

we will now steep some and refresh ourselves if we have the time before dark. Now we will chop down a good sized hardwood tree, or if a good spruce is handy I had rather have it. I learnt this after having hunted for many years. An old hunter told me to try a spruce tree for camp wood. Says he: "It will cut very much easier, you can always find it, and it is pitchy outside and will get to going easy, and the last part of the night, when you brand up your fire, it will give you a good blaze." I found it just as he told me, and ever after I cut spruce in preference to all other woods. Take three logs one foot or more through, lay two on the ground and one on top of them; then cut two sticks six inches or more through, two feet long, for fire dogs; then a fore-stick of the same tree as your back logs; then your dry wood and some other small wood to start a fire, and one spare log of your spruce tree, and you are rigged for a long as well as cold night. Now break boughs of the fir tree, a good large arm full, and shingle them thickly in front of your fire, for a bed, with the butts of the browse toward the fire, and you can cut down some small evergreens and stick up thickly around your bed, or if it threatens to rain, cut some poles, ten feet long—one or two of them with a crotch in the top; stick them up around quite steep in the shape of a wigwam, or in a circle, leaving it open fronting the fire, and making the room inside according to the number of your party; then shingle with fir boughs, butts up, several courses, and I will warrant it not to leak, though you have a fearful stormy night.

In camping on the shore of a lake or river, find, if possible, a sand beach beside or near the mouth of a brook, as this will give you good water to drink, as well as a better chance to shoot game (all kinds of game naturally seek a brook in a wilderness), and usually fishing is good at the mouth of streams.

You can usually find dry drift wood on the shore, and you can turn your boat bottom side up for a covering, or you can spread your boat sail over a leaning tree for a tent, or you can slant up some poles each side of a leaning tree and cover them with any kind of evergreen boughs for a camp, or if there is no leaning tree handy, stick up a ridge pole and slant out two crotches each way in front to keep up the front end, then proceed to cover your camp as above; but on a clear night I prefer to build a good fire and camp down in front of it with no other covering than the starry-decked heaven.

PLEASURE BOATS AND CANOES.



Fig. 256.—From photograph of 15-foot Pleasure Boat. 13-foot is the same model.

A LARGE variety of models and finish are furnished, not enumerated in this list. In the construction of our boats we have endeavored to preserve and combine as many *good qualities* as possible. We make *lightness, steadiness, beautiful lines and fair speed* the points to be attained. Our boats pull very easy at a speed ample for all purposes of pleasure, hunting or fishing. We seat them—those 13 ft. and over—so as to trim perfectly with but one person or loaded to their full capacity. The rowlocks are placed midway between

the bow and centre seats, and at proper distance to row from either. In those fitted with two pairs the second pair is placed to row from the centre seat. Most of our boats are sharp at both ends, that being the shape preferred in small, light boats. We build a few square stern boats.

We give our boats considerable sheer. It gives them a very trim and jaunty look upon the water, and we know from personal experience that by reason of it they will ride a heavy sea with much greater safety.

The various kinds of wood we use are white and Spanish cedar, mahogany, black walnut, oak, elm, ash, birch, cherry, pine, spruce, basswood and soft maple.

Keels and bent stems for all boats are of oak. Sawed stem and stern posts are from oak, birch, or hackmatack, natural crooks. For siding we use *white cedar*. Mahogany is used for decks and hatches for canoes, Spanish cedar for the same, and sometimes for top streak. Ash is used for gunwales, seats and decks. Black walnut for inwales, trimmings for seats, and battens on decks and hatches, and sometimes for combings. Pine for seats and decks, sometimes for gunwales, and for double-blade paddles. Spruce for gunwales, inwales and oars. Cherry and birch for rudders, combings, centre-boards, battens on canoe deck, etc. Red elm is used for ribs. There is no wood in the world equal to *white cedar* for the streaks of a light boat. All wood will shrink and swell to some extent on being subject to extreme changes from wet to dry and dry to wet, but *cedar less than any other*, and while it is soft and light it will not split easily. In fact, it has been thoroughly demonstrated that a cedar canoe will stand more hard knocks than an oak one, for where it only receives bruises the oak streaks will split.

All our boats will be fastened throughout with copper and brass.

In finishing we use the best Orange shellac and a high grade of coach varnish or best Brooklyn lead and colors.

Our method of construction is an improved lap streak or clinker. First a keel of 1 x 1 $\frac{3}{4}$ inches (may be of any other desired dimensions) rabbeted to receive the lower edge of the garboard—first on the bottom—streak. To this keel are attached stem and stern posts. These are all *fitted* with plane, chisel, rasp and sandpaper, until the garboard streak, when in place, will make a *perfect joint*.

From six to ten streaks on each side are used, according to the size and model of the boat. Each pair—for opposite sides—are shaped for the places they are to fill, and the edges beveled more or less as may be necessary to make a perfect joint where the *streaks lap*. No two pairs are alike either in their shape or bevel. That shape and bevel wholly determine the model of the boat, just as the tailor makes different style coats by making the separate pieces of which each are composed of different shapes. The tightness of the joints depend upon the skill of the workmen who bevel the edges and nail them together—*once every inch* when the ribs are in—with copper nails, that are carefully clinched on an iron block. *We* use no lead to make tight joints. *We* do it by *skilled work*. When the “shell” is up we take it from the “forms.” It retains its perfect shape. Indeed, it can no more get out of shape than the coat can change itself into a blanket. Ribs of red elm $\frac{1}{4}$ x $\frac{1}{2}$ inch (larger ones at the rowlocks) half round in shape, are, after being steamed, next put in 1 $\frac{1}{2}$ inches apart, and when gunwales, decks and seats have been added, the *same weight* of material can be used *in no other manner* to give *equal strength*. *Why?* Because each and every piece of siding being CUT and not WARPED to fit, has the least possible strain put upon it. In case of accident, to which all boats are liable, no other kind can be so easily repaired, as, if necessary, a section of any streak can be cut out and a new piece inserted by any ordinary carpenter, without injury to any other streak, and with the addition of oil and varnish be as good as new again.

In all other boats, seats or braces and heavy gunwales are considered indispensable to keeping them in proper shape, because the siding is warped or pressed instead of being *cut* to fit. Some even go farther and insist that their boats must be left standing only on an even keel and all the water carefully sponged out of them every night. If the owner neglects this precaution he is liable to find in the morning that his boat has concluded to shape itself to any uneven surface on which it rested. Now we advise any one to take good care

of his boat, whatever the kind or whoever the maker. The better care he takes of it the longer it will last. But it is not always convenient to spend as much time on it at the end of a day's cruise as is required to groom a trotting horse at the end of a race, and any boat should be of such construction and material as to stand a reasonable amount of hardship with a reasonable amount of care.

We challenge any one *by any other method* to produce as strong and durable a boat *of the same weight*, one that will stand as much hard usage without damage, one that if damaged can be so readily repaired, or one that will retain its proper shape without the aid of seats, decks or braces.



Fig. 257.

PRICE LIST.

The boats and canoes included in this list are those which I have on hand and ready for immediate delivery. They are specially built to meet the demand of those who wish the very best article that can be obtained at a reasonable price.

No. 200.

Oak keel and stems ; clear white cedar siding, except the top streak, that of Spanish cedar ; ash or oak gunwales, black-walnut inwales and mahogany decks ; ash seats, cane-bottom chair seat in stern ; finished with one coat of linseed oil, one of best Orange shellac, and one of best coach varnish ; fitted with 2 pairs brass nickel-plated rowlocks, 2 pairs best spruce spoon oars, leathered, tipped and varnished ; rudder and maple paddle ; water-tight bulkheads ; Atwood centre-board ; mast and sail ; handsomely cushioned seats, and beautifully carpeted with Brussels.

Length, 16 feet ; width, 40 inches ; weight, 135 lbs. ; capacity, 4 to 6 persons. This is as fine a boat in every respect as it is possible to build.

Price..... \$200 00

No. 278.

Oak keel and stems ; clear white cedar siding ; ash gunwales and seats ; cane-bottom chair seat in stern ; walnut inwales and decks and seats trimmed with same ; finished with one coat of linseed oil, one of best Orange shellac, and one of best coach varnish ; fitted with 2 pairs brass nickel-plated rowlocks ; 2 pairs best spruce spoon oars, leathered, tipped and varnished ; rudder, water-tight bulkheads, mast and sail ; Atwood centre-board.

Length, 15 feet ; width, 40 inches ; weight, 100 pounds ; capacity, 4 or 5 persons.

Price..... \$150 00



 ↗ 178 BROADWAY ↖ HENRY C. SQUIRES ↗ NEW YORK ↖



No. 274.

Keel, stems and siding same as No. 278; ash or spruce gunwales and inwales; ash seats; cane-bottom chair seat in stern; finished in oil, shellac and varnish; 2 pairs polished brass rowlocks and best spruce spoon oars, leathered, tipped and varnished; rudder, water-tight bulkheads, mast and sail; Atwood centre-board.

Length, 15 feet; width, 40 inches; weight, 100 lbs.; capacity, 4 or 5 persons.

Price..... \$135 00

No. 272.

Keel, stems and siding same as No. 278; ash or spruce gunwales and inwales; ash seats; finished in oil, shellac and varnish; 2 pairs polished brass rowlocks, and 2 pairs best spruce spoon oars, leathered, tipped and varnished. Rudder and water-tight bulkheads.

Length, 15 feet; width, 40 inches; weight, 100 lbs.; capacity, 4 or 5 persons.

Price..... \$110 00

No. 270.

Oak keel and stems; clear white cedar siding; ash gunwales and inwales; ash seats; finished in oil, shellac and varnish; 1 pair polished brass rowlocks, and one pair best spruce spoon oars, leathered, tipped and varnished. With maple paddle or rudder.

Length, 15 feet; width, 40 inches; weight, 85 lbs.; capacity, 4 persons.

Price..... \$85 00

No. 204.

Keel, stems and siding same as No. 278; ash gunwales and inwales; ash seats and cane-bottom chair seat in stern; finished in oil, shellac and varnish; brass nickel-plated rowlocks; 1 pair best spruce spoon oars, leathered, tipped and varnished; rudder, mast and sail; flag staff and silk flag; water-tight bulkheads; Atwood centre-board; cushions on seats, and matting fitted to the floor.

Length, 13 feet; width, 36 inches; weight 100 lbs.; capacity, 3 or 4 persons.

Price..... \$135 00

No. 202.

Keel, stems and siding same as No. 278; ash gunwales and inwales; ash seats; finished in oil, shellac and varnish; 1 pair brass nickel-plated rowlocks; 1 pair best spruce spoon oars, leathered, tipped and varnished; water-tight bulkheads and rudder.

Length, 13 feet; width 36 inches; weight 90 lbs.; capacity, 3 or 4 persons.

Price..... \$90 00

No. 208.

Same as No. 202, except it has 2 pairs brass nickel-plated rowlocks, and 2 pairs best spruce spoon oars, and is without water-tight bulkheads.

Length, 13 feet; width 36 inches; weight, 60 lbs.; capacity, 3 or 4 persons.

Price..... \$85 00

No. 210.

Same as No. 208, except it has only 1 pair of rowlocks and 1 pair of oars.

Price..... \$75 00

No. 244.

Oak keel and stems; clear white cedar siding; ash gunwales and inwales; ash seats; finished with one coat of linseed oil, one of best Orange shellac, and one of best coach varnish; fitted with 2 pairs brass nickel-


 ↗ 178 BROADWAY ↗ HENRY C. SQUIRES ↗ NEW YORK ↗


plated rowlocks, and 2 pairs best spruce spoon oars, leathred, tipped and varnished; square stern and rudder; flag staff and silk flag; seats handsomely cushioned, and floor carpeted with Brussels or rope matting.

Length, 18 feet; width, 42 inches; weight, 140 lbs.; capacity, 4 to 6 persons.

Price..... \$150 00

No. 222.

Oak or elm keel and stems; sound cedar siding; spruce gunwales and inwales; pine or basswood seats, and copper fastened and well painted; 1 pair brass rowlocks, and 1 pair best straight blade oars, leathred, tipped and varnished; with maple paddle. A good serviceable boat in every respect.

Length 13 feet; width, 34 inches; weight, 55 lbs.; capacity, 2 or 3 persons.

Price..... \$50 00

THE BARNEGAT SNEAK BOAT,



No. 258.

for duck hunting, is by many thought to be the best in the world. Certainly it possesses some characteristics not found in any other craft. Its peculiar model (which first gave it the nickname of "Devil's Coffin"), has some advantages not found in any other. It is not a light boat.

Mr. N. H. Bishop's Centennial Republic, from which I was kindly permitted to take the model, weighs about two hundred pounds, yet owing to its spoon-shaped bottom the hunter is able to drag it over marsh or beach and use it among ice where a light canoe would soon be ruined. By thatching the deck with grass or bushes it is used for a *blind* (and for that reason sometimes called a *Sneak Box*) and as such can be used on the shore among the reeds and rushes, or anchored on the water equally well. At the end of the day's hunt the sportsman can gather in his game and decoys, hoist his sail and hie away across bay or lake to hotel or home, or if it be too rough for sailing, draw hatch and apron close around him and start a spruce breeze of his own. In which case it is said she can live in *any sea* as long as oars can be pulled.

Length, 12 feet; greatest width, 4 feet; width of stern, 34 inches; depth of stern, 7 inches; greatest depth amidships, 16 inches.

TIMBERS—*White cedar*, sawed $\frac{3}{4}$ x $1\frac{1}{8}$ inch, placed $5\frac{1}{2}$ inches apart; stern and skag of oak, also two pieces of oak on the bottom $\frac{3}{4}$ x $\frac{7}{8}$ inches, 6 inches apart, lengthwise of the boat, to protect bottom in drawing it on the ground.

PLANKING—*White cedar*, $\frac{3}{8}$ inches thick (9 streaks) put on "ship lap."

DECK— $\frac{3}{8}$ white cedar, matched together.

COCK-PIT—About 20 x 72 inches (can be made any other size without extra cost), with a combing of oak $1\frac{1}{4}$ inches high. This is covered with a hatch in three sections with staples, hasp and padlock, so that everything can be locked up inside of the boat for transportation.

⌘ 178 BROADWAY ⌘ HENRY C. SQUIRES ⌘ NEW YORK ⌘

Her fittings are a rudder, a pair of brass row-locks standing $8\frac{1}{2}$ inches above deck and made to fold inboard on to the deck when not in use, a pair of spruce oars, centre-board, mast and sail. She is copper-fastened and well painted and finished, a first-class boat throughout—will weigh complete about 175 lbs.
 Price, complete..... \$85 00

No. 177.

Like No. 175, except that it is 14 feet long and with cock-pit 8 feet long, for two persons.
 Price, complete..... \$100 00

PORTABLE CANVAS BOATS.

Osgood & Stranahan's canvas boats are kept in stock and furnished at list price with addition of freight charges. Boats of all makes and qualities furnished at list prices.

CANOES.

A LARGE variety can be supplied at short notice, including the American Traveling, St. Lawrence, Double or Tandem canoes, the Shadow, the Princess, and the Grayling. For a cruising canoe, the most popular for season of 1882 was the Stella Maris or Grayling. I have had a stock of these made so as to be able to supply at once, without delay even for a day. The two latter are the same, except the Grayling has centre-board.

Its make-up is as follows: Keel and stem, oak; the keel projecting one and one-fourth inches below the siding, prevents the peculiar zigzag or snaky motion common to canoes without a keel when propelled by the paddle, or drifting much when under sail; the ribs are *red elm* the same as in other boats, and are put in one and one-half inches apart; the siding is quarter-inch *white cedar*, six streaks on a side; deck timbers, sawed cedar, $\frac{5}{8} \times \frac{7}{8}$ inch placed ten inches apart; mahogany deck and hatches.

Each end of the boat is fitted with an *air-tight* compartment, about three feet in length. It will support the weight of a man, if the middle part be full of water; making it in fact a *life boat*. The man-hole is about $1\frac{1}{2} \times 5$ feet, oval at the ends. The combing is elm $\frac{1}{4}$ inch thick and about one and one half inches in height above the deck. It is provided with a light wooden hatch, cut in three or four pieces, so as to stow below decks, made to lock up in the same manner as the Shadow. She has as good bearings according to her *breadth of beam* as the Shadow has, and while she cannot carry as much sail as that canoe, *neither does she require it, to attain the same speed*. Fitted with a latteen main and dandy, she can show her heels to the best of them, three days out of four, on almost any water.

Her fittings are back-board, cushion, double-bladed paddle, steering locks, masts and sails. Paddle and spars are jointed so as to stow away inside the canoe. Copper-fastened throughout and all her trimmings *nickel-plated brass*. When not otherwise ordered, the latteen rig will be furnished.

Bow to stern, about $\frac{3}{4}$ inch; sheer of bow, $6\frac{1}{4}$ inches; sheer of stern, 5 inches.

No hatches open into the end compartments through the deck. Main hatch is in four pieces for convenience in storing below decks when desired. Decks and hatches of mahogany, copper-fastened throughout and fitted with rudder and steering gear.

THE SHADOW.



Her stem and stern posts—the latter straight—are sawed from natural crooks of oak or hackmatack. She is built with seven streaks on a side, this giving her very fine lines. She has 2 inches deck rise and a 5 feet cock-pit. Her main hatch, in four pieces, is made to lock up. Her length is 14 feet, beam at bottom of top streak 30 inches, at gunwale 28 inches, depth amidship from outside of garboard to top of gunwale $9\frac{1}{2}$ inches, at ends, including keel, 17 inches.

OPEN CANOES.

FOR HUNTING, FISHING OR TRAPPING. ONE-FOURTH INCH SIDING. TO ORDER.

NUMBER.	PRICE.	LENGTH.	WIDTH AT BOTTOM OF TOP STREAK.	DEPTH AT ENDS.	DEPTH AMIDSHIP.	WEIGHT.	CAPACITY.
		Feet.	Inches.	Inches.	Inches.		Pounds.
150	\$65 00	17	30	17	11	65	3
152	60 00	15	30	17	10½	55	2
153	60 00	14	30	21	11	50	2
154	57 50	14	30	16	10½	45	2
155	52 50	14	26	16	10	45	1
156	52 50	14	26	15	9	35	1
157	52 50	13½	26	16	10	40	1
158	57 50	13	30	21	11	45	2
159	55 00	13	30	16	10½	40	2
160	52 50	12½	26	16	10½	35	1
163	65 00	17	30	17	11	65	3
164	62 50	16	30	17	10½	60	3
165	60 00	15	30	17	10½	55	0
166	60 00	14	30	21	11	50	2
167	57 50	14	30	16	10½	45	2
168	57 50	16	26	16	10	50	2
169	57 50	13	30	21	11	45	2
170	55 00	13	30	16	10½	40	2

SAILING AND CRUISING CANOES.

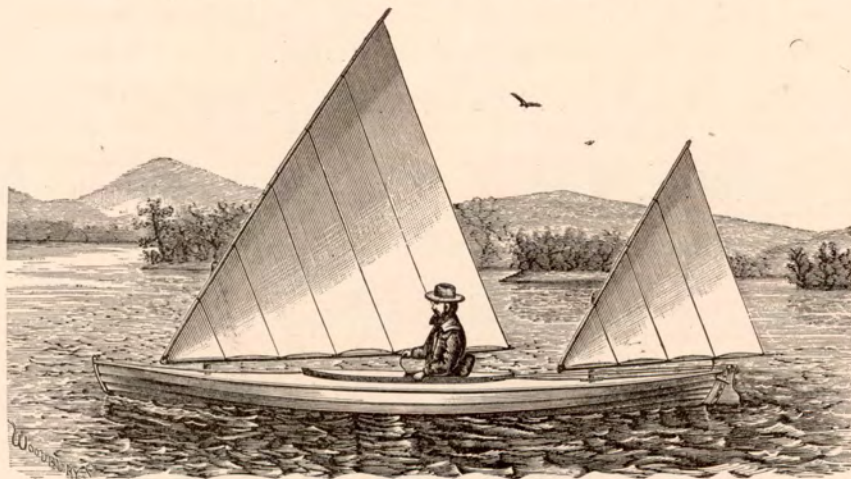


Fig. 259.

The Stella Maris (Star of the Sea). The most popular canoe for the season.

PRICE LIST.

	No.	Complete, Grade A.		No.	Complete, Grade A.
Stella Maris	230	\$110 00	Princess	290	\$130 00
American Traveling	200	100 00	Princess	360	140 00
Shadow	260	115 00	Princess	375	150 00
Saint Lawrence	275	115 00	Ellard	400	125 00
Tandem Shadow	325	133 00	Grayling	425	120 00
Tandem St. Lawrence	340	133 00			