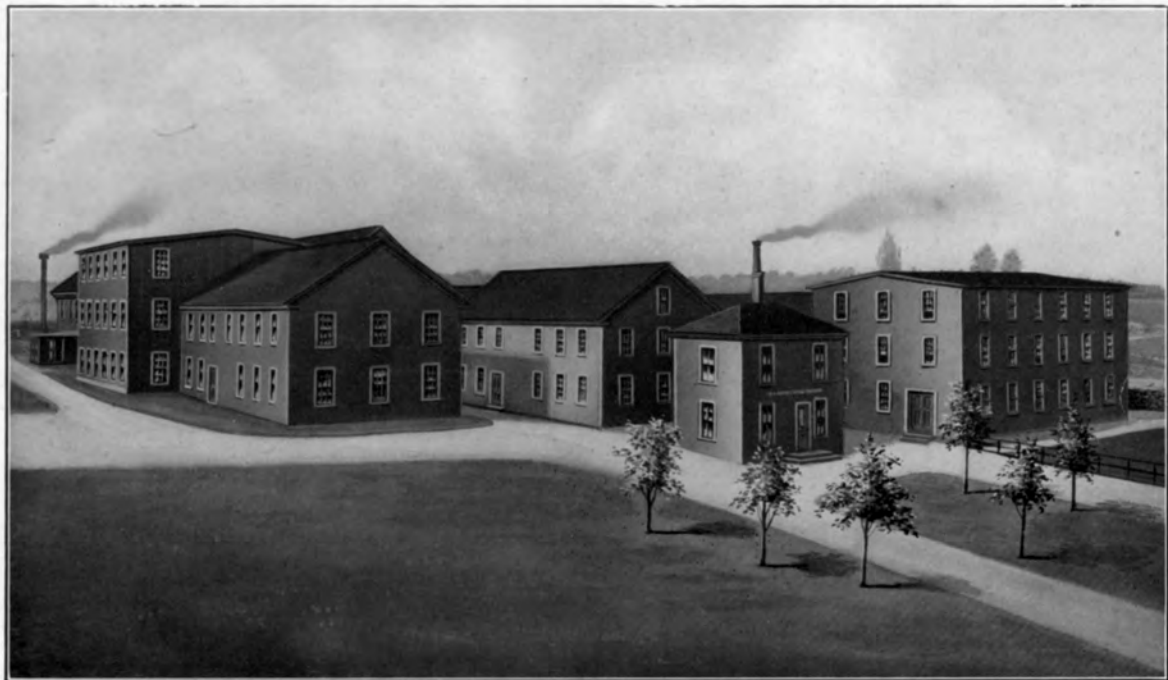


850



B. N. MORRIS

VEAZIE, MAINE  
U. S. A.



MORRIS CANOE PLANT, VEAZIE, MAINE

## INTRODUCTION

**T**HE Morris Canvas-covered Canoes have been on the market twenty-one years and during that time have been and always will be a production of the highest class in materials and workmanship. The reputation of the Morris canoe as a fine and most durable piece of work is world-wide, their prestige in the aquatic world being due wholly to superior materials, labor and finish, and a determination to have every purchaser a satisfied owner. But workmanship and materials do not cover it all; the principle of construction is certainly a marked feature in a Morris canoe, together with the models.

The first consideration in the Morris plant is satisfaction to the purchaser, and to that end the utmost care on the part of all workmen is rigidly enforced, together with careful personal supervision of all labor and materials at all stages of construction.

I wish to say in conclusion that in no way is a purchaser taking any chances whatever in purchasing a Morris canoe, as I strictly guarantee my goods to be of the highest grade and most serviceable possible in canoe construction, and if by any chance a purchaser should be dissatisfied in any respect the matter will be adjusted to his entire satisfaction, and I am proud to say that it has happened in less than one customer in a thousand having had any occasion to enter a complaint.

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**B. N. MORRIS, Manufacturer**  
**Veazie, Maine, U.S.A.**

## THE QUESTION OF PRICE

With regard to prices on Morris canoes and equipment in this catalogue, they are figured to the closest possible margin of profit on which it is possible to do a successful business.

I have reliable houses in a great many cities of the United States and foreign countries which carry a reasonable stock of my goods. I also have many representatives in places where there is less demand for canoes, and in order to have the goods carried in stock by these various people, which is quite advantageous to a great many requiring canoes promptly, a certain margin of profit must be allowed them, but this margin cannot be allowed sufficient for the dealer or representative to make better than catalogue prices, plus the freight charges, to the customer on prepaid goods. Some may argue that this should not be so, but when taking into consideration the prices quoted in this catalogue and the very highest efficiency attainable in this line, it should be acknowledged that the margin of profit to both the manufacturer and dealer will naturally be small, and it is a point in fact. Yet within the volume of business such as is carried on in the Morris plant a reasonable profit is realized which will certainly take care of all guarantees made by the manufacturer, in which is guaranteed all goods to give satisfactory results and continue to do so year after year, and it is one of the things Morris canoes have always been guaranteed to do. This is a guarantee that can only be made on the very highest class of goods and continue to do business many years.

The Morris canoes have been on the market many years, and in fact were the first canvas-covered canoes ever advertised, advertisement first appearing in the magazine *Field and Stream* in the year 1887. At that time the canvas-covered canoe was unknown, except by very few people, and it took a number of years to show the users in general wherein remarkable durability could be had in this fabric as an outside skin for canoes and boats.

I do not claim to have first conceived the idea of canvas as a skin for a canoe, as it originated from the patching of bark canoes with light cloth with pitch to cover the seams, but the present method of construction was original with the Morris canoe, and although others have practically copied, I fail to find the Morris canoe equaled in the several points most required, viz., model for safety, durability and detail.

## **M O D E L S**

**Model A** is the most popular in dimensions, and combines the most important features that are required in an all-round canoe, and has gained most remarkable favor along the line of canoeing.

The principal features that have been developed in this model are great stability, good speed, good paddling qualities, together with a remarkable carrying capacity on slight draught.

It is a delight to the ladies and all canoeists, in cruising, as well as in social events, and for various uses to which canoes are applied. This model in lines is most graceful and is giving general satisfaction and pleasure; its sheer or curve not going to extremes, but graceful and pleasing.

**Model B** is a design of greater beam, and the most stable canoe offered, and though it has extra beam it is not by any means sluggish, and has met with favor with those requiring extremely stiff canoes for lake and rough-water canoeing. Its deck lines and stems have the same natural ease as the Model A. It makes a very pleasing appearance, and its unquestioned stability renders it is a most desirable craft for lakes or long cruises.

**Model C** is designed more for speed, together with a fair amount of stability. It is comparatively safe, and although many consider it very safe we recommend ordinary care.

**Model D** will appeal to those wishing a straight-sided canoe. It has a very slight tumble-home, quite a flat bottom, and is very seaworthy and dry when handled properly.

Dimensions of all models are given in price list, pages 14 and 15.

### TIME ON SPECIAL WORK

The time required to finish a canoe where special design in painting is required is usually two weeks.

Decking requiring over 24 inches is special and will require three weeks.

Canoes finished without keels are special and require two weeks' time.

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### MATERIALS AND FINISH

All woodwork in the hulls of Morris canoes is cedar, with either spruce or mahogany rails, as may be desired. The hulls are canvas-covered, the canvas filled with a neutral preservative composition, after which filling coats are applied and every vestige of the canvas texture is covered. The final coats are color and varnish, producing a surface equal in appearance to that of a fine carriage enamel.

The outside of the hulls is thoroughly oiled before the canvas cover is put on, and the inside and all woodwork are finished in varnish, bringing out all the beauty of the natural grain.

## **TERMS**

If immediate shipment is required, payment in full by money-order, registered letter, express order or check should accompany order. Goods will be shipped C.O.D. if acceptable references or part payment accompanies order. All goods are guaranteed to satisfy, and if any part proves to be wrong in point of construction or material it will be adjusted without expense and with as little inconvenience as possible to the customer.

## **DELIVERY**

Time consumed in transportation depends upon the distance. Goods are generally shipped by freight, as the cost is less than one-fourth that charged by express companies, and goods are only shipped by express when immediate delivery is necessary. The usual time required for freight to reach points from one to three hundred miles is two to five days; five hundred miles, seven to ten days; one thousand to fifteen hundred miles, fifteen to twenty days.

In shipping by freight the liability of damage is no greater than by express. Goods should always be examined if possible before they are accepted. If found damaged, the matter should be taken up with the agent before receipting, in order to have his acknowledgment of same to prove a claim against the company to the amount of the damage.

## **FREIGHTS**

Freight rates to principal points in New England and New York, \$1.50 to \$2.50; on Atlantic seaboard to points north of Richmond, Va., \$2.50 to \$3.00; north of St. Augustine, Fla., up to \$6.00; to points in middle west, \$2.50 to \$5.00. For illustration: Detroit, \$2.16; Chicago, \$2.80; St. Louis, \$3.32.

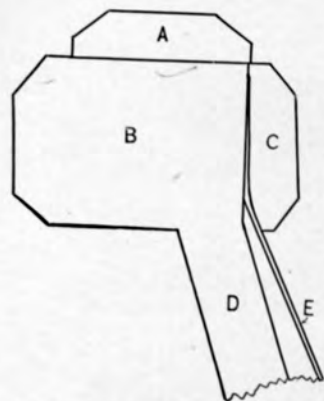


Fig. 1. Style of gunwale most commonly used.

A indicates Topwale.  
 B " Inwale.  
 C " Outwale.  
 D " Rib.  
 E " Planking and Canvas.

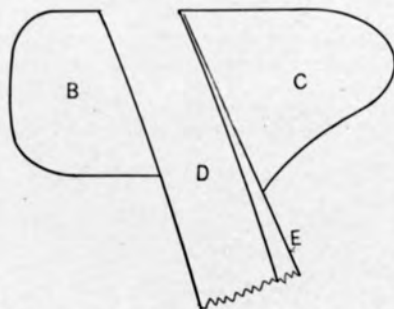


Fig. 2. Style furnished when open gunwales are ordered.

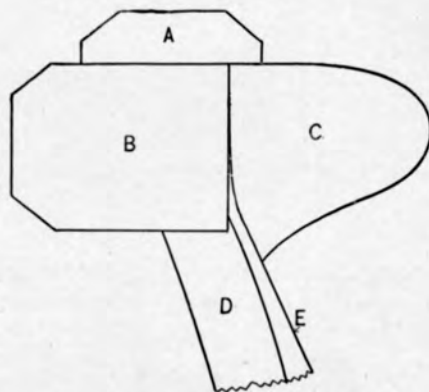


Fig. 3. Style of gunwale furnished when special gunwale is ordered.

Diagram showing full-size cross-section views of the different styles of gunwales used in Morris canoes.





**Model A. 15 feet. Type One**

Type 1 has spruce gunwales, it being the strongest light-weight wood and most practical for this purpose, and makes a neat appearance in contrast with the mahogany paddling seat-frames, braces and decks.



**Model A. 16 feet. Type Two**

Type 2 has mahogany top and outwales, 24-inch mahogany decks, flag-sockets, painter-ring, mahogany seat-frames and braces.

All Morris canoes have keel, polished brass bang-plates and floor grating.



**Model A. 17 feet. Type Three**

Type 3, same as Type 2, except that it has outside oak stem-bands.



**Model A. 17 feet. Type Three**

Showing Special Mahogany Outwales. (See Fig. 3, page 7.)



Model B. 13 feet. Type One

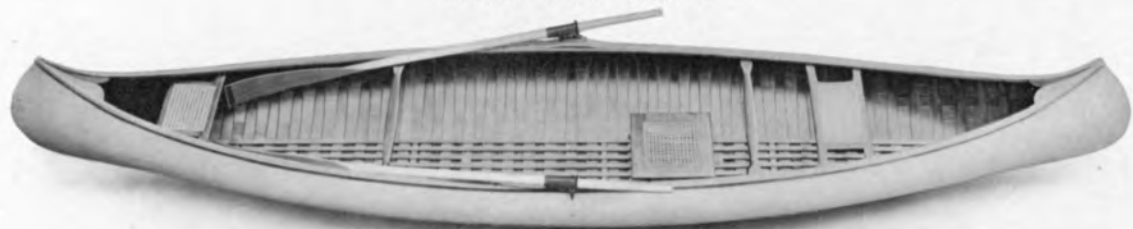


Model B. 16 feet. Type One

The above model is remarkably stiff and dry, for use on large lakes or where unquestionable safety is desired.



Model B. 12 feet. Type One



Model B. 17 feet. Type One

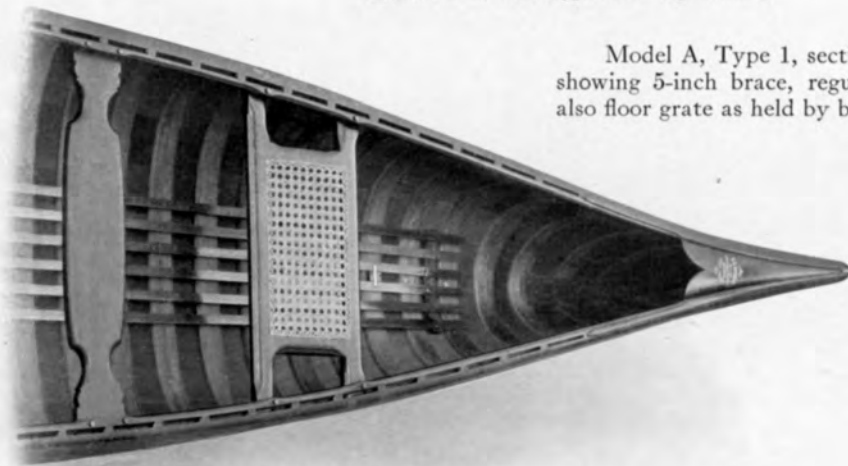
ROWING EQUIPMENT, consisting of side-plate, polished brass rowlocks, best grade spoon oars,  $6\frac{1}{2}$  or 7 feet, coppered and leathered, with leather rings to prevent slipping through rowlock, cane-filled mahogany rowing-stool, detachable. Price complete, \$7.50.

Price of the parts, if furnished to install: one pair rowlocks attached to mahogany wood-blocks ready to set into topwale, \$2.50; one pair spoon oars, \$3.50; mahogany rowing-stool, \$1.50.

OPEN WALES



Model A. 17 feet. Type One. Open wales



Model A, Type 1, sectional view of bow, open wale, showing 5-inch brace, regular cane-filled paddling seat; also floor grate as held by buttons.

Fig. 2. Shows stern section, Model A, Type 3.

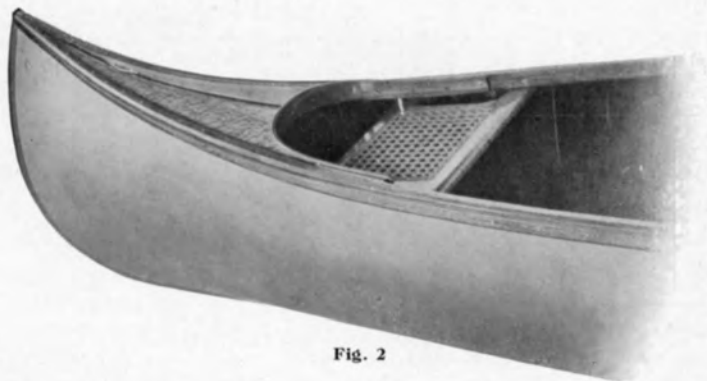


Fig. 2

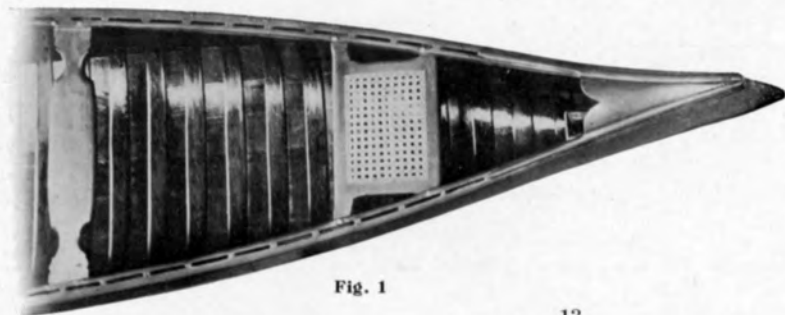


Fig. 1

Fig. 1. Shows stern section, Model A, Type 1, with open wale.

## MODEL A. NET PRICES, DIMENSIONS, ETC.

| Model and Number | Extreme Length | Price, Type 1 | Price, Type 2 | Price, Type 3 | WIDTH IN CENTER |         | Depth in Center | Height at Ends | Capacity on 4-in. Draught | Weight About | Shipping Weight About |
|------------------|----------------|---------------|---------------|---------------|-----------------|---------|-----------------|----------------|---------------------------|--------------|-----------------------|
|                  |                |               |               |               | On Rail         | Extreme |                 |                |                           |              |                       |
| A 62             | 15 ft.         | \$40.00       | \$46.50       | \$48.00       | 30½ in.         | 33 in.  | 12 in.          | 25 in.         | 400 lbs.                  | 60 lbs.      | 100 lbs.              |
| A 63             | 16 "           | 40.00         | 46.50         | 48.00         | 31 "            | 33½ "   | 12 "            | 25 "           | 500 "                     | 65 "         | 110 "                 |
| A 64             | 17 "           | 40.00         | 46.50         | 48.00         | 31½ "           | 34 "    | 12 "            | 25 "           | 575 "                     | 70 "         | 115 "                 |
| A 65             | 18 "           | 42.00         | 48.50         | 50.00         | 32 "            | 34½ "   | 12 "            | 25 "           | 650 "                     | 75 "         | 120 "                 |
| A 66             | 20 "           | 47.00         | 53.50         | 55.00         | 34 "            | 36½ "   | 12 "            | 26 "           | 900 "                     | 85 "         | 125 "                 |

## MODEL B. NET PRICES, DIMENSIONS, ETC.

| Model and Number | Extreme Length | Price, Type 1 | Price, Type 2 | Price, Type 3 | WIDTH IN CENTER |         | Depth in Center | Height at Ends | Capacity on 4-in. Draught | Weight About | Shipping Weight About |
|------------------|----------------|---------------|---------------|---------------|-----------------|---------|-----------------|----------------|---------------------------|--------------|-----------------------|
|                  |                |               |               |               | On Rail         | Extreme |                 |                |                           |              |                       |
| B 70             | 12 ft.         | \$35.00       | \$41.50       | \$43.00       | 33 in.          | 35 in.  | 13 in.          | 22 in.         | 450 lbs.                  | 55 lbs.      | 100 lbs.              |
| B 71             | 13 "           | 37.00         | 43.50         | 45.00         | 33 "            | 35 "    | 13 "            | 24 "           | 500 "                     | 60 "         | 100 "                 |
| B 72             | 15 "           | 41.00         | 47.50         | 49.00         | 33 "            | 35½ "   | 13 "            | 26 "           | 525 "                     | 65 "         | 100 "                 |
| B 73             | 16 "           | 42.00         | 48.50         | 50.00         | 33½ "           | 36 "    | 13 "            | 26 "           | 575 "                     | 70 "         | 115 "                 |
| B 74             | 17 "           | 42.00         | 48.50         | 50.00         | 34 "            | 37 "    | 13 "            | 26 "           | 650 "                     | 75 "         | 120 "                 |
| B 75             | 18 "           | 43.00         | 49.50         | 51.00         | 34½ "           | 37½ "   | 13 "            | 26 "           | 725 "                     | 80 "         | 125 "                 |

## MODEL C. NET PRICES, DIMENSIONS, ETC.

| Model and Number | Extreme Length | Price, Type 1 | Price, Type 2 | Price, Type 3 | WIDTH IN CENTER |         | Depth in Center | Height at Ends | Capacity on 4-in. Draught | Weight About | Shipping Weight About |
|------------------|----------------|---------------|---------------|---------------|-----------------|---------|-----------------|----------------|---------------------------|--------------|-----------------------|
|                  |                |               |               |               | On Rail         | Extreme |                 |                |                           |              |                       |
| C 83             | 16 ft.         | \$40.00       | \$46.50       | \$48.50       | 30½ in.         | 33 in.  | 12½ in.         | 26 in.         | 375 lbs.                  | 60 lbs.      | 110 lbs.              |
| C 84             | 17 "           | 40.00         | 46.50         | 48.50         | 31 "            | 33½ "   | 12½ "           | 26 "           | 400 "                     | 65 "         | 115 "                 |
| C 85             | 18 "           | 42.00         | 48.50         | 50.00         | 31½ "           | 34 "    | 12½ "           | 26 "           | 425 "                     | 70 "         | 120 "                 |

## MODEL D. NET PRICES, DIMENSIONS, ETC.

| Model and Number | Extreme Length | Price, Type 1 | Price, Type 2 | Price, Type 3 | WIDTH IN CENTER |         | Depth in Center | Height at Ends | Capacity on 4-in. Draught | Weight About | Shipping Weight About |
|------------------|----------------|---------------|---------------|---------------|-----------------|---------|-----------------|----------------|---------------------------|--------------|-----------------------|
|                  |                |               |               |               | On Rail         | Extreme |                 |                |                           |              |                       |
| D 94             | 17 ft.         | \$42.00       | \$48.00       | \$50.00       | 35 in.          | 35½ in. | 14½ in.         | 26 in.         | 625 lbs.                  | 77 lbs.      | 115 lbs.              |
| D 95             | 18 "           | 43.00         | 49.50         | 51.00         | 35½ "           | 36 "    | 14½ "           | 26 "           | 700 "                     | 85 "         | 120 "                 |

PRICES. The prices for Morris canoes are for the canoes as described, thoroughly packed in straw and burlap, delivered on board cars at Veazie, Me. Crating in addition to regular packing, \$2.00 extra.

In ordering, give model number, Type 1, 2 or 3, and equipment if any desired.

Standard stock colors: light, medium and dark green, light and dark olive, and a deep, rich red. Color card showing different shades, if not enclosed, will be furnished on request.



## PRICE LIST OF EXTRAS

|  |          |
|--|----------|
| Mahogany top and outwales on Type 1 canoes . . . . .   | \$1.50   |
| Mahogany inwales on Type 1, 2 or 3 canoes . . . . .  | 1.50     |
| Special mahogany outwales (see page 7, Fig. 3) . . . . .   | 2.50     |
| Mahogany open wales, any type of canoe (see page 7, Fig. 2) . . . . .  | 5.00     |
| Mahogany braces, 5 inches wide . . . . .   | each .50 |
| Flagstaff sockets, nickel plated . . . . .   | “ .25    |
| Flagstaffs, spread-eagle tip . . . . .   | “ .75    |
| Staple for painter, nickel plated . . . . .  | “ .25    |
| Polished brass rowlocks, with block ready to attach . . . . .  | 2.50     |
| Outside oak stems . . . . .  | 2.00     |
| Wide flat keel . . . . .   | 1.50     |
| Two bilge keels . . . . .  | 2.00     |
| Sponsons, canvas-covered decking (to order only) . . . . .   | 15.00    |
| Sponsons, mahogany decking (to order only) . . . . .   | 20.00    |
| Lettering, 1½ or 2 inch, gold-leaf shaded, per letter . . . . .  | .10      |
| Stripe, gold-leaf, with color edging, ½ inch wide . . . . .  | 2.50     |
| Stripe, color, ½ inch wide, with edging if desired . . . . .   | 1.50     |
| Monograms of 2 or 3 letters, gold-leaf or colors . . . . .   | 2.00     |
| Thirty-inch mahogany decks, \$1.00 each over Type 3 prices.  |          |
| Thirty-six-inch mahogany decks, \$1.50 each over Type 3 prices.  |          |
| Ambroid, a waterproof quick-repair cement, per box . . . . .   | .25      |
| If by mail add 5c. for postage.  |          |
| Repair outfit, consisting of putty, cement, tacks, planking, color varnish, sandpaper and instruction sheet, all in neat metal box . . . . . | .75      |



**Model A. 17 feet. Type Three. Equipped with back rests and plush cushions**

The Model A is designed for general canoeing and has given perfect satisfaction to all users in all points most required in a canoe for safety on small lakes, rivers and streams.

### **CAPACITY**

All Morris canoes operate well with one paddle or more and carry safely as many persons as can sit in them, which depends on the length of the craft. The carrying capacity on four-inch draught is given on pages 14 and 15, but it is a matter of experience that no amount of ordinary dunnage which is naturally required will put them unsafely low in the water.



**Model C. 18 feet. Type One**

### **LOCATION OF BRACES**

The braces, or thwarts as they may be called, are located in stock canoes as follows:

Twelve, 13- and 15-foot canoes have one brace 4 inches aft of center.

Sixteen-foot canoes have two braces, one 12 inches aft of bow seat and one 28 inches forward of stern seat, leaving space of 54 inches amidships.

Seventeen-foot canoes have three braces, one 12 inches aft of bow seat, one 28 inches forward of stern seat, and one 4 inches aft of center, this being removable by wing nuts, leaving a space of 66 inches.

Eighteen-foot canoes have three braces, one 16 inches aft of bow seat, one 32 inches forward of stern seat, and one 4 inches aft of center, removable, leaving space of 70 inches.



Style 1



Style 2

### Single Paddles

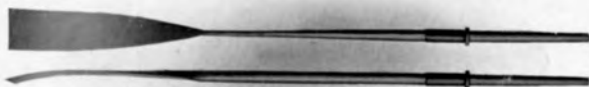
Maple or spruce, lengths 5 feet to 6 feet;  
6½- and 7-inch blades.

|                          |             |
|--------------------------|-------------|
| First quality . . . . .  | \$1.50 each |
| Second quality . . . . . | 1.25 each   |

### Spoon Oars

First quality spruce, leathered and copper tipped,  
lengths 6½ and 7 feet.

Price . . . . . \$3.50 per pair



### Double Paddles

Nickel-plated friction joint, lengths 8 to 10 feet,  
copper tipped.

First quality spruce . . . . . \$3.50



**Model B, Type 1**



**Model D, Type 1**

### **END VIEW**

In this illustration we get a very good idea of the Model D, its depth being shown as compared with that of the Model B. They are both in Type 1, except that the Model B is equipped with rowlocks.



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A few interior views of the Morris plant are shown herein, but to get an idea of its volume and growth it would be necessary to visit the plant, and it would be a pleasure to have all who might have an opportunity to call and inspect the work as it is going on in the various stages of construction.

My equipment and management for turning out the finest and most accurate work are unequaled, and the product from the Morris plant occupies as distinctive a place in the canoe industry as any product ever attained in its respective line.

## KEEL

The Keel is regarded generally as a very essential feature, and, finding they are demanded almost exclusively, I am putting a keel on all stock canoes; also when not otherwise specified in order. It is included in all prices and quotations on canoes, and no allowances made for their omission, and when not required must be finished up from a certain stage of construction.

Dimensions of the regular keel are  $\frac{1}{2}$  inch on the shoe,  $\frac{3}{4}$  inch in depth,  $\frac{7}{8}$  inch on base, and it tapers at ends to the width of bang-plate or stem-band. The keel is held by screws from the inside going through each rib. The bang-plates are held by rivets, finished flush, and do not show in the plate; they make a permanent fastening.



Model C



Model A



Style No. 1



Style No. 2

FOLDING CANOE CHAIRS

|                           |        |                           |        |
|---------------------------|--------|---------------------------|--------|
| Maple, price . . . . .    | \$2.00 | Maple, price . . . . .    | \$2.50 |
| Mahogany, price . . . . . | 2.25   | Mahogany, price . . . . . | 3.00   |

The highest grade of mahogany is used in all our work.



Style No. 3

**FOLDING CANOE CHAIRS**

|                           |        |
|---------------------------|--------|
| Maple, price . . . . .    | \$2.50 |
| Mahogany, price . . . . . | 3.00   |

**CARRY YOKE FOR CANOES**

A curved bar which clamps to gunwales, leather-covered shoulder pads filled with best curled hair. Makes long carries comfortable.

|                 |        |
|-----------------|--------|
| Price . . . . . | \$2.25 |
|-----------------|--------|

**BACK RESTS**

|                           |             |
|---------------------------|-------------|
| Maple, price . . . . .    | \$1.25 each |
| Mahogany, price . . . . . | 1.50 each   |







### LEEBOARDS

A practical and necessary attachment in the sailing outfit, made with two blades supported firmly by a bar, which is fastened to the gunwales by means of brass hooks at either end, with thumb-nut on top, quickly attachable. The blades are also held by bolt and thumb-nut and can be turned out of water when desired without removing, and will also release in contact with anything when running.

Price of Leeboards with all attachments . . . \$7.00

### SAILS

A complete Lateen Rig, consisting of spars and all attachments, area 47 square feet, quickly attachable and detachable. First class in every respect.

Complete . . . . . \$10.00

### PRICE OF THE PARTS

|   |        |
|---|--------|
| Sail . . . . .                          | \$3.50 |
| Mast, with block . . . . .              | 1.50   |
| Boom, with jaw . . . . .                | 1.50   |
| Gaff . . . . .                          | 1.00   |
| Mast-step . . . . .                     | .75    |
| Mast-bar with block and hooks . . . . . | 1.25   |
| Lines . . . . .                         | .40    |
| Two cleats . . . . .                    | .30    |
| Polished brass blocks, each . . . . .   | .50    |

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VEAZIE, MAINE, U.S.A.

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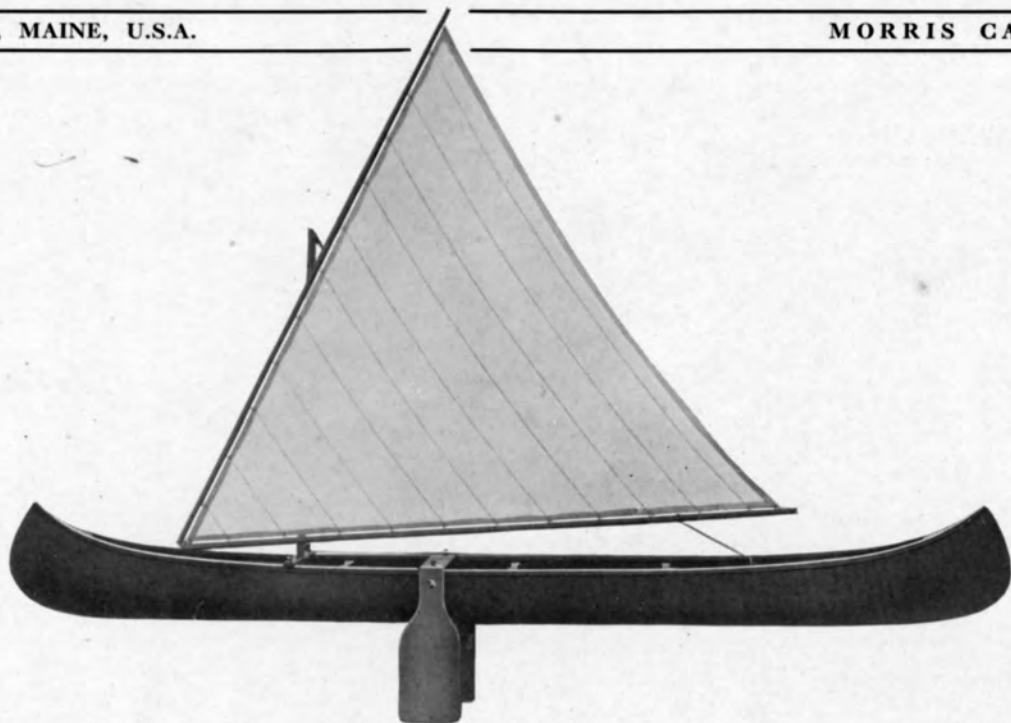
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MORRIS CANOES

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The above illustrates a complete Sailing Outfit, Lateen Rig, with area of 47 square feet, also the best device in a double Leeboard on the market.

SPORTSMAN'S  
CUSHION

Without Cover, to show the  
Shoulder Hollows

A Cushion for the Canoe, Boat,  
Shooting Stand, Camp, Piazza or  
Home.

A Swimming Collar that will  
support a person in the water.

A Life Preserver that is always  
handy to throw overboard in case  
of emergency.

The lightest, strongest and most  
useful air cushion made.

Weight 1 lb.  
Carried in pocket.  
Brown Duck Cover.  
Price \$3.00

## CANOE CUSHIONS



## Single

|       |         |                |        |
|-------|---------|----------------|--------|
| No. 3 | 12 x 12 | Weight 17 ozs. | \$2.75 |
| " 4   | 12 x 14 | " 20 "         | 3.00   |
| " 5   | 12 x 20 | " 26 "         | 4.00   |
| " 6   | 12 x 24 | " 30 "         | 5.00   |
| " 7   | 12 x 15 | " 20 "         | 3.25   |
| " 8   | 15 x 15 | " 24 "         | 3.75   |

## Double

|       |              |              |             |        |
|-------|--------------|--------------|-------------|--------|
| No. 1 | Seat 12 x 12 | Back 12 x 12 | Wt. 34 ozs. | \$5.50 |
| " 2   | " 15 x 15    | " 15 x 28    | " 50 "      | 11.00  |
| " 3   | " 12 x 14    | " 12 x 20    | " 46 "      | 7.00   |

Cushions are covered with best quality Brown Duck  
and equipped with Life Line. Corduroy or Leather  
Covering, 15 per cent extra.

## Canoe Cushions—Stock Sizes

|                               |             |        |
|-------------------------------|-------------|--------|
| Heavy Velour or Best Corduroy | 14 x 14 in. | \$3.00 |
| " " " "                       | 14 x 24 in. | 3.50   |

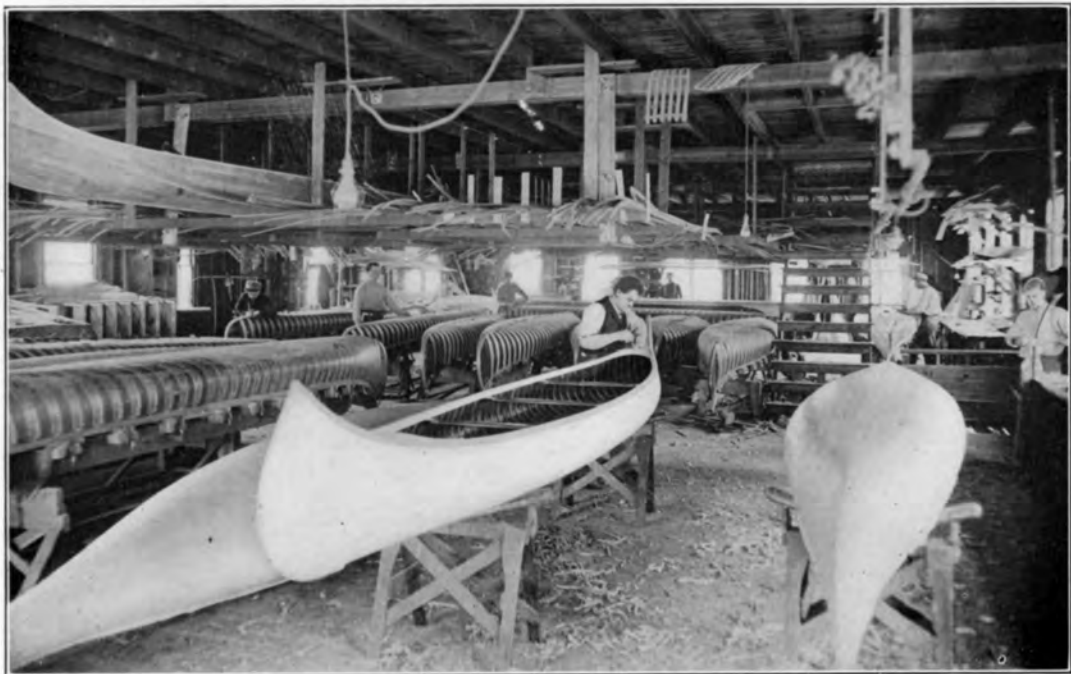
Filled with genuine curled hair.  
Colors of cushions in stock: dark and medium green,  
olive and deep red.



The Kenyon Life-preserving Pillow

Filled with a non-absorbent fiber and covered  
with best Spanish artificial leather. Colors:  
red, tan or green.

Weight 22 ounces.  
Price \$1.50.



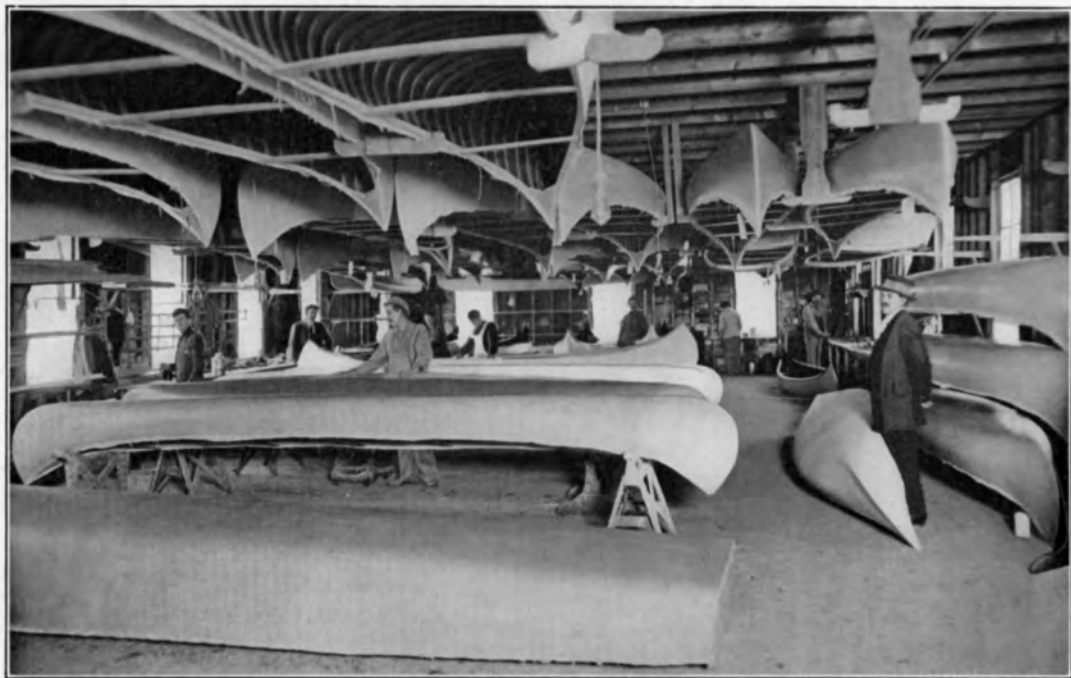
WHERE THE CANOES ARE MOULDED



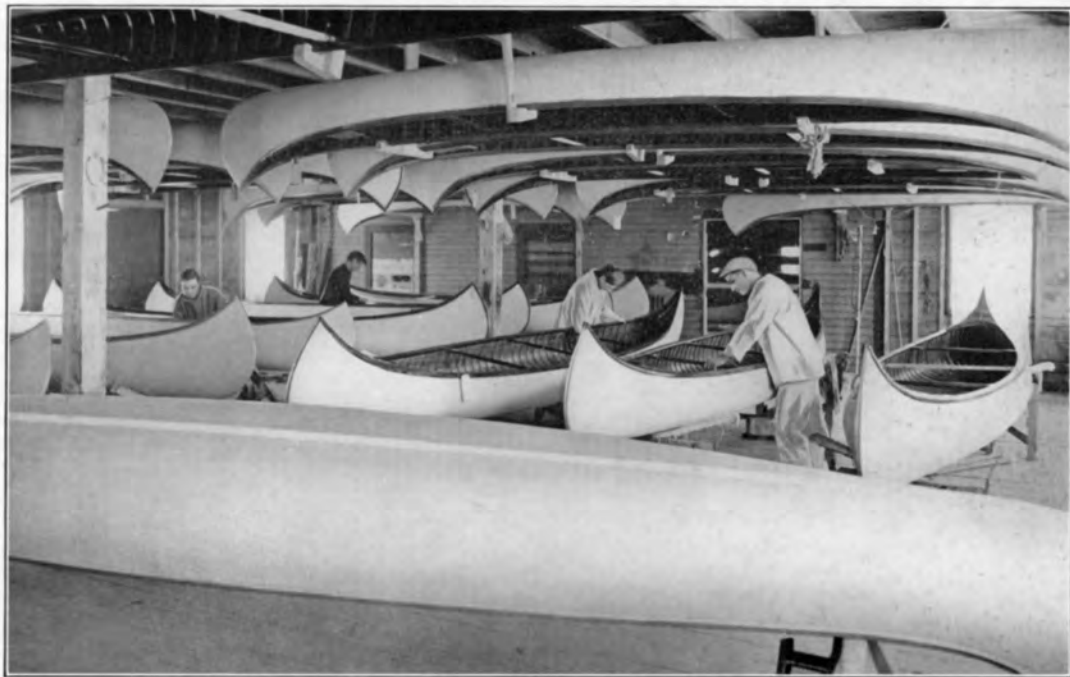
RIB MILL



WOODWORKING MACHINE ROOM



FILLING ROOM



A CORNER IN ONE OF THE FINISHING ROOMS



## AGENTS IN PRINCIPAL CITIES

|                         |                     |                               |                   |
|-------------------------|---------------------|-------------------------------|-------------------|
| Iver Johnson S. G. Co.  | Boston, Mass.       | H. & D. Folsom Arms Co.       | New York, N.Y.    |
| Spring St. Canoe House  | Dedham, Mass.       | Abercrombie & Fitch Co.       | New York, N.Y.    |
| Otto J. Ewig            | Springfield, Mass.  | Frank M. Bloom                | Trenton, N.J.     |
| A. A. Coburn Co.        | Worcester, Mass.    | C. B. Vaughan                 | Paterson, N.J.    |
| C. A. Noyes Co.         | Brockton, Mass.     | L. Bamberger & Co.            | Newark, N.J.      |
| J. J. Coburn            | Lowell, Mass.       | Bridgeton Pleasure Boat Co.   | Bridgeton, N.J.   |
| The Shepard Co.         | Providence, R.I.    | Walter C. White               | Asbury Park, N.J. |
| John E. Bassett Co.     | New Haven, Conn.    | Edw. K. Tryon Co.             | Philadelphia, Pa. |
| Andrus & Naedele Co.    | Hartford, Conn.     | C. Y. Schelly & Bro.          | Allentown, Pa.    |
| Archibald Peck          | Derby, Conn.        | Jos. Horne Co.                | Pittsburgh, Pa.   |
| E. G. Dewey             | Hanover, N.H.       | W. W. Finch                   | Wilkes-Barre, Pa. |
| N. B. Whitten           | Holderness, N.H.    | A. P. Dintaman                | Harrisburg, Pa.   |
| Manchester Hardware Co. | Manchester, N.H.    | A. L. Futer                   | Lancaster, Pa.    |
| C. A. Wood              | Brattleboro, Vt.    | J. H. Chickering              | Oil City, Pa.     |
| D. N. Walford           | Washington, D.C.    | Keinard Bros.                 | Phoenixville, Pa. |
| C. J. Molitor           | Detroit, Mich.      | J. G. Nuebling                | Reading, Pa.      |
| W. B. Jarvis Co.        | Grand Rapids, Mich. | H. G. Reading                 | Franklin, Pa.     |
| F. G. Seaman & Co.      | Marshall, Mich.     | Carbondale Supply Co.         | Carbondale, Pa.   |
| W. G. Kerr              | Ann Harbor, Mich.   | Star Boat Co.                 | Kansas City, Mo.  |
| John Meunier Gun Co.    | Milwaukee, Wis.     | Stix, Baer & Fuller D. G. Co. | St. Louis, Mo.    |
| Kennedy Bros.           | Minneapolis, Minn.  | Von Lengerke & Antoine        | Chicago, Ill.     |
| Wm. R. Burkhard Co.     | St. Paul, Minn.     | H. W. Kelly                   | Peoria, Ill.      |
| H. T. Hudson Arms Co.   | Portland, Ore.      | Campbell Hardware Co.         | Seattle, Wash.    |
| Hingston Smith Arms Co. | Winnipeg, Man.      | Ernst Bobsin                  | Hamburg, Germany. |

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