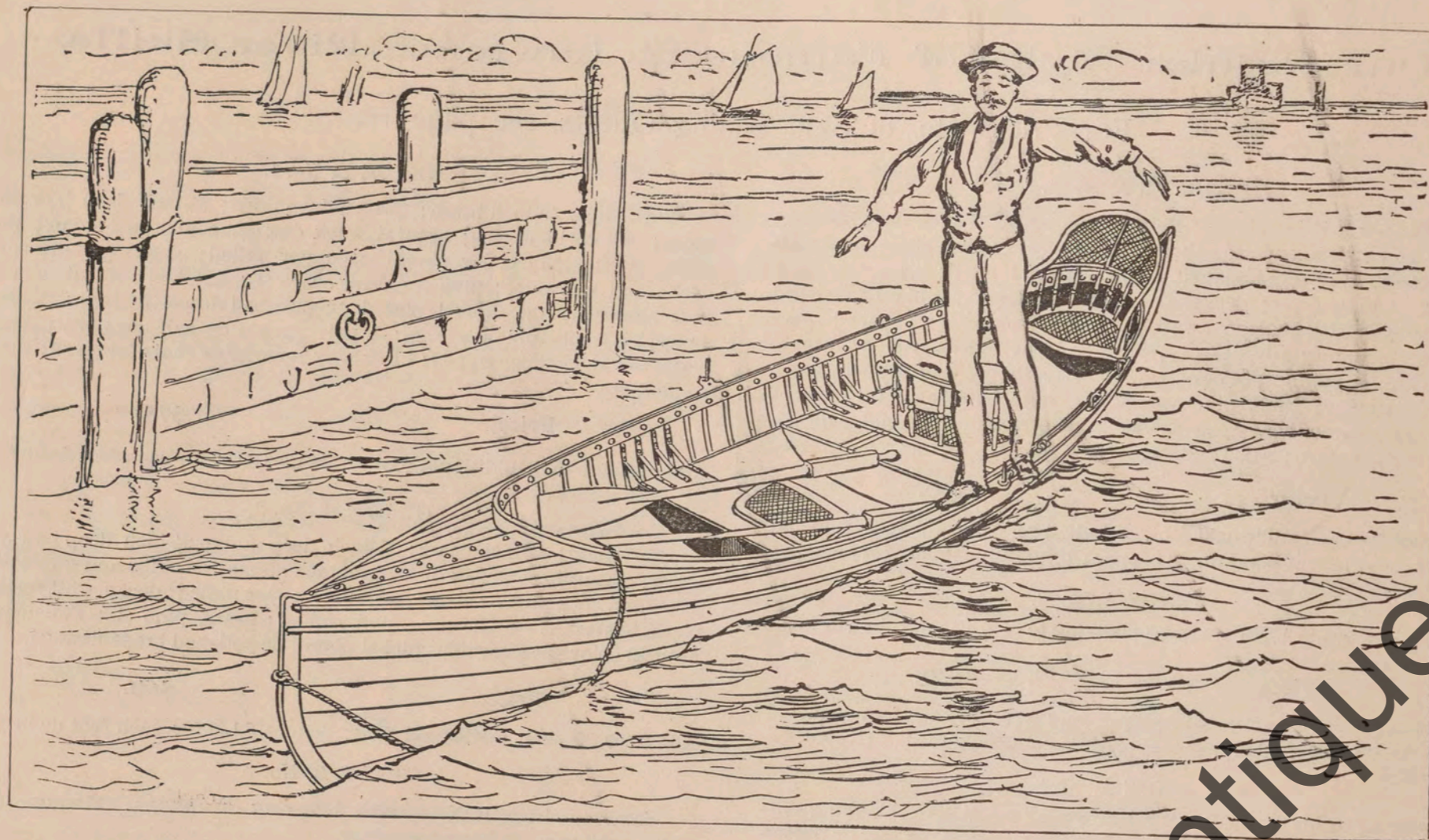
Add \$3.00 for each additional foot; deduct \$2.50 for each foot deducted.

GRADE B, No. 3.

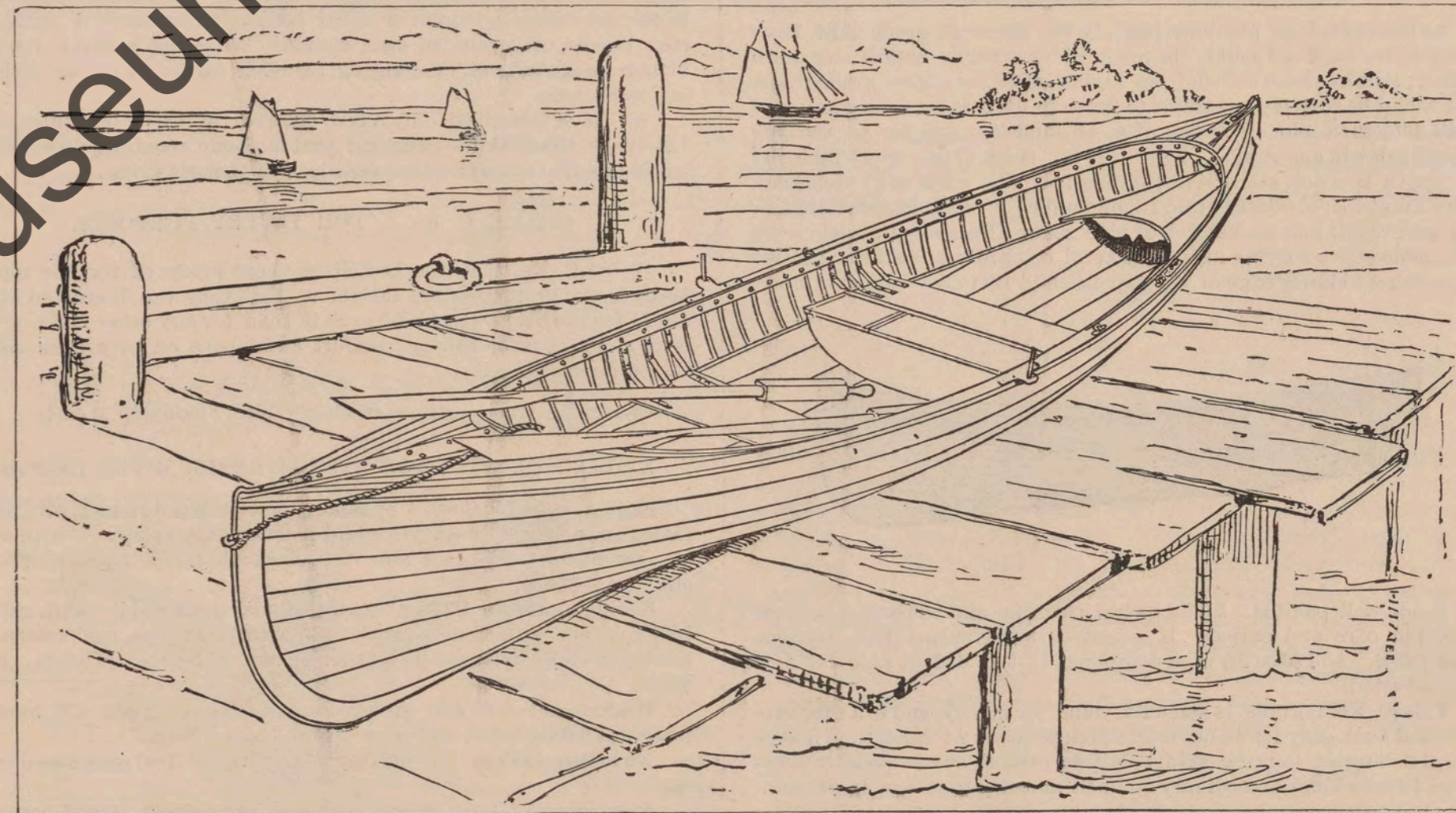
Same as Grade B, No. 2, with following exceptions: Fittings to be galvanized iron; to have no rudder.

Price, - - - - - **\$50.**

Add \$3.00 for each additional foot; deduct \$2.50 for each foot deducted.



Above is taken from genuine photograph, showing an effective test of the stability of our St. Lawrence River Skiff. Shows man weighing 145 pounds standing on gunwale without upsetting boat or taking in water. Skiff as above is one of our grade A. 18 feet long, 42 inch beam. No ballast. No TRICK.

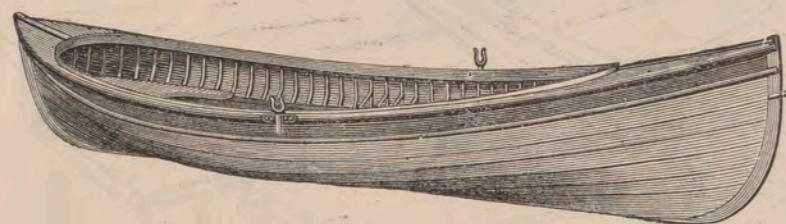


GRADE C, No. 1 (ST. LAWRENCE RIVER SKIFF.)

(Fitted with feathering or fixed thole pin oars and oarlocks.) Description and prices, see next page.

GRADE C, No. 1.—*St. Lawrence River Skiff.*

As illustrated on previous page, is the cheapest grade of St. Lawrence River skiff we build. Is made of PERFECTLY SOUND AND GOOD lumber, that has been culled from higher stock for higher grade boats, that would be scarcely adaptable to finish in natural color on account of small defects in color or stains of some kind (*not sap*, for we use *only sound lumber* in any grade). Length 18 ft.; beam 42 in.; depth mids; 15 in.; depth bow and stern 24 in.; strong keel, ribs white oak; stems oak or hackmatack; planking white Michigan pine or cedar, copper fastened; oak gunwales; ash decks; ash or pine seats. Decks, top streak, seats and inside above flooring finished natural color in spar varnish; outside of planking to lower edge of sheerstreak, and bottom boards and floor-



ing inside well painted. 1 pair swivel oarlocks and feathering oars (or thole pin oars and oarlocks if preferred); galvanized iron fittings. Price \$40.00. Add \$3.00 for each additional foot, or deduct \$2.50 for each foot deducted.

This (C, No. 1) grade is splendid value for money, and is a first rate all-round boat, easy for ladies or children to row. At same time makes a good fishing or hunting skiff, being an (like all our famous St. Lawrence River skiffs) exceedingly staunch and dry boat, and is substantially put together.

CHANGES.

We can make any changes in these grades that our customers may require. For instance, one may desire a C, No. 1 skiff with brass fit-

tings, or with 2 pairs oars and 2 pairs oarlocks. Or another might wish to exclude chairs or canvas or other fittings from Grade A skiffs, etc., etc. We can make any of such changes, deducting amounts for such fittings as are left out, or charging for such extras as are not included in descriptions.

We have described only a few different styles of our Famous St. Lawrence River Skiffs, believing that any one requiring different can easily describe same from the descriptions of those given.

GRADE C, No. 1, FOR LIVERY PURPOSES.

Grade C, No. 1, is the best livery boat produced for the money. Many livery proprietors inform us that they can command higher rental for the St. Lawrence River Skiff than for any other make of row-boat, and for ease in rowing, comfort and (above all for liveries) safety, they cannot be excelled.

CRATES for transportation of single C No. 1 skiffs, \$2.50 each.

SAILING OUTFITS FOR ST. LAWRENCE RIVER SKIFFS.

Sailing outfit for Class A or B boat includes wood rudder, with nickel plated or polished brass yoke and attachments, sprit sail, with mast, etc., complete, mast-brace and step, sheet rings, folding centerboard, etc. Price \$24.00.

Sailing outfit for Class C boats includes wood rudder, with galvanized yoke and attachments, sprit sail, with mast, etc., complete, mast-brace and steps, galvanized sheet rings, etc., folding centerboard. Price \$21.50.

If boom and gaff sail instead of ordinary sprit sail, add to above prices \$4.00 for Class A or B, or \$3.00 for Class C No. 1.

No extra charge for affixing above to skiff if purchased with skiff.

Proprietors of boat liveries and summer resorts should write for estimates for fleets of St. Lawrence River Skiffs, the handsomest, most durable, safest and easiest handling boats of their size in the world. We have many imitators, but the original and genuine Famous St. Lawrence River Skiff is manufactured only by ourselves.

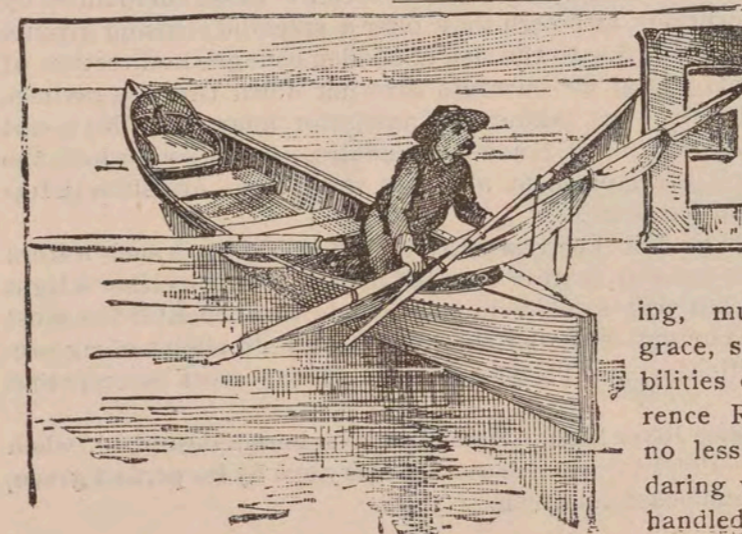
About (Fishing) Skiff Sailing as Practised on the St. Lawrence River.

THE accompanying article is from the pen of Mr. Frank H. Taylor, who is owner of a summer residence at Thousand Islands, and has used our skiffs for the past ten years. This article originally appeared in the *Mechanical News*, and attracted considerable attention among the aquatic public throughout the country. This article deals principally with the method of skiff sailing practised by guides and residents of the Thousand Islands. Many alterations and improvements have been made by us in the St. Lawrence River skiff since Mr. Taylor's article was first published.

THE ST. LAWRENCE RIVER SKIFF.

FROM "GLIMPSES OF ST. LAWRENCE SUMMER LIFE."

FRANK H. TAYLOR.



EVERY visit- or to the Thousand Islands, who is at all *au fait* in the matter of sailing, must admire the grace, speed and capabilities of the St. Lawrence River Skiff, and no less the skill and daring with which it is handled upon the breezy

and often tempestuous open waters between the islands. If the stranger is observant, he will notice that these skiffs usually have no rudders. They are propelled by oars either way with equal facility, and when the boatman has his party, generally a lady and gentleman, stowed away comfortably in the chairs, which are a proper and indispensable feature of every boat hereabouts, and his sail shaken out with "sprit" all fast, he will discover that the waterman is handling his boat entirely by the "sheet," or line holding the sail in leash. By this he will guide his obedient craft upon any wind as surely and safely as a trainer upon the race-track controls a spirited steed. A longer acquaintance with the ways of the boatman develops the fact that when a flaw careens the craft, he not only loosens the sheet slightly, but lays forward, and if his guests are both gentlemen and he wants to go about in a stiff breeze, he does not hesitate to request them to lay "for'ard" also, thus depressing the bow of the boat and allowing the stern to swing free.

Pro contra, when the wind is astern, all hands may be snugly bunched aft, and in "falling away" to fill the sail, when she runs up into the wind, the boatman will well lay back, thus dragging the stern.

These things charm and amaze the amateur, and by dint of close attention he soon masters the details of this peculiar method of sailing.

He must, however, know not only how to do the right thing at the right moment, but just also how to do it in the shortest possible way. His action must become automatic, and his eye trained to read every sign the winds write upon the impressible surface of the waters.

Most of the professional boatmen who are to be found during the summer at Clayton, Round Island and Thousand Island Parks, ready to pilot excursionists to the best fishing places, use a skiff manufactured by St. Lawrence River, Skiff, Canoe and Steam Launch Co. There is no place upon the list of touring points where the boats are so universally good as here. Such a thing as a snub-nosed, flat-bottomed "tub," or gaily painted, but otherwise contemptible rowboat, which, in many places is thought to be "good enough for summer tourists," is unknown here.

The St. Lawrence River Skiff is built of perfect, knotless pine or cedar, a trifle more than one-quarter inch in thickness. It is well ribbed with white oak strips, placed about four inches apart. The "sheer" is a perfect curve, and every line harmonizes. A deck extends about thirty inches from its pointed ends, made up of pine and walnut or other stuffs, with a centre piece on top to stiffen it. Length, $21\frac{1}{2}$ ft.; beam, in the centre, outside measure, 3 ft. and 6 in.; depth, 15 in. Snug seats are placed fore and aft. These are detachable for sponging out. The stern seat is fitted with an arm chair, cane-seated and backed, without legs. Five feet forward of this is another seat with a similar chair, and upon the gunwales between them are catches to hold trolling rods and rings for the sheet line. The two chairs face; behind the last named is a fish box, which is exactly in the centre of the boat. This box serves as a seat for the rower when alone in the boat, in which case he rows stern forward. Ordinarily the rower sits upon a seat placed so that the fish-box serves as a foot-brace. Detachable out-riggers are sometimes used. The boat has no keel, but an elliptic bottom-piece, perfectly flat, is used. This is about 5 inches wide at centre. Upon this the boat slides when being hauled up on the wharf. A folding centreboard occupies the space under the rower's seat. It folds up like a fan into a sheath, which is water-tight, being opened and closed by a lever carefully packed. The sail-brace and socket for base of mast are carefully fitted, and the mast and sail, when not in use, lie along the starboard side of the seats. A

false bottom of movable stuff protects the light frame, and this is covered by neatly fitting canvas. Feathering oars are seldom used at Thousand Islands, the boatmen claiming that a well-balanced thole oar can be more easily dropped to haul in a fish.

An indispensable adjunct of every boat is a pair of strong hickory rods, which are set at right singles with the gunwales. The trawling lines, which are let out perhaps one hundred feet, are thus well apart. Every good boat has a glittering display of nickel or silver plated metal about it, including out-riggers and seat braces.

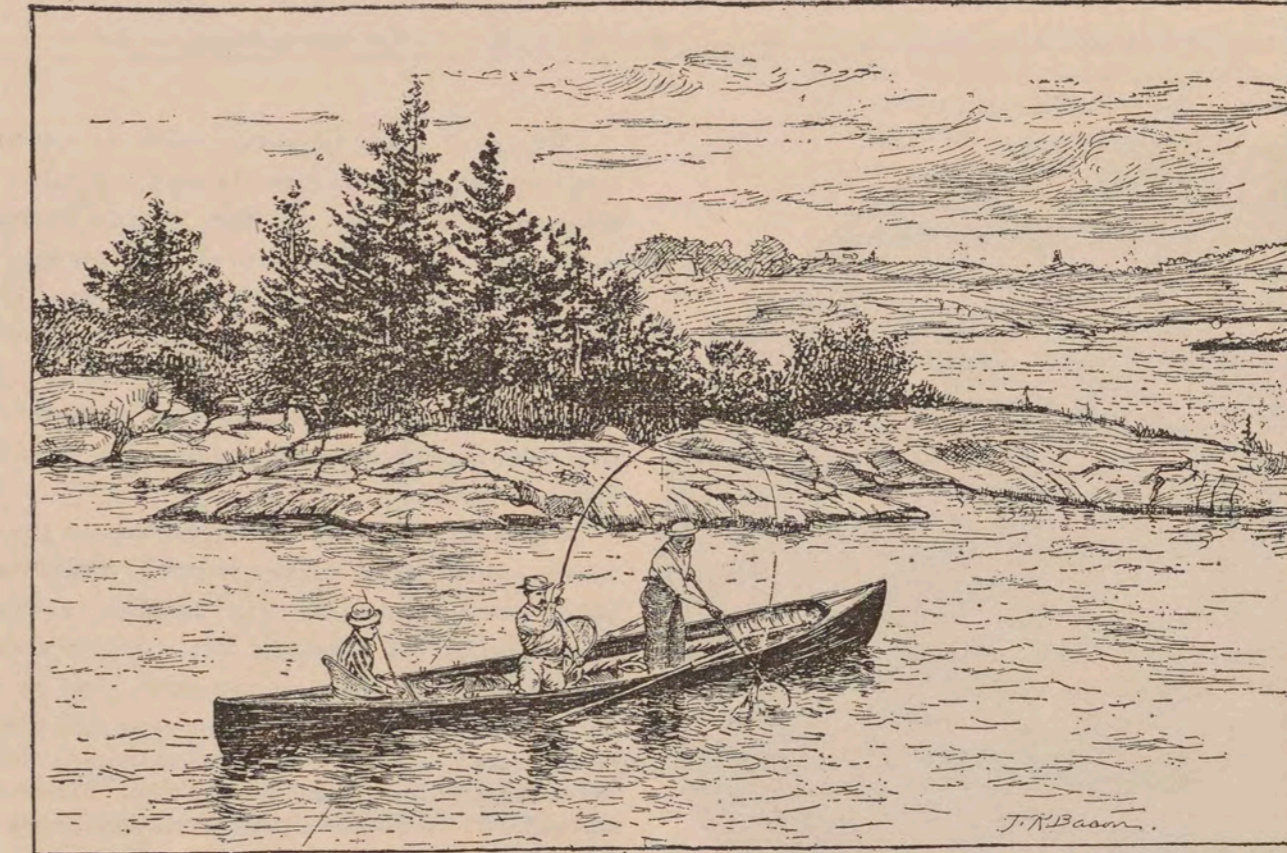
It is a fact which would hardly be credited were it not so well known through frequent demonstration, that these skiffs are so well modeled that a full-grown man may balance himself upon the gunwale, as shown in an illustration, without spilling a drop of water into the boat.

The average size of sail used is about 8 square yards, but a sail of from 10 to 16 square yards is often used by good sailors, who may safely venture in these buoyant and swift craft into waters which would swamp a much larger boat of different build.

It is a well-known fact that sail-boats are rarely seen in any numbers upon our beautiful inland lakes, especially those surrounded by considerable elevations, although they offer a splendid cruising ground for such craft. This is due to the risk of sudden changes in direction of the wind, caused by local air currents drawing down through ravines, or around headlands, thus taking the navigator unawares. No doubt the clumsy jib and main-sail, home-made affairs, usually seen when the use of the wind is invoked at all upon these lakes, are often the imminent danger of a capsizing.

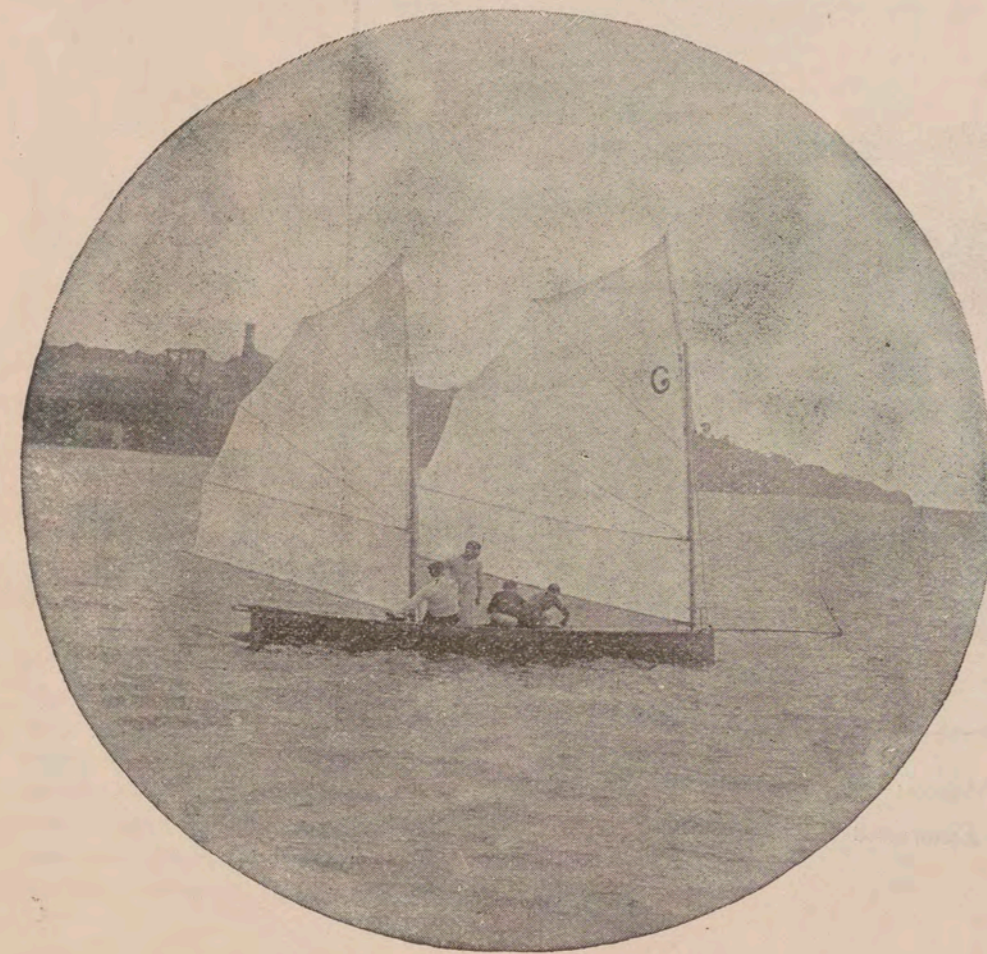
A properly rigged St. Lawrence River Skiff placed upon such waters will not only out-sail any craft of the kind usually found in either a light or heavy wind, but will safely ride out a gale or encounter the most sudden adverse current with perfect ease, as its simplicity of rig prevents the possibility of a disaster, except in the most incompetent hands.

A St. Lawrence River Skiff, such as has been herein described, when seen in a crowd of other craft, will attract every eye by its perfect grace, rakish outline and beautiful finish.



Landing a Black Bass in Clayton Waters from one of our Regular Famous St. Lawrence River Skiffs.

ST. LAWRENCE RIVER RACING SKIFF "AKAHE."



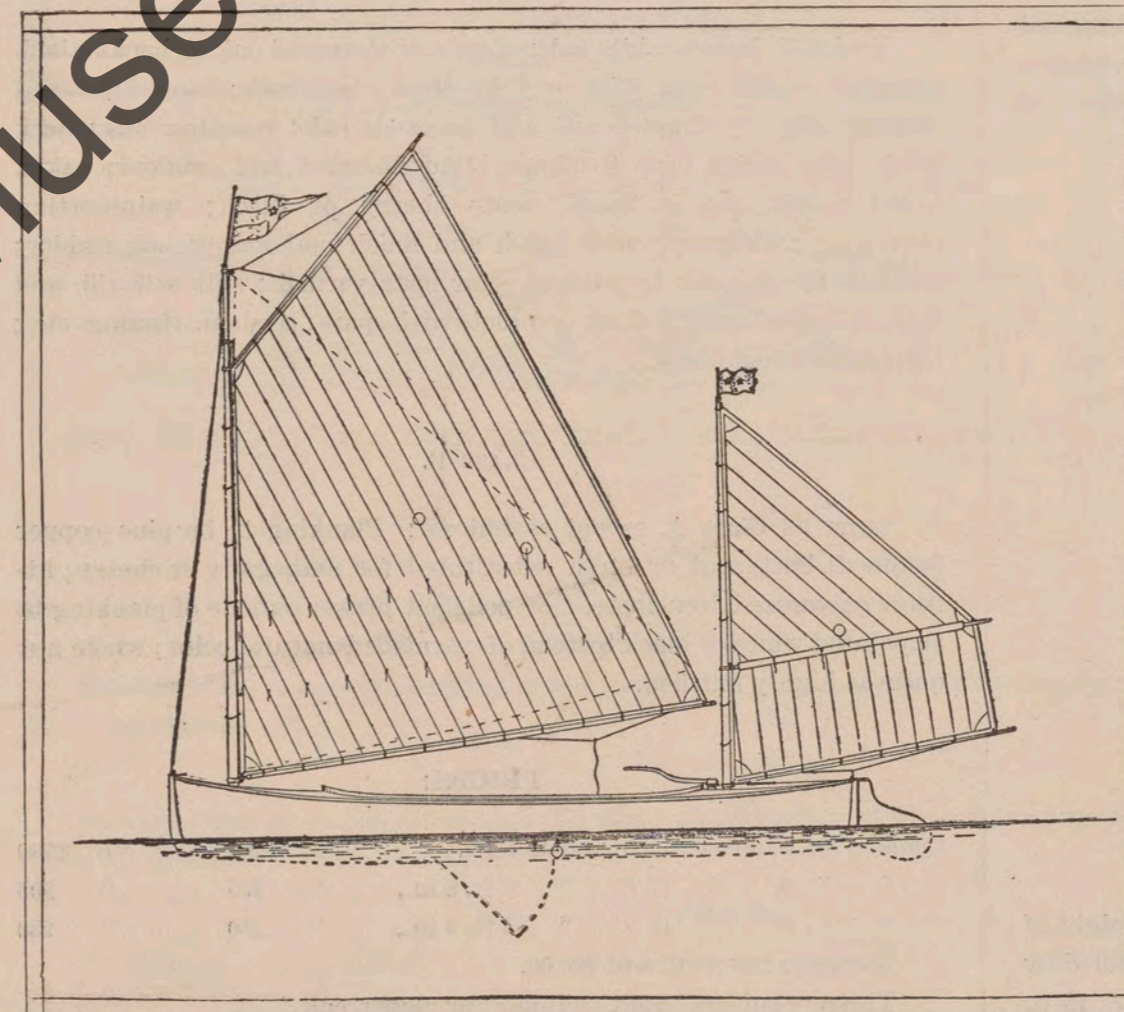
Winner of many important races on the St. Lawrence River. Has immense sail carrying capacity, and has raced in medium breeze with 425 square feet of canvas. This type is a RACER PROPER, and usually carries a crew of from three to six; though with a small suit of sails and some ballast, she makes an excellent cruiser, and can easily be handled by a crew of one or two. It is acknowledged by many of the best known yachtsmen and boating authorities that this type of boat can easily outsail anything of her inches that is produced, and, giving or taking time allowance according to regular rules of yacht racing, can beat anything that sails.

CLASS A.—23 ft. long, 3 ft. 9½ in. beam; 17½ in. deep mids. Smooth white cedar planking, copper riveted. Copper air tanks and watertight bulkheads, fore and aft, with hatches; mahogany or Spanish cedar smooth decks; oak coaming, 6 ft. cockpit; wood e. board trunk; steel plate (5 square feet area) centreboard; steel or oak rudder; brass mast tubes and plates; deck steering gear and fittings; "hiking" braces; brass cleats, travelers, chocks and fittings throughout; suit racing sails, 350 square feet area, main and mizzen. Finest workmanship and finish throughout. Finished in natural color spar varnish. Price, \$285, complete.

CLASS B.—Same as Class A, except planking to be copper-clinched, and whole not so highly or handsomely finished. Price, \$240 complete.

CLASS C.—Same as Class B, except decks to be white cedar; to have no copper air tanks; planking to be half smooth lapstreak and outside of planking to be painted instead of finished natural color. Sail and deck fittings not so high grade as in Classes A and B. Price \$185, complete.

"ADELANTA"—FAST CRUISING CANOE YAWL.



"Adelanta" canoe yawl, is a very fast sailing cruiser, and an excellent, staunch, dry, sea boat; has won many prizes in Corinthian Navy's and Mosquito Fleets' regattas in New York waters. Cockpit is arranged so that seats can readily be removed, and good sleeping space for two can be obtained. This boat can be easily rowed, or propelled by two single blade paddles when necessary.

CLASS A.

Length 18 ft.; beam 46 in.; depth mids. 18 in.; carvel built, copper RIVETED, cedar planking 5-16 in., or 3-8 in. thick; oak keel and frames; decks, mahogany or Spanish cedar, 4 ft. ford, 3 ft. aft, 6 in. sides; oak coaming; watertight bulkheads, or metal air tanks ford and aft; wood, e. b. trunk; plate metal centre-board and rudder; highly finished throughout in natural color spar varnish; suit sails 250 square feet area (to reef), complete with spars, cordage, fittings, etc.; nickel plated or polished brass fittings throughout, including steering gear, cleats, travelers, etc., etc.

PRICE, - - - - \$190.00.

CLASS B.

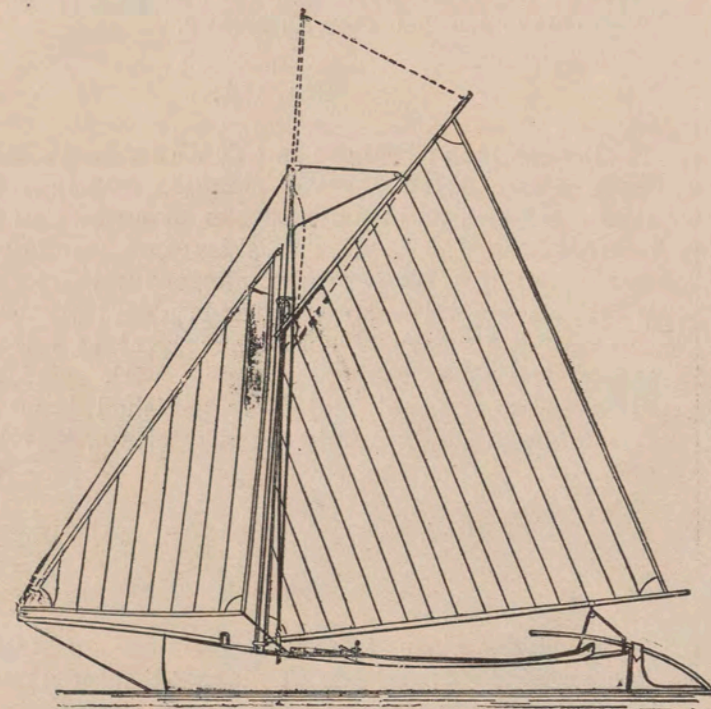
Same as Class A, except planking lap streak built, copper clinched; outside of planking painted; deck and inside finished in natural color; wood rudder; galvanized iron fittings.

PRICE, - - - - \$130.00

We build all styles of CANOE YAWLS and GENERAL PURPOSE CANOES either from our own or from customers' designs. Estimates sent on application.

ST. LAWRENCE CRUISER.

A very popular style of small sailing craft. Has ample accommodation for two persons, both for living and sleeping on board. So designed that no space is wasted, and has ample dry storage for all perishable articles necessary to a cruising or camping outfit. Can be sailed "in



ballast" or light, having air chambers sufficient to float inert weight of all ballast that can possibly be required. This boat can be handled by crew of one in any weather. Built in three sizes, as follows: 15 ft. length, 5 ft. beam; 17 ft. x 5 ft. 8 in.; 19 ft. x 6 ft. 4 in.

CLASS A.

Keel and frames white oak; stem and sternpost oak or hackmatack planking, white cedar 3/8 in. or 5/8 in. thick; lapstreak; copper fastened sheerstreak, coverings board and partners oak; coaming oak; deck white pine strips, bent to shape, blind fastened and caulked; oak c. board trunk and c. board; seats cherry or birch; wainscotting cherry or mahogany; deck hatch and finish mahogany; oak rudder; finished throughout in natural color spar varnish; suit sails (jib and mainsail) good quality duck, complete with spars; cordage, rigging, etc.; fittings polished brass.

CLASS B.

Same as Class A, except as follows: Planking to be pine (copper fastened), butternut or birch substituted for mahogany or cherry; fittings galvanized iron instead of polished brass; outside of planking to be painted white or black instead of varnished natural color; whole not quite as highly finished.

PRICES:

Cruiser No. 1, length 15 ft.; beam 5 ft.,	"A" \$200	"B" \$180
" " 2, " 17 " " 5 ft. 8 in.,	" 225	" 205
" " 3, " 19 " " 6 ft. 4 in.,	" 250	" 230

If copper RIVETED, add \$20.00.
 These "Cruisers" built "clinker" or "lapstreak."
 For "Carvel," add \$1.00 per foot in length.

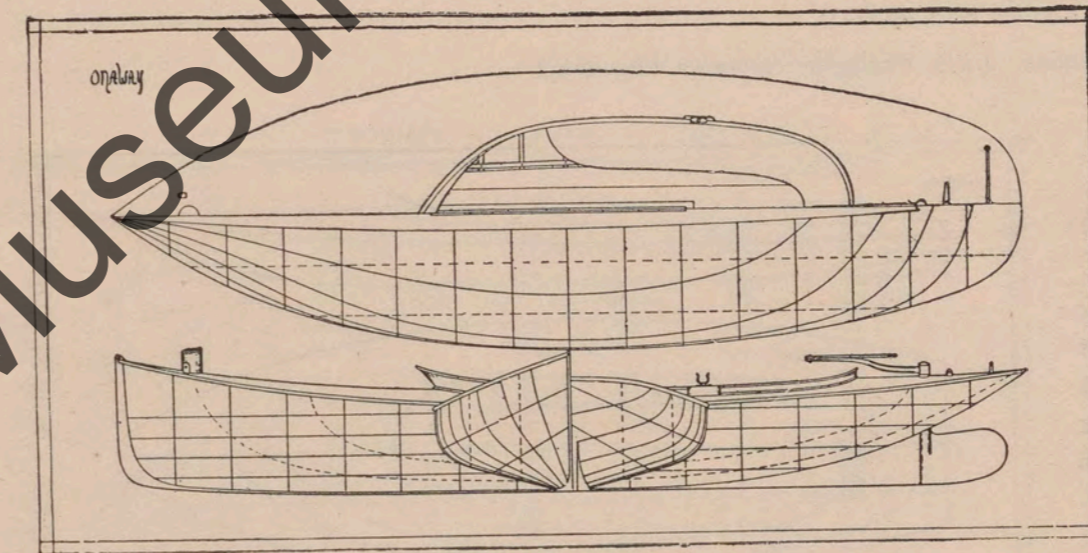
ONAWAY—(LENGTH 15 FT. AND BEAM 56 IN.)

An excellent little boat for boys' use.

This is a first-class little boat, strongly built, and good, stiff sea model, and is fairly fast; two mast-plates, bowsprits, etc.; can be sailed either as cat or sloop.

CLASS A.

Smooth (carvel and caulked) hull; white oak keel and frames; oak stem and stern post; copper fastened; iron rudder and plate-board; wood trunk; nickel plated or polished brass fittings; one pair spruce oars; one pair pointed oars; air-tank ford; 165 sq. ft. canvas; seats; 7-ft. cockpit; cedar decks; wood-work varnished natural color.



CLASS B.

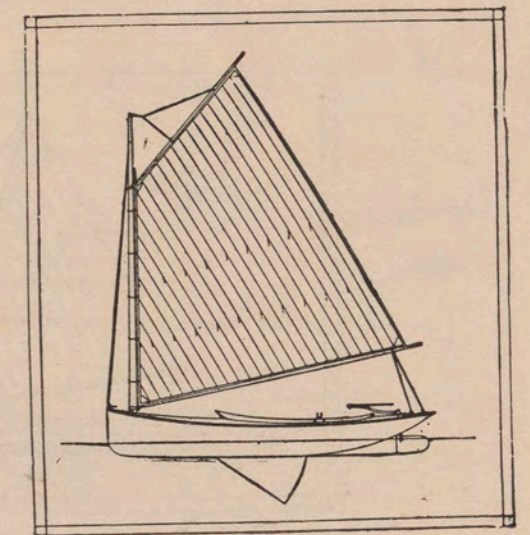
Same as Class A, except planking to be of pine; hull to be painted to lower edge of sheerstreak; galvanized iron fittings.

CLASS C.

Same as Class B, except planking to be clinker (lapstreak); to have Brough 30-in. centerboard; galvanized; no bowsprit or jib; no air-tank.

PRICES.

Class A, -	\$165.00.	Class B, -	\$140.00.	Class C, -	\$110.00.
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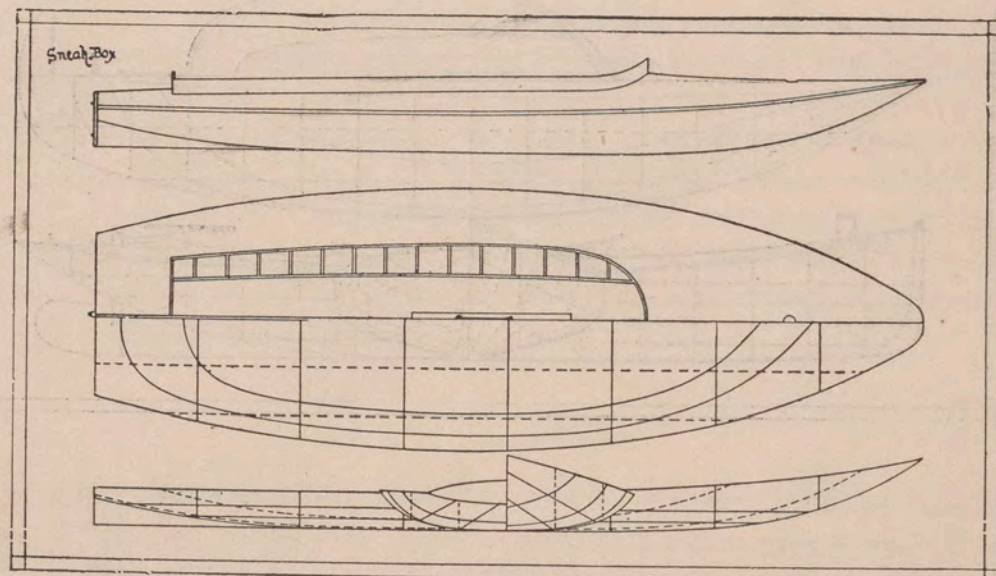


ST. FRANCIS SNEAK-BOX.

(Very Light Draft. A First-class Little Craft for Sport or Pleasure.)

CLASS A.

Length 13 ft.; beam 4 ft.; width stern 30 in.; depth stern 7 in.; depth amidships 15 in.; oak keel, stem, transom, ribs, etc.; planking Michigan pine or cedar 3/8 in.; clinker (lapstreak) build; canoe cockpit 7 ft. or 8 ft.; canvas cockpit cover; white pine or cedar deck; Radix No. 2 centre-board; wood rudder and tiller; two seats; one pair oars and oarlocks; one sprit sail, with mast, cordage, &c., complete; finished natural color in best spar varnish; nickel plated or polished brass fittings.

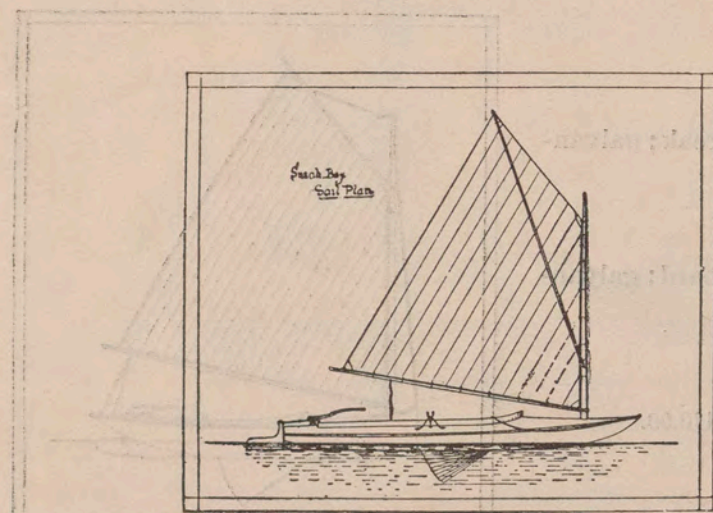


CLASS B.

Same as Class A, except hull outside to be painted; galvanized iron fittings; Brough galvanized centreboard.

PRICES.

Class A,	- - - - -	\$100 00
Class B,	- - - - -	80 00



LA GLORIA.

Designed by Mr. W. P. Stephens, Yachting Editor of "Forest and Stream."

See article with illustrations in *Forest and Stream*, of Oct. 27, 1892, by Mr. W. P. Stephens, from which following extract is taken:

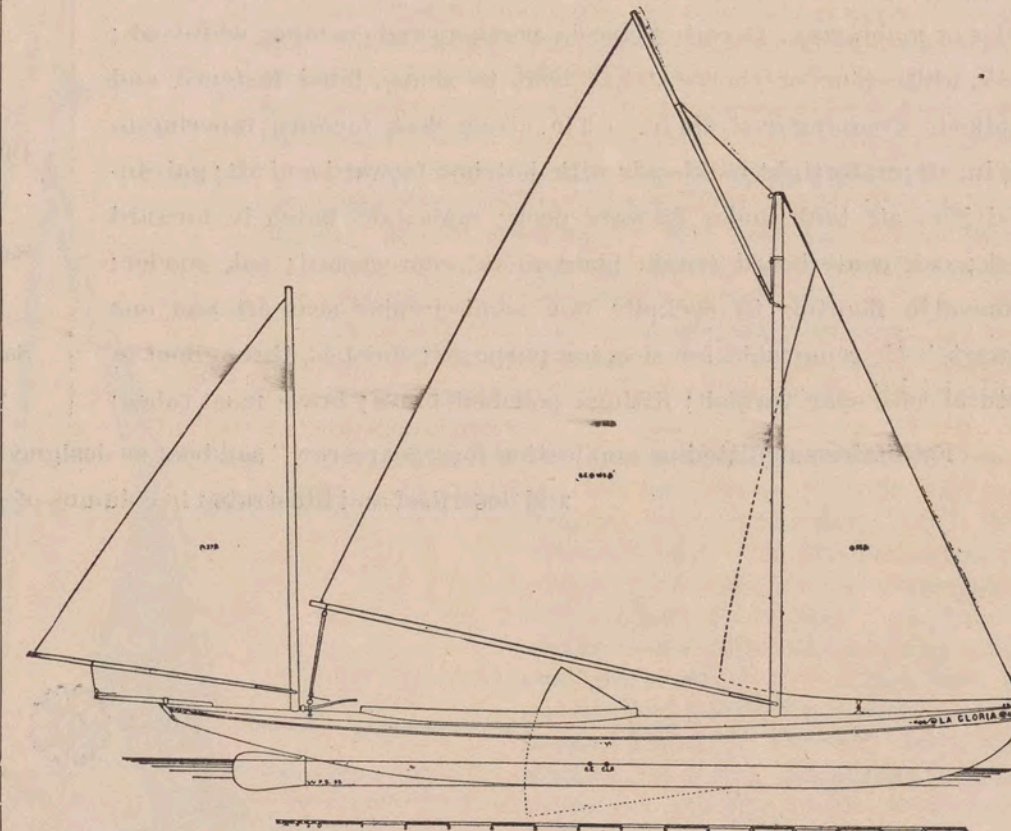
La Gloria was designed for Mr. M. T. Bennett, of the New York C.C. and was built by the St. Lawrence River Skiff, Canoe and Steam Launch Company, of Clayton, N. Y. The centreboard shown is of plate iron, weighing 50 lbs., and little or no ballast is carried in sailing single-handed, save a cruising outfit of stores, cooking utensils and tent. She is very stiff with her crew of one on the gunwale; in ordinary sails about New York Bay in the vicinity of the club-house she carries four men very comfortably.

Any one of the numerous rigs illustrated from time to time in the *Forest and Stream*, the jib and mainsail, yawl or cat yawl (the canoe rig), may be adapted to the boat, but the yawl rig, with either a lug or a boom and gaff mizzen, is probably as good as any. The boat handles well under her rig, though the center of effort is well aft. A boomkin is needed for the mizzen, and the main sheet works best on a traveler placed well aft over the rudderhead. In case the strain on the boom end is too great when on the wind, a snatch block may be used, at about a third of the length in from the end, through which the sheet is led from the traveler block to the hand or cleat.

The boat contains a good deal of room, which may be arranged to suit the taste of the owner. In La Gloria there are two bulkheads, placed as shown, at the fore end of trunk, and just abaft the cockpit. A square hatch in the deck just forward of the mast opens into the forward compartment, while a door in the after bulkhead gives access to the after space. Permanent seats may be arranged as shown, or more space may be had by keeping the cockpit clear and using cushions or movable boxes for seats. The tiller is quite short, so as to clear the body when the helmsman is seated well aft; in single hand sailing the weight of crew should be further forward, and a longer tiller is consequently necessary.—*Forest and Stream*.

After a season's use, Mr. M. T. Bennett writes his opinion of La Gloria, which will be found among list of testimonials at end of catalogue.

We believe this boat, which is an entirely new type, has no equal as an all-round small cruiser. She is a perfect wonder in a heavy blow or sea, and has great speed, though handiness and comfort were the requirements first aimed at.



Built in two sizes, viz.:
 Length over all 20 ft. 1 in.; l. w. l. 15 ft.; beam extreme 4 ft. 6 in.; draft (without c. b.) 4 in.
 Length over all 23 ft. 6 in.; l. w. l. 18 ft.; beam extreme 5 ft.; draft (without c. b.) 6 in.

LA GLORIA.—Continued.

Oak keel, stem and sternpost and frames; mahogany transom; planking white cedar, carvel built, copper rivited. Top streak Spanish cedar or mahogany. Covering boards, partners and coaming, white oak; deck, white pine or cherry strips, bent to shape, blind fastened and caulked. Coaming oval, 2½ in. or 3 in. above deck forward, tapering to 1½ in. aft; watertight bulkheads with hatches forward and aft; galvanized iron air tank under forward deck; mahogany hatch in forward deck; oak centerboard trunk, plate metal centerboard; oak rudder; removable flooring to cockpit; one semi-circular seat aft and one thwart, both removable for sleeping purposes; finished throughout in natural color spar varnish; fittings polished brass; brass mast tubes;

cleats, chocks, travelers, etc. First class material, workmanship and finish throughout.

Price for the 15 ft. (l. w. l.) boat,	- - -	\$220.00.
" " 18 " " " "	- - -	250.00.

Deduct \$15.00 if outside of planking to lower edge of sheerstreak is painted instead of varnished natural color.

Sails, as per illustration, complete with spars, cordage, blocks and fittings: 160 sq. ft. for 15 footer, \$27.50.

Sails, as per illustration, complete with spars, cordage, blocks and fittings: 240 sq. ft. for 18 footer, \$37.50.

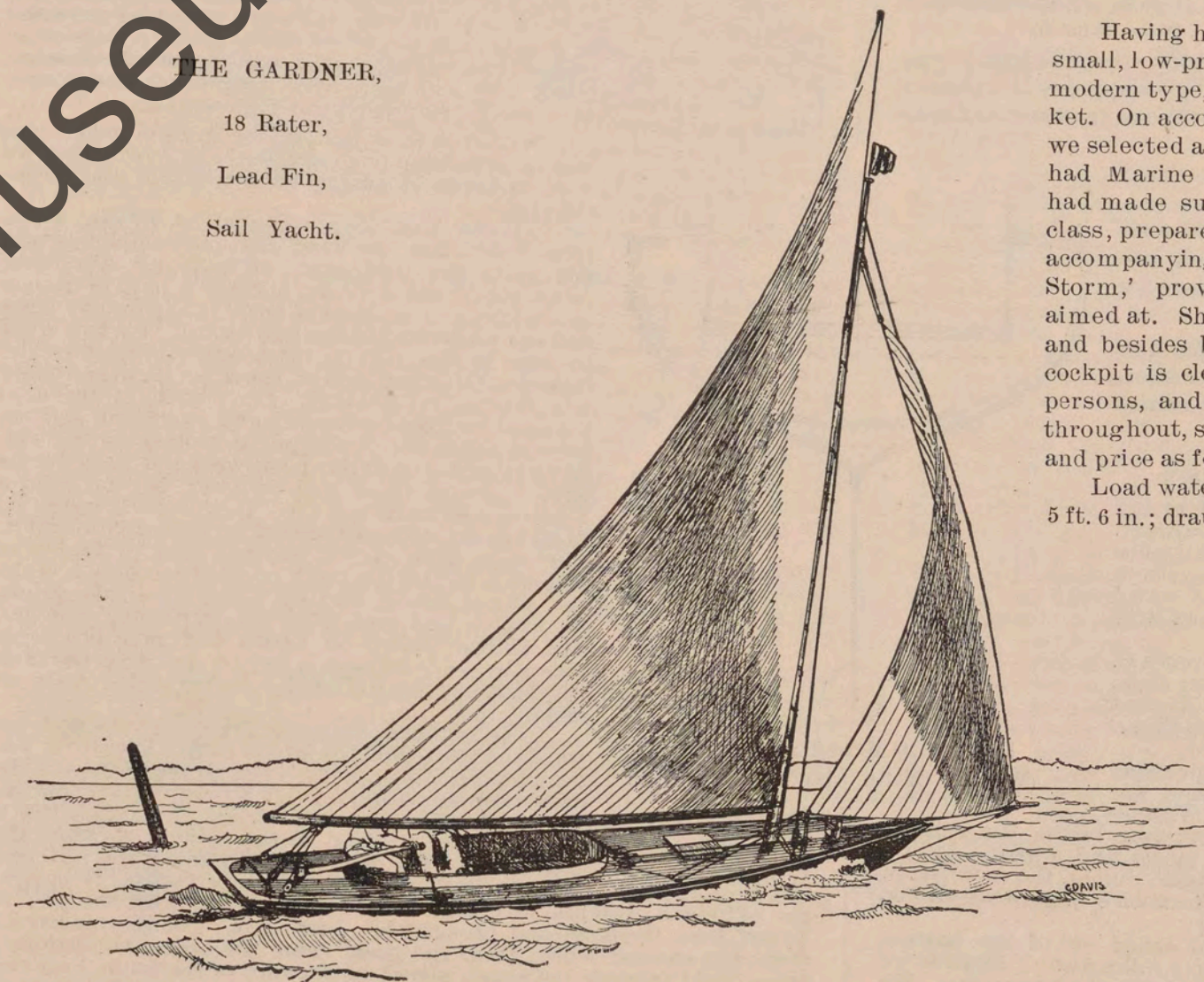
Estimates submitted on application for "Scarecrow" sail boat as designed by Mr. W. P. Stephens, (Yachting Editor of *Forest and Stream*) and described and illustrated in columns of *Forest and Stream* of Nov. 24, 1892.



Antique Boat Museum

THE GARDNER,

- 18 Rater,
- Lead Fin,
- Sail Yacht.



Having had, last season, a number of enquiries for a small, low-priced *non-capsizable, non-sinkable* sail boat of modern type, we decided to put such a boat upon the market. On account of the popularity of the 18-ft. rating class, we selected a boat just within the limits of that class, and had Marine Architect, Wm. Gardner, of New York, who had made such a great success of the boats of the 25-ft. class, prepare specially for us a design to build from. The accompanying article of "An 18-Rater in a 64-miles an Hour Storm," proves conclusively this boat has the qualities aimed at. She is a "rakish" looking craft upon the water, and besides being *absolutely non-capsizable*, is fast. The cockpit is clear, and gives ample sleeping room for two persons, and is self-bailing. Well built and substantial throughout, she is an ideal boat of her class. Description and price as follows:

Load water line 18 ft.; length over all 23 ft. 6 in.; beam 5 ft. 6 in.; draught 4 ft.; sail area 324 sq. ft. Oak keel and frames; white cedar planking ½ in.; with oak garboards and sheerstrakes, copper *rivited* to frames, carvel built and caulked thoroughly; planksheer and partners white oak; coaming white oak; decks white pine strips, bent to shape, blind fastened and caulked; mahogany hatch to forward deck, mahogany transom; mahogany wainscoting to cockpit; inside of cockpit, decks, etc., highly finished in best spar composition and well rubbed down; outside of hull well painted black or white. Fin ½ in. boiler plate with cigar shaped lead weight attached to base; steel rudder; deck fittings pol-

ished brass, including traveler, chocks, cleats, eyebolts, etc., spruce mast boom and gaff; 35 lb. galvanized iron anchor; whole finished in best workmanlike and ship-shape manner. Price, \$400.00.

Sails of fine quality, 6 oz. duck, close bighted, complete with blocks, cordage, wire rigging, etc. Price \$60.00. To customers purchasing boat, desiring to supply their own sails, we will send drawings and scale of sail plan by Mr. Wm. Gardner.

The fin is so constructed that by unscrewing part of cockpit flooring, the whole metal fin can be easily detached and attached by removing the nuts from bolts which pass through the oak keel and oak and iron frames. This is a great advantage for shipping, or for laying boat up for winter.

The following article is from the *Rudder, Sail and Paddle* for September, 1892, which, we consider, is conclusive evidence in favor of the great merits we claim for our 18-ft. lead fin yachts:

AN 18-RATER IN A 64-MILES AN HOUR STORM.

The Matt B. is a fin keel of the 18-foot rating length class, built for Commodore G. W. Gardner, of the Cleveland Yacht Club, by the St. Lawrence River Skiff, Canoe and Steam Launch Company, from designs by William Gardner. She is 18 feet water line, 23 ft. 6 in. over all, 5½ feet beam, and draws with her fin 4 feet of water.

On Saturday morning, July 23, with Mr. James O. Gardner as skipper, and Mr. W. H. Eckman for crew, the Matt B. left Cleveland for a cruise to Ballast Island, an island in Lake Erie, 63 miles from Cleveland and 20 miles from the nearest main land.

The weather was excessively hot and the wind light and from the south, so that the time was slow, and Sunday morning found them off Vermillion light, and having been on duty twenty-four hours, the skipper decided to run into Vermillion for warm meals and a rest. After a good breakfast, a refreshing nap and a palatable dinner, the crew felt in condition to again go to sea, and their afternoon's experience will be shown by the following extract from the log:

"At two o'clock we got up anchor and sailed out of the harbor, bound direct for Ballast Island, about thirty miles away. Outside we found a good sailing breeze from the southwest and a lumpy sea. We set our course W. by N. and danced along over the sea with a leading

wind which just permitted us to hold our course, at a rate which promised to get us to our destination in the evening.

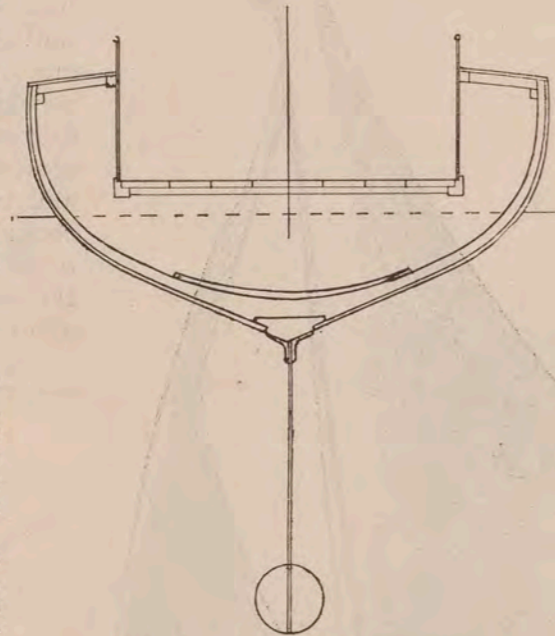
"The heat was intense, and considerable speed was sacrificed in the endeavor to interpose the canvas between the sun's scorching rays and the crew's too tender cuticle; but hunting a shady place on deck of an 18-foot yacht, with a somewhat variable wind, was not wholly successful. The sky was flecked here and there with light, fleecy clouds, and with a good breeze there was every prospect of a speedy run.

"With the exception of the intense heat there was no indication of an approaching storm, and we were in hopes of having an uneventful and pleasant cruise.

"At half past four, when about fifteen miles from Vermillion, the wind died out completely and left us in the doldrums. At half past five there came above the western horizon a narrow ribbon of darkness which worked itself into a murky mass and spread around to the northward. We had lived too long in this vicinity not to know what mischief lurked within that bank of vapor, so its every phase was scrutinized intently. For a while it appeared to move to the northward and eastward and we were in hopes that it was going around us, but suddenly it gathered in the northwest and came for us with renewed vigor, and we knew beyond even a hope that we must meet it. Double reefs were tied in all around while we waited to feel the force of it. The mass grew denser and was rent by flashes of vicious, blinding lightning in quick succession, while the silence which had for some moments grown oppressive, was broken by low, muttering thunder. The skipper called all hands and gave orders to stand by ready to take in the jib and drop the peak (the boat handles well under double reefed mainsail alone.)

"The ominous darkness crept onward and upward and then came the fateful calm. The storm was gathering its force preparatory to the blow, and the darkness was so intense all around that it was im-

possible to tell from which direction it would strike. At six o'clock it was upon us and every eye was strained to the utmost to catch the first ripple that would indicate its direction. Intently we watched. Out from the dark floated a ragged handful of gray vapor. It caught the skipper's watchful eye and he shouted, 'Down with the jib,' as he put down the helm and brought her head to it. The jib was hardly down and secured when 'Drop the peak' came the order, but before a move could be made the squall struck us forward of the beam, butt end foremost, and we were on our beam ends, while the lake was lashed to



SKETCH OF MIDSHIP SECTION.
(Weight of fin about 1,300 lbs.)

fury and the blinding spray flying so we could not see the length of the boat. The peak ballards jammed so the peak would not come down, and the head of the sail, although almost in lee of the hull was full of wind and hooting up down, the boom and lower half of the sail being in the water. The dinghy, which up to this had been very well behaved, quietly towing astern, was swamped in the first rush of the furious water and lay there tugging away and preventing the ship (we call her a ship now) from properly lightening into the wind and sea.

"So furious was the blast that in less time than it takes to write it, the sea was running fully twenty feet high and the lake had become a cauldron of seething foam and spray. The water-logged dinghy holding us back and the stem to windward held us in the trough of the sea and was a source of great danger, but as the ship was behaving very handsomely the skipper decided to hold on in hopes of saving the dinghy.

"We were then on the starboard tack, headed W. S. W., and if it had not been for the drag astern would have been flying along on our course. The starboard chain-plate started, but there was a cleat on deck handy by, and the rigging was lashed to this and the strain relieved so the chain-plate did not give way altogether. The seas were now breaking over the starboard bow, making it very difficult to work on deck, and the working of the mast on account of the slacking of the shroud, worked out the wedges and considerable water found its way into the hold around the space left open. As the ship rode on the crest of a sea, the terrible wind would catch the canvas and haul her down into the yawning trough with such force that the whole lee side was driven under and water surged into the cockpit, completely drenching the crew, who had sought some protection from the piercing wind.

"Could wood and wire stand the strain? If so, we were safe, as we bobbed around like a cork, with not enough green water coming aboard to be dangerous. For half an hour we lay on our side waiting for a break in the terrible storm which we knew was too heavy to last long.

"At six o'clock we noticed a faint streak of blue and red and a few minutes afterwards the wind died out almost as suddenly as it came. The sea was still running very high, and before we had time to recover from the effects of the squall we caught a heavy blow from the southwest, which kicked up a nasty cross sea and tossed us about in a more uncomfortable manner even than the terrific sea during the squall. However, the wind was only about half its former velocity and the ship stood up to it bravely. Had it not been for the dinghy, which held us as if we had been anchored, we would have been bowling along finely, but the dinghy was a new one and the skipper determined to save it if possible. About eight o'clock the wind dropped to a good reefing breeze,

and after partaking of some very wet refreshments, an attempt was made to get the dinghy alongside and get the water out of her. The sea was still running too high, and after several attempts we had to give it up.

"At eleven P. M., realizing that all hands were pretty well tired out, the dinghy was cut adrift, the jib set, and our course laid W. by N. to clear Kelly's Island. The wind was now dying out fast, but the rigging was in such a shape that in the darkness (everything was so wet we could light no lights) the fatigued crew were unable to shake out the reefs.

"At half past eleven Marblehead Light was made, bearing W. by S., and shortly afterwards we found ourselves amidst the pound stakes in that vicinity. The crew was ordered to keep a sharp lookout, but his eyesight not being the best in the world, we had to depend principally upon luck. Luck was not with us just then, for suddenly there appeared out of the darkness a huge stake grazing along the lea rail. Up went the helm, but it was too late, and we found ourselves hung up by the main sheet. Considering the sea that was running, this was certainly not a pleasant ending to a very eventful cruise, and we felt that we might better be tied to a swamped dinghy. After ten minutes' hard work we were again free, but the wind by this time had fallen, so we made little headway.

"Beyond the expectation of running into another stake nothing marred the quiet of the latter part of the run. At 2 A. M., Monday morning a very tired crew gladly welcomed a safe haven, and, having no dinghy, landed at Ballast Island dock, perfectly satisfied that the Matt B. is as gallant and safe a little ship as ever floated."

"This was no ordinary summer squall. The records of the U. S. Weather Bureau show that the storm from the northwest lasted half an hour and reached a velocity of sixty-four miles an hour, the highest ever recorded in that vicinity. This was followed by a gale of thirty miles an hour from the southwest, which lasted two hours, and gradually died down to a light breeze.

"When we consider that a boat only eighteen feet water line, in the middle of the lake, carried double-reefed mainsail and lived through the hardest blow ever known on Lake Erie, it seems incredible. The storm did great damage to the surrounding country, and two yachts from up the lake, whose name our correspondent was unable to learn, were lost with all hands.

"NOTE—We are indebted to Skipper Gardner and Crew Eckman for the facts about the cruise and the log, and to the U. S. Bureau officers at Cleveland for the facts about the weather.

"Rudder, Sail and Paddle, Sept. '92."

EUREKA.—No illustration.

Combined row and sail square stern skiff; especially adapted as a family boat; is exceedingly staunch and safe in smooth or rough water, and can be easily rowed by ladies or children. Though built with special regard to safety is, at same time, moderately fast, and is an excellent boat for shooting and fishing, having plenty of room in cockpit and good flooring. Seats can be so arranged to be removable for sleeping purposes if desired.

Built in two grades, as follows:

CLASS A.

Length 16 ft.; beam 50 in.; depths, bow 27 in.; mids 17 in.; stern 25 in. Oak keel and frames; natural crook oak or hackmatack stern and sternpost; mahogany transom; cedar planking, half smooth built; copper RIVITED; oak gunwales; decks 36 in. forward, 15 in. aft, 6 in. sides; mahogany or Spanish cedar; copper air tank under forward deck; water-

tight bulkhead with hatch forward; 2 rowing thwarts; bow and stern seats; lazy back of mahogany or b. walnut in stern; finished highly throughout in natural color spar varnish; batwing or boom and gaff sail complete 120 sq. ft. area, to reef; plate steel c. board with wood trunk (or patent folding galvanized, steel c. board if preferred); wood rudder and steering gear; 2 pairs swivel rowlocks; 2 pairs straight blade spruce oars finished; nickel plated or polished brass fittings throughout. Price \$125.00.

CLASS B.

Same as Class A, except planking copper clinched instead of RIVITED; decks cherry instead of mahogany; outside of planking painted instead of varnished natural color; fittings galvanized iron instead of brass; cherry lazy back. Price \$85.00.

Whole not so highly and handsomely finished as Class A.

Row Boats.

"EVENING PASTIME."

Our illustration shows the lines of one of the most convenient small row boats made.

LENGTH, 15 FT. BEAM, 42 IN.

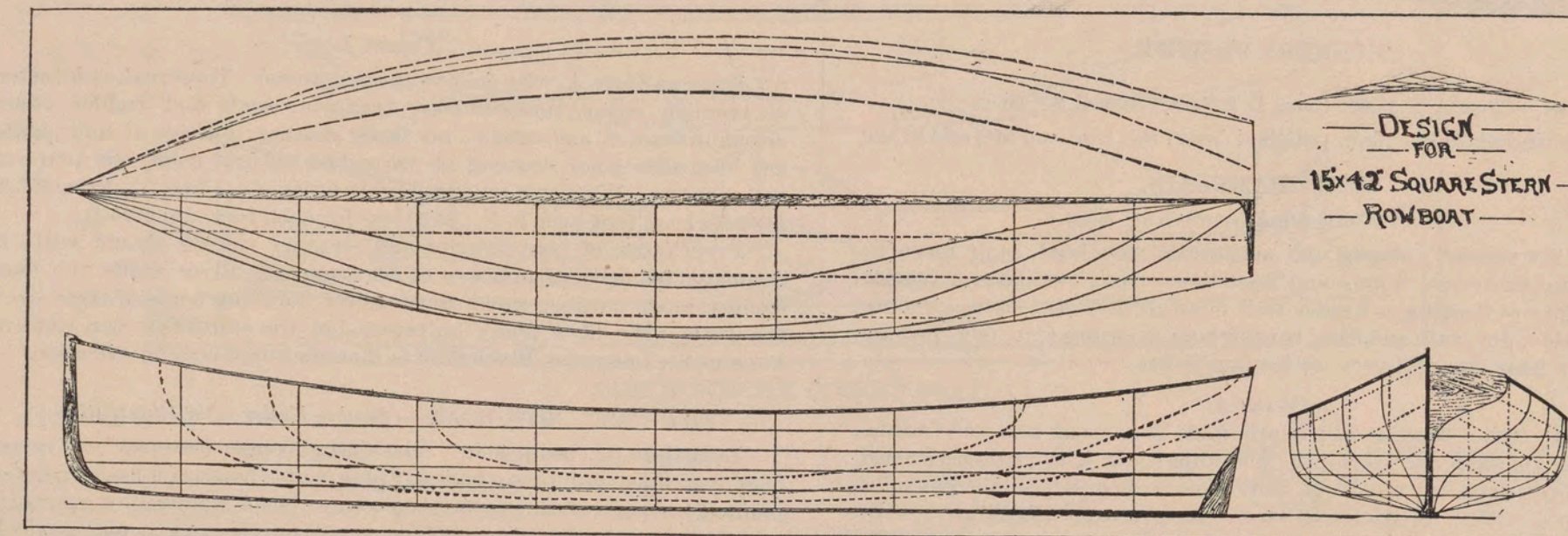
Made very light and handsomely finished.

This will be found a perfect boat for either ladies or gentlemen,

residing near the water, that row their own boats. For grace and beauty, the "Evening Pastime" is unexcelled.

Built in three classes, viz.:

Class A.—Cedar; smooth built; copper rivited; mahogany finished; polished or nickel plate brass trimmings; lazy back and two rowing thwarts; fancy grating in bow; two pairs rowlocks; rudder; two pairs spoon oars; finished in oil, shellac and spar varnish.



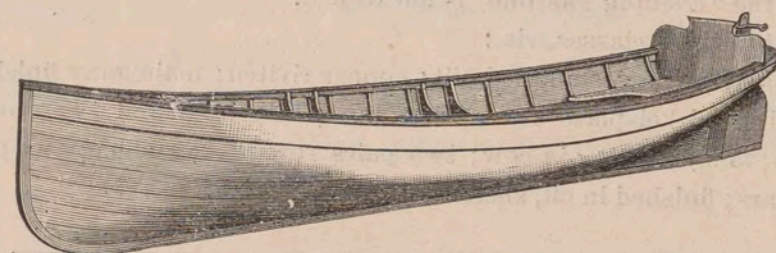
"EVENING PASTIME."

We are prepared to submit estimates to boat clubs for a full line of all boats and boat fittings required.

ROW-BOATS.—Continued.

Class B.—Walnut or cherry finished; copper clinched; otherwise same as Class A.

Class C.—Pine; oak finished; galvanized iron trimmings; no grating in bow; painted outside up to lower edge of sheerstrake; one pair oars and oarlocks; otherwise same as B.



EVENING PASTIME.

PRICES.—Class A, \$125.00; Class B, \$75.00; Class C, \$55.00.

For nickel plated or plain polished brass rail fore and aft, add \$11.50.

THE CHAMPLAIN.

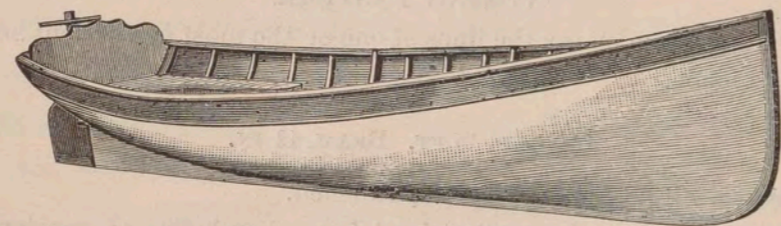
(Square Stern High Grade Row-Boat.)

This is a specially strong and substantial row-boat, built more especially for first-class hotels and boat livery at river, lake or seaside. With plenty of flooring and sides well built up, and easy lines, a roomy, comfortable, dry, safe and easy rowing boat is assured; in fact, just the boat for a HIGH GRADE livery, or for family use.

CLASS A.

Length 16 ft.; beam 45 in.; depth mids 16 in.; oak keel and frames; natural crook stem and sternpost; planking cedar $\frac{3}{4}$ in.; smooth (carvel) built, copper riveted; topstreak mahogany or Spanish cedar; gunwales oak copper riveted; breasthook, stern and transom mahogany; seats mahogany braced with natural crook knees; mahogany lazy back in stern; fancy grating in bow; semi-circular seat in stern; highly finished throughout in natural color spar varnish. Polished brass fittings; 2

pairs swivel or fixed rowlocks; 2 pairs straight blade spruce or ash oars, varnished, leathered and copper tipped; mahogany rudder; fancy rudder lines. Price \$125.00; \$5.00 extra for each foot over 16 ft.; \$4.00 less or each foot under 16 ft.



THE CHAMPLAIN.

CLASS B.

Same as Class A, with following exceptions: Topstreak oak instead of Spanish cedar; breasthooks, transom, seats and rudder cherry or oak instead of mahogany; NO fancy grating; outside of hull painted any desirable color, instead of varnished natural color, one pair oars and oarlocks. Whole not quite as highly finished as Class A. Price \$75.00; \$4.00 for each foot over 16 ft.; \$3.00 less for each foot under 16 ft.

Proprietors of boat livery and summer resorts should write for estimates for fleets of above or of St. Lawrence River Skiffs, the handsomest, most durable, safest and easiest handling boats of their size in the world. We have many imitators, but the ORIGINAL AND GENUINE Famous St. Lawrence River Skiff is manufactured only by ourselves.

THE "VIC" ROW-BOT.—(Double Ender—No Illustration.)

Length 16 ft.; beam 40 in.; pine siding, copper fastened oak or pine open gunwales; ash breasthooks; 3 pine seats; bass wood flooring inside; painted throughout in two or three colors; black japanned or galvanized iron fittings; 1 pair straight blade ash or spruce oars; 1 pair rowlocks. Price \$30.00.

Only one size of the "Vic."

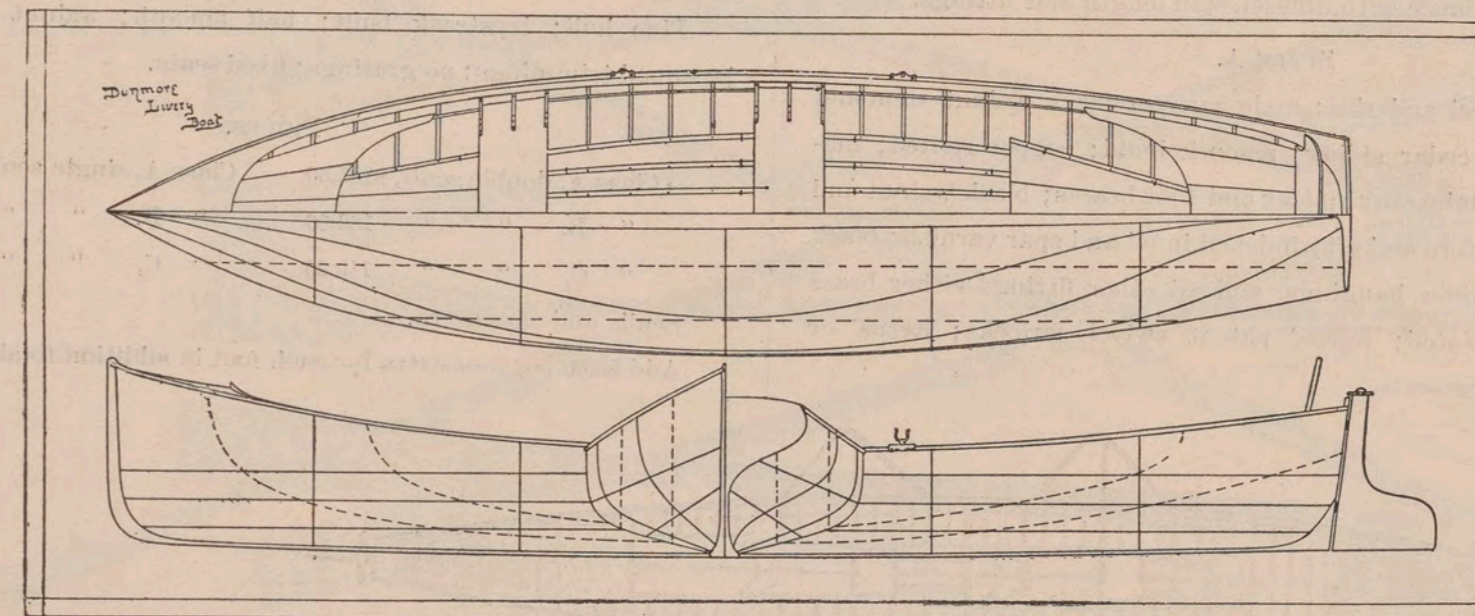
ROW-BOATS.—Continued.

THE "DUNMORE"
(Square Stern Row-Boat)

is a handsome boat; gives great satisfaction as a livery or hotel row-boat; is strongly built of selected materials; is a safe, staunch craft, and perfectly safe in even inexperienced hands. Handsomely, but not as highly finished as our "Champlain" row-boat.

CLASS A.—Varnished in natural color throughout in best spar varnish, except flooring inside (removable) painted; 2 pairs swivel or fixed rowlocks; 2 pairs spruce or ash oars finished; rudder; nickel-plated or polished brass fittings. Price, \$60.00.

Add \$3.00 for each foot over, or deduct \$2.50 for each foot under 15 ft.



THE DUNMORE LIVERY BOAT.

CLASS A.

Length 15 ft., beam 40 in.; transom stern; depth amidships 14 in.; oak keel, stem and ribs; cedar hull; copper fastened; butternut or cherry deck 18 in. ford; oak gunwales; lazy back in stern; pine seats.

CLASS B.—Same as Class A, except finish to be all oak or ash; outside of planking painted instead of varnished natural color; fittings galvanized iron instead of brass; 2 pairs rowlocks; only one pair oars. Price, \$45.00.

Add \$2.50 for each foot over, or deduct \$2.00 for each foot under 15 ft.

Double and Single Scull or Working Boats.

The accompanying cuts show the style and inside finish of our club or scull boats. Two sizes, doubles 22 ft. long, 30 in. beam; singles 20 ft. long, 30 in. beam. Any other sizes can be furnished.

Three classes, A, B and C. The difference in price of double and single boats in accordance with difference in length and fittings.

STYLE A.

Pine and oak keel and ribs; mahogany or black walnut stem and stern-post; Spanish cedar siding; smooth build; copper rivited; mahogany gunwales; mahogany rudder and foot braces; black walnut and mahogany gratings fore and aft; finished in oil and spar varnish; black pipe outriggers; rudder hangings, and all other fittings either brass polished or nickel plated; Kerns' patent swivel oarlocks; Kerns' or Meany's roller sliding seats.

STYLE B.

Same as Style A, except planking is Canada cedar or Michigan pine; walnut gunwales and gratings.

STYLE C.

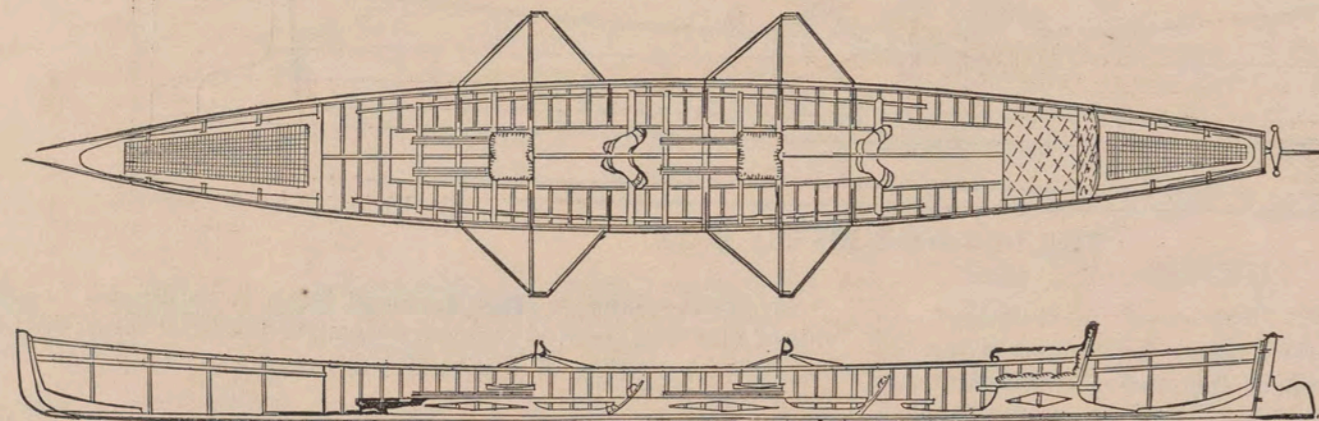
Pine hull; lapstreak built; half smooth; walnut finished; iron japanned trimmings; no gratings; fixed seats.

PRICES.

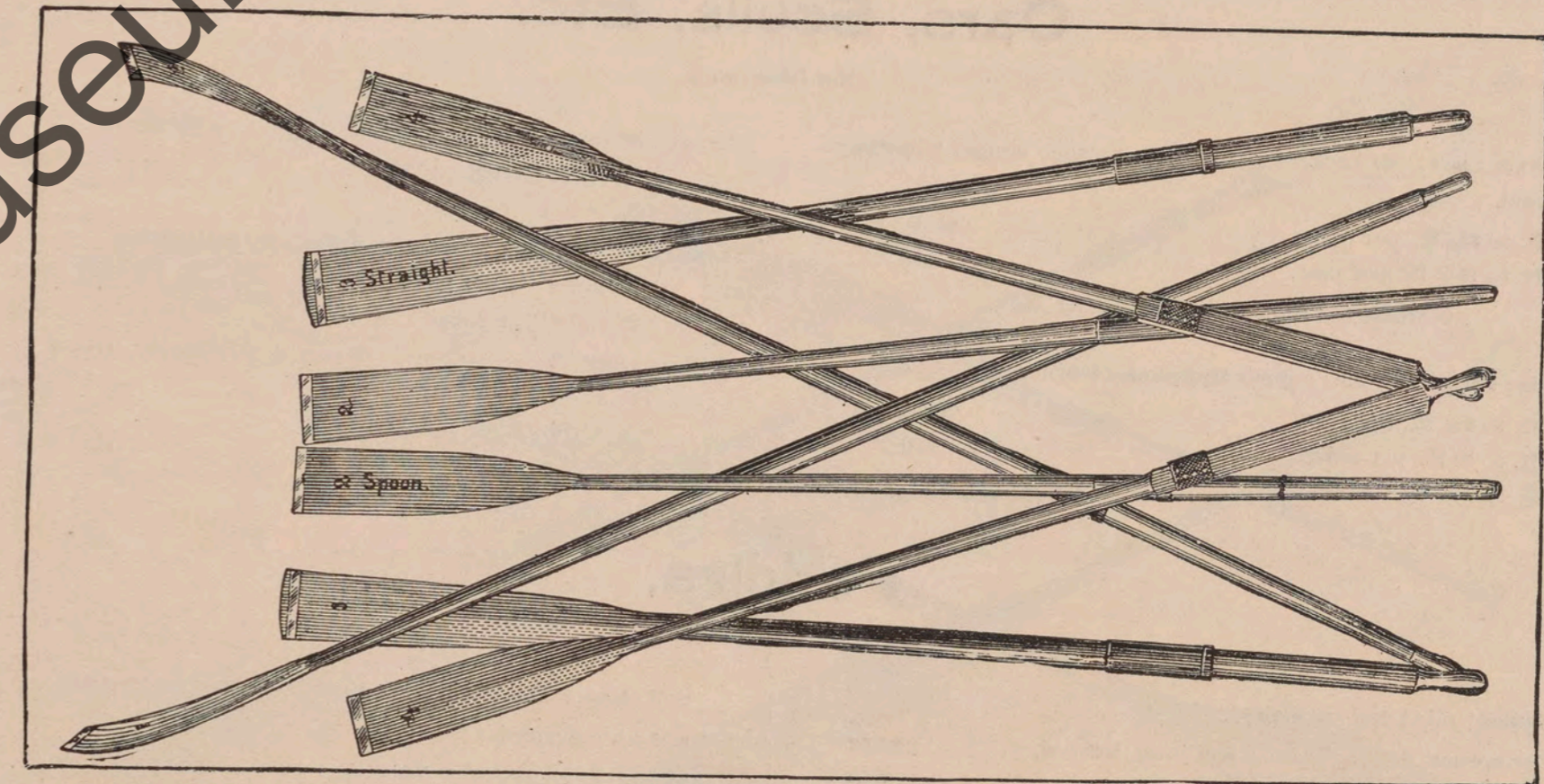
Class A, double scull, \$185.00	Class A, single scull, \$155.00
" B, " " 160.00	" B, " " 130.00
" C, " " 110.00	" C, " " 85.00

Sculls and oars extra.

Add \$5.00 per foot extra for each foot in addition to above lengths.



DOUBLE AND SINGLE SCULL OR WORKING BOATS.



OARS, SCULLS AND SWEEPS.

For prices, see following page.

Antique Boat Museum

Oars, Sculls, Etc.

(See Illustration.)

Spruce Spoon Oars; rib back of blade; latest style; copper tipped and leathered.

7 ft. to 8½ ft., per pair, - - - - -	\$5.00
9 ft. to 10½ ft., per pair, - - - - -	6.00

Suitable for Racing, Shell Sculling, etc.

Spoon Oars; spruce or pine; copper tipped and leathered.

7 ft. to 8½ ft., per pair, - - - - -	\$4.50
9 ft. to 10 ft., per pair, - - - - -	5.00

Spoon blade sweeps, 9½ ft. to 13 ft., \$4.50 to \$5.00 each.

Straight Blade Spruce Oars; copper tipped and leathered.

7 ft. to 8½ ft., per pair, - - - - -	\$2.50
9 ft. to 10 ft., per pair, - - - - -	3.00

Straight Blade Ash Oars; copper tipped and leathered.

7 ft. to 8½ ft., per pair, - - - - -	\$2.50
9 ft. to 10 ft., per pair, - - - - -	3.00

"St. Lawrence" Thole-pin Oars; square butt; straight blades.

7 ft. to 8 ft., per pair, - - - - -	\$2.50
9 ft. to 10 ft., per pair, - - - - -	3.00

Paddles.

(See Illustration.)

Copper tipped; oiled and varnished.

Pine or spruce, double blade, 7 feet long, jointed, - - -	\$3.00
" " " " 7½ " " - - -	3.25
" " " " 8 " " - - -	3.50
" " " " 9 " " - - -	4.00
" " " " 9½ " " - - -	4.50

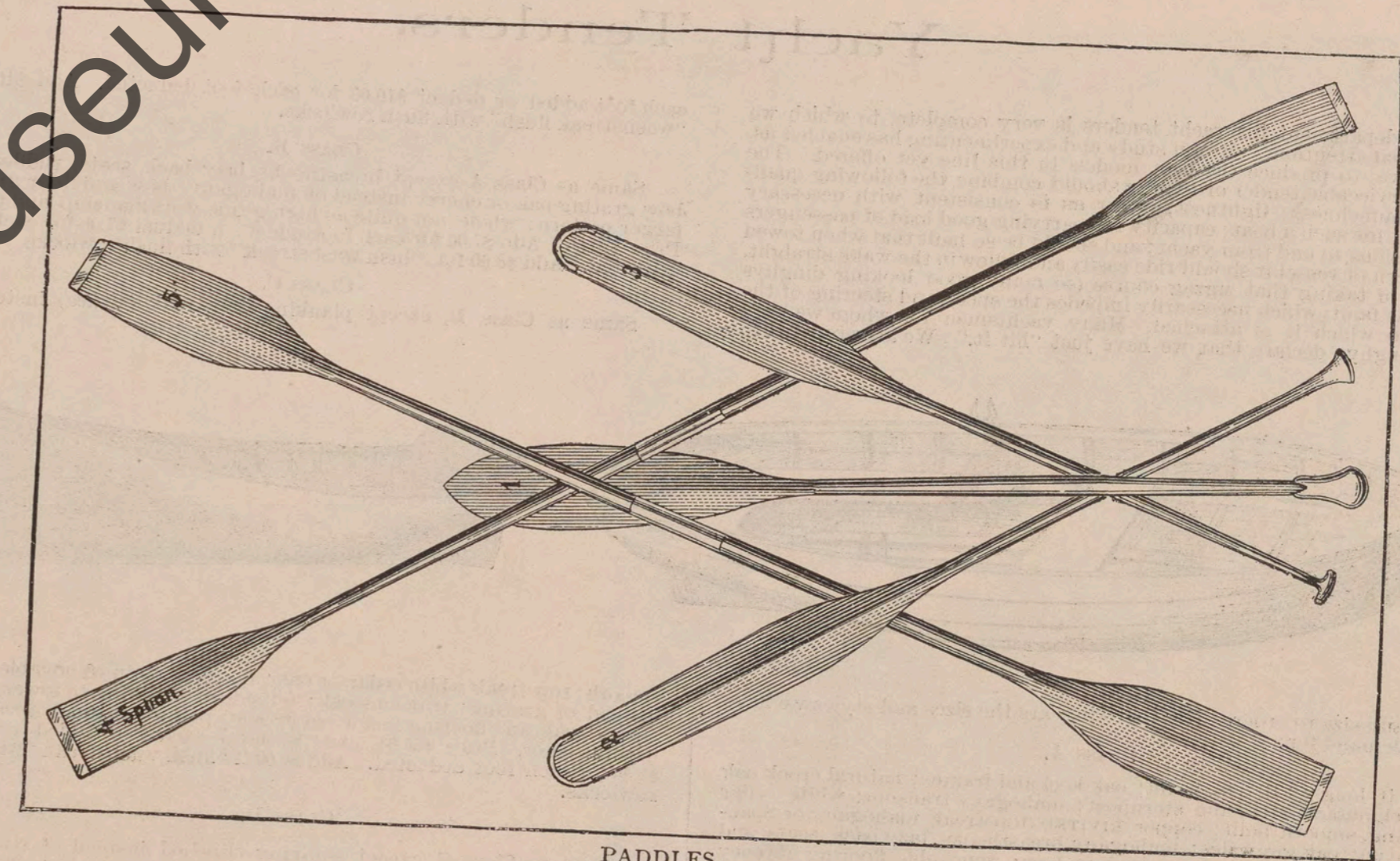
Spoon Blades, same length, 50 cents extra.

Soft Maple Double Blades, made to order only, at the same prices, but are not coppered.

Maple, single blade, 5 feet long, - - - - -	\$2.00
" " " 5½ " - - - - -	2.00
Ash, " " 5 " - - - - -	1.75
" " " 5½ " - - - - -	1.75

Coppered to order for 25 cents extra.

Special prices for large quantities.



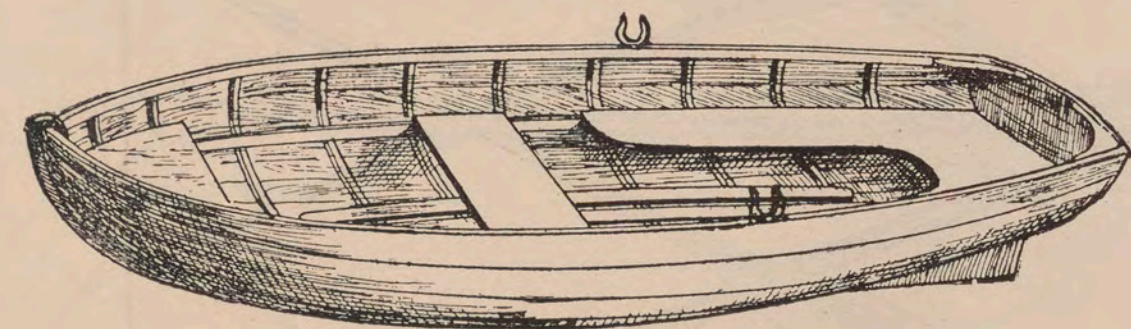
PADDLES.

SEE PRICES ELSEWHERE.

Antique Boat Museum

Yacht Tenders.

Our department for yacht tenders is very complete, to which we pay special attention. Careful study and experimenting has enabled us, we believe, to produce the best models in this line yet offered. The really serviceable tender or dinghy should combine the following qualities: Staunchness; lightness, as far as is consistent with necessary strength for such a boat; capacity for carrying good load of passengers or provisions to and from yacht; and should be so built that when towed from stern of vessel it should ride easily and follow in the wake straight, instead of taking that zigzag course (so many good looking dinghys have this fault) which necessarily impedes the speed and steering of the yacht to which it is attached. Many yachtsmen for whom we have built dinghys declare that we have just "hit it." We are prepared to



build any size to order. The following are the sizes and styles we have most demand for:

CLASS A.

10 ft. long x 4 ft. 2 in. beam; oak keel and frames; natural crook oak or hackmatack stem and sternpost; mahogany transom; white cedar planking, smooth built; copper rivited (topstreak mahogany or Spanish cedar); oak gunwales; mahogany breasthooks, lazy back, seats and rudder; fancy mahogany grating in bow; removable flooring of fancy grating (white pine); whole highly finished in natural color spar varnish; 1 pair oars; 1 pair rowlocks; polished brass fittings throughout, including braces, hoisting rings, rudder fittings, stern band, etc. Yacht's name well lettered on lazy back or stern. Price \$10.00. Add \$10.00 for

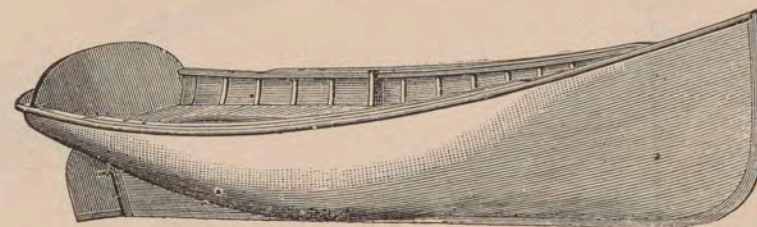
each foot added, or deduct \$10.00 for each foot deducted. Add \$10.00 if "washstreak flush" with flush rowlocks.

CLASS B.

Same as Class A except breasthooks, lazy back, seats, rudder and bow grating oak or cherry instead of mahogany; bow and floor grating larger pattern; whole not quite as high grade workmanship and finish. Price \$70.00. Add \$7.00 for each foot added, or deduct \$7.00 for each foot deducted. Add \$8.00 for "flush washstreak" with flush rowlocks.

CLASS C.

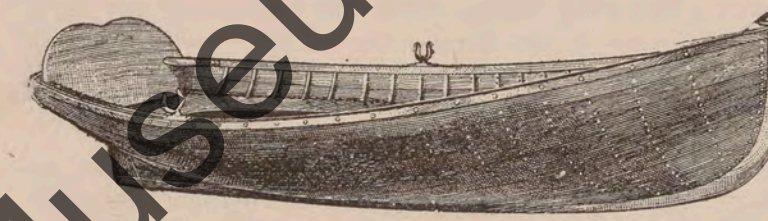
Same as Class B, except planking lapstreak (*rivited*) instead of



smooth; topstreak white cedar or oak; flooring plain removable boards instead of grating; transom oak; outside of planking to lower edge of sheerstreak, and flooring inside below seats painted instead of varnished natural color. Price \$55.00. Add \$5.50 for each foot added, or deduct \$5.50 for each foot deducted. Add \$6.00 if "flush washstreak" with flush rowlocks.

CLASS D.

Same as Class C, except planking clinched instead of rivited; no fancy grating in bow; no rudder nor lazy back; fittings galvanized iron instead of brass; no lettering. Price \$37.00. Add \$3.00 for each foot added, or deduct \$3.00 for each foot deducted.



Our 10 ft. x 50 in. "LARCHMONT" Dinghey.

RACING SAILING CANOE, "VAMOOSÉ."

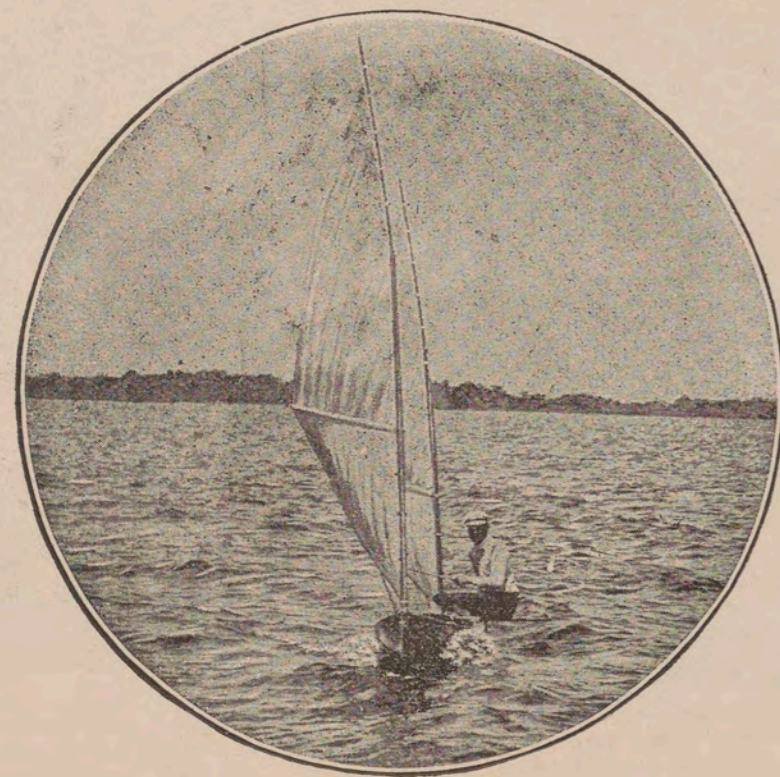
16 ft. x 30 ins., Michigan cedar hull, smooth shell, copper fastened Mahogany or Spanish cedar decks and coaming, cockpit 2 ft. x 22 ins. "bath tub" style (i. e.) staved in and lined with thin copper, 3 mast tubes and plates, brass centreboard, improved brass drop rudder and thwart-ship deck steering gear, nickel-plated or polished brass fittings, including stem bands, cleats, etc. The material carefully selected and workmanship first-class. Highly finished in natural color spar varnish. Price, crated and f. o. b. Clayton R. R., one hundred and thirty-five dollars, complete Spanish cedar hull ten dollars extra.

This canoe is the result of careful study and experimenting, and is designed by one of the most successful of modern canoe designers, and is undoubtedly very fast.



RACING CANOES—Continued.

Racing canoeists will not need to be reminded of the great success we have achieved during these last three seasons in building the winners—both in the sailing and paddling classes—for very many of the principal prizes. Among our latest racers is the *fin-keel* "AVIS," specially designed for us by Marine Architect Wm. Gardner, of New York. This is an entirely new type in canoes; is a great sail carrier, and has immense speed. The only one built last season won the Gardner trophy and the W. C. A. Record Prize, and took second place for the W. C. A. trophy at the Western Canoe Association's Annual Meet of 1892, and Mr. Emil J. Hansen, owner, writes: "I take great pleasure in



writing you that the *FIN-KEEL* racing canoe more than met my highest expectations. She has proved herself one of the speediest sailing canoes I ever saw. All the canoeists who have seen her pronounce her to be the fastest canoe afloat. I have never met anything that is her equal for the purpose for which she was built."

Besides the above, we have several new models from which we expect great things. As the majority of canoeists have their own ideas on the style of sails they require, we merely show two or three different suits, but are prepared to make up, in the best of shape, any required.

AVIS (*Fin-Keel Racer.*)

Length, 16 ft.; beam, 30 in.

Built in Class A only.

White cedar siding, smooth built; copper RIVITED to frames; mahogany or Spanish cedar flush decks; mahogany coaming and finish; 18 in. cockpit; watertight bulkheads forward and aft, with hatches; c. board trunk with plate brass c. board; nickel plated or polished brass drop rudder; steering gear; cleats; travelers, plugs, etc. All fittings of latest improved pattern; deck sliding seat; mast tubes, etc., complete. Highly finished in natural color spar varnish. Price, \$150.00. If planking of red Spanish cedar, \$10.00 extra.

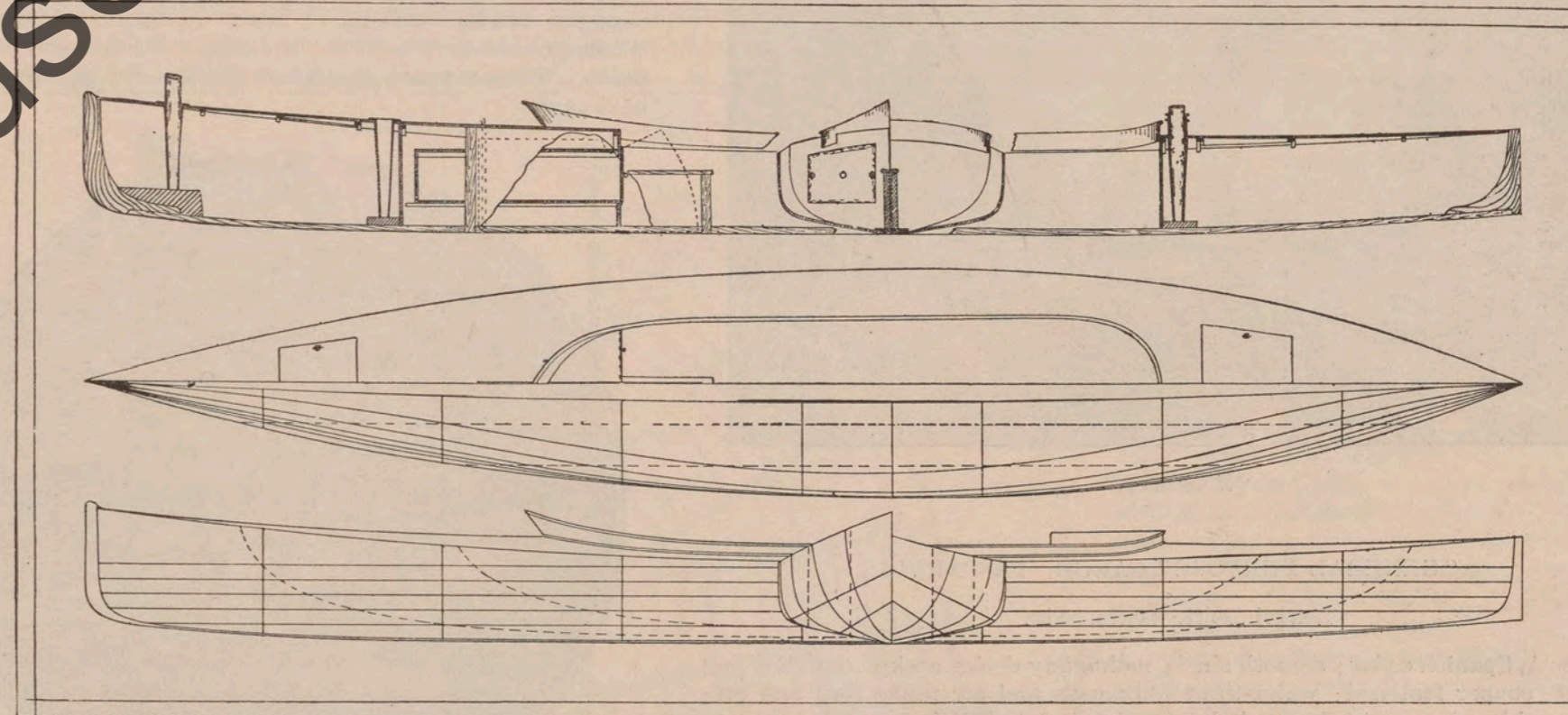
(We will send sketch of outline of above on application for same.)

We have included drop rudder and c. board in price of above, as same have to be of a shape specially made for this canoe.

CANOES—Continued.

"GENERAL PURPOSE" CANOE BAT.

Specially designed for us by Mr. W. P. Stephens, of *Forest and Stream*.



Proved to be the best all-round canoe of the day. She is exceedingly stiff and wonderfully fast, under either sail or paddle; is fitted with dry stowage hatches and drawers; cockpit hatches, etc.

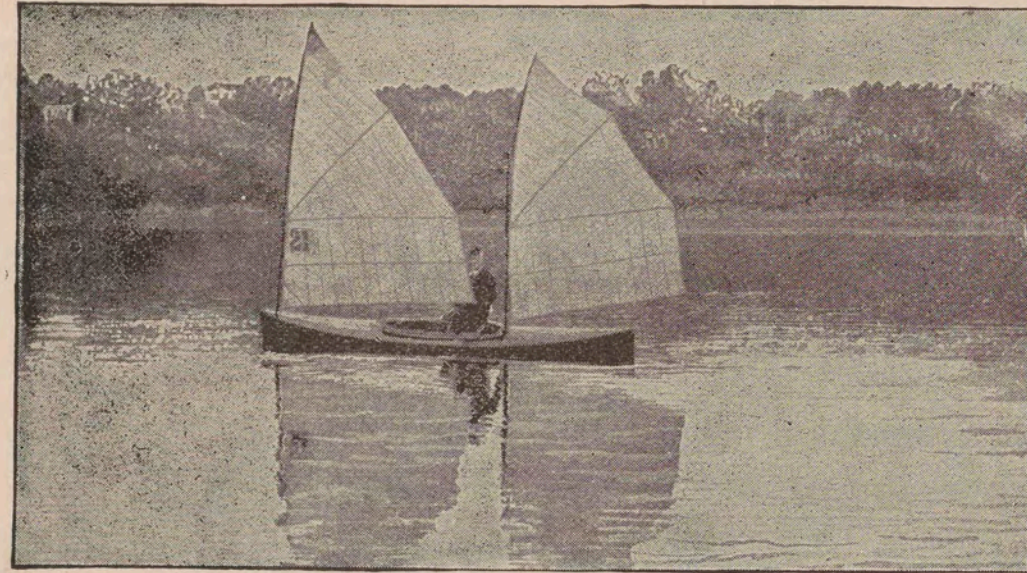
Class A, Spanish cedar; smooth shell; mahogany decks and coamings; copper fastened; water-tight bulkheads; copper air tanks; mast tubes; nickel plated fittings; centreboard trunk.

Class B, white cedar; smooth lapstreak build; mahogany decks; otherwise same as Class A.

- Class A.....\$125.00
- Class B..... 115.00

Centreboard, rudder and sails extra.
The "Bat" has won more sailing, paddling, combined and hurry-scurry races than any other one canoe.

CANOES—Continued.



"PASSAIC."

"GENERAL PURPOSE" CANOE "PASSAIC."

Length, 16 ft.; beam, 30 in.

Class A, Spanish cedar; smooth shell; mahogany decks, cockpit hatches and coaming; copper fastened; water-tight bulkheads and air tanks ford and aft; centreboard trunk; mast tubes and plates; nickel-plated fittings, etc.

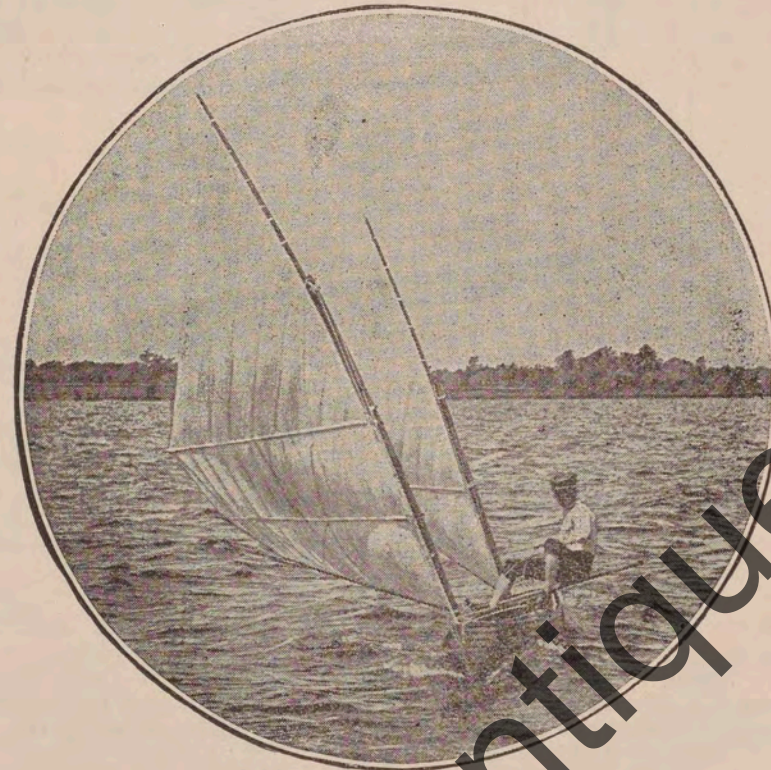
Class B, white cedar; otherwise same as Class A.

Price, Style A, - - \$125.00 | Price, Style B, - - \$115.00

Passaic has a long prize list for sailing, combined sailing and paddling and tandem paddling racers. Won annual Record prize (Mr. Geo. P. Douglass, owner), at American Canoe Association's Meet in 1890.

SPECIAL CANOE RACING SAILS.

110 q. ft. to 130 sq. ft. area, of fine light cotton, well bighted, with spruce spars and batons, running reefing gear; light boxwood blocks; fittings of latest pattern, cordage, etc. Whole finished very light and in best possible manner. Price, \$30.00. Without spars or fittings, \$13.50. (See illustration on next page.)



From photograph of Canoe LILLA ("But" model, as built for Mr. F. B. Huntington, of Milwaukee, Wis.

CANOES.—Continued.

FAST PADDLING CANOE "GRAHAM."

(No Illustration.)

Length, 15 ft.; beam 28 in.; oak keel and ribs; hackmatack natural crook stems; planking white cedar; smooth lapstreak build;

copper fastened; mahogany or Spanish cedar decks; 6 ft. cockpit; watertight bulkheads or copper air tanks forward and aft; finished natural color in spar varnish; nickel plated brass fittings; 1 double blade spoon racing paddle; 1 single blade paddle. Price \$85.00. Rudder (mahogany) and foot steering gear \$10.00 extra. Above is a very light, handsome and extra finished canoe, built especially for speed. Has won many prizes during seasons of 1891-1892.

CRUISING CANOE "GADABOUT."

(See page 39.)

Length, 15 ft.; beam, 31 1/2 in.

We have designed this canoe especially for the enthusiastic "cruiser" canoeist. She is fitted with air chambers, watertight and handy storage. Catch-all lockers under decks at each side of coaming. Has a 7-foot cockpit with hatches; is fitted for a thorough cruiser. Shown with a Radix centreboard but can be fitted with any desired centreboard. We refer readers to illustration of "Gadabout's" lines, for ideas of her qualities as an ideal cruiser, combining finish, stability, good sailing qualities, ease in paddling, etc. (See page 38.)

Built in two classes, viz.:

Class A.—Cedar; smooth shell; mahogany decks; copper fastened; copper air chambers; mast tubes, etc., etc.

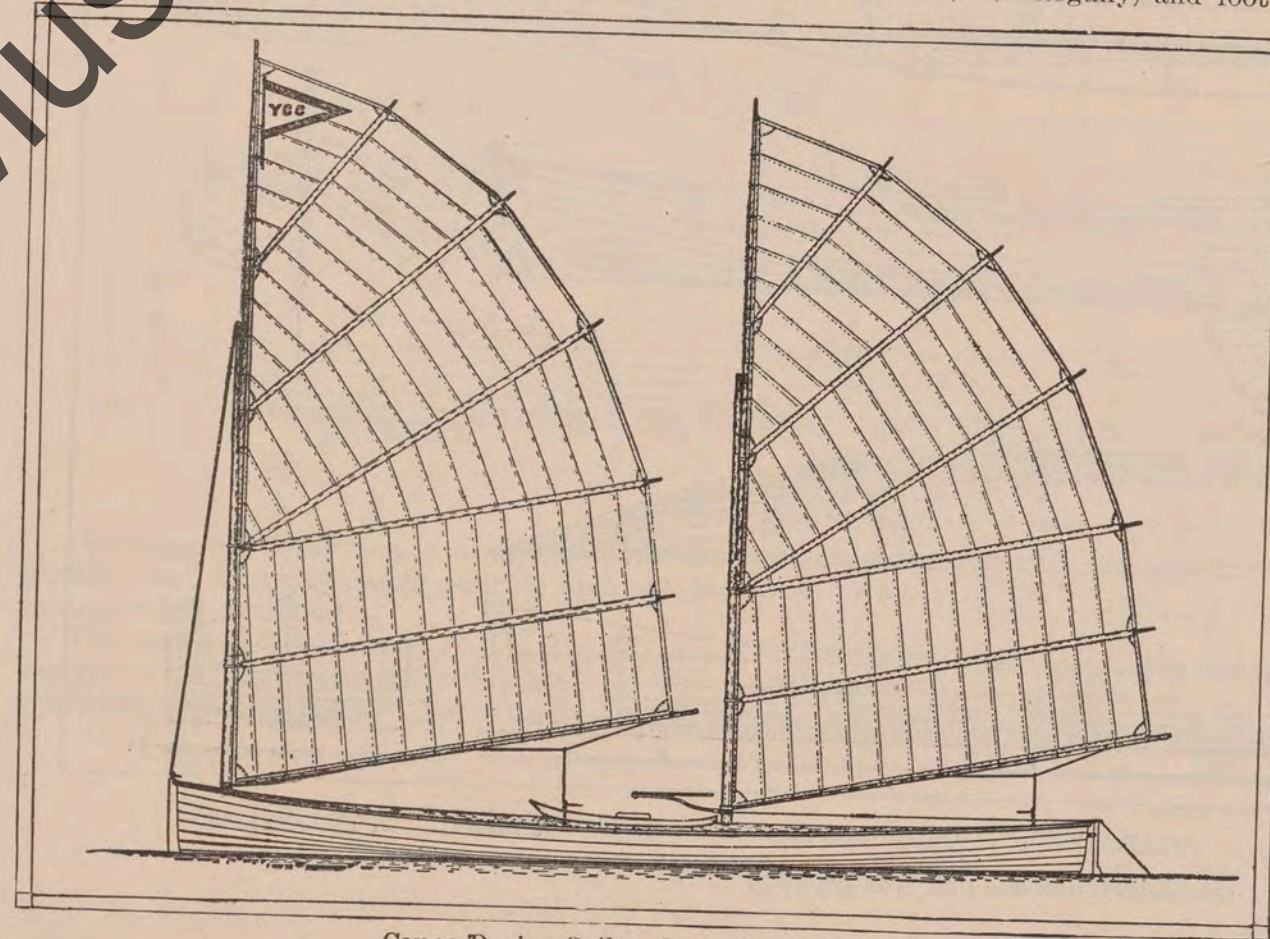
All fittings nickel plated or plain polished brass.

Class B.—Lapstreak build; mahogany decks; fitted same as A.

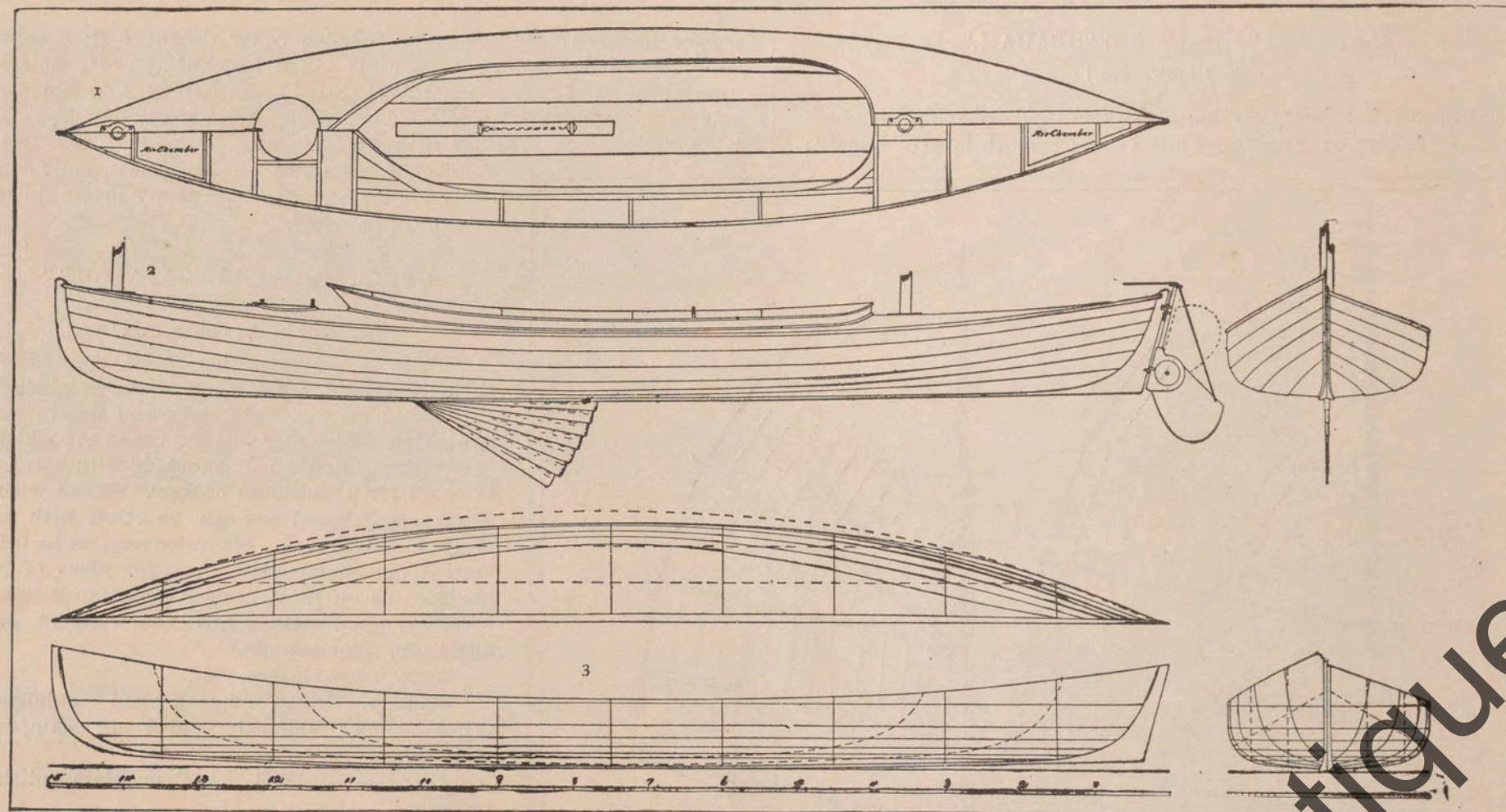
Class A, - - - - \$110.00

Class B, - - - - 100.00

Centreboard and rudder extra.



Canoe Racing Sails.—See prices page 37.

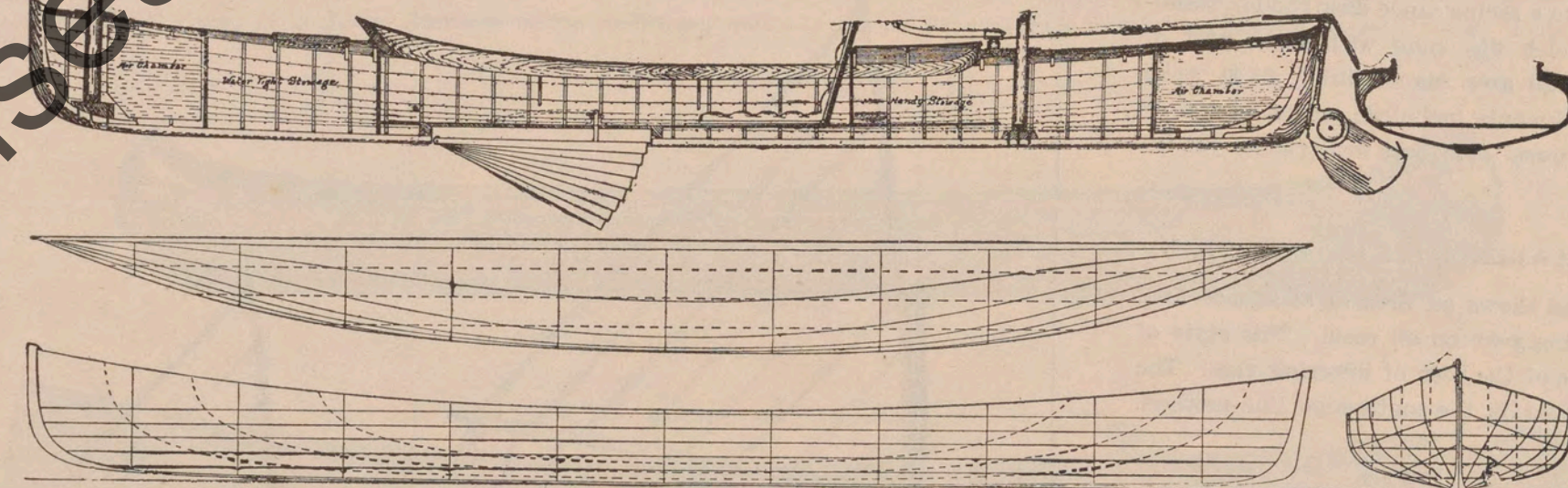


1. Inside finish and hull.

"GADABOUT" CANOE LINES.

(See description and prices on page 38.)

2. Sheer. 3. Proportions.



"ST. LAWRENCE SPRAY."

"St. Lawrence Spray" is a cruising canoe; remarkably stiff and comfortable; with all the necessary qualities for a cruising canoe. Is fairly fast under sail or paddle.

Dimensions: Length 15 ft.; beam 31 1/4 in.; depth at bow 18 in.; depth at stern 16 in.; depth amidship 9 1/2 in. Built in two classes, as described in canoe "Gadabout." (See page 38.)

PRICES.

Class A,	- - - - -	\$110.00
Class B,	- - - - -	100.00

Centreboard and rudder extra.

We make a racing canoe drop rudder, standard of which fits snug with stern post of canoe; large area blade. Price, \$8.50, yoke and attachments included; nickel plated or polished brass. The best drop rudder yet introduced.

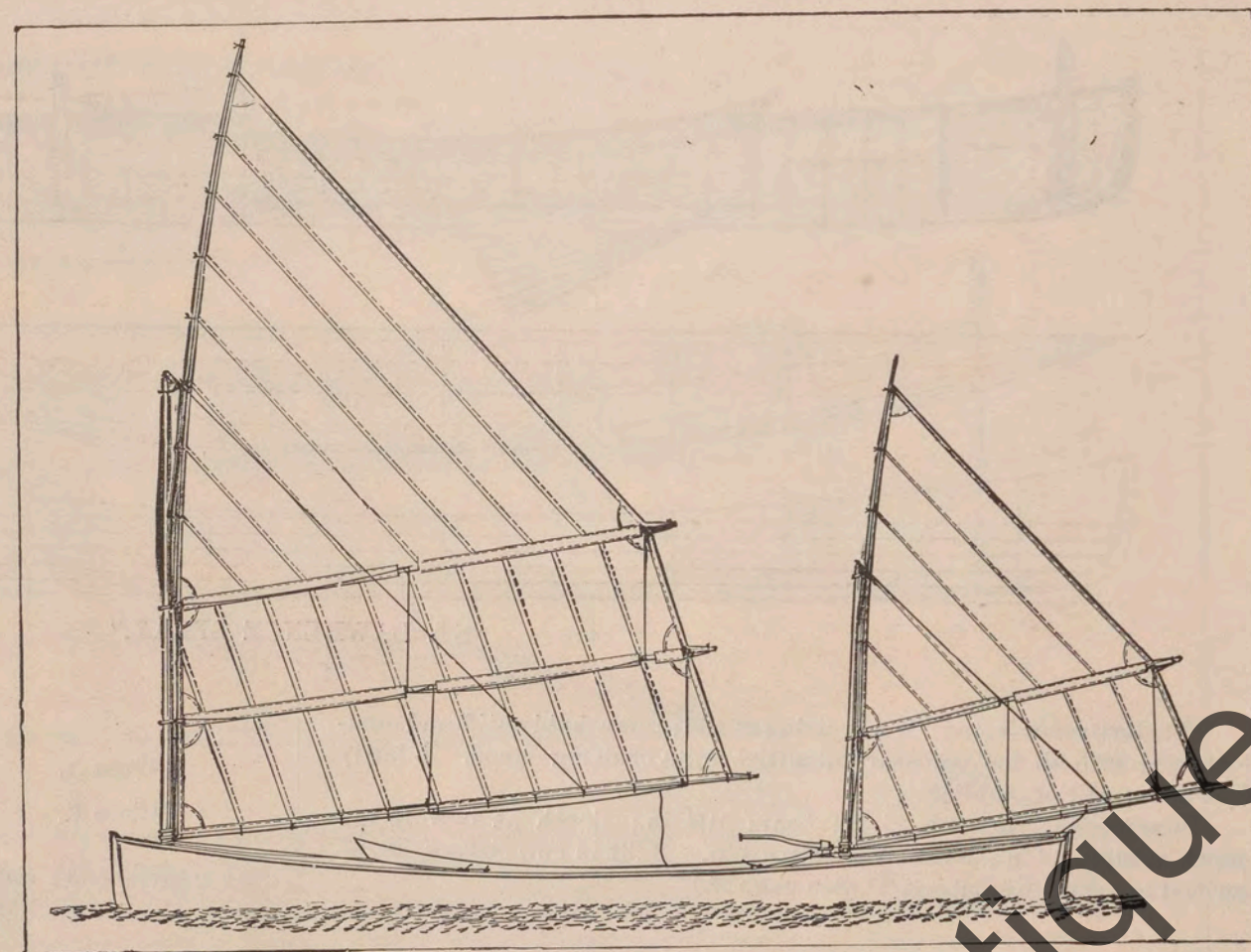
"ST. LAWRENCE SPRAY" SAIL PLAN.

Sail plan shows an area of 85 square feet, with reefing gear on all reefs. This style of sail is one of the best of lowering rigs. The reefing gear is the continuous line method.

PRICES.

Sails without spars.	- - -	\$9.50
Sails with spars,	- - -	14.00
Sails, with spars and metal fittings, plain,		
polished or nickel plated brass,	-	20.00
With all latest special racing fittings,		25.00

A full line of all the latest canoe fittings kept in stock, but as these are constantly changing in pattern, we illustrate but a few of them. Illustrated circulars of same issued from time to time.



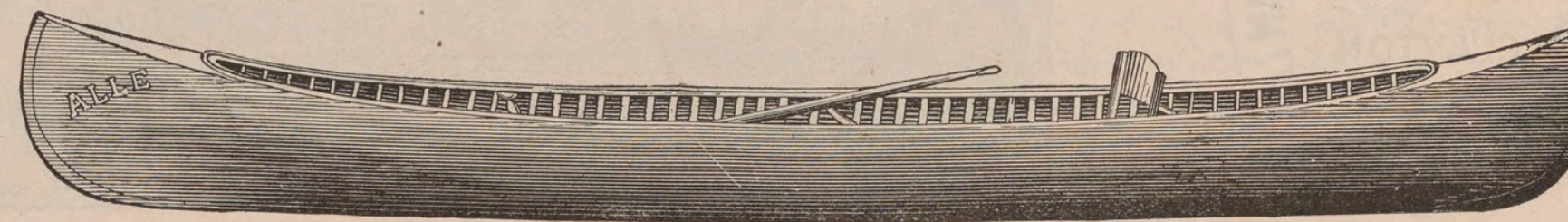
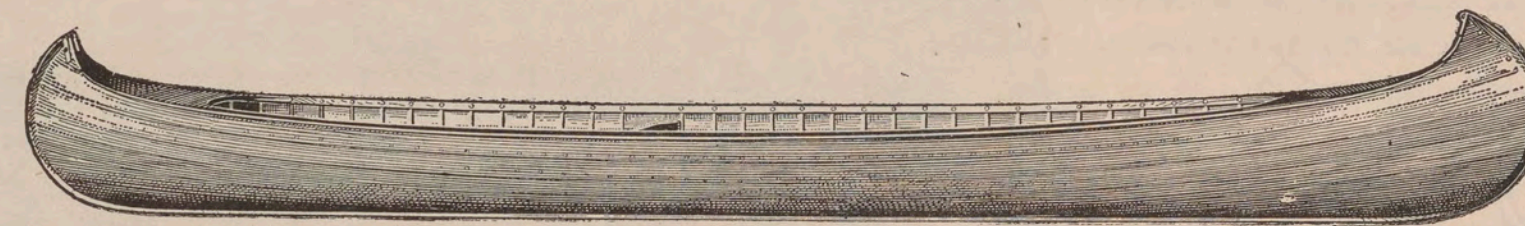
SAIL PLAN "ST. LAWRENCE SPRAY."

STYLE A CANADIAN MODEL.

Length 15 ft.; beam 30 in.; depth at ends 17 in.; depth amidship 10 in.; keel pine or tamarack; stems bent oak or hackmatack crooks; ribs red elm or oak; siding white and Spanish cedar alternate strips, or all white cedar; smooth built decks 15 in. long, alternate strips mahogany and

CLASS C.

Same dimensions as Class B; pine keel; oak ribs and gunwales; pine siding; lapstreak build; copper fastened; cherry decks, 12 in.; black walnut finish; 3 thwarts; 2 single blade or 1 double blade paddle; varnished natural color throughout; nickel plated fittings. Price \$35.00.



CANADIAN PADDLING CANOES.

black walnut. Highly finished in natural color spar varnish; 2 single blade or 1 double blade paddle, 1 double plush cushion, forming both a back and a seat, 1 folding mahogany or black walnut seat. Price \$60.00.

STYLE B.

Same as Class A, except siding all white cedar; decks solid (mahogany); no folding wood seat. Price \$50.00.

DECKED CANADIAN CANOE.

Same as Class A, except it is decked over from 3 to 4 feet forward and aft with a 3½-inch washboard on sides, and a coaming ¾ of an inch high, forming a cockpit from 5 to 6 ft. long. The decks are ¼ of an inch thick and fastened down with brass screws; they are made of mahogany. Price \$70.00.

Club "War" Canoes.

These craft have become very popular of late years. The first introduced in this country, viz., the KO-KO-KO-HO, for the Yonkers Canoe Club, which has attracted so much attention, was built for us. Since we have built several others, among which are those

now used by Brown University C. C.; Red Dragon C. C.; Chicago C. C., and Orange C. C. These vary in size from 20 ft. x 50 in. to 35 ft. x 50 in. We are prepared to submit descriptions and prices for any size.



TRADE-MARK.



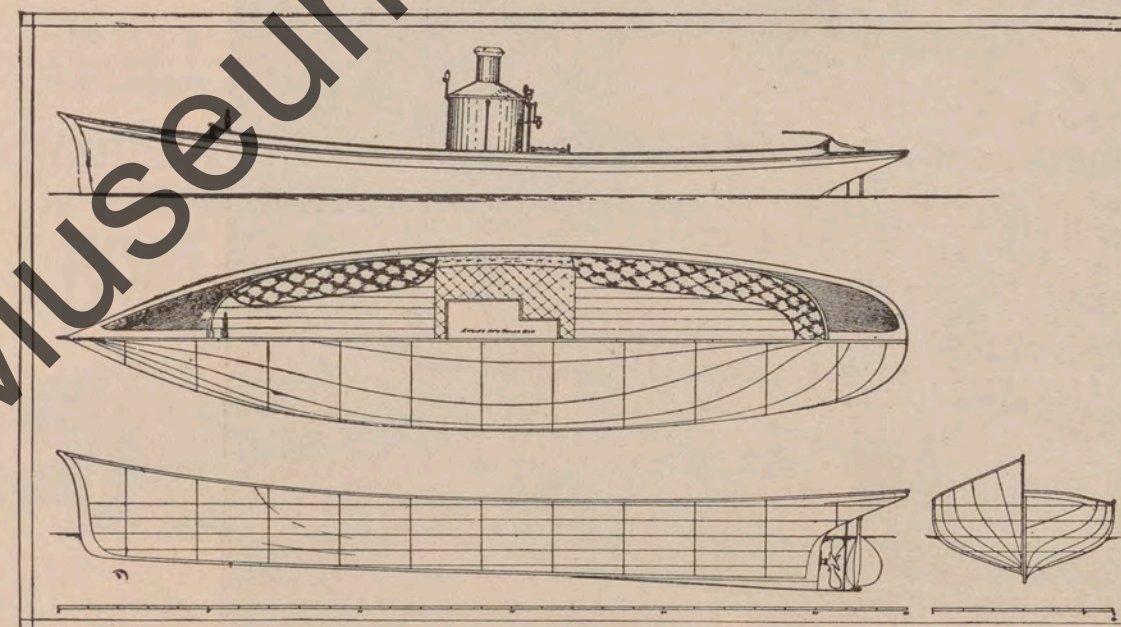
War Canoe Ko-Ko-Ko-Ho (Yonkers C. C.), built by us. Photograph taken off Jessup's Neck, A. C. A. meet, August, 1890.

All our St. Lawrence Skiffs, Canoes, Sneak Boxes, Steam Yachts, Launches, Work Boats, Dingheys and special boats have name plate, as above, inlaid in forward deck. No boat is a genuine product of our concern which does not bear one of the above shields.

DUCKING BOAT—"MUD TURTLE."

This is a very light draught boat, flat-bottomed, except flared ford and aft; no sheer to decks. An excellent boat for marsh shooting, and is exceedingly staunch. Length, 15 ft.; beam, 33 in.; pine or cedar siding, three streaks each side; 8-ft. cockpit; decks, $\frac{1}{4}$ in. wood (or lighter,) covered with canvas; oak or ash coaming; one pair oars and oarlocks; one poling paddle; whole painted dead grass color. Price, \$35.00. Different sizes at proportionate prices. Add \$5.00 if varnished natural color outside of hull, decks, coaming, etc.

THE SANFORD STEAM LAUNCH.



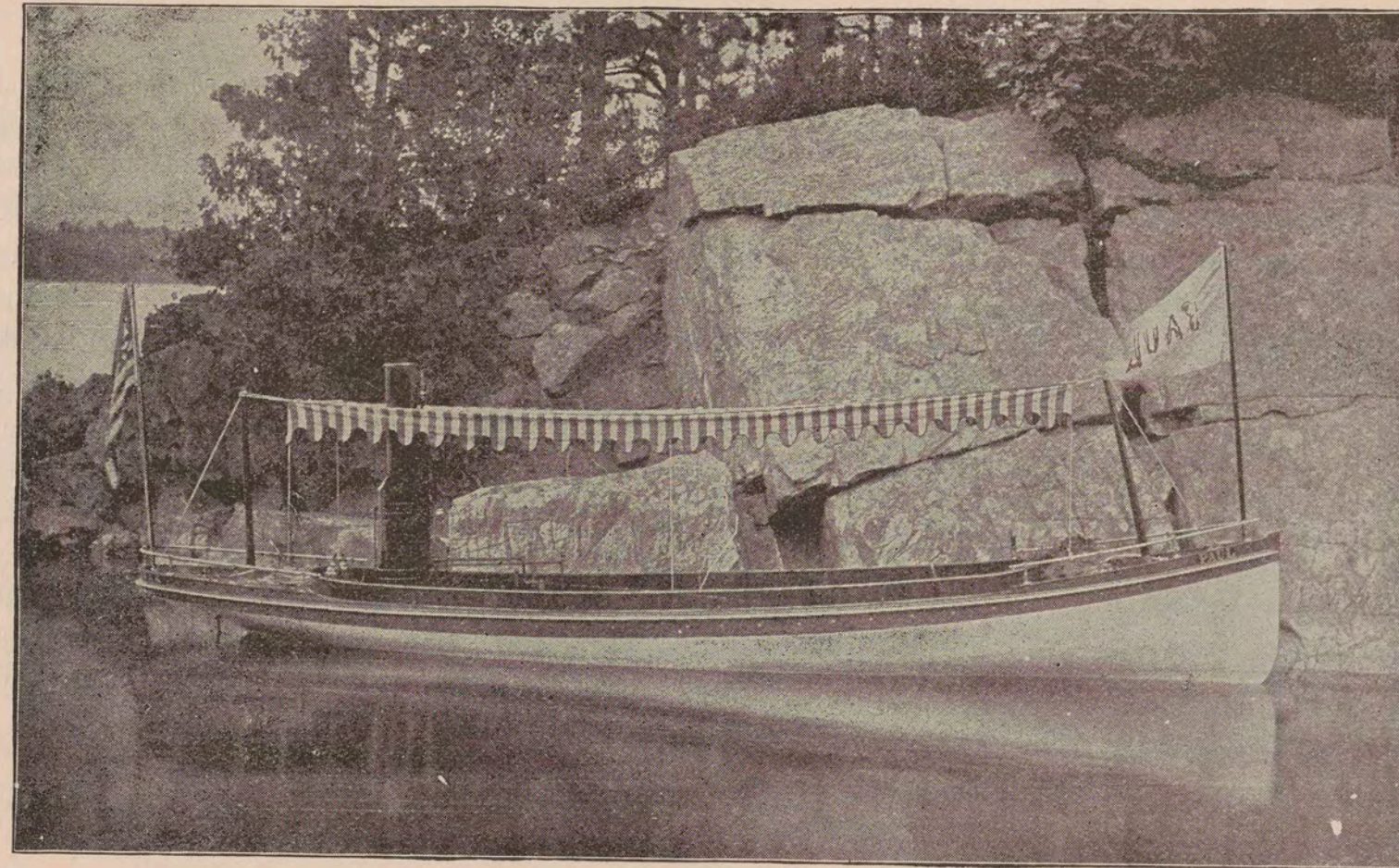
Length 28 ft.; beam 6 ft.; depth amidships 30 in.; bow 3 ft. 4 in.; stern 3 ft.; keel, stem, sternpost, floor timbers, frames and deadwoods white oak; planking selected cedar; carvel and caulked; copper fastened; garboard and sheerstreaks white oak; plank sheer and covering boards cherry; decks 4 ft. ford, 3 ft. aft, alternate strips pine or butternut and cherry, bent to shape, invisibly fastened and caulked; flooring matched pine; wainscoting and coaming alternate strips mahogany and pine or butternut; cherry cap; birch or cherry seats, with stowage lockers; machinery bed covered with sheet brass, ornamentally nailed; hull painted outside to lower edge of sheerstreak; sheerstreak, decks and inside finished natural color with best spar varnish; iron shoe, rudder and standards; nickel

plated or polished brass fittings; wheel, chocks, cleats, etc.; steering gear combined ford and aft, *i. e.*, wheel ford and tiller aft; galvanized oil tank under ford deck. Price, without machinery, \$400.00.

Light pine or cedar top canopy, with oak staunchions and nickel plated or polished brass sockets, price \$40 extra.

We can put any desirable machinery into this launch. Prices on application.

The above craft is a stiff, comfortable and speedy model.



STEAM LAUNCH "PAUL."

The illustration shows the inside finish and load-water line view of steam launch, 21 ft. long, 4 ft. 6 in. beam; built in two classes; machinery can be placed amidships or aft.

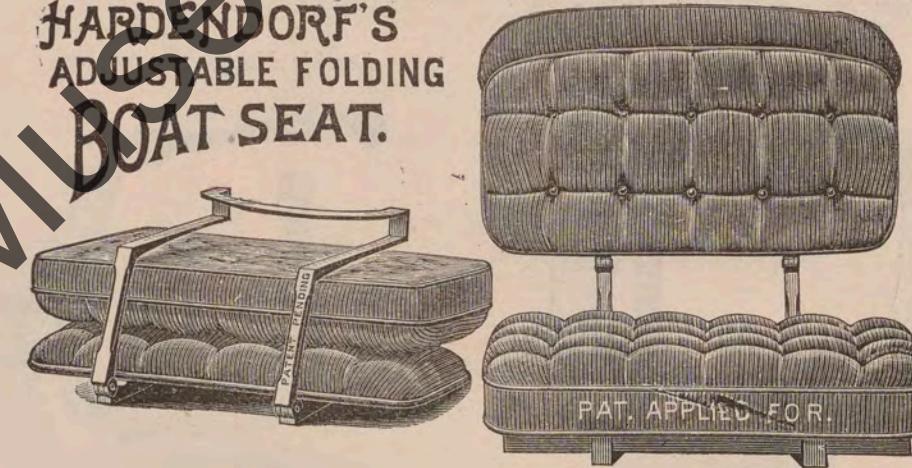
Class A.—Oak keel; hackmatack stem and sternpost; bent oak frame; cedar planking; copper fastenings; mahogany sheerstreak and plank sheer; decks pine; bent to shape and invisibly fastened. Inside finish—Floors matched pine; wainscoting mahogany; cherry cap round coaming; steering wheel fancy wood with brass; copper-tipped spokes; steering gear combined fore and aft, or "wheel and tiller;" finished in oil, shellac and spar varnish; nickel plated or plain polished brass rail fore and aft.

Class B.—Same as A, except planking pine; galvanized iron fastenings; oak sheerstreak and plank sheer oak. Ash or birch wainscoting. Painted outside to bottom of sheerstreak. Inside finish—Oil, shellac and spar varnish. Rail extra. Prices: Class A, complete, without machinery, \$350.00; Class B, complete, without machinery, \$200.00. Awnings and flags extra. Prices of machinery given on application.

Boat and Canoe Fittings.

We keep a full line of all kinds of boat fittings in stock, but have not space to enumerate them all, but merely show herein those for which there is a constant demand. Customers requiring any kind of boat fitting can be promptly supplied. Unless cash accompanies order for fittings, same will be shipped C. O. D.

HARDENDORF'S ADJUSTABLE FOLDING BOAT SEAT.



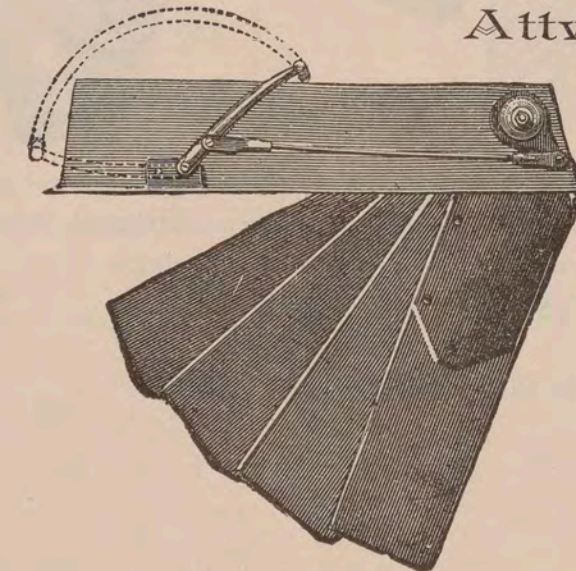
The following advantages claimed for this seat, viz.: Folding back; it can be readily adjusted to any boat; simplicity; nothing to break or get out of order; it is absolutely easy and comfortable; it is made of first-class material; is light, strong and durable, weighing but six pounds; well cared for will last a lifetime; it can be folded into a very small compass, and can be easily carried in trunk or hand; when in use by fisherman, the back can be instantly turned down so as to be entirely out of the way if desired; folding back down over cushion makes the seat absolutely weatherproof and keeps the cushion and back perfectly dry if exposed in any kind of a storm. A splendid seat for boat livermen, as it adds immensely to the comfort of boats. Patented Feb. 16, 1892.

No. 6. Cushion and back. Stuffed with Hair or Cork and Hair. Each \$4.00. Covered with English Corduroy.

No. 8. Cushion and back. Stuffed with Hair or Cork and Hair. Covered with Joy's best rubber. Each \$3.00.

No. 10. Cushion and back. Stuffed with Moss and Hair. Each \$2.50. Covered with Enameled Duck.

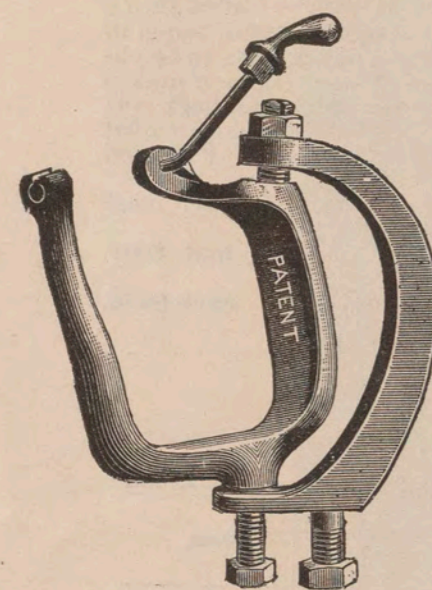
Attwood's Patent Folding Centreboard.



No.	Length.	Width of Sect'ns.	No of Sect'ns.	Area.	Weight.	Plain Steel.	Galvanized Steel.	Brass.
1	30	6	4	371	17	\$9 00	\$10 50	
2	28	6	4	341	16	8 75	10 00	
3	26	6	4	310	15	8 50	9 75	
4	24	6	4	280	14	8 25	9 50	
5	24	5	4	260	13	8 00	9 25	\$12 00
6	22	5	4	235	12	7 50	9 00	11 00
7	24	5	3	205	11	7 25	8 75	10 00
8	22	5	3	177	10	7 00	8 50	10 00
9	20	5	3	160	10	7 00	8 50	10 00
10	22	4	4	185	10	7 00	8 50	10 00

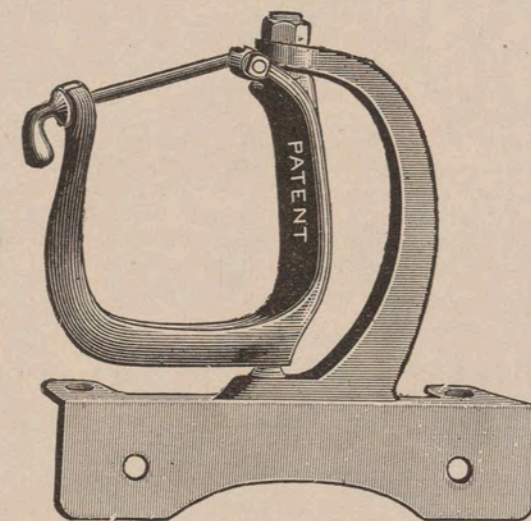
Kerns' Patent Rowlocks.

Single Motion for Shells.



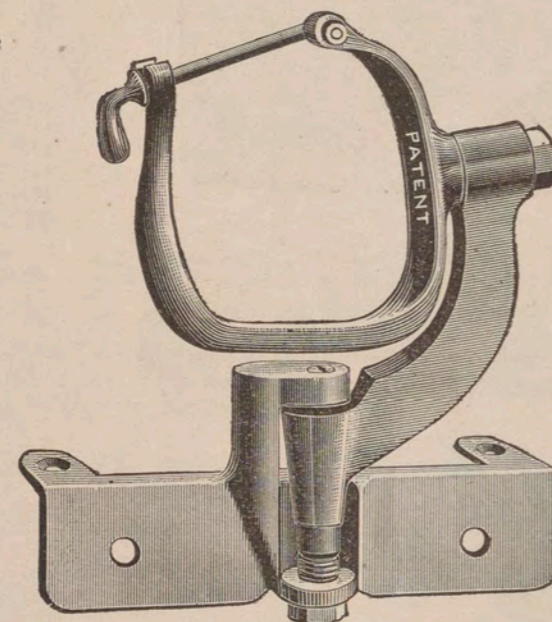
Gun metal, polished and nickel plated, with hardened steel bearings and steel back pin.
 Single scull size, per pair, \$7.00
 Sweep size, " 8.00

Single Motion Side Plate for Work Boats and Barges.



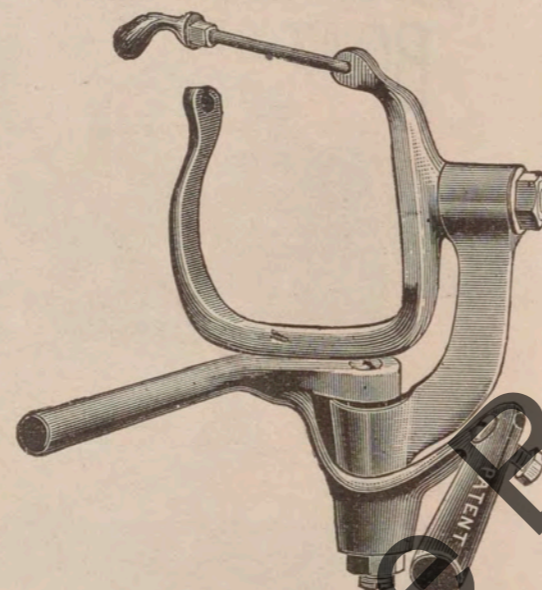
Gun metal, polished and nickel plated, and hardened steel bearings.
 Single scull size, per pair, - \$7.00
 Sweep size, " - - 8.00

Double Motion Side Plate for Work Boats and Barges.



Gun metal, polished and nickel plated, and hardened steel bearings.
 Single scull size, per pair, - \$7.00
 Sweep size, " - - 8.00

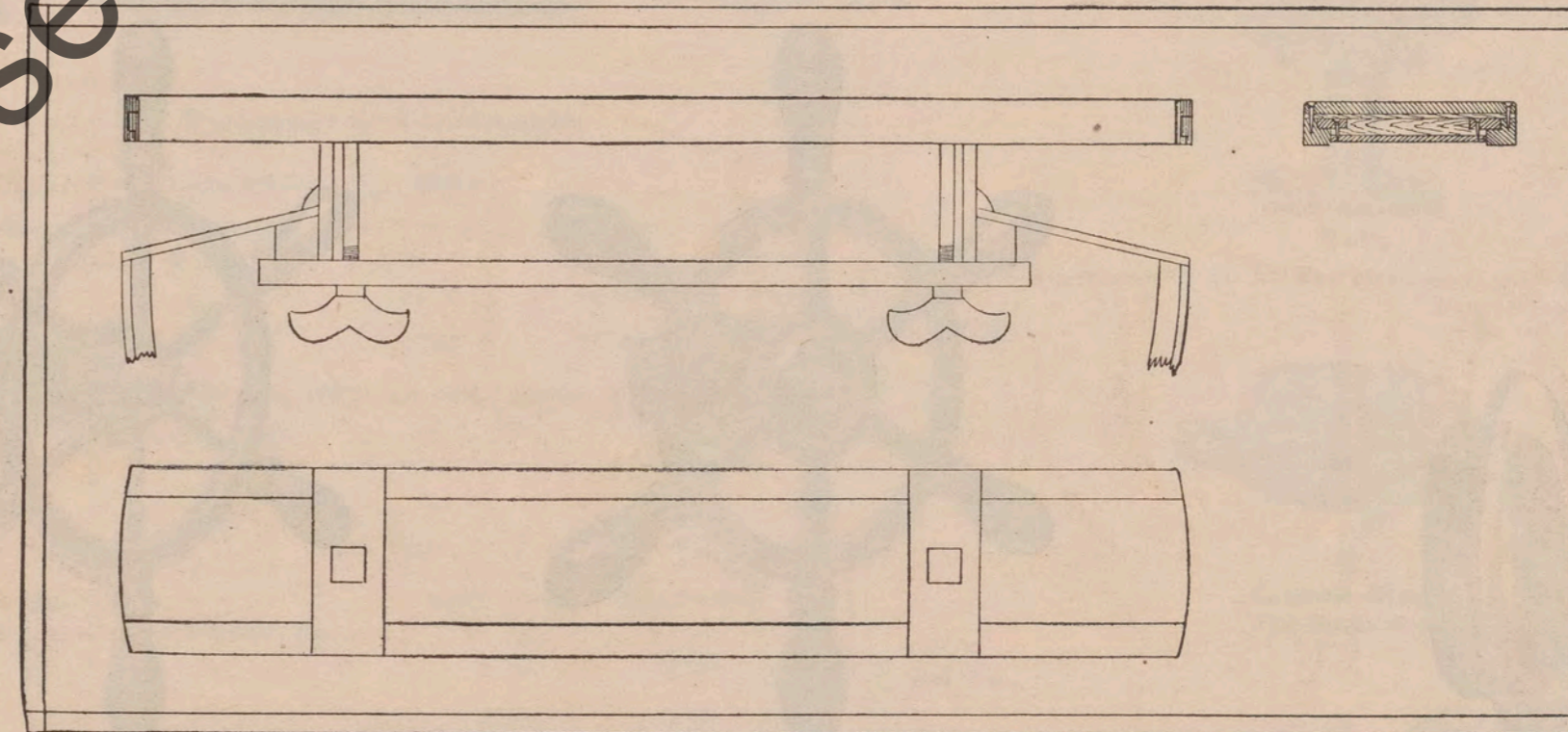
Double Motion for Shells.



Gun metal, polished and nickel plated, Mitis wrought iron outrigger plate, hardened steel centre bearings.
 Single scull size, per pair, - \$8.00
 Sweep size, " - - 9.00

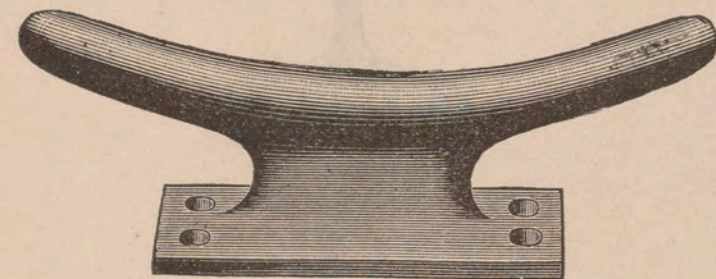
Kerns' sliding seats; rollers and tracks, per set, \$6.00. Rollers and tracks, with mounted seat, \$7.25.

THE VAUX SEAT—(Sliding for Canoes.)



Poplar and mahogany, brass fittings, complete, \$6.00. Poplar and maple, brass fittings, complete, \$5.00.

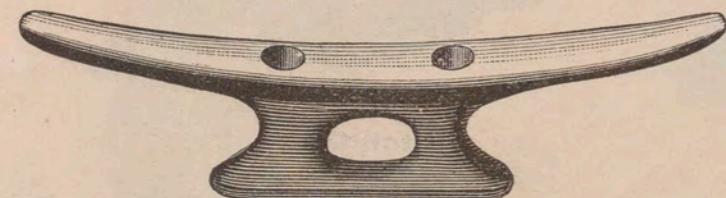
In ordering state width of canoes, at gunwales, width at coaming and thickness of do.; also height of top of coaming above decks where seat is to be placed.



Cleats (Square Base).

Size.	Nickel Plated.	Brass Polished.	Brass Dipped.	Gal'd Iron.
4 in. long, per doz.,	\$ 4 50	\$ 4 00	\$3 50	\$2 40
5 " "	6 00	5 50	4 80	3 00
6 " "	8 00	7 25	6 00	4 20
7 " "	10 00	9 00	7 20	6 00
8 " "	12 00	10 80	8 40	7 20

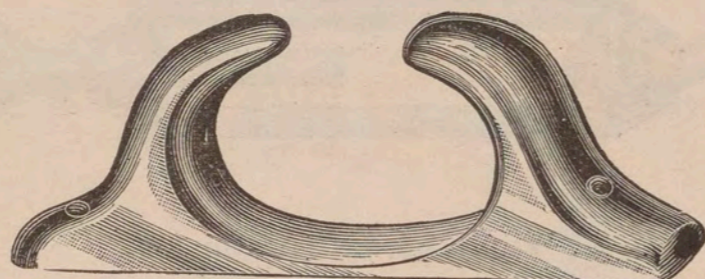
Larger sizes to order.



Cleats (Open Base).

Size.	Nickel Plated.	Brass Polished.	Brass Dipped.	Gal'd Iron.
4 in. long, per doz.,	\$ 4 80	\$ 4 20	\$3 60	\$2 70
5 " "	6 60	6 00	5 40	3 60
6 " "	8 40	7 80	6 60	4 80
7 " "	10 40	9 60	8 00	6 60
8 " "	12 60	11 40	9 00	8 40

Larger sizes to order.



Chocks.

Size.	Nickel Plt'd.	Brass Pol'd.	Brass Dip.	Gal'd Iron.
3 1/2 inches long, per doz.,	\$ 4 20	\$ 3 60	\$3 00	\$2 40
4 1/2 " "	6 60	6 00	4 80	3 60
6 " "	12 00	10 80	9 00	6 00
7 " "	16 20	15 00	12 00	8 40
8 " "	21 00	18 00	15 00	12 00

Larger sizes to order.

Bevel Chocks.

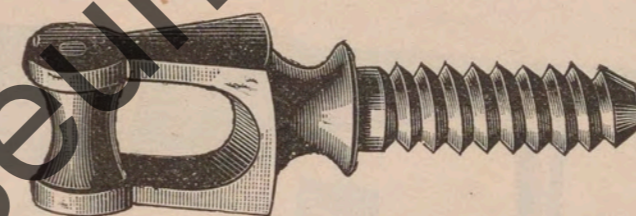
Size.	Nickel Plt'd.	Brass Pol'd.	Brass Dip.	Gal'd Iron.
3 1/2 inches long, per doz.,	\$ 4 80	\$ 4 20	\$ 3 60	\$ 2 70
4 1/2 " "	7 20	6 60	6 00	3 90
6 " "	12 00	10 80	9 00	6 00
7 " "	16 80	15 60	13 20	9 00
8 " "	22 80	20 40	18 00	13 20

Larger sizes to order.

Stem or Banging Irons.

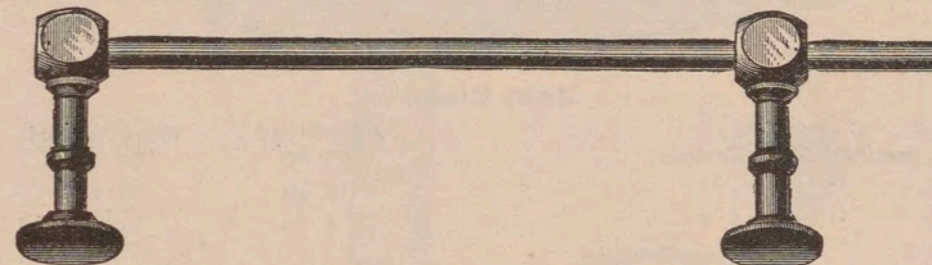
Stem or banging irons, made entirely of brass, per pair, \$2 00
 Made of 3/8 inch half-round brass, above water line, with fancy end for deck and spliced with iron to reach two feet under the keel as a protection for same in dragging boat out upon beach.

	Nickel Plated.	Brass Polished.	Iron, White Plated.
Per dozen pair,	\$15 00	\$13 80	\$12 00



Halliard Guides.

Size.	Nickel Plt'd.	Brass Pol'd.	Brass Dip.
1/2 inch eye, 1 1/2 inch screw, per doz.,	\$2 40	\$2 10	\$1 80
3/8 " 1 3/4 " "	3 20	2 90	2 40
3/4 " 2 " "	4 20	3 90	3 60
7/8 " 2 1/2 " "	5 40	5 00	4 20



Hand Rail.

Size.	Nickel Plated.	Brass Polished.
3/8 inch tubing, per foot,	\$0 25	\$0 20
1/2 " " "	30	25
5/8 " " "	40	35
3/4 " " "	50	40
7/8 " " "	60	50

Larger sizes of tubing kept in stock. Forming rails to circles or angles charged extra by the hour.

Hand Rail.

STANCHIONS.

Size.	Nickel Plated.	Brass Polished.
3 in. high, for 3/8 or 1/2 in. tube, per doz.,	\$ 9 00	\$ 8 40
4 " " 3/8 or 1/2 " "	12 00	10 80
6 " " 5/8 or 3/4 " "	15 00	13 20
9 " " 3/4 or 7/8 " "	24 00	21 00
9 " " two rails, " "	30 00	27 00

Larger sizes to order. Estimates on special stanchions furnished upon application.

Awning Stanchion Sockets.

Also used for Flag Pole Socket.

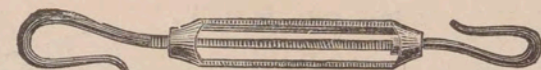
Diam. Hole.	Nickel Plated.	Brass Polished.	Gal'd Iron.
1 1/4 inch, per doz.,	\$3 50	\$3 25	\$2 00
1 1/2 " " "	4 00	3 75	2 50
1 3/4 " " "	4 50	4 25	3 00
2 " " "	5 00	4 50	3 50

Larger or special sockets to order.

Blocks or Pulleys (Single).

Size.	Nickel Plated.	Brass Polished.	Brass Dipped.	Gal'd Iron.
3/8 in. cord, per doz.,	\$4 20	\$4 00	\$3 20	\$2 40
1/2 " " "	4 80	4 50	3 60	3 00
5/8 " " "	6 00	5 50	4 20	3 60
3/4 " " "	8 00	7 20	6 00	4 50

Double blocks twice price of single. Larger sizes to order.



Tightener or Turnbuckle.

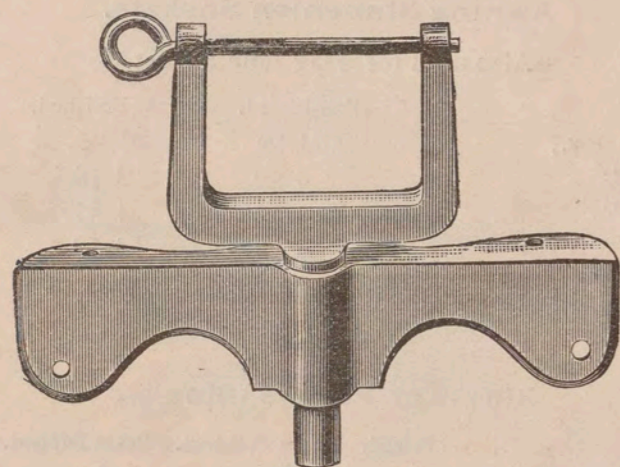
For taking up slack in rudder chains.

Per doz.,	Nickel Plated. \$9 00	Brass Polished. \$8 40
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Mast Head Pins.

Plain Pin, 6 inches long, per doz.,	Nickel Plated. \$2 40	Brass Polished. \$2 20
Pin with nut, 4 inches long, "	3 60	3 30

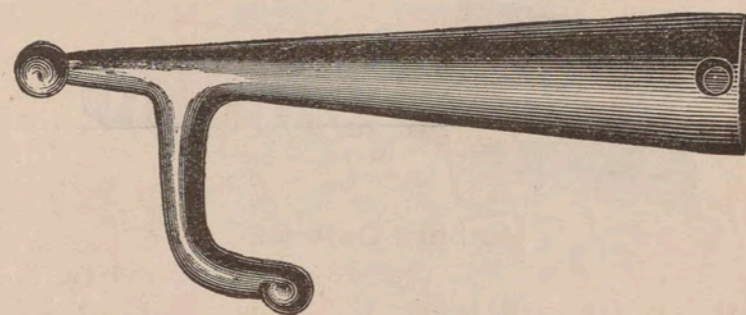
Pin with nut is tapped for our Flagstaff.



Tight Rowlock.

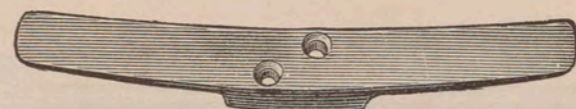
For square oar. Plate same as for feathering lock.

Per dozen pairs,	Nickel Plated. \$36 00	Brass Polished. \$30 00
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Canoe Hook.

With ball ends, per doz.,	Nickel Plated. \$12 00	Brass Polished. \$10 80
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Jam Cleat.

4 inches long, per doz.,	Nickel Plated. \$3 00	Brass Polished. \$2 80
3 " " "	2 40	2 20
2 " " "	1 80	1 60

Common Cleat.

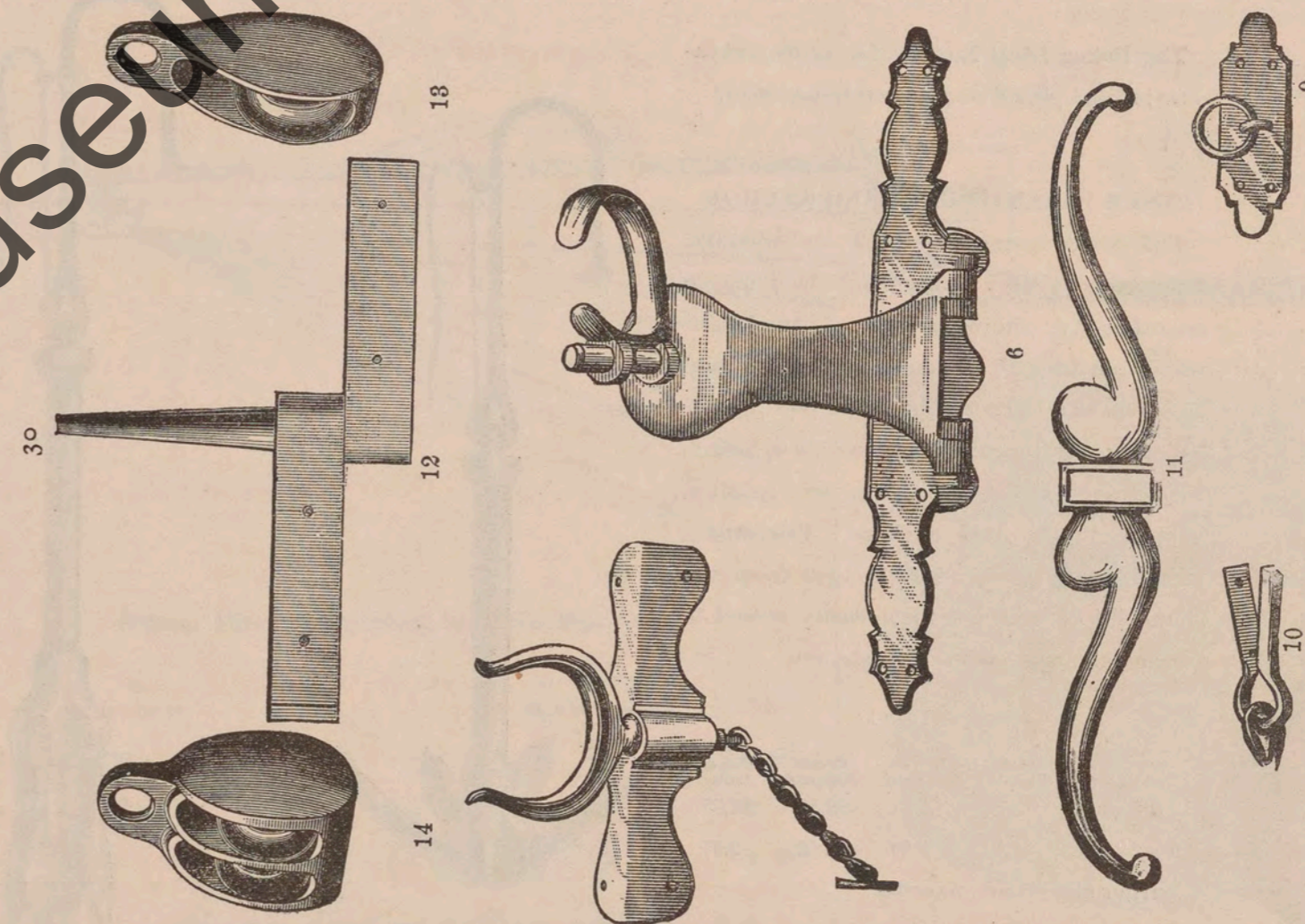
2 1/2 inches long, per doz.,	Nickel Plated. \$3 00	Brass Polished. \$2 80
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Ferrules.

Outside diameter given. All under 1 inch diameter are 3/4 in. long; all over 1 in. diameter are 1 in. long.

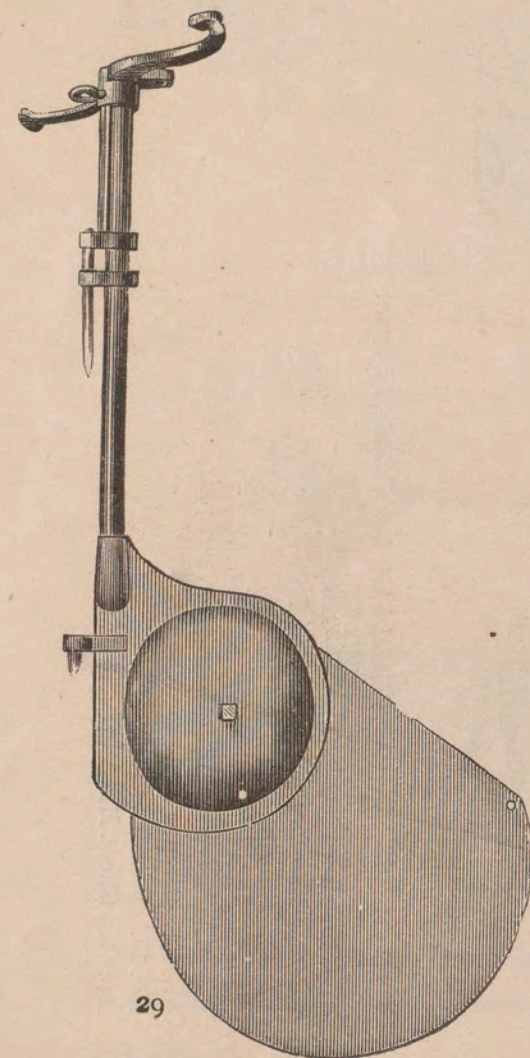
3/4, 7/8 and 1 in., per dozen,	Nickel Plated. \$0 75	Brass Polished. \$0 65
1 1/8, 1 1/4, 1 3/8 and 1 1/2 in., per dozen,	85	75

Larger or smaller sizes to order.



Nickel Plated or Polished Brass.

No. 14. Pulley Block, skiff size,	30c. to 60c.
No. 12. Rudder Fittings, set, 4 pieces,	75c.
No. 13. Single Pulley Block,	30c. to 50c.
No. 7. Swivel Rowlocks, per pair,	\$2.50
No. 6. Baker Folding Outrigger, per pair,	\$5.50
No. 11. Rudder Yoke	\$1.50
No. 10. Painter Clasp,	30c.
No. 9. Sheet Rings, per pair,	60c.



The Baker Drop Rudder, for skiffs and canoes; nickel plated or polished brass, \$6.50.

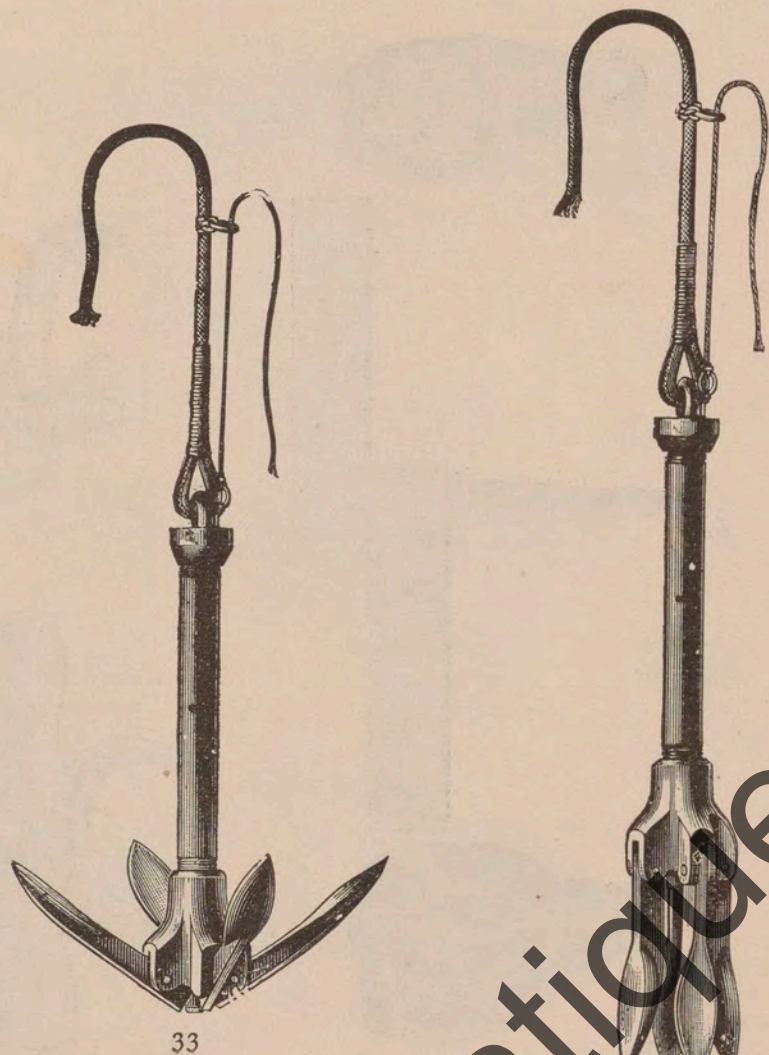
BEST'S PATENT RELEASING ANCHOR.

This device is simple, durable and effective. This anchor has advantages to be found in no other. A simple releasing attachment which obviates all difficulty in hoisting, and overcomes all danger of breaking off flukes or losing anchor through being unable to detach them from rocks, weeds, snags, etc., as often happens in all other anchors. The flukes, when released, fold straight out from the shank into a compact form, easily stored in very small space, as under seats, etc.

PRICE LIST.

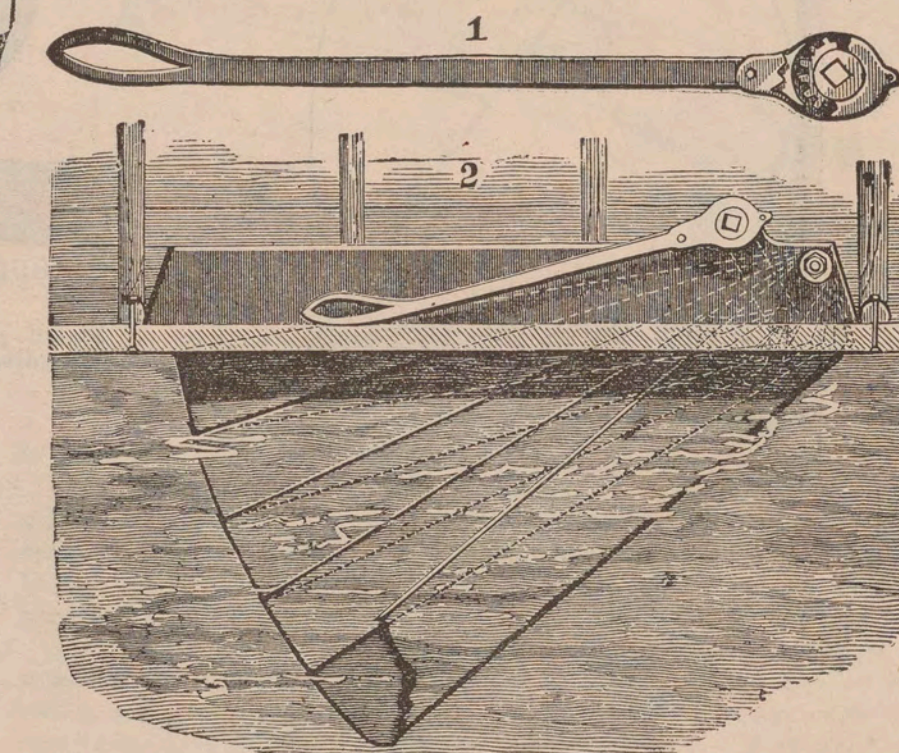
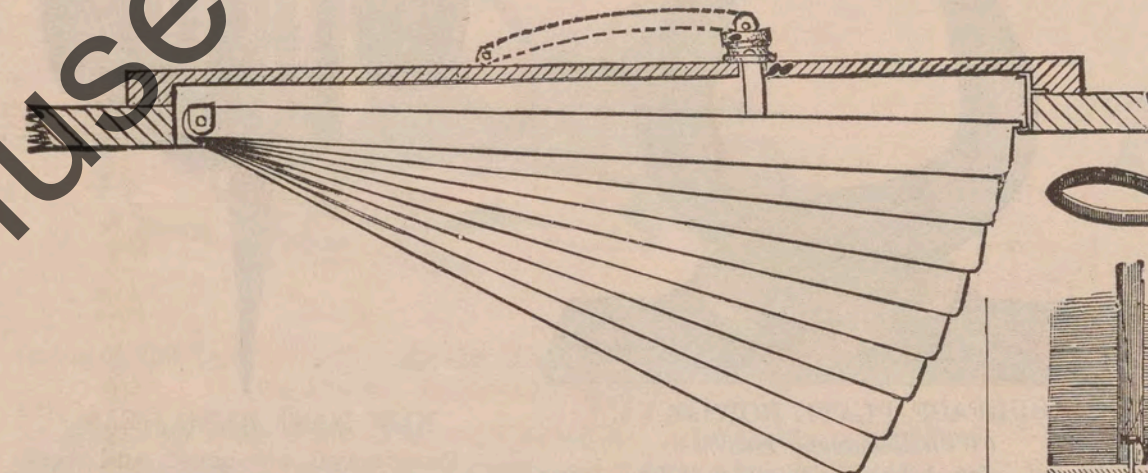
Weight	Nickel Plated.	Brass Polished.	Brass Dipped.	Galv. Iron.
3 lbs. each,	\$4.50	\$4.00	\$3.50	\$1.75
6 "	6.50	5.50	4.50	2.25

Larger sizes made to order.



PRICE LIST OF BROUGH'S RADIATING CENTREBOARD.

No. Blades.	Size.	Trunk	Area.	Drop.	Wt.	Plain Steel.	Galv'd
5	4 x23	3 1/2 x24	192	15 in.	12 1/2	\$6.50	\$7.50
5	4 1/2 x26	4 x27	270	18 "	15	7.00	8.00
5	5 x29	4 1/2 x30	340	21 "	17 1/2	7.75	8.75

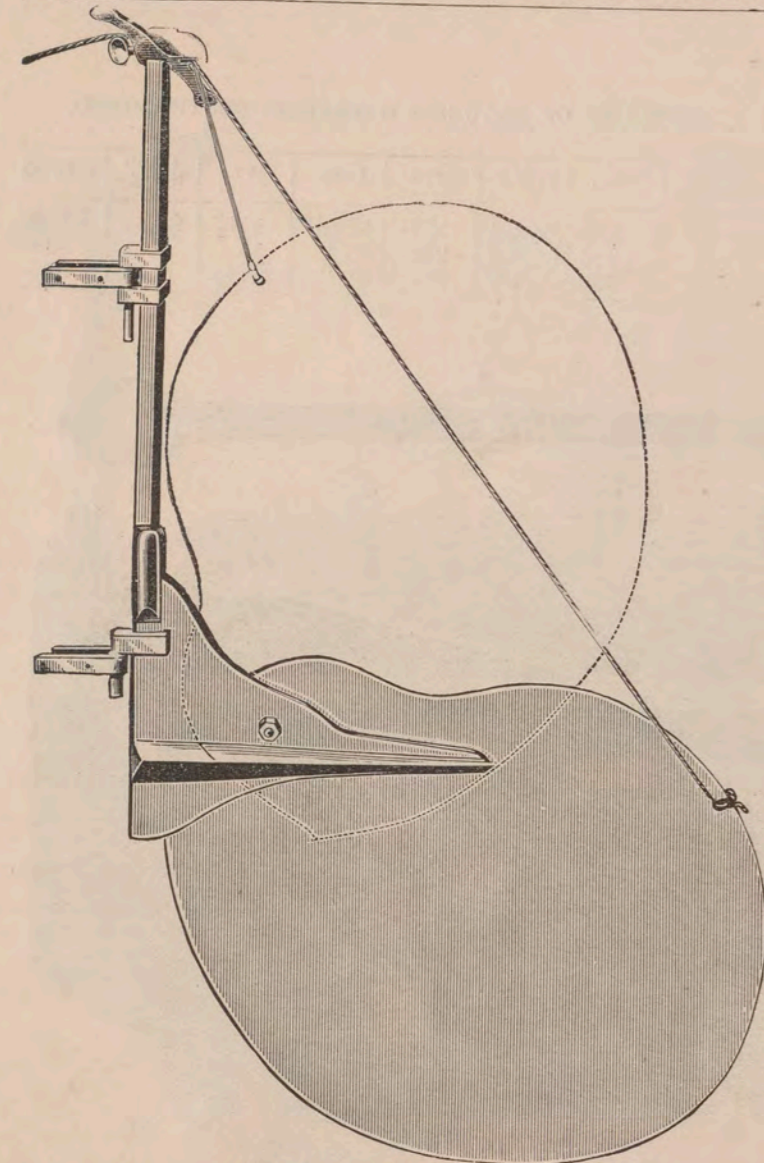


Radix Patent Folding Centre Board.

No.	Size in inches.	Weight in lbs.	Area in sq. ft.	Width of slot required in keel.	Price.
11	30 x 15	9	1 5/8	1 5/8	\$12 00
12	36 x 18	12	2 1/4	1 5/8	15 00
13	37 x 24	15	4	1 1/4	20 00

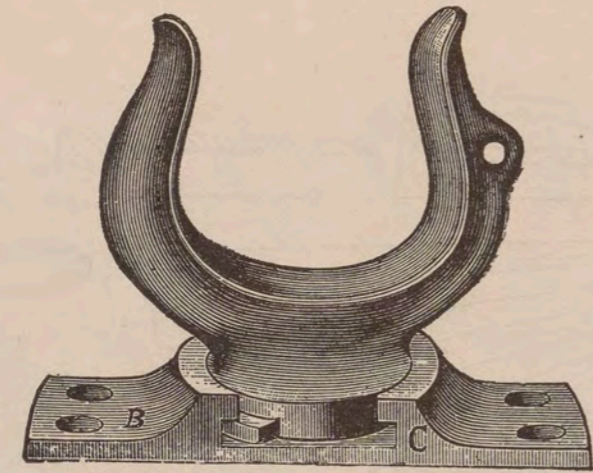
In ordering, give distance from top of keelson to bottom of keel.

Antique Boat Museum



NEW DORP RUDDER.

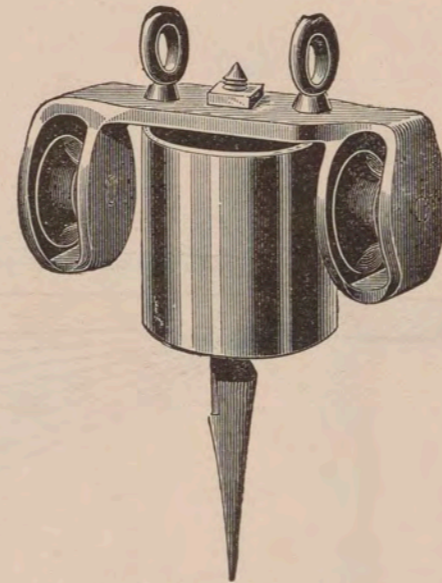
Very strong, neat and effective. Skiff size, complete, all brass, nickel plated, \$9.00; brass polished, \$8.50. Complete, brass body, with galvanized iron blade, brass polished, \$7.00. Canoe size, nickel plated, \$7.50; brass polished, \$7.00. Brass body, galvanized iron blade, brass polished, \$6.00.



SURFACE PLATE ROWLOCKS,

(With Removable Swivels.)

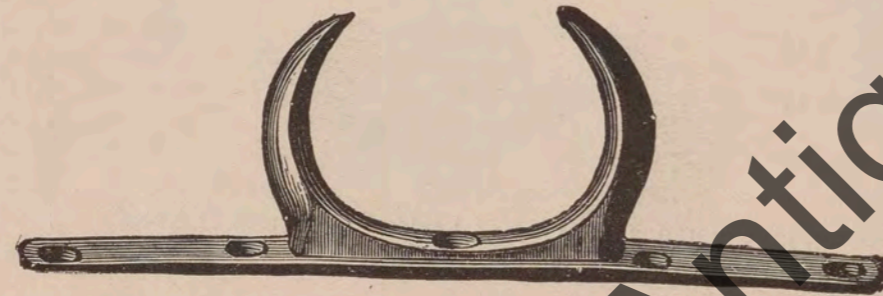
Nickel plated brass, \$2.50; polished brass, \$2.25; galvanized iron, \$1.00.



NEW MAST HEAD GEAR.

Pronounced strongest and best gear made.

Canoe size, 1 1/2 inch, with ferrule and mast head pin; each, complete, nickel plated, \$1.75; brass polished, \$1.50.



NEW YORK ROWLOCK.

Per pair, nickel plated, \$3.00; polished brass, \$2.75.

THE PNEUMATIC PARLOR ROWING MACHINE.



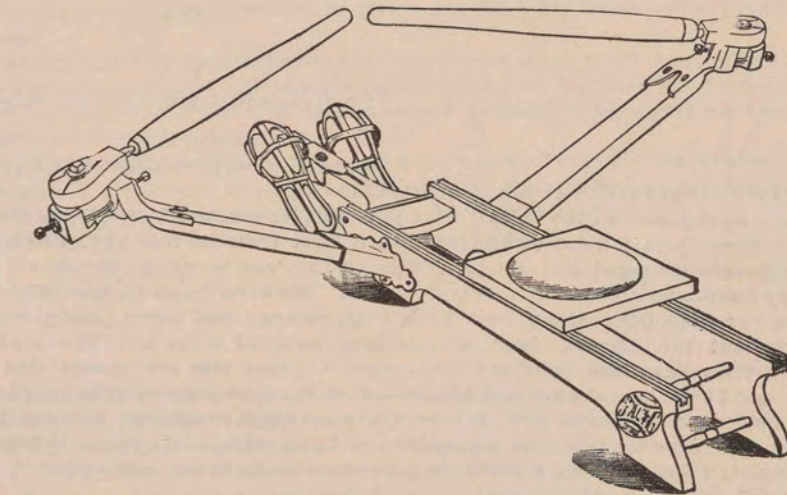
MACHINE FOLDED.

Imitates Rowing Perfectly. Stroke Hard at the Beginning. Easy at the Finish. Recovery Unassisted.

A cylinder made of brass, having a closed end and a highly polished interior, is placed in front of the oarsman, as shown in the illustration. The piston rod of the cylinder is connected with the short oars by means of a whiffletree and connecting rods. The act of taking a stroke draws the piston away from the closed end of the cylinder, produces a vacuum, and the pressure of the atmosphere upon the piston simulates the resistance that is afforded by the water in rowing a boat. The cylinder is provided with a series of small holes commencing about half way from the closed end, which allow the atmosphere to enter, and as the piston is drawn past them gradually relieve the vacuum. Hence the stroke is hard at the beginning, when the vacuum is perfect, and gradually becomes easier as these holes are passed. The air thus accumulated in the cylinder, finds free exit through a large opening in the closed end, as it is pushed before the piston in the "recovery." This opening is closed by a valve automatically upon the commencement of a new stroke. There is, therefore, neither assistance nor resistance to recovery. The oars turn so as to allow of feathering. Adjustable to any strength.

Price, each, - - - - - \$20.00

THE LAFLIN ROWING MACHINE.



PATENTED MAY 13, 1884.

The smallest, simplest and most practical Rowing Machine ever introduced.

Each machine is provided with a counter or indicator, which is so graduated that one revolution of the dial is equivalent to one hundred strokes, or one-third of a mile, as calculated from Hanlon's time at thirty-two strokes per minute, which will be found of great benefit in regulating the time spent in this exercise.

One of the most valuable features for those who would wish the machine for home use, is that in less than one minute's time, and without loosening any bolts or screws, the oars and outriggers can be removed and laid within the sliding seat frame, when the whole can be set away in a closet or slid under a bed out of the way.

The machine is built entirely from ash and maple, handsomely finished, and fully guaranteed. All iron work is handsomely japanned.

No. 119. Price, packed for shipment, - - - \$12.00

Testimonials.

The following are a few samples of hundreds of unsolicited testimonials:

COOPER UNION, NEW YORK, May 25, 1888.

ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO.:

Gents—I have just used the "ideal" boat you built for me, and I wish to say she is a "dandy." Never was I more comfortable in a boat than in this one. She is stiff weatherly, easily managed, and about as safe as they can be made. Beside all that, she is very handsome to look at, and is well built. We have boats on the Lake, built at Canton, Syracuse, Ogdensburg, New York City, Saranac and other places, but the verdict is that the Clayton boat is the best built of them all. The modifications of the St. Lawrence Skiff are "just right." I feel that my money was well invested, and I hope that the general admiration of the boat may result to your advantage. Consider me that *rara avis*, a thoroughly satisfied customer. Perhaps it may please you to know that the boat arrived at the Lake without a scratch or blow. If we never meet in this world, I would like to see you in "that better land." For a firm better than their word is so rare.

Yours truly,
[Signed] EDWIN YOUNG.

Office of DETROIT HUNTING AND FISHING ASSOCIATION,
LAKE ST. CLAIR FLATS, Mich., May 22, 1888.

ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO., Clayton, N. Y.:

Gentlemen—My boat (with the two others) received some days ago, but until recently it has been too cold to "take a sail." I have given it a good trial and all who saw it pronounced it the finest boat ever brought to our "Flats." I am not much of a sailor, but as a row-boat I have never handled its equal. I hope that many members of our club, which is composed of 200 of the best citizens of Detroit, will buy your boats, as I should like to see them take the place of anything we have ever had so far. It is the universal verdict of members of our club, who have seen it, that your \$40 boat is the best they ever saw for the money.

Yours truly,
F. B. DICKERSON.

READING, BERKS, ENGLAND, July 10, 1888.

Gents—The Canadian canoe arrived safely two weeks ago. I have delayed writing to acknowledge its delivery, as I wished to try her first. Having thoroughly done this I can safely and truthfully pronounce her to be the best built and handsomest paddling canoe upon our River Thames, which is no small thing to say. Last week I spent two days at our great water carnival Henley Regatta, in her, and her handsome and graceful appearance was much commented upon by my friends. I also overheard frequently the admiring remarks concerning her from strangers. I quite expected to receive a fine canoe, but must say this one far exceeds my expectations, and the price

of such an article is extremely moderate. Should you have any "British correspondence" or inquiries, I shall be happy to be used as a reference, and will gladly allow any one to inspect my canoe. Allow me to congratulate you on the packing and crating. When removed there was not a scratch nor defect upon the canoe. Kindly send me your latest catalogue.

Yours resp'y,
A. M. FRASER.

HOTEL NORMANDIE, NORMANDIE BY THE SEA, NEAR SEABRIGHT, N. J.,
AND EARLE'S HOTEL, COR. CANAL AND CENTRE STS.

NEW YORK, August 30, 1888.

ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO., Clayton, N. Y.:

Gentlemen—The twelve boats you sent to my summer hotel, the "Normandie by the Sea," near Seabright, N. J., are giving great satisfaction, and are considered one of the great features of my summer house.

The material used in the construction, and the finish of the work, gives them a lightness which makes them easy to row, even by delicate ladies and small boys, with perfect safety.

After an entire summer's use, they are perfectly sound and in almost as good a condition as when they came out of the shop, and I shall take great pleasure in giving you another order next summer, as I find there is such a demand for them, that the other boats I have on hand are not wanted. Wishing you success, I remain,

Yours truly,
FERDINAND P. EARLE,
Owner and Proprietor.

ALBANY, N. Y., August 2, 1888.

ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO.:

Dear Sirs—Canoe boat duly received. She certainly is a very handsome piece of work and a very pretty model. I enclose check for amount of account. Many thanks for getting her here in time.

Yours truly,
ROBERT SHAW OLIVER,
Ex-Commodore A.C.A.

(From M. G. Lewis, of Prentiss Vice Co.)

44 BARCLAY ST., NEW YORK CITY,
September 24, 1890.

ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO.:

Gentlemen—The steam launch built by your company for me is thoroughly satisfactory. Have used it one season. It is safe and rides the water perfectly. In model

(From Lake Dunmore House and Cottages, Salisbury, Vt.)

ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO.:

May 15, 1890.

Gentlemen—The boats ordered of you some time ago have just arrived safely at the lake.

I can say that the twelve boats you built for me are in every respect satisfactory, being very attractive, and yet seem to be built for good service. The blending of the different colored woods in deck and elegantly polished back boards are admired by all, and I am sure will please my guests.

I thought the boats you sent me last season were fine, but these surpass them in every respect. I can say I am more than pleased with them, and only regret that I did not order a larger number, as they will surely be in great demand.

Thanking you for crating and safe shipment, I am,
Yours truly,
J. K. PARSONS.

PHILADELPHIA, PA., April 12, 1890.

ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO.:

Dear Sirs—The "Red Dragon" war canoe has been only inspected by the greater part of the club, and the comments are altogether favorable; and many who did not enter favorably into the scheme when first proposed have determined to buy shares at once. We tried her with a crew of six yesterday, using some small paddles that Dempsey had, and if the way she traveled was any indication of speed, with a full crew she is a goer. Will let you know more about her soon.

Respectfully,
H. E. MCCORMICK.

PHILADELPHIA MUTUAL ACCIDENT ASSOCIATION, 141 SOUTH
4TH ST., PHILADELPHIA, PA., January 3, 1891.

ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO.:

Gents—I have just returned from a three months' trip in the northwest, where, on the Columbia River, I canoed very extensively. But among the hundreds of canoes seen there, I saw none that compare with the "Juanita" built by you for me in June last.

Yours very truly,
J. ETTERSMALL.

[Testimonial from R. J. Turk (Boat Builder to Her Majesty). Kingston on Thames, England.]

July 21, 1890.

TO ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO.:

Gents—The Canadian canoes have arrived and are most satisfactory. It is rather late in the season to import more this year, but we hope to send you orders later.

Yours faithfully,
R. J. TURK.

and finish she is called the handsomest boat of her size on the river. I am also greatly pleased with the machinery placed in this boat, on account of its lightness, freedom from loud noise, and ease of management.

Very respectfully,
M. G. LEWIS.

NEW YORK, April 30, 1890.

ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO.:

Gentlemen—Inclosed please find check in payment for canoe, with which I am greatly pleased.

Very truly yours,
LINCOLN B. PALMER.

(From J. N. Stowe, Esq., Captain of Island City Boating and Athletic Association
Galveston, Texas)

ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO.:

June 1, 1890.

Gents—We have put the "Gussie" in the water, rowed and sailed her, and I have no hesitation in saying she is the best and handsomest skiff I ever saw. There is not a boat in our club can sail with her. Then I have no fear of taking ladies out in a sea with her, for she is stiff and safe. No doubt she will be the means of your sending many more of your beautiful skiffs to our waters, for all who see her express great admiration. Our club are more than satisfied with the boats you have sent us. We deem it a pleasure to deal with such a firm who lives up to its contracts so faithfully.

Yours very truly,
J. N. STOWE.

38 PARK ROW, NEW YORK CITY, May 27, 1889.

ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO.:

Gentlemen—The new boat has been launched and baptized, and is to be known as the "Flirt." Her first trip was so satisfactory that I cannot sufficiently express my appreciation of your handiwork. She carries her large spread of canvas with ease which surprises me, and gets through the water at a rate and in a manner which promises everything. The canvas is cut cleverly and sets to perfection, and the boat balances and handles in such a way as to delight her crew. When we get all the details in perfect trim, which can only be done by experiment, she will be very near perfection. The extra weight is put in most judiciously where strength is wanted. The centreboard and trunk are good, and (though of secondary value to me) the rowing gear is first-class. As for style and beauty, you are, I believe, in no need of testimony. When we cleared out the racing rig and set the mizzen forward, and the arm chair aft, the "Flirt" gave just as much satisfaction as a ladies' boat. All this is very emphatic praise, perhaps. It is intended to be. The boat deserves it.

Yours very truly,
ROBT. W. GIBSON.

8 SOUTH 12TH STREET, PHILADELPHIA, PA., May 20, 1890.

Gents—Last December I decided to have built a combined sailing and rowing skiff for the pleasure of my family and friends. I wrote for the circulars of all the builders whose names I could procure. I gave to several of them my ideas, but got from you the only entirely satisfactory response, and the more I corresponded with you the more I became impressed with your resources. One of my staff, on seeing the specifications of the skiff, was so confident she would be regarded, not only in model, but in workmanship, as unique, that he laid the matter of exhibition before Wanamaker's managing partner, and consent was obtained for you to exhibit the skiff just inside the main entrance of this the greatest bazaar in the world. On Monday the "Genie," under full sail, was placed in her proud position, to be admired by the steady stream of people passing on each side of her. On closing the contract, you assured me that "the 'Genie' should be the finest skiff in the States." Hundreds are daily justifying you in making this statement. There is but one opinion—her model is a marvel of beauty, and her workmanship of the first order in every detail. Please convey to every man in your establishment who put his hand to the "Genie" my hearty thanks, and accept my congratulations on the position you occupy at the head of the skiff builders of the United States. I remain, gentlemen,

Yours faithfully,

RICHARD M. JONES.

To St. Lawrence River Skiff, Canoe and Steam Launch Co., Clayton, N. Y.

[Above is testimonial of special skiff "Genie."]

[Letter from H. S. Sanford, of 231 Broadway, New York, written just after his arrival at Ogdensburg, after having steamed from Clayton, day after his new launch was put in water. Launch 28 ft. by 5 ft. 6 in.; 4 H. P. machinery; kerosene burner.]

OGDENSBURG, Aug. 18, 1890.

Gentlemen—We ran from Clayton at 5:25 to Morristown in four hours and ten minutes, said to be, by river, exactly 40 miles. We did not have a skip of the engine or burners, and passed everything we tackled, from M. to this place, in one hour and eighteen minutes—twelve miles. How is that?

Respectfully,

H. S. SANFORD.

RED DRAGON CANOE CLUB,
PHILADELPHIA, PA., May 9, 1890.

ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO.:
My Dear Sirs—My canoe "Valesca" arrived in first-class condition, and is very much admired by all who have seen her. She is a perfect beauty in every detail. She paddles very easily, and I trust I shall have the necessary time to devote to her this year to make her famous. I have not given her a trial as to sailing, but will let you know how she moves against Mr. McCormick's canoe, which is a cruiser. Hoping to hear from you soon again, I am

Very truly yours,

HARRY M. KREAMER.

(From St. Augustine, Fla., News.)

A GOOD IDEA.

February 14, 1889.

THE EDITOR ST. AUGUSTINE NEWS:

Dear Sir—It has often occurred to me that the attractiveness of Florida as a winter resort could be very much increased by adding to the attractions some respectable row-boats. It seems that Florida hotel men exert their whole energy in trying to see how extravagant they can be in fitting up the interiors of their hotels. To ascertain how well they have succeeded, you have only to ask the traveler where he finds the finest hotels, and he immediately refers you to the hotels of Florida. They are conceded to be the finest in the world. Still, the proprietors seldom consider the outside comforts of the guests, who, when they go outside to enjoy the principal, in fact, almost the only outdoor exercise—boating and fishing—are obliged to be content with a little, dirty, tucked-up, flat-bottomed boat, and have to sit on a narrow, hard board, with no support to their backs. How a person that has spent a season on the St. Lawrence River, at Thousand Islands, and has used the St. Lawrence River Skiff (which is sharp-bottomed, easy rowing, fast sailing, roomy, comfortable and safe, having easy chairs, plush cushions and velvet carpets), can bring themselves to sit down in one of those tubs called a Florida boat, is a mystery to me. Now, if some enterprising person would go to the factory of the St. Lawrence River Skiff, Canoe and Steam Launch Company, of Clayton, N. Y., and buy a fleet of their skiffs and ship to Florida, there is a fortune in it. Their boats must be seen to be appreciated, and the prices are so low that a livery of them should pay for itself in one year. The first man to bring these boats here will get the patronage.

Yours truly,

A TRAVELER.

NEW YORK, April 24, 1890.

ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO.:

My Dear Sirs—I am more and more pleased with "Passaic" every time I see her, and every time I use her, though I have not been able to sail her as I will when I get my sliding seat. Have only had weather once when I have been out that I could rise my big rig, but then she acted frigate. A Mr. Dyer, from Washington, was out the other day, and, before he saw my boat, said they had the handsomest canoe he had ever seen down at Washington, and built by the St. Lawrence River Skiff, Canoe and Steam Launch Co., but when he saw mine said that mine was far excellent, and seemed glad when I told him you built it. This seems to be the opinion of every one who has seen it, and I think they are right.

Yours truly,

GEORGE P. DOUGLASS.

FORT GATES ON THE ST. JOHN'S RIVER, FRUITLAND, Fla.

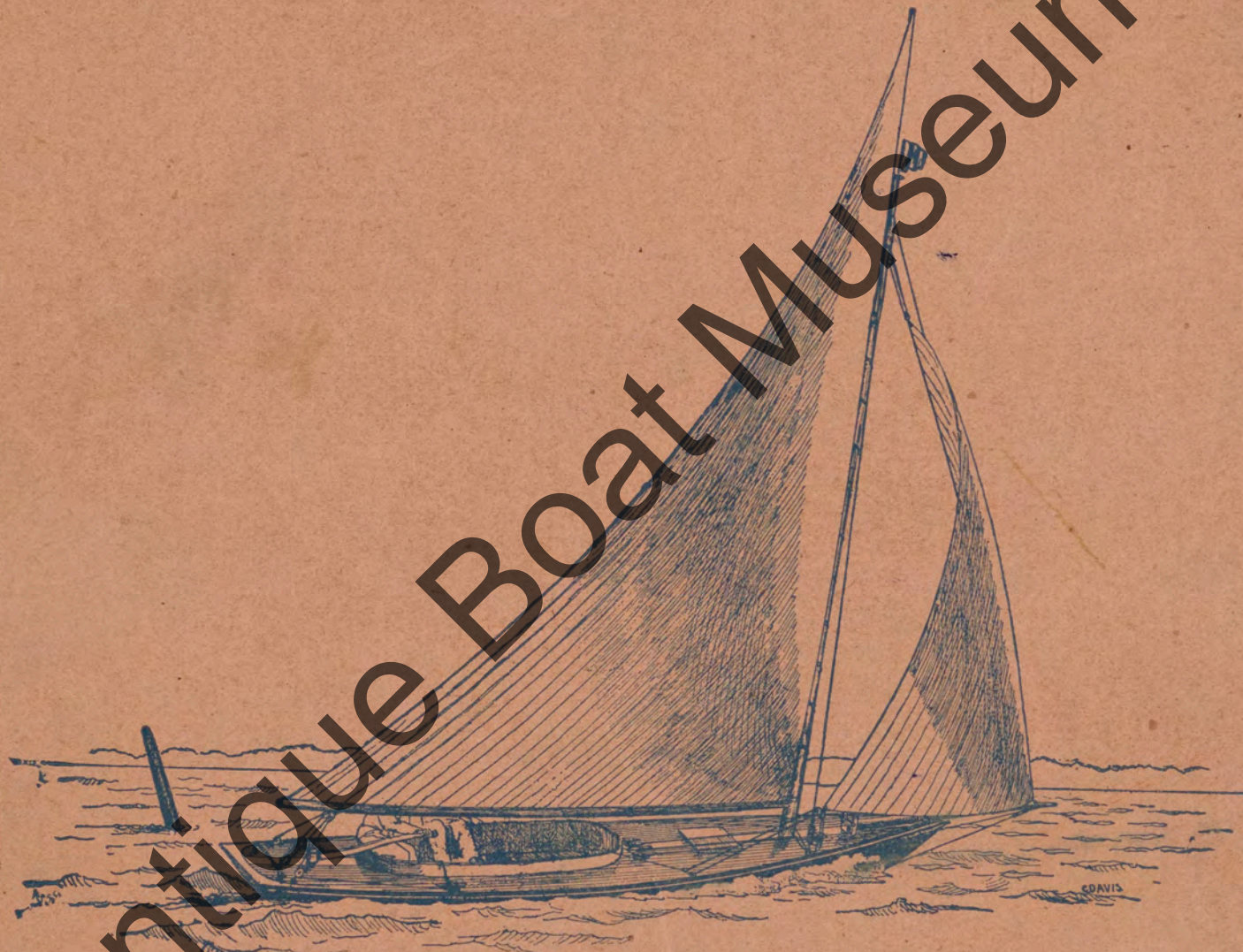
ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO.:

Gents—My steam yacht has arrived. She got here on Sunday afternoon; was unloaded from the cars at Jacksonville on Wednesday last. I think she is a "daisy," and the "Pauline" (skiff) beats the world. Every one who has seen them says they are the



Famous St. Lawrence Fishing Skiff with Sprit Sail.

Antique Boat Museum



18 ft. Rater. See Cut and Description in Catalogue.