

# Mullins cedar canoes

Manufactured by the  
W.H. Mullins Company  
Salem, Ohio







# Mullins Canoes

## A QUESTION — AN ANSWER

**W**E have been asked many times: "Why does Mullins, the originator of the steel boat, with a factory producing thousands of steel boats annually, build wooden canoes?"

*The answer is very simple.* The steel canoe is entirely too heavy. Extreme light weight is essential in a canoe. We have spent a number of years and a large amount of money experimenting with various materials with a view to producing a metal canoe, but the weight, nearly doubling that of a wooden canoe, has always proven an unsurmountable obstacle.

We are confining ourselves to the manufacture of our improved Charles River Model in 16 and 18-foot lengths and in two grades. We have found it impracticable to divide our energies over a large number of different models, which can only result in increased cost of production and delay in shipments. We can heartily recommend the Mullins Canoes as being not only the best designed, but the most scientifically constructed, the finest finished and safest canoe ever produced.

### *Mullins Canoes Cannot Sink*

Equipped with our patented buoyancy pads the Mullins are the safest canoes in the world. They cannot sink. These buoyancy pads which are placed in each end under the decks, are made of an imported material, light as down, non-absorbent and possessing sufficient buoyancy to float the canoe even when capsized or filled with water, and at the same time support the weight of the occupants clinging to it.

The Mullins Canoe is the only canoe on the market provided with this great feature of safety which does away with the possibility of accidents. Price, \$2.00 a pair.



BUOYANCY PADS—LIFE PRESERVERS

## The Indian Canoe



**T**HE most graceful, efficient and seaworthy craft that ever rode the waters is the birch bark canoe of the North American Indian.

The brightly colored and graceful, canvas-covered canoes that are used by the thousands today, while changed in some details of construction, are nothing more nor less than copies of the Indian birch bark canoe. If the Indian of old could see with what eagerness and enthusiasm modern lovers of nature have seized upon this type of canoe, how carefully they have preserved its many qualities throughout, well might he believe in his superiority to the pale-face—for, with all our achievements in methods of water transportation, in the construction of one of the finest navies in the world, the fastest sail boats and power boats, we must still admit that we have succeeded in producing no craft which for size will compare with the Indian

canoe model in seaworthiness, speed or carrying qualities.



The impossibility of securing birch bark of course prevented the manufacture of the original Indian canoe in large quantities. The models, however, were retained, their lines carried out carefully and, instead of birch bark, a light sheathing of wood, covered by heavy waterproof canvas, resulted in the present day canvas canoe, thousands of which are used.

The adaptability of the canoe cannot but insure its popularity. Its light weight makes it possible to transport it from one place to another; to portage it from one body of water to another. Its light draught and its easy running qualities make it possible to explore regions that could not be reached by the ordinary means of water travel. He who has once dipped a paddle into the limpid waters and felt the thrill, the exhilaration that comes from the poetical motion of his graceful and beautiful craft becomes once and for all an enthusiast.

The *Buoyancy Pads* insure absolute safety in a Mullins Canoe.







## Mullins Canvas-Covered Canoe

### *The Charles River Model*

The Charles River at Boston is the "canoeing center of the Universe." Here the canoe holds supremacy. The motor boat, sail boat or row boat are seldom seen, while, on the other hand, a summer's afternoon sees this beautiful waterway traversed by thousands of graceful and vari-colored canoes, each with its merry party of pleasure seekers; some drifting aimlessly hither and thither, some cutting through the water noiselessly, swiftly, with long sweeping strokes of the glittering paddle—a moving panorama of entrancing beauty is presented by these graceful and light moving craft. The hum of many voices, light laughter and the strains of soft music swell over the waters, lending added charm to a scene of indescribable pleasure and contentment.

The "Charles River" model—the king of all canoe models—the acme of perfection in de-



sign, in grace and beauty, as well as in steadiness, safety and general utility, gets its name from the "World's Canoe Center," the Charles River at Boston.

### *The Mullins Improved Model*

The Mullins Canoe, while modeled closely on the lines of the famous Charles River model, has been refined, the design improved and is really a composite model—i. e., the original Charles River model with improved features added by our designers, who have worked with a view to producing a model containing all the best features and adding new, including that of *Safety*—for example, the wide, flat bottom of our model with its slightly increased bilge (tumble home) tends to greatly increase the steadiness and safety of this model. At the same time it makes for lighter draught and greater speed. The Mullins Improved "Charles River" model is without a peer, has



most graceful and beautiful lines, is the lightest and speediest canoe model afloat.

*What We Manufacture*

Investigation shows that there are more of the "Charles River" model used than of all other canoe models combined, and that the 16 and 18-foot models are by far the most popular. Therefore we are confining ourselves exclusively to the manufacture of the Mullins Improved "Charles River" model in 16 and 18-foot lengths and in two grades, viz.: The "STANDARD" and the "I. X. L." Grade, both of which are more fully described on pages 8 and 9. We manufacture where others build. In other words, we specialize on the most popular model, on the most popular sizes, devoting all the energy and resources of the largest organization in the world, confined exclusively to boat and canoe building, in manufacturing in large quantities and at the lowest possible price the finest grade of canoe that has ever been produced. When you consider that the average canoe builders — in the

face of statistics which show that a vast majority of all canoes sold are of a certain model; that practically four-fifths of all the canoes sold are confined to two lengths — continue in their obsolete methods of building all the way from fifteen to thirty different models,



sizes and grades, you can readily appreciate the fact that their costs and, consequently, their selling prices are higher; that the workmanship and finish cannot be compared with that of a canoe that is manufactured in large quantities and by the most scientific and up-to-date methods.

*Our Construction*

Every Mullins Canoe of a certain model and size is an exact duplicate to the fraction of an inch of every other canoe of that same model and size—for to insure uniformity of model every canoe is built over a solid form. The woodwork is made up in immense quantities. For instance, where the average canoe builder makes one rib at an operation, we have electrically-driven machines that turn out thousands of ribs each day. Where the average canoe builder makes one pair of gunwales and then has numerous hand operations on those gunwales, we make from four to six, complete at one opera-



POLISHED BRASS BANG PLATES, PRESSED TO CORRECT FORM PROTECT STEM.



A MULLINS CANOE NEVER SUFFERS INJURY AT THE BOWS. THE BANG PLATES PROTECT.





tion. It is so with the stems, thwarts, keels and other parts. The construction of our canoe is standardized. All parts are machined to fit perfectly. The result is — the canoe goes together readily and perfectly. We turn out no botched job. The cedar planking of these canoes is carefully selected for quality. It is secured to the frame of the canoe by copper fastenings; The shell or hull when completed is oiled, both inside and out. This prevents the hull from absorbing water and is a means of preservation. When the oil is dry we put on the canvas. This is heavy, closely-woven material of the best grade obtainable. It is not in sections, but is one piece from gunwale to gunwale and from stem to stem. The canvas receives several coats of special filler. You cannot use ordinary filler for canoes without causing the paint to crack and check and greatly increasing their



weight. The most important point in the construction of a canoe

is the filling and treating of the canvas. Understand, the canvas is not glued or cemented to the shell. The fallacy of this method was discovered long ago. There is bound to be more or less spring or give to a canoe when used under certain conditions and with varying loads, and unless the canvas is given play and allowed to come and go with the “spring of the shell” it is bound to check and crack.

The canoe is now ready for its final finish, which consists of several coats of quick drying color for the outside, with three coats of spar varnish for the inside. After the outside color has dried sufficiently, it receives two coats of the best spar varnish. Instead of building three or four months in the year and allowing our factory to remain idle the balance of the season, as is the custom with most canoe builders, we, with our large canoe business, manufacture twelve months in the year. We keep our expert organization together. We build a large stock of canoes during the winter. The filler is allowed to harden and dry perfectly, so that we can furnish a perfectly seasoned canoe when it is wanted.





### *The Materials We Use*

We send our representatives right into the timber sections for the very best light, clear and carefully selected Western cedar, which is lighter in weight and incidentally twice as expensive as other grades of cedar. This is exclusively used for planking. We use

Northern White Cedar for ribs. We contract for immense quantities of lumber and at the lowest market prices. We buy the very best grade of closely woven canvas, made for our exclusive use by the largest manufacturers of this line of goods in the country.

We use special filler of our own for filling this canvas. It is not put on in heavy layers like plaster of paris and then covered with a veneer of paint. It is rubbed in until the fabric of the canvas is thoroughly filled. It is then allowed to dry until it becomes thoroughly seasoned, after which each canoe is given a second coat of filler. Then comes coloring and varnishing, and as the filling and painting of the



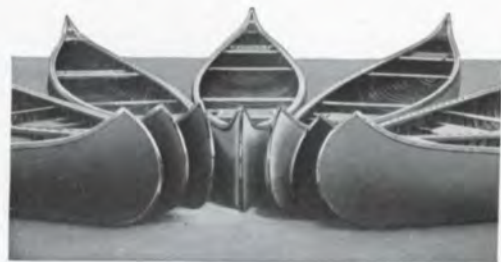
canoe is most important, it is needless to say that we use only the highest grade of paints and varnishes. We have learned through years of experience that too much filler and paint on canvas is not durable, however glossy it may seem before subjected to usage. Our special method of filling results in a lasting finish as smooth as plate glass. We do not use enamels, as they are not flexible and do not withstand water well.

### *Workmanship*

The workmanship on the Mullins Canoe is of the very highest order. In addition to our canoe business, we are conducting the largest boat business in the world. Our plant is operated the year round. We employ the same expert canoe builders year after year, instead of being compelled



MANUFACTURED BY THOUSANDS OVER PERFECT FORMS, INSURING ABSOLUTELY CORRECT LINES. NOTE OPEN GUNWALE CONSTRUCTION.





strength and adding greatly to its beauty and finish.

*Open Gunwales*

All of our models have open gunwales, insuring strength, ease in washing out and keeping clean. If you have ever

to build up a new organization at the beginning of each season, which is the difficulty that most canoe builders have to contend with and which results in more or less questionable work, to say nothing of delays in shipment.

*Keels*

All Mullins Canoes are fitted with keels. We make no additional charge for the keel.

We strongly advise keel for every canoe, as it not only protects the bottom of the boat but makes the craft much steadier and safer.

Orders for canoes without keels will have to be built specially and will require from six to twelve days' time for shipment.

*Bang Plates*

The stems of the Mullins Canoe are protected by heavy half-round brass bang plates pressed to correct form in specially constructed dies, fitting perfectly, lending



LONG DECKS

owned or had experience with a canoe with closed gunwales, you have encountered the difficulty of removing the dirt that gathers between the gunwales when you turn it over to remove the water, making it practically impossible to cleanse. The open gunwale adds 25 per cent. to the strength of the canoe, as the closed gunwale canoe has a feathered rib which weakens it at points where it is attached to gunwale. Other canoe builders charge from \$2.00 to \$4.00 additional for the open gunwale. We make no extra charge.

*Orders Shipped On Sight*

At the opening of the season we will have 1,500 finished and well seasoned canoes in stock, which with our regular capacity of 25 canoes daily will enable us to ship all orders practically the day they are received.



ALL MULLINS  
CANOES FITTED  
WITH KEEL  
WITHOUT  
ADDITIONAL  
CHARGE





## Specifications

**RIBS** — The ribs are of the very finest grade of selected white cedar,  $\frac{5}{16}$ " thick,  $2\frac{1}{4}$ " wide and perfectly spaced  $1\frac{1}{2}$ " apart. These ribs are steam bent and shaped over solid molds, insuring perfect symmetry and uniformity of model.

**PLANKING** — The best quality  $\frac{3}{16}$ " cedar, in long strips, laid perfectly smooth with tight joints, copper fastened throughout with copper tacks, carefully clinched.

**STEMS** — Ash, steam bent, light yet thoroughly substantial.

**BANG PLATES** — Half-round, polished brass, pressed to correct form.

**GUNWALES** — Open gunwales of clear-grained spruce, one piece full length of canoe, adding strength and insuring ease in washing and draining.

**THWARTS** — Best selected ash, two in each canoe. Middle thwart can be furnished at an additional cost of \$1.00.

**SEATS** — Two substantial cane seats, one at bow and stern of each canoe.

**OILING HULL** — The wooden hull, when completed, is thoroughly smooth and is then oiled both inside and out. This prevents hull absorbing water. It is a means of preservation.

**LONG DECKS** — Clear-grained timbers, with low coaming at ends 24" long in 16' model, 30" in 18' model; only furnished when specially ordered and at additional prices quoted on page 10.

**KEELS** — Oak keels  $\frac{7}{8}$ " deep, furnished on all models without additional charge.

**CANVAS** — Seamless canvas duck made of two or more twisted yarns in the filling, with double thread warp, which makes the canvas closely

woven and practically waterproof, even without filler or paint. One piece from gunwale to gunwale and from stem to stem; this material, with our method of filling and painting, makes a well-nigh indestructible covering.

### *Grades*

We build two sizes of our improved Charles River model — the 16-foot "Yale" and the 18-foot "Harvard," in two grades, viz.: The Standard Grade and the I. X. L. Grade, either of which can be had in any one of the following colors: Yale Blue, Harvard Red or Dark Coach Green.

All Mullins Canoes are equipped with keels. We make no additional charge for the keel, while investigation will show you that other canoe builders do. All Mullins models have open gunwales, insuring strength, ease in washing out and keeping clean. We make no additional charge for open gunwales, though it is customary for other manufacturers to make an extra charge of from \$2.00 to \$4.00 for this feature.

Mullins Canoes are non-sinkable when equipped with Buoyancy Pads (\$2.00 per pair extra).

### *The Standard Grade*

The demand for our Standard Grade canoe is very heavy, as it embodies all of the desirable features one could ask for in a canoe, viz., perfect design, best selected materials, careful and expert workmanship in construction and finish, at a price remarkably low for a canoe of quality. While the lumber used in this grade is not as carefully selected as for the I. X. L. grade, yet we use no unsound or imperfect lumber. Planking and ribs are of cedar; gunwales of spruce; stems of ash and seat frames of ash or maple, all air dried. Brass bang plates. All planking brass fastened.



# Mullins Improved Charles River Model

## *The* YALE



16 Foot "Yale" (Standard Grade), including Keel and open Gunwales . . . . . \$35.00  
 16 Foot "Yale" (I. X. L. Grade), including Keel and open Gunwales . . . . . 40.00

### DIMENSIONS

LENGTH	WIDTH AT RAILS AMIDSHIP	WIDTH AT BILGE AMIDSHIP	DEPTH AMIDSHIP	APPROXIMATE WEIGHT	APPROXIMATE WEIGHT CRATED	APPROXIMATE WEIGHT CRATED FOR EXPORT	CUBIC FEET FOR EXPORT	CODE WORD STANDARD GRADE	CODE WORD I. X. L. GRADE
16 feet	33 inches	33½ inches	12 inches	65 lbs.	95 lbs.	225 lbs.	120	HEN	HAWK

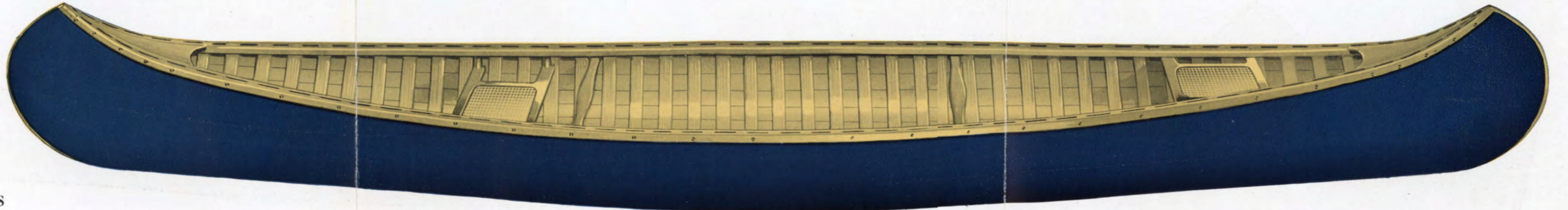
### BRIEF SPECIFICATIONS

RIBS AND PLANKING — Of Cedar.  
 STEMS — Of Ash.  
 GUNWALES — Of clear grained Spruce.  
 THwarts AND SEAT FRAMES — Ash or Maple.  
 BANG PLATES — Specially designed polished Brass.  
 DECKS — Clear Maple.  
 COLORS — Yale Ble, Harvard Red or Coach Green.  
 Prices of Equipment, Page 10.

FOR COMPLETE SPECIFICATIONS AND DESCRIPTION OF GRADES, SEE PAGES 8 AND 9 OF CATALOGUE



THE LUXURIOUS  
YALE



*Manufactured by* THE W.H. MULLINS CO. *Salem, Ohio U.S.A.*



# Mullins Improved Charles River Model

## *The HARVARD*



INTERIOR VIEW  
OF THE  
HARVARD

18 Foot "Harvard" (Standard Grade), including Keel and open Gunwales . . . . . \$39.00  
 18 Foot "Harvard" (I. X. L. Grade), including Keel and open Gunwales . . . . . 44.00

### DIMENSIONS

LENGTH	WIDTH AT RAILS AMIDSHIP	WIDTH AT BILGE AMIDSHIP	DEPTH AMIDSHIP	APPROXIMATE WEIGHT	APPROXIMATE WEIGHT CRATED	APPROXIMATE WEIGHT CRATED FOR EXPORT	CUBIC FEET FOR EXPORT	CODE WORD STANDARD GRADE	CODE WORD I. X. L. GRADE
18 feet	34 inches	35 inches	12½ in.	75 lbs.	125 lbs.	250 lbs.	140	BIRD	CROW

### BRIEF SPECIFICATIONS

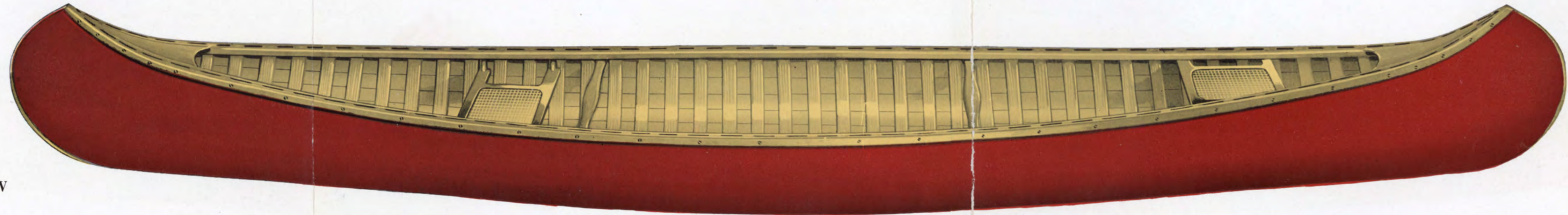
RIBS AND PLANKING — Of Cedar.  
 STEMS — Of Ash.  
 GUNWALES — Of clear grained Spruce.

THWARTS AND SEAT FRAMES — Ash or Maple.  
 BANG PLATES — Specially designed polished Brass.  
 DECKS — Clear Maple.

COLORS — Harvard Red, Yale Blue or Coach Green.

Prices of Equipment, Page 10.

FOR COMPLETE SPECIFICATIONS AND DESCRIPTION OF GRADES, SEE PAGES 8 AND 9 OF CATALOGUE



*Manufactured by* THE W.H.MULLINS CO. *Salem, Ohio U.S.A.*





The best canvas we can buy (same as in the I. X. L. grade) is used. The workmanship is of the best. The finish all that could be desired for service. In short, aside from the care that is taken in selecting clear lumber without discoloration for the I. X. L. Grade and some finer details of finish, there is not a great deal to choose between the two grades.

#### *The I. X. L. Grade*

This is all that is best in canoe construction — material, workmanship and finish — built for the most discriminating buyer, those who want perfection in their canoe regardless of cost. Every rib, every piece of planking, every piece of lumber entering into the construction of our I. X. L. Grade is hand selected and matched to secure uniformity of color. The best grade of canvas is used — it is treated by our own process — the canoe finely finished. Our I. X. L. Grade will stand comparison with the highest priced canoe on the market.

#### *Prices*

Prices quoted in this catalogue are strictly net, f. o. b. cars Salem, O. Positively no discounts allowed except on carload orders.

#### *Terms*

Twenty-five per cent. of purchase price with order, balance sight draft against bill of lading. Send remittance in bank draft, postal or express order. Mention name of bank through which you wish us to make draft for balance. Sundry parts or small items of canoe fittings will be sent C. O. D., unless cash accompanies the order.

#### *Packing and Delivery*

For shipments to points in the United States and Canada, canoes are packed in loose hay and wrapped in burlap. If preferred, we can crate canoes at an additional charge of \$2.00; export crates for canoes, \$4.00.

#### *Colors*

We carry a large stock of canoes finished in Yale Blue, Harvard Red or Dark Coach Green. Where color is not specified in order, we will ship dark green. We can furnish other colors only at an additional charge of \$5.00 per canoe. Any order specifying other than the standard blue, red and green will require an additional two weeks in delivery.

#### *Names, Monograms and Striping*

We can place any name in shaded gold letters. Price per letter, 20 cents. Price of monograms will depend upon the letters, general design and the amount of work involved, generally amounting to from \$3.00 to \$5.00. Silver or gold stripes, one-half inch, can be had at a cost of \$3.00. If the stripe required is wider than this, a special quotation will be made.

#### *Prompt Shipments*

All orders shipped promptly unless special work or selected colors are required.

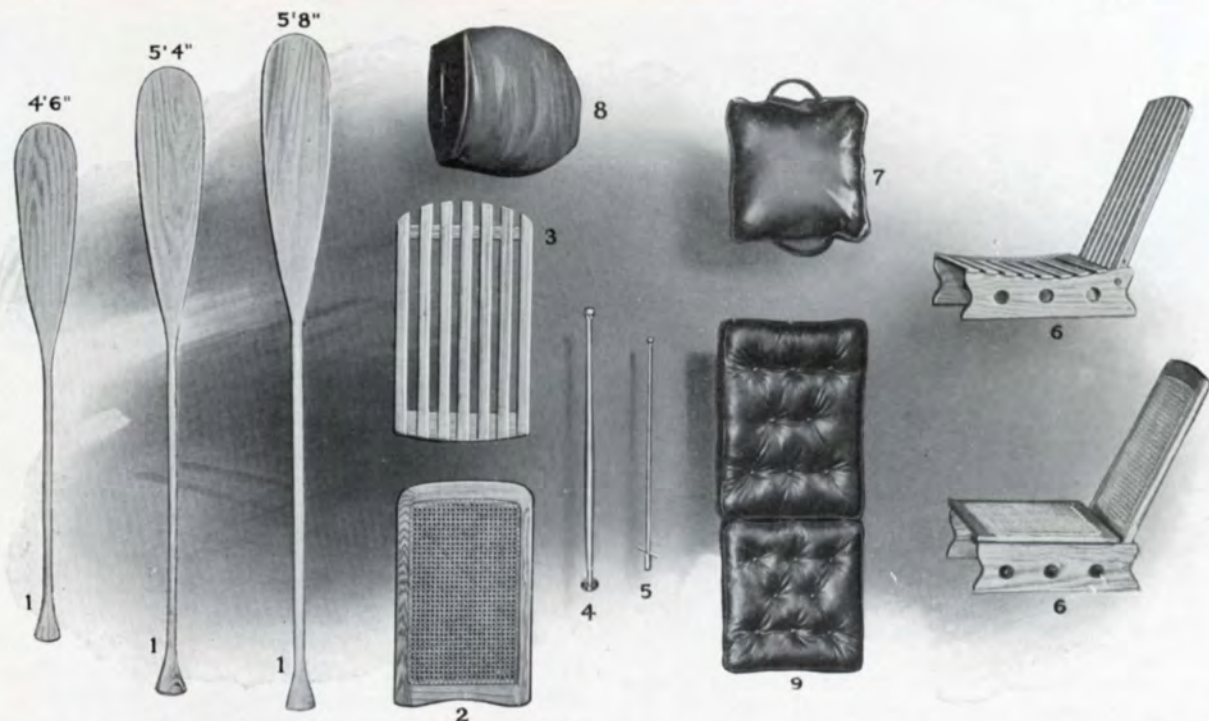
#### *Instructions for Ordering by Cable or Telegraph*

Use the code word for the model wanted (see code words accompanying canoe illustrations on large double page), and if equipment or extras are required, refer to list of equipment, page 10, and add to the code word of the canoe wanted the code letters of the equipment you wish. For example — if you order the 16-foot "Yale" canoe equipped with paddle and caned back rest, your code word would read HENCACU.

Be careful that there are not more than ten letters contained in each word, as the cable companies will not accept a word composed of more than ten letters. If the canoe and equipment run over ten letters, divide it into two words.

NOTE — In addition to the above special code, we use the following codes: Manufacturers' Code, 4th and 5th edition A B C Code, Western Union Code, Liebers' Code.





### Price List of Canoe Equipment and Extras

	Each	Code Word		Each	Code Word
No. 1 Paddles (any length) first quality . . . . .	\$1.50	CA	Carpet for 16-foot Canoes, best quality Brussels . .	\$10.00	BC
No. 1 Paddles (any length) second quality . . . . .	1.20	CO	Carpet for 18-foot Canoes, best quality Brussels . .	12.00	CB
No. 2 Back Rest (caned) . . . . .	1.75	CU	Floor Racks . . . . .	1.50	FR
No. 3 Back Rest (slats) . . . . .	.90	CE	Middle Thwart . . . . .	1.00	JO
No. 4 Flag Pole (spruce) . . . . .	.60	CL	Long Decks . . . . .	5.00	JE
No. 5 Flag Pole Socket (brass) . . . . .	.40	DU	Painting Names, 2½-inch letters, price per letter . . . . .	.20	YO
No. 6 Folding Chair (slat back) . . . . .	1.25	DA	Monograms — Subject to special quotation . . . . .	.....	YU
No. 6 Folding Chair (cane back) . . . . .	3.00	DE	Gold Stripe, ½-inch, from stem to stem . . . . .	3.00	YI
No. 7 Life Preserver Pillow (artificial leather) 14 x 14 inch . . . . .	1.50	DO	Silver Stripe, ½-inch, from stem to stem . . . . .	3.00	YE
No. 8 Buoyancy Pads (life preservers) per pair . . . . .	2.00	PB	Special Colors (other than regular red, blue or green) . . . . .	5.00	YA
No. 9 Life Preserver Cushion and Lazy Back with hinged joint . . . . .	5.00	FE	Repair Kit . . . . .	1.00	KI



## Freight Rates

### Rates to Points East of Chicago and to Points in Canada

	L. C. L.	C. L.		L. C. L.	C. L.
ALBANY, N. Y.	\$1.92	\$ 48.00	MACON, GA.	\$5.50	\$137.50
BALTIMORE, MD.	1.88	47.00	MOBILE, ALA.	4.64	116.00
BAY CITY, MICH.	1.72	43.00	MEMPHIS, TENN.	3.64	91.00
BOSTON, MASS.	2.28	57.00	MONTGOMERY, ALA.	5.64	141.00
BANGOR, ME.	2.40	60.00	MIAMI, FLA.	9.10	227.50
BUFFALO, N. Y.	1.04	26.00	MILWAUKEE, WIS.	1.80	45.00
BRIDGEPORT, CONN.	2.28	57.00	MONTREAL, QUE.	2.60	65.00
CHARLESTON, S. C.	4.78	119.50	MUSKOKA WHARF, ONT.	2.88	72.00
CHATTANOOGA, TENN.	4.48	112.00	NASHVILLE, TENN.	3.24	81.00
CHICAGO, ILL.	1.72	43.00	NEW YORK, N. Y.	2.00	50.00
CLEVELAND, O.	.62	15.50	NEW HAVEN, CONN.	2.28	57.00
CINCINNATI, O.	1.56	39.00	NEW ORLEANS, LA.	4.64	116.00
COLUMBUS, O.	1.24	31.00	PENSACOLA, FLA.	4.64	116.00
CONCORD, N. H.	2.28	57.00	PEORIA, ILL.	1.96	49.00
CHAUTAQUA, N. Y.	1.26	26.00	PHILADELPHIA, PA.	1.92	48.00
CAIRO, ILL.	2.30	57.50	PITTSBURGH, PA.	.62	15.50
DAYTONA, FLA.	7.70	192.50	PROVIDENCE, R. I.	2.28	57.00
DOVER, DEL.	2.00	50.00	PUNTA GORDA, FLA.	8.78	219.50
DETROIT, MICH.	1.44	36.00	QUEBEC, QUE.	3.40	85.00
E. ST. LOUIS, ILL.	2.18	54.50	RALEIGH, N. C.	4.62	115.50
ERIE, PA.	.88	22.00	RICHMOND, VA.	2.18	54.50
EASTON, PA.	1.92	48.00	ROCHESTER, N. Y.	1.26	31.50
EVANSVILLE, IND.	1.96	49.00	SANDUSKY, O.	1.26	31.50
GRAND HAVEN, MICH.	1.72	43.00	SAVANNAH, GA.	5.36	134.00
GRAND RAPIDS, MICH.	1.72	43.00	SODUS POINT, N. Y.	1.48	37.00
HARTFORD, CONN.	2.28	57.00	SYRACUSE, N. Y.	1.48	37.00
HARRISBURG, PA.	1.88	47.00	TAMPA, FLA.	7.22	180.50
HALIFAX, N. S.	3.64	91.00	TOLEDO, O.	1.36	34.00
INDIANAPOLIS, IND.	1.68	42.00	TORONTO, ONT.	1.80	45.00
ITHACA, N. Y.	1.48	37.00	UTICA, N. Y.	1.66	41.50
JACKSON, MICH.	1.64	41.00	TRENTON, N. J.	2.00	50.00
JACKSONVILLE, FLA.	5.22	130.50	VICKSBURG, MISS.	4.64	116.00
KINGSTON, ONT.	2.56	64.00	WASHINGTON, D. C.	1.88	47.00
LOUISVILLE, KY.	1.72	43.00	WHEELING, W. VA.	1.00	25.00
LAKE GEORGE, N. Y.	2.28	57.00	WILMINGTON, DEL.	1.92	48.00
MACKINAW CITY, MICH.	2.44	61.00			

### Rates to Points West of Chicago

	L. C. L.	C. L.		L. C. L.	C. L.
ASHLAND, WIS.	\$ 3.72	\$ 93.00	LOS ANGELES, CAL.	\$12.00	\$260.00
AUSTIN, TEXAS	7.88	170.00	MADISON, WIS.	3.48	87.00
ANACONDA, MONT.	12.72	283.00	MINNEAPOLIS, MINN.	3.72	93.00
BISMARCK, N. DAK.	7.72	178.00	OMAHA, NEB.	4.58	99.50
CLINTON, IOWA	2.68	67.00	PORTLAND, ORE.	12.00	260.00
DELAVAN, WIS.	3.48	87.00	PIERRE, S. DAK.	6.60	147.00
DENVER, COLO.	8.66	181.50	SALT LAKE CITY, UTAH	11.26	243.50
DES MOINES, IOWA	3.78	85.50	SAN FRANCISCO, CAL.	12.00	260.00
DULUTH, MINN.	3.72	93.00	SEATTLE, WASH.	12.00	260.00
FOX LAKE, WIS.	3.48	87.00	SPOKANE, WASH.	12.80	276.00
GALVESTON, TEXAS	7.88	170.00	ST. PAUL, MINN.	3.72	93.00
HOUSTON, TEXAS	7.88	170.00	TACOMA, WASH.	12.00	260.00
HELENA, MONT.	12.72	283.00	TOPEKA, KANS.	5.74	123.50
KANSAS CITY, MO.	4.58	99.50	VANCOUVER, B. C.	12.20	265.00
LITTLE ROCK, ARK.	6.00	130.00	VICTORIA, B. C.	12.20	265.00
LINCOLN, NEB.	4.78	104.50			



# *Mullins Canoes* **CAN'T SINK**

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**E**QUIPPED with our PATENTED BUOYANCY PADS the Mullins are the safest canoes in the world — they cannot sink — these buoyancy pads which are placed in each end under the decks, are made of an imported material, light as down, absolutely non-absorbent and possessing sufficient buoyancy to float the canoe even when capsized or filled with water, and at the same time support the weight of the occupants clinging to it.

The Mullins Canoe is the only canoe on the market provided with this great feature of safety which does away with the possibility of accidents.

*P R I C E ,   \$ 2 . 0 0   P E R   P A I R*

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