

BOWDISH & Co.,



Skaneateles, N.Y.

CATALOGUE OF 1887.

BOWDISH & CO.,

Manufacturers of

FINE ROW BOATS

AND



CANOE.



SKANEATELES,

ONONDAGA CO.,

NEW YORK

PRESS OF
A. H. KELLOGG, 100 & 102 READE ST.,
NEW YORK.



WE PRESENT this our second catalogue with the firm belief that after a careful perusal of its pages, you will be convinced that we offer a better article in our line of business than has been heretofore produced. This may seem presuming much, yet we will state the exact truth and leave you to decide.

This is an age of improvements and it would almost appear that perfection had been reached in

many things ; still we are daily surprised by new discoveries and inventions.

We have worked with the belief that the perfect boat has not yet been built, and although we may not have reached perfection, we do know that we have made a great advancement in that direction.

We respectfully ask you to carefully read the following catalogue, and should it lead you to still further make our acquaintance, we trust and believe that you will not be disappointed or regret it.

Our lives may often depend upon the good qualities of a boat ; for that reason there should be no unsound or unsuitable material in it, no faulty or uncertain lines, no careless or unskillful workmanship—indeed we cannot be too careful in our selection of one. It is now many years since we began to build and experiment with boats ; it has occupied much of our time and attention, and not until we were entirely satisfied and thoroughly convinced that we could offer a superior article, did we engage in their manufacture. We know full well that there are many good boats and boat builders ; we also know that to meet with success we must produce and offer goods not only equal but far superior to the best ; and we believe that our improved boats will hold that position.

It is our desire to describe in these pages what we offer, and it will be our chief care to describe and offer no more than we can and will fulfill. We have availed ourselves of many prominent authors' works upon the subject, have gone thoroughly into the principles of marine architecture, both theoretically and practically, and while we have retained old and tried principles, we have introduced many new and valuable features of excellence in our boats, both in design and construction.

IMPROVEMENTS.

It has long been our study and aim to invent some system of construction whereby a smooth boat could be built with close seams not requiring caulking, perfectly tight, and in other respects superior to old methods. In our *new compressed expansive seam* we have realized more than our expectations; we have submitted it to the most severe trials and it has in no case disappointed us in any particular; it makes a much more beautiful and complete boat, as the planks are narrow and give the beautifully rounded and curved lines and surfaces so desirable in a boat.

We have not confined our improvements to the seam, but have invented new fastenings and methods of construction in all parts.

We use brass *clamps* to attach ribs to keel, seats to ribs, and decks to boat. We leave no places to retain moisture and cause decay. These fastenings diminish the weight, as by their introduction we leave out much useless material usually put in, and add greatly to the strength of the boat.

In order to carry out our many improvements, in addition to that usually employed, we have designed and had built for us special machinery to prepare each part in the most accurate and symmetrical proportions, so that when put together the boat is as near perfect as possible, and far more so than those built by older methods. We are also able to produce a superior article at the same or lower prices.

MATERIAL.

In the selection and purchase of material to be used in our business we have adopted and strictly adhere to the rule that *the best is none too good*, and when we consider the small amount of wood that is used in building a boat, it is apparent that it is poor economy to waste valuable time in cutting around knots and poor

places; and although we pay high prices for the best, we consider it cheapest in the end, and the result is a much better boat, both in looks and strength, than one that is pieced in every plank.

GRADE.

In each grade of our boats all of the material is first class of its kind; in the better grades more choice and costly woods are used. In this respect and the difference in trimmings lies the difference in price. Having no poor stock to work up, we make no cheap grade boats; each one is perfectly sound in all its material of whatever kind.

We employ none but skilled mechanics to put together and finish our work, which is done under our own supervision. We use no glue, cement, or any substance of the kind to hold our work together. Neither do we cover poor material or careless workmanship with paint. All our boats are finished on the natural wood, in their natural colors, and can be readily inspected in all parts.

MODELS.

The models of our boats are the result of years of careful study and experiment. The principal objects to consider are stability, beauty and speed. A boat designed for family use, or to carry a number of persons, should possess a greater breadth of beam in proportion to length than one intended for speed; but if broad or narrow, or for whatever purpose, we aim to give our boats the greatest stability possible. We have designed all of our boats with this object in view. We have made thorough experimental tests with each model and can confidently recommend each, of whatever style or grade, to be well suited to the purpose for which it was designed.

NEW SEAM.

We will give a brief description of our *new compressed expansive seam*. The planks (siding) of the boat are cut and fitted in narrow widths with as great care as if wider planks were to be used, each cut to the natural curve so that it will bend to its required position without being sprung edgewise; the edges are then grooved and prepared for the filler, which is put in in such

a manner that it will press against the joints and more than compensate for any shrinkage of the planks; it is sensitive to moisture and will always render the seam absolutely tight when either wet or dry; it is also strong and durable; we consider this one valuable feature of our boats.

FASTENINGS.

Our *new metal fastenings* are also very important features in our boats. The broad keel usually adopted and which we use in most cases, has heretofore been crossed by continuous ribs to which the planks were nailed, the planks being nailed also to the keel along the rabbet line; this mode of construction left the keel, composed of nearly four inches (in width) of oak, between the two planks. Now it is apparent that as wood will not, to any perceivable extent, shrink endways, the seam along the keel was seriously affected by unequal expansion and contraction of the keel when alternately wet and dry; this caused leakage. Our mode of fastening prevents such a condition of things from the fact that the metal *clamps* attaching the ribs to the keel are fastened at the rabbet line along the keel, and as the keel expands or contracts there is no changing the relative position of the parts. Another advantage is that the keel is not cut to receive the ribs, neither do they rise from the planking at the keel, cross it, and make the uneven condition of things in the bottom of the boat, common to nearly all methods heretofore used. Our system of construction is such that the planking fits the ribs closely from keel to gunwale, leaves no spaces to collect moisture or dirt, and makes a beautiful finish on the inside of the boat. Our metal *clamps* for attaching the seats, which dispose of the strips or cleats running along over the ribs "fore and aft" in the old manner of building, are another great improvement as they add greatly to the strength, beauty and convenience of the boat. The seats can be readily removed and replaced in a few minutes, when desirable. This method of constructing the inside of the boat leaves nothing to be desired.

To sum up our position we will say, it is our purpose to manufacture an article superior to any that has ever been produced before, and at prices within the reach of all. Our sole aim in making these improvements has been with this object in view. A careful inspection of our work will satisfy anyone that we have not labored in vain, neither have we misstated the facts.

SKANEATELES MODEL.

These boats have a deck running entirely around the sides as shown in the diagram; it is from three to four inches wide on the sides and about two feet long at bow and stern. This deck is a great advantage in many respects; it adds greatly to the strength; it makes the boat more pleasant in a heavy sea as the deck and coaming keeps out the wave crests and spray which sometimes break over the sides of an open boat; it enables us to build the boat with less free-board, therefore offering less resistance to the wind; being constructed of beautiful woods it adds elegance to the boat; as a sailing craft, those familiar with the subject will readily see its advantages; it is strong, and well suited to the folding centre-board, and any of the rigs designated; it makes a beautiful little yacht.

ONONDAGA MODEL.

The Onondaga models are equally well built, differing only in the respect that they have no decks on the sides, but they do have strong and nicely finished gunwales.

BOATS.

DESCRIPTION OF DIAGRAMS.

At the top of each diagram is represented the "sheer" or side elevation of the boat. In the middle is represented the bow elevation on one side, and the stern on the other. At the bottom is represented the plan; the upper half shows the outline of the boat, and the waterlines taken 2 inches apart from the load line, shown in side elevation, and given in lists for each size. The lower half of plan shows the arrangement of seats, decks and floor-boards.

MEASUREMENTS.

The measurements given in lists are the greatest length between perpendiculars; the greatest beam outside of planking; the depth of bow from top of stem to bottom of keel; the depth amidship from line drawn over coaming or gunwale, to bottom of keel; the depth of stern from highest point of stern piece to bottom of keel, measured on a line perpendicular to keel; the extreme width of stern piece over planking.

GRADES.

GRADE A.—Keel and stems of best white oak ; ribs of best red elm ; planking of *perfect* white cedar, or pine, as ordered, *each streak in one whole piece* ; decks and seats of mahogany ; gunwales, inwales, beads, coamings and deck battens of selected oak ; floor-boards of pine ; rowlocks, painter ring, seat braces, etc., of polished brass, nickel-plated ; spoon oars of spruce, copper-tipped and leathered.

Fastenings for planking to be copper nails, which are made for the purpose ; fastenings for ribs, seats and deck to be our improved brass clamps ; all other fastenings will be copper rivets or brass screws, either plain or nickel-plated, as circumstances require. Brass bands will be put on stems and heels of stern pieces. For each pair of oars accompanying the boat we furnish one of our improved adjustable foot braces. Boats and oars will be finished in linseed oil, best shellac and marine varnish.

GRADE B.—Keel and stems of best white oak ; ribs of best red elm ; planking of *selected* white cedar, or pine, as ordered, *each streak in one whole piece* ; decks and seats of butternut ; gunwales, inwales, beads, coamings and deck battens of oak or ash ; floor-boards of pine ; rowlocks, painter ring, seat braces, etc., of polished brass ; straight blade oars of spruce, copper-tipped and leathered.

Fastenings and finish same as for Grade A.

The keels of our boats are 1 inch thick, $3\frac{1}{2}$ inches wide inside, rabbeted for planking ; so they are $2\frac{1}{2}$ inches wide outside, amidships, tapering toward bow and stern. The planks are 5-16 inch thick, and $1\frac{1}{8}$ inches to $1\frac{3}{8}$ inches wide amidships ; The ribs are $\frac{3}{4}$ inch wide by $\frac{1}{2}$ inch thick, placed from 3 inches to $4\frac{1}{2}$ inches apart ; they stand knocks and strains better than smaller ribs placed nearer together, and the planks can be more securely fastened to them. All parts of our boats and canoes are proportioned for strength, lightness, convenience and beauty.

**Boats built with pine planking are from \$4.00 to \$8.00
less than list prices.**

The form of each boat mentioned in the lists will be equal in every respect to the ones shown in diagram at the head of the lists.

The only fittings included in the price of boats, except those necessary to complete the hull, are the number of pairs of oars and locks (and one rudder when mentioned) given in the lists. *All others are extra.*

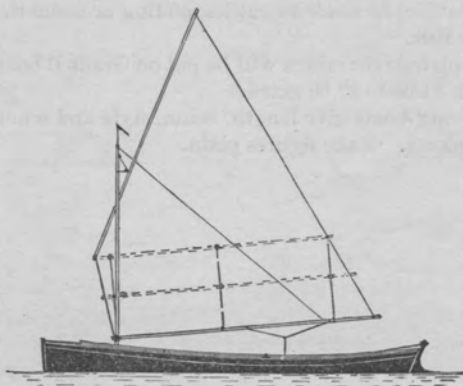
Changes may be made in outfits, adding or deducting according to price lists.

Nickel-plated trimmings will be put on Grade B boats if ordered, for from \$1.00 to \$2.00 extra.

In ordering boats give length, beam, style and whether cedar or pine planking. Make figures plain.



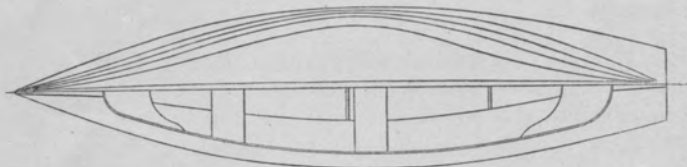
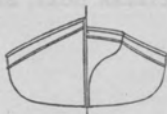
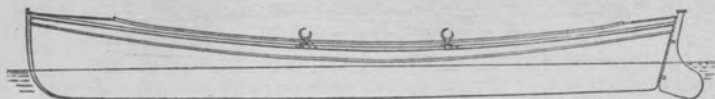
14-FOOT SKANEATELES BOAT, STYLE NO. 1.



SKANEATELES BOAT, RIGGED WITH MOHICAN SETTEE SAIL.

DIAGRAM OF SKANEATELES BOAT, STYLE No. 1.

4 Sizes.



15 FEET BY 45 INCHES.

Length, 16 feet ; beam, 45 inches ; depth at bow, 24 inches ; depth amidship, 16 inches ; depth at stern, 20 inches ; width of stern piece, 20 inches ; floating capacity at 8 inches draft, 875 lbs. ; weight without fittings, about 100 lbs. Four seats. Sails suitable for this boat are Nos. 1, 2, 3 and 7.

Price, Grade A, complete, with 2 pair 8½ foot spoon oars,
 2 pair rowlocks and rudder.....\$125 00
 Price, Grade B, complete, with 2 pair 8½ foot straight
 blade oars, 2 pair rowlocks and rudder..... 115 00

Length, 15 feet ; beam, 45 inches ; depth at bow, 24 inches ; depth amidship, 16 inches ; depth at stern, 20 inches ; width of stern piece, 20 inches ; floating capacity at 8 inches draft, 825 lbs. ; weight without fittings, about 95 lbs. Four seats. Sails suitable for this boat are Nos. 1, 2, 3, 4 and 7.

Price, Grade A, complete, with 2 pair 8½ foot spoon oars,
 2 pair rowlocks and rudder.....\$115 00
 Price, Grade B, complete, with 2 pair 8½ foot straight
 blade oars, 2 pair rowlocks and rudder..... 105 00

Length, 15 feet ; beam, 39 inches ; depth at bow, 23 inches ; depth amidship, 15½ inches ; depth at stern, 20 inches ; width of stern piece, 18 inches ; floating capacity at 8 inches draft, 750 lbs. ; weight without fittings, about 90 lbs. Four seats. Sails suitable for this boat are Nos. 3, 4, 7 and 8. *This boat built to order only.*

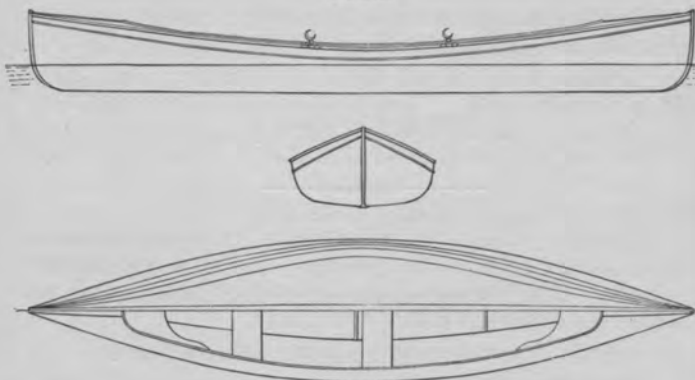
Price, Grade A, complete, with 2 pair 8 foot spoon oars, 2
 pair rowlocks and rudder.....\$110 00
 Price, Grade B, complete, with 2 pair 8 foot straight blade
 oars, 2 pair rowlocks and rudder..... 100 00

Length, 14 feet ; beam, 39 inches ; depth at bow, 23 inches ; depth amidship, 15½ inches ; depth at stern, 20 inches ; width of stern piece, 18 inches ; floating capacity at 8 inches draft, 720 lbs. ; weight without fittings, about 85 lbs. Three seats. Sails suitable for this boat are Nos. 3, 4, 7, and 8.

Price, Grade A, complete, with 1 pair 8 foot spoon oars, 1
 pair rowlocks and rudder \$95 00
 Price, Grade B, complete, with 1 pair 8 foot straight blade
 oars, 1 pair rowlocks and rudder..... 85 00

DIAGRAM OF SKANEATELES BOAT, STYLE No. 2.

4 Sizes.



16 FEET BY 39 INCHES.

Length, 18 feet ; beam, 45 inches ; depth at ends, 25 inches ; depth amidship, 16 inches ; floating capacity at 8 inches draft, 975 lbs. ; weight without fittings, about 115 lbs. Four seats. Sails suitable for this boat are Nos. 2, 3, 4 and 7. *This boat built to order only.*

Price, Grade A, complete, with 2 pair 8½ foot spoon oars,
and 2 pair rowlocks.....\$135 00

Price, Grade B, complete, with 2 pair 8½ foot straight
blade oars, and 2 pair rowlocks..... 125 00

Length, 17 feet ; beam, 45 inches ; depth at ends, 25 inches ; depth amidships, 16 inches ; floating capacity at 8 inches draft, 900 lbs. ; weight without fittings, about 105 lbs. Four seats. Sails suitable for this boat are Nos. 2, 3, 4 and 7. *This boat built to order only.*

Price, Grade A, complete, with 2 pair 8½ foot spoon oars
and 2 pair rowlocks.....\$125 00

Price, Grade B, complete, with 2 pair 8½ foot straight blade
oars and 2 pair rowlocks..... 115 00

Length, 16 feet ; beam, 39 inches ; depth at ends, 23 inches ; depth amidship, 15½ inches ; floating capacity at 8 inches draft, 800 lbs. ; weight without fittings, about 90 lbs. Four seats. Sails suitable for this boat are Nos. 3, 4, 7 and 8.

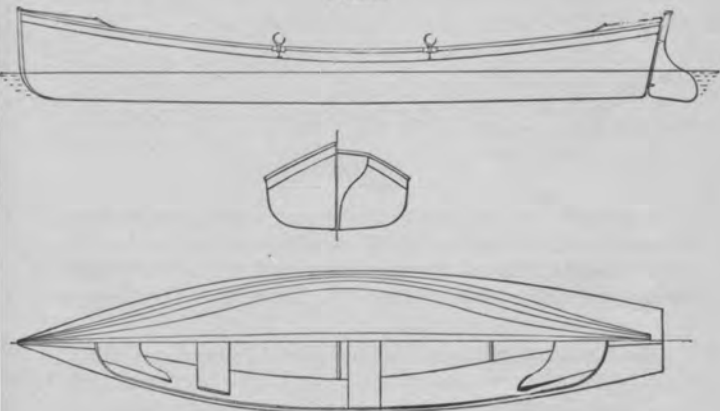
Price, Grade A, complete, with 2 pair 8 foot spoon oars and 1 pair rowlocks.....\$115 00
 Price, Grade B, complete, with 2 pair 8 foot straight blade oars and 1 pair rowlocks..... 105 00

Length, 15 feet ; beam, 39 inches ; depth at ends, 23 inches ; depth amidship, 15½ inches ; floating capacity at 8 inches draft, 735 lbs. ; weight without fittings, about 85 lbs Four seats. Sails suitable for this boat are Nos. 3, 4, 7 and 8

Price, Grade A, complete, with 1 pair 8 foot spoon oars and 1 pair rowlocks.....\$100 00
 Price, Grade B, complete, with 1 pair 8 foot straight blade oars and 1 pair rowlocks 90 00
 These boats can be rowed equally well either way.

DIAGRAM OF ONONDAGA BOAT, STYLE No. 3.

4 Sizes.



15 FEET BY 39 INCHES.

Length, 16 feet ; beam, 45 inches ; depth at bow, 24 inches ; depth amidship, 15 inches ; depth at stern, 20 inches ; width of stern piece, 20 inches ; floating capacity at 8 inches draft, 880 lbs. ; weight without fittings, about 95 lbs. Four seats. Sails suitable for this boat are Nos. 1, 2, 3 and 7.

Price, Grade A, complete, with 2 pair 8½ foot spoon oars,
2 pair rowlocks and rudder.....\$105 00
Price, Grade B, complete, with 2 pair 8½ foot straight blade
oars, 2 pair rowlocks and rudder..... 95 00

Length, 15 feet ; beam, 39 inches ; depth at bow, 23 inches ; depth amidship, 14½ inches ; depth at stern, 20 inches ; width of stern piece, 18 inches ; floating capacity at 8 inches draft, 755 lbs. ; weight without fittings, about 85 lbs. Four seats. Sails suitable for this boat are Nos. 2, 3, 4 and 7.

Price, Grade A, complete, with 2 pair 8 foot spoon oars, 2
pair rowlocks and rudder.....\$90 00
Price, Grade B, complete, with 2 pair 8 foot straight blade
oars, 2 pair rowlocks and rudder..... 80 00

Length, 14 feet ; beam, 39 inches ; depth at bow, 23 inches ; depth amidship, 14½ inches ; depth at stern, 20 inches ; width of stern piece, 18 inches ; floating capacity at 8 inches draft, 725 lbs. ; weight without fittings, about 80 lbs. Three seats. Sails suitable for this boat are Nos. 3, 4, 7 and 8.

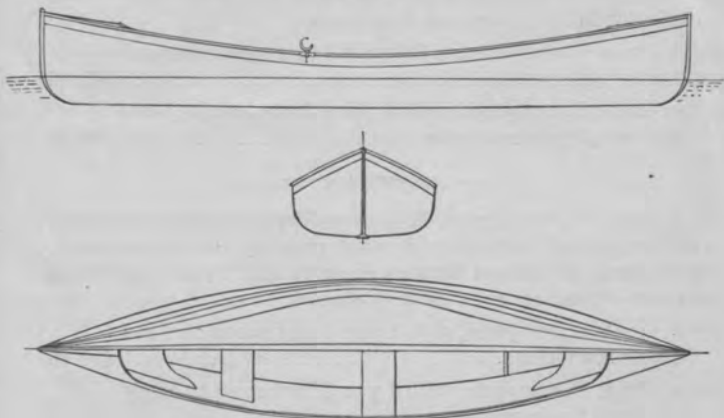
Price, Grade A, complete, with 1 pair 8 foot spoon oars, 1
pair rowlocks and rudder..\$88 00
Price, Grade B, complete, with 1 pair 8 foot straight blade
oars, 1 pair rowlocks and rudder.....\$78 00

Length, 14 feet ; beam, 36 inches ; depth at bow, 22 inches ; depth amidship, 14 inches ; depth at stern, 19 inches ; width of stern piece, 18 inches ; floating capacity at 8 inches draft, 710 lbs. ; weight without fittings, about 75 lbs. Three seats. Sails suitable for this boat are Nos. 4, 7 and 8.

Price, Grade A, complete, with 1 pair 7½ foot spoon oars, 1
pair rowlocks and rudder.....\$85 00
Price, Grade B, complete, with 1 pair 7½ foot straight blade
oars, 1 pair rowlocks and rudder..... 75 00

DIAGRAM OF ONONDAGA BOAT, STYLE No. 4.

6 Sizes.



15 FEET BY 39 INCHES.

Length, 18 feet; beam, 45 inches; depth at ends, 25 inches; depth amidship, 15 inches; floating capacity at 8 inches draft, 980 lbs.; weight without fittings, about 100 lbs. Four seats. Sails suitable for this boat are Nos. 1, 2, 3 and 7.

Price, Grade A, complete, with 2 pair $8\frac{1}{2}$ foot spoon oars and 2 pair rowlocks\$110 00

Price, Grade B, complete, with 2 pair $8\frac{1}{2}$ foot straight blade oars and 2 pair rowlocks..... 100 00

Length, 17 feet; beam, 45 inches; depth at ends, 25 inches; depth amidship, 15 inches; floating capacity at 8 inches draft, 905 lbs.; weight without fittings, about 95 lbs. Four seats. Sails suitable for this boat are Nos. 1, 2, 3 and 7.

Price, Grade A, complete, with 2 pair $8\frac{1}{2}$ foot spoon oars and 2 pair rowlocks.....\$100 00

Price, Grade B, complete, with 2 pair $8\frac{1}{2}$ foot straight blade oars and 2 pair rowlocks..... 90 00

Length, 16 feet; beam, 39 inches; depth at ends, 23 inches; depth amidship, $14\frac{1}{2}$ inches; floating capacity at 8 inches draft, 805 lbs.; weight without fittings, about 85 lbs. Four seats. Sails suitable for this boat are Nos. 2, 3, 4 and 7.

Price, Grade A, complete, with 2 pair 8 foot spoon oars and 2 pair rowlocks.....\$90 00

Price, Grade B, complete, with 2 pair 8 foot straight blade oars and 2 pair rowlocks..... 80 00

Length, 15 feet; beam, 39 inches; depth at ends, 23 inches; depth amidship, $14\frac{1}{2}$ inches; floating capacity at 8 inches draft, 740 lbs.; weight without fittings, about 85 lbs. Four seats. Sails suitable for this boat are Nos. 2, 3, 4 and 7.

Price, Grade A, complete, with 1 pair 8 foot spoon oars and 1 pair rowlocks.....\$80 00

Price, Grade B, complete, with 1 pair 8 foot straight blade oars and 1 pair rowlocks..... 70 00

Length, 15 feet; beam, 36 inches; depth at ends, 22 inches; depth amidship, 14 inches; floating capacity at 8 inches draft, 725 lbs.; weight without fittings, about 75 lbs. Four seats. Sails suitable for this boat are Nos. 4, 7 and 8.

Price, Grade A, complete, with 1 pair $7\frac{1}{2}$ foot spoon oars and 1 pair rowlocks.....\$78 00

Price, Grade B, complete, with 1 pair $7\frac{1}{2}$ foot straight blade oars and 1 pair rowlocks..... 68 00

Length, 14 feet; beam, 36 inches; depth at ends, 22 inches; depth amidship, 14 inches; floating capacity at 8 inches draft, 700 lbs; weight without fittings, about 70 lbs. Three seats. Sails suitable for this boat are Nos. 4, 7 and 8.

Price, Grade A complete, with 1 pair $7\frac{1}{2}$ foot spoon oars and 1 pair rowlocks.....\$75 00

Price, Grade B, complete, with 1 pair $7\frac{1}{2}$ foot straight blade oars and 1 pair rowlocks..... 65 00

These boats can be rowed equally well either way.

CANOES.

In introducing this section of our catalogue, we wish to call attention to the fact that no system of construction was ever before devised whereby the beautifully rounded and curved surfaces and lines so desirable in a canoe could be obtained. The smooth, close seam and narrow planking, the firm, clean and elegant fastenings, the bending, shaping and setting up of the frame, which determines and makes certain the model and lines of the finished canoe, enables the designer and builder to carry out the most scientific principles of the art. In fact, the designing and building of the canoe prompted us to invent and design our many improvements. The smooth surface of this canoe, having no projecting seams, gives the least possible surface friction, and all the speed that it is possible to gain by correct lines can be realized by carrying out this system. The materials used in our canoes are, as in our boats, the very best of the several kinds specified, and the same special fastenings are used in our canoes that are used in our boats. In fastening the planking to the frame we use a small headed nail made of superior copper. They are spaced regularly and do not appear to have been shot into the canoe, as they do sometimes in canoes built by the older systems.

We have designed many important improvements in rigging, doing away with many clumsy and self-destroying devices, making our rigs more simple, convenient and strong. Knowing that many times much depends upon this important part of a canoe we consider these improvements very important, and have given them much attention.

We carry in stock a variety of sailing and paddling canoes, designed to meet the general demand. They conform to the rules of the American Canoe Association, and much time has been spent upon the models to make them as perfect as possible.

We will design and build to order, or will build from designs furnished us anything in the canoe line, if desired; but we would like as long notice as possible, as we will undertake no work that we cannot give due time and attention.

DESCRIPTION OF CANOES.

The description of diagrams for boats will apply to canoes, but the measurements are according to the rules of the A. C. A.

(see last page.) The woods mentioned for the different parts of boats will be used for corresponding parts of canoes and they will be finished the same. The metal and finish of the trimmings will be the same; therefore the grades will be indicated by the corresponding letters, A and B. The sailing canoes and canoe-boat have a dry stowage compartment forward of the cockpit; this is reached through a door in the bulkhead.

The cockpits of sailing canoes have hatch coverings, made in four pieces, arranged to lock up without the old fashioned bars. To the inside of the coaming small angle pieces are screwed, and to the underside of the hatches pieces are screwed which slide under them; the last hatch to put on has a lock and key. To lock up the canoe, put the first hatch on the coaming and slide it forward; then the next and slide it forward to meet the first; then the next and slide it forward, then hook the last hatch under the angle pieces attached to the aft end of the cockpit; press down the forward end of the hatch and lock it. To unlock the canoe, reverse the operation. The air tanks are placed forward or between the main mast tubes and aft of the mizzen mast tube. The canoe hulls have all necessary floor-boards, bulkheads, etc.

The planks are from $\frac{1}{4}$ inch to 5-16 inch in thickness, and from $1\frac{1}{4}$ inches to $1\frac{5}{8}$ inches in width; the ribs are $\frac{3}{8}$ inch wide by $\frac{3}{8}$ inch to $\frac{1}{2}$ inch thick (nicely rounded inside), and placed from 3 inches to $3\frac{5}{8}$ inches apart, according to the size of the canoe. All parts are proportioned to get the greatest strength possible; all unnecessary material being left out.

The top or sheer streaks in sailing canoes will be of cypress.

The only fittings included in price of canoe, except those necessary to complete the hull (stem bands, painter ring and coaming braces), are those mentioned in list for each canoe. *All others are extra.*

**Canoes built with pine planking will be from \$2.00 to \$4.00
less than list prices.**

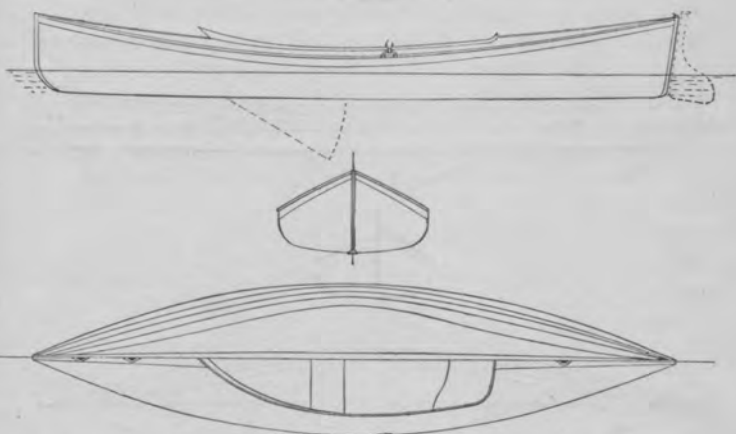
Nickel-plated trimmings will be put on Grade B canoes, if ordered, for from \$1.00 to \$2.00 extra.

In ordering canoes give length, beam and style; whether sailing or paddling; cedar or pine planking. Make figures plain.

CANOE-BOAT.

To supply a demand which we find is increasing, we have designed a canoe somewhat larger than those allowed by the A. C. A. rules ; it is intended to accommodate two persons ; it is fitted with oars, and can be rigged with sails and centre-board, if required. By reference to the diagram it will be seen that it is well adapted to the purpose for which it was designed.

DIAGRAM OF CANOE-BOAT.



Length, 16 feet ; beam, 39 inches ; depth at ends, 23 inches ; depth amidship, $15\frac{1}{2}$ inches ; length of cockpit, 7 feet. Two seats. Floating capacity at 8 inches draft, 780 lbs. ; weight without fittings, about 110 lbs. Rigs suitable for this canoe are Nos. 1 or 2 jointed spars, and Nos. 5 or 9 whole spars.

Price, Grade A.....	\$135 00
“ “ B.....	125 00

This includes 1 pair of 8 foot spoon oars, 1 pair rowlocks, 3 mast tubes and plates, 1 dandy fairleader and 2 air tanks.

Midship seat can be readily removed.

SAILING CANOES.

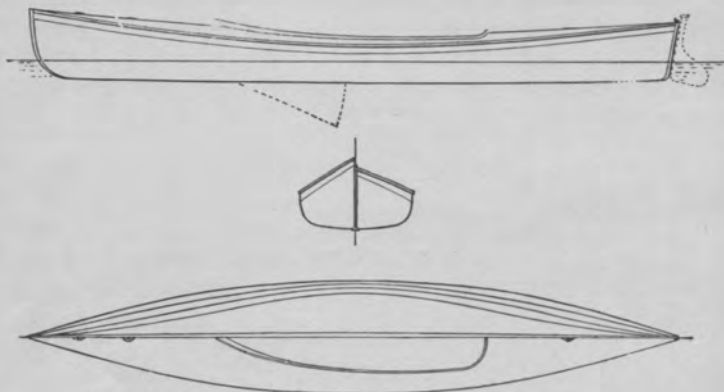


DIAGRAM OF 15-FT. X 30-IN. SAILING CANOE.

Length, 15 feet ; beam, $31\frac{1}{2}$ inches ; depth at bow, 19 inches ; depth amidship, 11 inches ; depth at stern, 16 inches ; cockpit, 6 feet long ; floating capacity at 6 inches draft, 410 lbs ; weight without fittings, about 75 lbs. Outfits suitable for this canoe are Nos. 3, 4 and 5.

Price, Grade A.....	\$95 00
“ “ B.....	90 00

This includes 3 mast tubes and plates, 1 dandy fairleader and 2 air tanks.

Length, 15 feet ; beam, 30 inches ; depth of bow, 19 inches ; depth amidship, 11 inches ; depth at stern, 16 inches ; cockpit, 6 feet long ; floating capacity at 6 inches draft, 395 lbs. Weight without fittings, about 70 lbs. Outfits suitable for this canoe are Nos. 3, 4, 5 and 6.

Price, Grade A.....\$95 00
 " " B..... 90 00

Length, 14 feet, 6 inches ; beam, 30 inches ; depth at bow, 19 inches ; depth amidship, 11 inches ; depth at stern, 16 inches ; cockpit, 5 feet, 6 inches long ; floating capacity at 6 inches draft, 380 lbs.; weight without fittings, about 65 lbs. Outfits suitable for this canoe are Nos. 3, 4, 5 and 6.

Price, Grade A.....\$90 00
 " " B..... 85 00

This includes 2 mast tubes and plates, 1 dandy fairleader and 2 air tanks.

Length, 14 feet ; beam, 27 inches ; depth at bow, 18 inches ; depth amidship, 10½ inches ; depth at stern, 16 inches ; cockpit, 5 feet long ; floating capacity at 6 inches draft, 355 lbs.; weight without fittings, about 60 lbs. Outfits suitable for this canoe are Nos. 1, 2 and 3.

Price, Grade A.....\$85 00
 " " B..... 80 00

This includes 2 mast tubes and plates, 1 dandy fairleader and 2 air tanks.

OUTFITS FOR SAILING CANOES.

The articles named as outfits are not included in prices of canoes, but are necessary to complete them. Those most suitable are indicated in lists by corresponding numbers.

Changes may be made in outfits, adding or deducting according to price lists.

OUTFIT No. 1.—One 8 foot double paddle, spruce, jointed ; 1 wooden rudder and braces ; 1 spring foot steering gear ; 2 cleats ; 1 back board ; rig No. 8, jointed spars, rig No. 10 whole spars, and small Radix centre-board.

Price.....\$37 00

OUTFIT No. 2.—The same as No. 1, except the paddle is 8½ feet long and rigs are No. 7, jointed spars, and No. 9, whole spars, and small Radix centre-board.

Price.....\$40 00

OUTFIT No. 3.—One 8½ foot double paddle, spruce, jointed ; 1 wooden rudder and braces ; 1 spring foot steering gear ; 4 cleats ; 1 back board ; rig No. 3, jointed spars, and rig No. 6, whole spars, and small Radix centre-board.

Price.....\$54 00

OUTFIT No. 4.—The same as No. 3, except the rigs are No. 2, jointed spars, and No. 5, whole spars, and small Radix centre-board.

Price.....\$57 00

OUTFIT No. 5 —The same as No. 3, except the rigs are No. 1, jointed spars, and No. 5, whole spars, and small Radix centre-board.

Price.....\$59 00

OPEN CANOES FOR PADDLING.

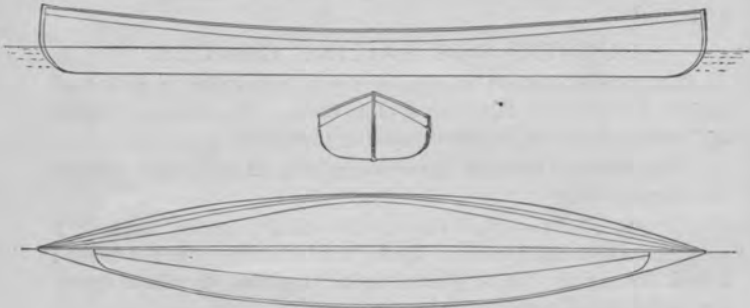


DIAGRAM OF 12-FOOT CANOE.

Length, 14 feet, 6 inches ; beam, 30 inches ; depth at bow, 19 inches ; depth amidship, 11 inches ; depth at stern, 16 inches ; floating capacity at 6 inches draft, 400 lbs. ; weight without fittings, about 55 lbs. Two seats.

Price, Grade A.....	\$55 00
“ “ B.....	50 00

This includes 2 single or 1 double blade paddle.

Length, 14 feet ; beam, 27 inches ; depth at bow, 18 inches ; depth amidship, 9½ inches ; depth at stern, 16 inches ; floating capacity at 6 inches draft, 360 lbs. ; weight without fittings, about 40 lbs. Two seats.

Price, Grade A.....	\$50 00
“ “ B.....	45 00

This includes 2 single or 1 double blade paddle.

Length, 12 feet ; beam, 26 inches ; depth at ends, 15 inches ; depth amidship, 9½ inches ; floating capacity at 6 inches draft, 300 lbs. Weight without fittings, about 28 lbs. No seats.

Price, Grade A.....	\$40 00
“ “ B.....	35 00

This includes 1 double blade paddle and 1 canoe cushion.

These Canoes have only short decks at the ends ; air tanks can be fitted to them if desired.

FITTINGS.

SPRUCE STRAIGHT BLADE OARS.

7, 7½ and 8 feet, copper-tipped and varnished, per pair.....	\$2 75
8½ and 9 “ “ “ “ “ “	3 00
Leathered, extra.....	50

SPRUCE SPOON OARS.

7½ feet, copper-tipped and varnished, per pair.....	\$4 00
8 “ “ “ “ “ “	4 25
8½ “ “ “ “ “ “	4 50
9 “ “ “ “ “ “	4 75
9½ “ “ “ “ “ “	5 00
10 “ “ “ “ “ “	5 50
Leathered, extra.....	50

Unless otherwise ordered we leather oars to row overhand ; the ends lap 4 inches. When ordering oars to be leathered by us, give distance between locks.

Our oars are all made by hand from the best straight grained stock, free from knots and sap, and are of the most approved patterns and finish.

ROWLOCKS.

Rowlocks for Skaneateles Boat, Nickel-plated, per pair.....	\$3 50
“ “ “ “ Polished Brass, “	3 25
“ “ Onondaga “ Nickel-plated, “	3 25
“ “ “ “ Polished Brass, “	3 00
“ “ Outriggers, “ “ “ “	\$5 00 to 6 00

PADDLES.

Paddles, spruce or pine, double blade, jointed, 7, 7½ and 8 feet, ends of blades square, each.....	\$3 75
Paddles, spruce or pine, double blade, jointed, 7, 7½ and 8 feet, end of blades round, each.....	5 00
Paddles, spruce or pine, double blade, jointed, 9 feet, ends of blades round, each.....	5 50
Paddles, spruce or pine, double blade, jointed, 9 feet, ends of blades square, each.....	4 00
Paddles, soft maple, single blade, 5 and 5½ feet, ends of blades round, each	2 50

Pine and spruce paddles are oiled, varnished and copper-tipped, and are of extra fine quality and shape. Single blade paddles are oiled and varnished, but not tipped.

RUDDERS.

Rudders of birch, cherry or maple for boats or canoes, with yoke and braces, complete, each	\$2 00
Rudders, drop, nickel-plated brass, with yoke and braces, complete, each.....	7 00

SAILS AND RIGS.—Extra.

	Area, sq. ft.	Price of sail only.	Price of sail, whole spars, cordage, &c., complete.	Price of sail, jointed spars cordage, &c. complete.
No. 1, Mohican Settee,	75	\$9 25	\$21 00	\$23 50
" 2, " "	60	7 50	18 00	21 50
" 3, " "	50	6 50	17 00	20 00
" 4, " "	45	6 00	16 50	19 50
" 5, " "	25	4 25	12 50	
" 6, " "	15	3 00	11 00	
" 7, Latteen,	45	5 75	10 75	12 00
" 8, " "	30	4 25	8 75	9 75
" 9, " "	20	3 25	6 50	
" 10, " "	15	2 50	5 50	

Sails are made of bleached twilled muslin, seams or bights about 10 inches apart. Prices of Mohican Settee rigs include our improved jaw, foot gear, head gear, ferrules, etc., complete. Balance Lug sails will be made at same prices. Larger sails to order.

No lashings are required for blocks when our improvements in rigging are used; all fastenings being of metal. The boom and mast do not wear against each other, which is another advantage. Mohican Settee and Balance Lug sails are arranged to reef instantly, and by our improvements the disengaging or engaging of three hooks allows the sail and spars to be unrigged or rigged to the mast. The mast, topping lift and halliard remain together.

Prices of Lateen rigs include plain jaw, ring on yard and pin in mast head. If rigged to hoist by halliard, \$2.50 extra.

Mast brace and step for row boats, \$2.00 extra.

COPPER AIR TANKS.

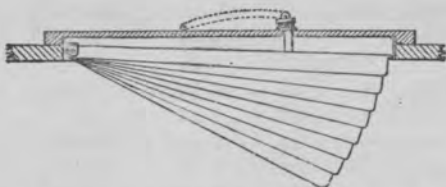
Copper Air Tanks, per pair.....\$7 50

When ordering give length, beam and style of boat.

Tanks will be made to fit any of our boats, and can be put in at any time. They are made of thin sheet-copper, in such a manner that they will not rattle or collapse. The size varies with the size of the boat. The average one requires 60 lbs. weight to sink it, and we believe a pair of them will render a boat safe for six or seven persons.

FOLDING CENTRE-BOARDS (Radix Pat.)

Length, 30 inches, drop 15 inches, each.....	\$12 00
“ 36 “ “ 18 “ “	15 00



This board is made entirely of hard-rolled brass. When raised, it folds entirely within the keelson. It is operated by means of a jointed rod, which passes through a stuffing box on the wooden trunk and between the double upper blades, and is fastened at its lower end to the single bottom or middle blade. When the board is raised, the rod takes the position indicated by the dotted lines. It is very strong and stiff on either tack. It cannot become fouled with grass, weeds or sand, and houses itself on meeting any obstruction that would injure it. The weight of the large one is about 12 lbs.; small one about 9 lbs. This board is also arranged to fit any narrow keel boat.

MISCELLANEOUS.

Deck steering gear, including chains, hooks and tighteners, each	\$3 50
Foot steering gear, including cords, hooks and T bolt, each...	2 50
Deck seats, mahogany, each.....	3 00
Back boards, each	50
Anchors for Canoes, (Chester's folding), 3½ lbs. weight, galv. iron..	\$2 00
Polished brass, 5	00
Anchors for boats, (Chester's folding), 6 lbs. weight, galv. iron ...	2 50
“ “	8 00
Anchors for boats, (Chester's folding), 10 lbs. weight, galv. iron...	3 80
“ “	12 00

Prices of Awnings, Flags, Rugs, Carpets, Cushions, Canoe Mattresses, Canoe Tents, Blocks, Cleats, Rings, Spars, etc., on application.

TERMS.

Our Terms are *strictly cash when goods are ready for shipment*, or if ordered before needed, at time of shipment.

On anything made specially to order, 25 per cent. must accompany the order as a guarantee that the goods will be taken when finished. Please remit by draft on New York, postal order, or registered letter.

The above terms may, to some, appear unnecessarily strict, but dealing with so many strangers, who are, in most cases, at great distances from us, we are obliged to make them so.

REFERENCES.

With their permission, we refer to the following parties in regard to our manner of doing business.

Mr. C. W. ALLIS, <i>President of the Bank of Skaneateles,</i>	Skaneateles, N. Y.
Mr. B. F. PETHERAM, <i>Cashier, Bank of Skaneateles.</i>	Skaneateles, N. Y.
Mr. CHAS. WEEKS, <i>Sec'y of the Lakeside Paper Co.,</i>	Skaneateles, N. Y.
Mr. F. NYE HARWOOD, <i>of Wm. R. Willetts & Co.,</i>	Skaneateles, N. Y.
Mr. J. C. WILLETTS, <i>Sec'y of the Syracuse Chilled Plow Co.,</i>	Syracuse, N. Y.

CRATING AND DELIVERY.

We make no charge for crating and packing our goods, or delivering them at R. R. depot in this place. We do not pay freight in any case.

SHIPPING DIRECTIONS.

When ordering please give full and plain shipping directions.

So far as we are able to ascertain, railroad companies charge for boats, when crated, double first-class rates on actual weights, on account of their lightness and bulk.

Judging from our experience, boats are seldom injured in transportation as freight. The following approximate charges will give purchasers an idea of the cost of transportation from

Skaneateles to New York City,	- - -	\$2 50 to \$5 00
“ Chicago, Ill.,	- - -	4 00 “ 8 00
“ various points in N. Y. State,	2 00	“ 6 00
“ “ N.E. States,	2 00	“ 8 00
„ Florida, via steamer,	-	8 00 “ 12 00

AMERICAN CANOE ASSOCIATION

MEASUREMENT RULES.

A CANOE TO COMPETE in any race of the A. C. A. must be sharp at both ends, with no counter stern or transom, and must be capable of being efficiently paddled by one man. To compete in A. C. A. paddling races, it must come within the limits of one of the numbered classes, I, II, III, IV; and to compete in sailing races, it must come within the limits of either Class A or B.

CLASS I.—*Paddling*.—Any canoe.

CLASS II.—*Paddling*.—Length not over 15 feet, beam not under 26 inches
Depth not under 8 inches.

CLASS III.—*Paddling*.—Length not over 16 feet, beam not under 28 inches.
Depth not under 9 inches.

CLASS IV.—*Paddling*.—Length not over 16 feet, beam not under 30 inches
Depth not under 9 inches.

CLASS A.—*Sailing*.—Length not over 16 feet, beam not over 28 inches.

CLASS B.—*Sailing*.—Length not over 17 feet, with a limit of $28\frac{1}{8}$ inches beam for that length. The beam may be increased $\frac{1}{8}$ inch for each full inch of length decreased.

THE GREATEST DEPTH OF A CANOE in Classes A and B, at fore end or well, from under side of deck amidships to inner side of garboard next to keel shall not exceed 16 inches.

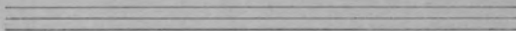
IN CENTRE-BOARD CANOES, the keel outside of the garboard shall not exceed $1\frac{1}{4}$ inches in depth, including a metal keel band of not over $\frac{1}{4}$ of an inch deep. The total weight of all centre-boards shall not exceed 60 pounds; when hauled up they must not project below the keel, and they must not drop more than 1 inch below the garboard, nor if over one-third of the canoe's length, more than 6 inches below the garboard. Canoes without centre-boards may carry keels, no over 3 inches deep from garboards, and not weighing more than 35 pounds. Leeboards may be carried by canoes not having centre-boards. In order to be admitted to races without ballast, the centre-board or boards, including bolt and other movable parts, but not including fixed trunks or cases, must not exceed 15 pounds in total weight.

MEASUREMENT.—The length shall be taken between perpendiculars at the fore side of the stem and at the aft side of the stern; the beam at the widest part not including beading. In sailing classes the beading shall not exceed 1½ inches in depth; if deeper than $1\frac{1}{2}$ inches it shall be included in the beam measurement. The word "beam" shall mean the breadth formed by the fair lines of the boat, and the beam at and near the water line in the paddling classes shall bear a reasonable proportion to the beam at the gunwale. The Regatta Committee shall have power to disqualify any canoe which, in their opinion, is built with an evident intention to evade the above rules. As the minimum in Class III and Class IV, coincides with the maximum in Class A and Class B $\frac{1}{8}$ inch latitude each way is allowed.

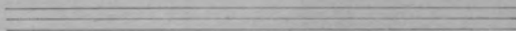
BOWDISH & CO.

MANUFACTURERS OF

FINE ROW BOATS.



WE HAVE SECURED
LETTERS PATENT
ON OUR
IMPROVED BOATS AND CANOES, AND HAVE APPLIED FOR
PATENTS ON FURTHER IMPROVEMENTS.



CANOES AND FITTINGS.

SKANEATELES, N. Y.

SUPPLEMENT NO. 4.

After publishing our catalogue for 1887 we found we had not described many of the peculiarities of our mode of construction as plainly as we should have done, and as we progressed we made many improvements on our then already advanced system. It is our fixed determination to be in the advance, and as we intend to keep the boating and canoeing public well informed in regard to what we are doing, we issue this supplement. Farther on it will be noticed that we have concluded to build only to order, some of the boats and canoes mentioned in our catalogue, and have added some new ones to the list.

Referring to the catalogue, on pages 4, 5, 6 and 17 will be found a general description of our method of construction. Knowing all the details of our work when we were writing our catalogue, we lost sight of the fact that others were not as familiar with it. Correspondents have asked the following questions, and we are more than willing to answer them—it is a pleasure for us to do so:—

First Question.—"Are the seams absolutely tight?" Before spending our time and labor, risking our reputation, and investing capital in engine, machinery, tools, patterns, stock and fixtures of a complete factory, we naturally would try to prove the qualities of our new system. (We are not beginners in the boat business, having built lap streak and carvel boats since 1876). Our tests were more severe than any boat would ever be subjected to in ordinary use. We made samples of the siding in such a way that they would contain water to the depth of six inches or more; these were filled with water before being oiled or finished in any way. At first they leaked; then gradually the leaks stopped as the *fillers* expanded, and within a minute or so the seams were tight. We next emptied them of the water and placed them in an oven, and kept them there until the wood was nearly charred, and then filled them with water as before and *they did not leak*. The test was repeated several times with like results. Boats were built and finished as usual, and placed in a drying room and kept there several months, and then placed in a tank of water that we have for testing all our boats before shipment,

and *they did not leak*. And of the boats built by our new system and sent out, we have yet to hear of a case of leakage.

Second Question.—"Are they durable?" With a preparation of linseed oil and other wood-preserving ingredients, we thoroughly treat the grooves and edges, and all parts where the outside finish will not reach, before the work is put together. We presume many think that because moisture expands the filler, the seam must retain moisture. We have found that the oil does not impair the expanding qualities of the filler; besides, as the planking is narrow (not exceeding two inches in the widest part, in any case) and thoroughly seasoned, and great care is taken in putting it together, and none but skilled workmen employed, water may seldom reach the filler, but if it does, the filler has a capacity to expand more than enough to compensate for any possible shrinkage, and thus render it impossible for the seam to leak, and the oil *will* prevent decay—no other system has either feature.

Third Question.—"Is it strong?" We refer you to page 6 (and to 8 and 18) of our catalogue, and in addition we wish to say that both edges of each plank are strongly secured to each rib, the fastenings passing through both, the plank and the strong elm rib, so that no curling or loosening can take place. The stem and stern pieces and keel are properly shaped and fastened together. The ribs are bent to the exact shape for their respective places, they are cut to the right length and the brass *clamps* are riveted to their "heels" and then secured to the keel with screws. The planks are then fastened to the frame. After the boat is taken from the forms it keeps its shape and has the desired model—thus we are enabled to build canoes that require no cross braces or seats (thwarts) to keep them in shape (see page 17.)

Fourth Question.—"How are the seats fastened and supported?" The seats are fastened and supported by metal *clamp-braces*, entirely different from anything ever before used for the purpose. Metal strap braces have been used in the better class of boats by other builders but they have most always been cumbersome and liable to work loose. Our *clamp-braces* are made in such a way that they clamp the rib where the screws pass through it in such a way that the rib cannot split and the screws cannot work loose or break. They fit in the angle formed by the rib and seat; a lug passing over the seat and another passing under the seat batten, through which screws pass, secures the seat in position and supports it. Two

clamp-braces are used on each end or side of a seat. There is a space between the ends of the seat and the side of the boat to allow loose dirt to fall through and not lodge under the seat when the boat is being cleaned. We believe most anyone will admit that this arrangement is more desirable than the clumsy cleats secured to the side of the boat by screws or nails passing through the planking from the outside, and to which the seats are secured by screws—the method in most common use (see page 6.)

Fifth Question.—"How are the deck beams fastened?" By *clamps* similar to those used to secure ribs to keel. They admit the use of small hardwood beams, making the boats strong and light (see page 4.)

The Skaneateles boats were designed for combination sail and row boats. They are light and as easily rowed as any open boat, but are far better and safer than open boats for sailing. *No one else builds these boats.* We designed and built the first one, by the lapstreak method, in 1878.

Our whole system of construction is patented—beware of infringements and imitations. We build none but fine goods by this system.

We have concluded to build the following boats to order only:—Style No. 1—15 ft. by 45 in. and 14 ft. by 39 in. (Size 15 ft. by 39 in. will be built for stock.) Style No. 3—14 ft. by 39 in. Style No. 4—18 ft. by 45 in. and 17 ft. by 45 in. The demand for the latter requires less beam for the length, therefore we will build them to order only—boats of the same length with 39 inches beam, will be built to order for the same prices. The bow and stern seats of all boats of Style No. 4 will be straight, or slightly rounding (not as shown in diagram) on the edges toward amidship. We have made some slight changes in the depths of some of our boats and canoes, to improve them.

The canoe-boat will not be quite as deep at the stern as at the bow (see cut and dimensions). This will improve it. The dry stowage compartment will be aft of the cock-pit. On account of the cock-pit being so large, we make no hatch coverings for it, they would be too cumbersome to be useful. A locker can be built under the forward deck if desired, when the boats are built to order. This canoe boat promises to be very popular for cruising.

We intend to introduce a new sail this season, but cannot give particulars in regard to it at present—we wish to give it a practical test first. It will have shorter spars for the area of sail than the lug sails; all sail will be aft of the mast and very easily handled. We have introduced an improved mast head and foot gear, and boom jaw (our own inventions), and metal fastenings for all blocks, etc. We intend to have a complete set of photographs of them.

Sails will be made of plain bleached *muslin* to order, at same prices. All sails *may* have seams 16 inches apart, hereafter, to make them lighter.

All Grade B. sailing canoes will hereafter have nickel-plated trimmings—without extra charge. We will add a 15 ft. by 28 in. sailing canoe to the list (sails in both classes), and build it and the 14 ft. 6 in. by 30 in. canoe, to order only, at the same prices.

Single-blade paddles will be furnished only to order hereafter. Spoon-blade paddles

will be made to order for 50 cents extra. We are experimenting with tools to form copper tips for paddles; if we are successful, all paddles will have round or segment ends.

We will build the 14 ft. 6 in. by 30 in. paddling canoe to order only, after the present stock is exhausted; after which a 15 ft. by 30 in. canoe will be substituted at the same price. This canoe is very suitable for two persons.

The 14 ft. by 27 in. canoe will have but one seat, which will be a little aft of amidship, making it more convenient for one person, and somewhat lighter.

We have discontinued building the 12 ft. by 26 in. canoe in Grade B. and will build this size in Grade A. only.

We have patterns for a 15 ft. by 26 in. canoe (class II.), which we will build to order, fitting it with one seat and one double paddle, for \$50; Grade A.

We have built these canoes and fitted them with iron outriggers, brass rowlocks, sliding seat and adjustable foot brace, thus making a fine practice boat for rowing. The price of such a boat would be \$65 for Grade A, and \$60 for Grade B; oars extra.

Basswood will be used for floor boards, hereafter. It is not as liable to split as pine, and is stronger.

ORDERS.

Boats and canoes not specified as *built to order* we will endeavor to keep in stock. Orders should be placed as far in advance as possible. It is almost impossible to keep a full stock of all sizes and styles when business is brisk, as it promises to be from now until October—our busy season. If we have to build after receiving an order, it will require not less than two weeks for Onondaga boats and paddling canoes, and from three to five weeks for Skaneateles boats and sailing canoes. More time will have to be allowed on special work—goods not mentioned in our lists.

DISCOUNTS.

In fixing the prices in our catalogue we made no provision for discounts; we prefer to sell direct, as it gives better satisfaction to our customers and therefore to ourselves. *Prices are net.*

PHOTOGRAPHS.

We have arranged to have photographs made of our work, to enable us to show it in the most truthful manner. These photographs will be mounted on cards, and furnished at cost—size 4x5 inches, 15 cents each; 5x8 inches, 25 cents each. If returned to us in good condition within ten days after receipt of them, the purchase money (less postage, if we have to buy postal order) will be refunded. We will also furnish *ferro prussiate* (blue prints) copies of the photographs for 5 cents each—these cannot be returned. We would be pleased to furnish these photographs free, but fear the demand would be too great, and of no advantage to us. When ordering please mention the style of boat, canoe or rig that you wish to examine; we may not photograph each size, so please mention the one you wish and we will send the photograph nearest to it. These photographs will show our many special trimmings, made only by us. We invite the closest scrutiny of our work, knowing it to be just as we represent it.

RECORD.

We keep a record of our boats and canoes. On the inside of the boat where it can easily be found, we attach a label giving the series and number of the boat, and our name and address; this corresponds with our record. Mention series and number when ordering extras or repairs.

April 1st, 1887.

BOWDISH & Co., Skaneateles, N. Y.