

Thompson Bros. Boat Mfg.  
Company

**BOATS**

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Peshtigo, Wisconsin, U. S. A.

## Announcement

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THE FOLLOWING pages contain our complete line of standard model boats, and contain boats suitable for use wherever and under whatever conditions a small pleasure boat is to be used. If you are in doubt as to what particular class of boat will best meet your requirements, we would suggest that you write us, stating for what purpose boat is intended, the nature of the water course, whether boat has to be portaged, etc. As we have a wide experience in this class of work, and know for what purpose each class of boat is best suited, we will, without a doubt, be able to select a boat that will meet your requirements.

We build and carry in stock only one or two models of each class of boats, as experience has taught us that carrying several models of the same class only leads to confusion on the part of the purchaser, as it is impossible to get any adequate idea as to the merits of the several models through such cuts as are possible to show in a catalogue. Then, too, we find that by keeping our men employed the year round on a certain model they become experts, so to speak, at building this one boat, and are able to build a better boat, in less time, than is possible where they are continually being changed from one class of work to another.

We are continually receiving inquiries, through the recommendations of our friends and patrons. As it is impossible to thank each one individually, we take this opportunity of expressing our sincere thanks for the kindness and interest shown by recommending our boats to your friends.

Yours truly,

THOMPSON BROS.

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*On the Rapids or  
In the Camp*

a Thompson Canoe gives  
a feeling of security.

# Thompson Bros.

ORIGINATORS OF

ANTI-LEAK CANOES

*Designers and Builders High Grade Row  
Boats, Hunting Boats, Canoes, Dingheys,  
Rowing Barges, Gigs, Shells, Scooters, Etc.*

Peshtigo, Wis.



## High Grade Boats at a Low Price

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**W**E SELL high grade boats at a low price by obliterating all agents' and dealers' profits. In the handling of most goods, agents and dealers are desirable and in many cases necessary. By buying in large quantities dealers in certain lines of goods may save enough in transportation to allow a fair per cent of profit for the handling of goods.

This is, however, not the case in the handling of boats, as owing to their bulky nature, comparatively few can be placed in a box car. So whether boats are shipped singly or in carload lots the freight charges are materially the same.

The number of boats sold by any one dealer during a season are necessarily somewhat limited and, owing to the amount of room required to display boats, dealers must, to make it worth their while, have a larger per cent of profit than is necessary in most other lines of goods.

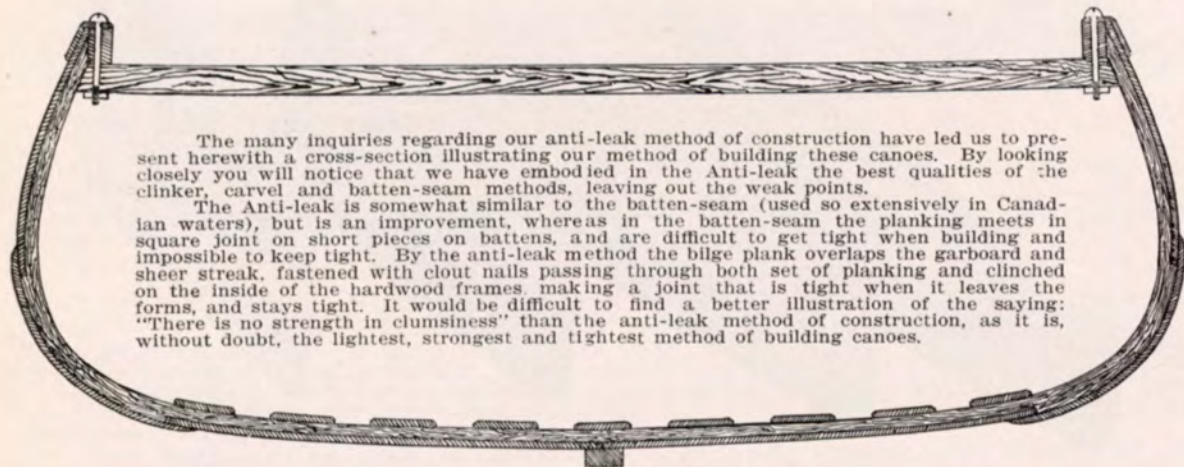
You may think that by sending to some other factory that you are getting your boat at factory price. Such is not the fact, however, as any factory having agencies must, in fairness to these agents, charge the regular dealer's price. We have no agents, and are under no obligations to the trade.

We use nothing but first-class material and employ expert workmen. We guarantee our boats to stand the test of comparison in grace and symmetry of design, in substantial construction, in reliability of material and in perfect finish, put side by side with boats other firms are selling at prices 25 to 50 per cent higher than those listed in this catalogue.

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## Anti-Leak Method of Construction

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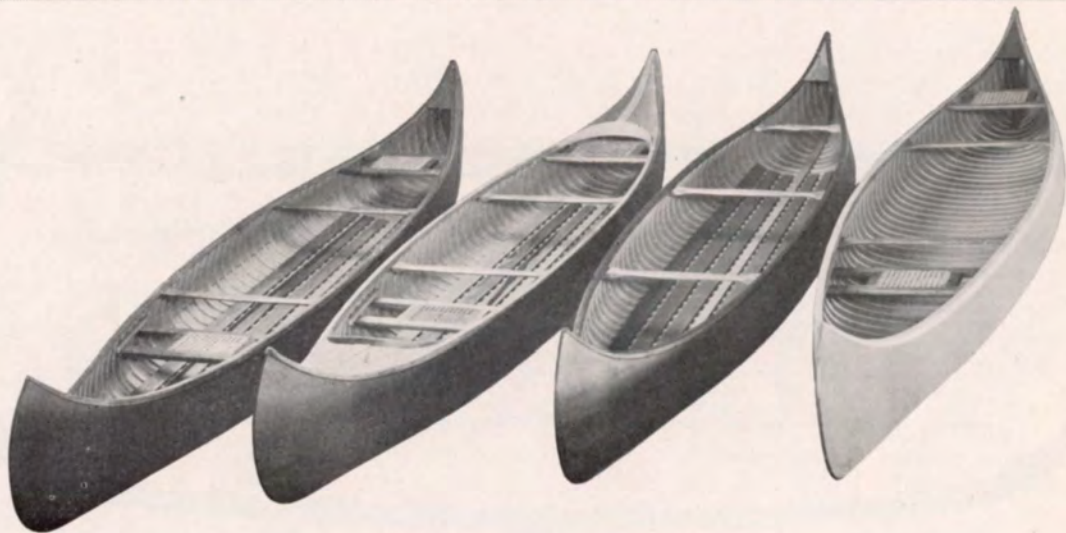
The many inquiries regarding our anti-leak method of construction have led us to present herewith a cross-section illustrating our method of building these canoes. By looking closely you will notice that we have embodied in the Anti-leak the best qualities of the clinker, carvel and batten-seam methods, leaving out the weak points.

The Anti-leak is somewhat similar to the batten-seam (used so extensively in Canadian waters), but is an improvement, whereas in the batten-seam the planking meets in square joint on short pieces on battens, and are difficult to get tight when building and impossible to keep tight. By the anti-leak method the bilge plank overlaps the garboard and sheer streak, fastened with clout nails passing through both set of planking and clinched on the inside of the hardwood frames making a joint that is tight when it leaves the forms, and stays tight. It would be difficult to find a better illustration of the saying: "There is no strength in clumsiness" than the anti-leak method of construction, as it is, without doubt, the lightest, strongest and tightest method of building canoes.

**NOTICE:** The simplicity of the Anti-leak method enables us to build canoes cheaper than it is possible by any other method, at the same time making a better canoe.

## Inside View of Our Various Grade Canoes

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(1)

(2)

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(4)

(1) Grade No. 1, Anti-Leak Canoe.

(2) Canoe with 30-inch deck. This deck can be had on either the Anti-Leak or Canvas-covered Canoes, in any grade, at an additional charge of \$2.50. Deck, selected cedar; combing and partners, ash. Finished in the natural wood. Mahogany deck, \$4.50.

(3) Grade No. 2, Anti-Leak Canoe.

(4) Grade A, Canvas-covered Canoe.

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# Anti-Leak Canoes

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(The Canoe That Will Take You Anywhere and Back Again)



## Anti-Leak Canoe With 30-Inch Decks.

We wish to emphasize the fact that our Anti-Leak Canoes will give more satisfactory service and stand more hard knocks and rough usage generally than any other canoe on the market, regardless of price, how, by whom or where they are built. The Anti-Leak is the only canoe that can be used among root, snag and jagged rocks and be depended upon to bring you back.

### SPECIFICATIONS ANTI-LEAK CANOES.

**Grade No. 1.** Planking, selected basswood; ribs, selected elm, spaced three inches from center to center, mortised into keel and run to the very end of canoe; fenders, seats and decks (15-inch), ash; floor, basswood; all exposed fastenings, copper and brass. Two cane seats and one paddle included. Outside of canoe enameled moss-green. Gunwales, fenders, seats, floor and decks are finished in the natural wood with the best spar varnish. Inside of canoe finished with mahogany varnish stain. This is the strongest canoe built and equal in style and finish to any canoe on the market. It has keel and polished brass bang plates.

**Grade No. 2.** Same grade as No. 1, but will have thwarts instead of caned seats; the gunwales will be enameled and the thwarts, decks and floor will be finished in the natural wood.

One paddle is included with each canoe.

Length	Beam	Depth Amid	Weight	Price Grade No. 1	Price Grade No. 2
15 feet	32 inches	12 inches	65 lbs.	\$22.00	\$18.00
16 feet	33 inches	12 $\frac{1}{2}$ inches	70 lbs.	\$24.00	\$20.00
17 feet	33 inches	12 $\frac{1}{2}$ inches	75 lbs.	\$26.00	\$22.00
18 feet	34 inches	12 $\frac{1}{2}$ inches	80 lbs.	\$28.00	\$24.00

**NOTE:** Should you desire our Grade No. 1 without caned seats, deduct \$1.00 for each seat.

## Indian



## SPECIFICATIONS.

Ribs, selected white cedar, two inches wide and spaced  $1\frac{1}{8}$  inches apart; planking is selected white cedar put on in long lengths and thoroughly fastened with copper canoe tacks; canvas is No. 8 Special double filled cotton duck put on in one piece and filled with great care to have a perfectly smooth surface for the color coats and varnish; inside of the canoe is carefully sanded and finished in the natural wood with the best spar varnish; seats are bolted to gunwale; bow seat is four inches below gunwale.

**Grade A-1.** All wood in the Grade A-1 is carefully selected, of an even color, and the gunwales, thwarts, seats and decks are made of selected, straight-grained mahogany, highly finished and varnished. Special care is taken with the construction and finish throughout, with the aim that it should be second to none.

**Grade A.** The same as Grade A-1, but it is not as highly finished and the gunwales, thwarts, seats and decks are of ash, finished in the natural wood with the best spar varnish.

One paddle, any length up to  $5\frac{1}{2}$  feet, and two seats included with each canoe.

Length	Beam	Depth Amid	Weight	Price Grade A-1	Price Grade A
15 feet	32 inches	12 inches	65 lbs.	\$33.50	\$26.00
16 feet	33 inches	$12\frac{1}{2}$ inches	70 lbs.	\$35.50	\$28.00
17 feet	33 inches	$12\frac{1}{2}$ inches	75 lbs.	\$37.50	\$30.00
18 feet	34 inches	$12\frac{1}{2}$ inches	80 lbs.	\$39.50	\$32.00

COLORS: Light Green, Mose Green, Dark Green, and Tuscan Red.





## SPECIFICATIONS CANVAS-COVERED CANOE—VOYAGEUR.

This canoe is built to meet the demand for a low-priced and at the same time serviceable canvas-covered canoe. This canoe will stand as much hard usage as any high-priced canvas canoe on the market. Ribs and planking are of cedar; gunwales, fenders, thwarts and decks, elm or ash; double elm stems; fastenings, iron clout nails and steel screws; canvas, No. 8 specially prepared duck laid in oil and put on in one piece; outside finished in waterproof filler, one coat color and one coat best spar varnish; inside painted buff color; gunwales, fenders, thwarts and decks finished in the natural wood with one coat oil and two coats spar varnish; thwarts will be used in place of caned seats; one single blade maple paddle.

Length	Beam	Depth Amid	Weight	Price
15 feet	32 inches	12 inches	70 lbs.	\$22.00
16 feet	33 inches	12 $\frac{1}{2}$ inches	75 lbs.	\$24.00
17 feet	33 inches	12 $\frac{1}{2}$ inches	80 lbs.	\$26.00
18 feet	34 inches	12 $\frac{1}{2}$ inches	85 lbs.	\$28.00

NOTE: Both the Indian and the Voyageur Canoes will be fitted with wide rubbing strips, as we consider them necessary on a canvas-covered canoe.

## CANOE MODELS.

The Indian and Voyageur canvas-covered canoes are built over the same model. This model was brought out by us after studying and testing a great variety of models. So we speak informantly when we say that for easy-paddling qualities, grace and symmetry of design, staunchness, safety and large carrying capacity this model cannot be excelled.

Our Anti-Leak Canoes are also built over this model.

## Open Water Hunting Boat

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The Hunting Boat, illustrated above, is a favorite with sportsmen wherever used. In this model we combine light draught, great stability, easy lines and large carrying capacity. One may stand in and shoot from them with perfect safety. Having but little free board, it is not affected by wind. Handles easily under oars, paddle or pole.

This boat is as well adapted for fishing as for hunting, its great stability making it an excellent boat to cast from.

### SPECIFICATIONS HUNTING BOAT.

Boat has flat bottom and clinker sides. Bottom, white pine 20 inches wide and 8-16 thick, the ribs being spaced every four inches, making a bottom that is indestructible. Boat can be used among roots, snags and jagged rocks without the least thought of consequences.

Sides planked with 5-16 inch cedar; ribs and stems of elm; combing and deck beams, ash; deck of cedar covered with canvas; two removable seats; one pair of ash oars; one pair oarlocks; one long or short paddle.

Entire boat finished dry grass color with three coats of best lead paint.

Length	Beam	Length of Cockpit	Weight	Price
12 feet	36 inches	7 feet 6 inches	78 lbs.	\$22.50
14 feet	36 inches	9 feet	90 lbs.	\$25.00

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## Improved Still Hunter

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After experimenting with almost every conceivable style of hunting boat and consulting many of our most experienced duck hunters, we have brought out our Improved Still Hunter as the most practical and convenient for marsh shooting, being at the same time perfectly safe for use upon open water.

The bottom of this boat is slightly rounding, the floor being carried well forward and aft. The sides are brought to the gunwales in a sharp curve. This gives us the lightest draught boat possible, drawing as it does, when fairly loaded, only two inches of water.

This boat is also very stiff—one can stand in and shoot from it with ease. The bottom, being perfectly smooth, it is a very still boat.

Our Still Hunter sets very low on the water, therefore is not affected by the wind and can be concealed in the lightest cover. The crown of the deck and combing gives sufficient free-board to weather a good sea. The decks are very strong and will readily sustain the weight of the heaviest person. This will be found convenient in getting in and out of the boat.

The method employed in the construction of our Improved Still Hunter has enabled us to build a boat much stronger, tighter and lighter than is possible by any other method. This boat will stand all kinds of hard use and abuse. Handles easily under pole, paddle or oars.

**SPECIFICATIONS:** Planking, cypress, put on in wide pieces, joint meeting on longitudinal strips of elm, into which elm ribs are mortised, seams being sealed with waterproof tape; combing, floor strips and deck beams, ash; deck, cedar covered with 8-ounce canvas; one removable seat; one paddle, any length—state length wanted. Entire boat finished dry grass color, with one coat wood preserving, water resisting oil and two coats of best lead paint.

Length	Beam	Depth	Length of Cockpit	Weight	Price
11 $\frac{3}{4}$ feet	37 inches	10 inches	6 feet	70 lbs.	\$18.00
13 $\frac{3}{4}$ feet	37 inches	10 inches	7 feet	80 lbs.	\$22.00
15 $\frac{3}{4}$ feet	37 inches	10 inches	8 feet	90 lbs.	\$26.00

**EXTRAS:** Tubs passing through deck and bottom of boat, through which poles can be passed for firm anchorage. If wanted, 75c extra. Oars and oarlocks fitted. If wanted, \$2.00 extra.

## Kayak (for Rough Water)

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A Light Boat With a Large Carrying Capacity—For Rough Water—For Paddling and Rowing.

Especially recommend for hunting and long trips where it is necessary to carry a heavy outfit.

### SPECIFICATIONS.

Ribs, elm, spaced four inches from center to center; planking, basswood, built anti-leak method of construction, (see page 4); three cross seats, arranged for either rowing or paddling. Inside of boat is painted slate color; outside, green or dry grass. One paddle included at the prices quoted.

Fitted with oars and oarlocks, extra, \$2.50.

Length	Beam	Depth Amid	Weight	Price
15 feet	37 inches	12 inches	70 lbs.	\$22.00
17 feet	40 inches	14 inches	85 lbs.	\$26.00

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# Inland Lake Fishing Boat

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Our Inland Lake Fishing Boat was brought out to meet the demand for a shallow draught, light-weight fishing boat suitable for use in our shallow inland lakes and small streams, where numberless sandbars and grass-covered shoals make a deep keel boat worthless.

The method employed in the construction of the Inland Lake Fishing Boat is entirely new, and although the boat is very light, it is very strong and will stand up under all kinds of hard service. The bottom, being slightly rounded, makes it stronger, steadier and easier to handle than the ordinary flat bottom boat. The floor, being carried well forward and aft, gives the lightest draught possible, drawing as it does, when fairly loaded, only two or three inches of water.

## SPECIFICATIONS.

Bottom, cypress, put on in wide pieces, joints meeting on longitudinal strips of elm into which elm ribs are mortised, seams being sealed with waterproof tape; side, planked with white cedar; seats, pine; gunwales, floor strips, fenders, etc., ash; large seat in stern; two rowing seats; two pair side plate oarlocks; one pair ash oars; seat braces and stem band. Entire boat finished in three coats of best lead paint. Outside, moss green; inside, buff; trimmings, dark green.

Order Number	Length	Weight	Beam	Depth	Price
428	12½ feet	90 lbs.	40 inches	12½ inches	\$22.00
429	14½ feet	105 lbs.	40 inches	12½ inches	\$26.00
430	16½ feet	130 lbs.	40 inches	12½ inches	\$30.00

EXTRA: Metal lined fish box fitted under rowing seat at an additional charge of \$1.50.

For Detachable Motor, add \$4.00 to the above prices. Built with square stern two inches thick, heavier sides and thoroughly braced to stand the vibration of a detachable motor. Made in three lengths, but each length is six inches longer than the lengths listed above. Oars and oarlocks included.

## Double Ender, Clinker-Built Row Boats



### SPECIFICATIONS.

**Grade A.** Planking, best white cedar; entire frame, selected white oak; gunwales, fenders, etc., ash; large end seats; fastenings, copper and brass; polished brass trimmings. Entire boat finished in natural wood with best spar varnish. The 15-foot boat is fitted with two rowing seats and one pair of spruce oars; 13-foot boat is fitted with one rowing seat and one pair spruce oars.

**Grade B.** Planking, cedar; frame, sound white oak; gunwales, fenders, etc., ash; fastenings, iron clout nails; iron Japanned trimmings. Boat is painted inside and outside with the best lead paint; gunwales, fenders, seats, etc., finished in natural wood with best spar varnish. The 15-foot boat is fitted with two rowing seats and one pair ash oars; 13-foot boat is fitted with one rowing seat and one pair ash oars.

**Grade C.** Same as Grade B, except entire boat will be painted.

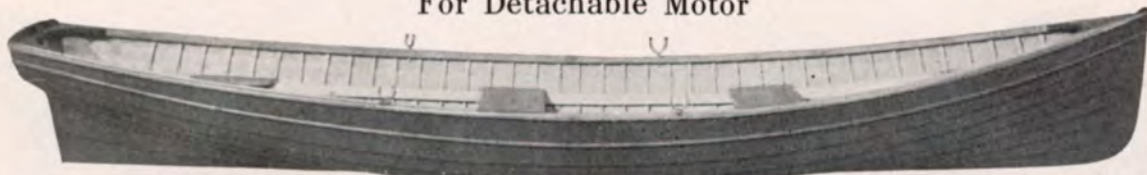
Length	Beam	Depth Amid	Shipping Wt.	Price Grade A.	Price Grade B.	Price Grade C.
15 feet	41 inches	13 inches	140 lbs.	\$35.00	\$26.00	\$22.00
13 feet	41 inches	13 inches	120 lbs.	\$30.00	\$22.00	\$18.00

NOTE: Hereafter the Grade B and Grade C will be fitted with the popular long bearing Moline oarlock.

# 1914 Model Square Stern Row Boat

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## For Detachable Motor



Despite the claims of the manufacturers of detachable motors that the motor can be attached to any rowboat, experience has proven that the continual vibration of the engine attached to the stern soon puts an ordinary rowboat out of commission and, further, the entrance and clearance of the ordinary rowboat is not designed for high speed.

The 1914 Model Rowboat, which is designed and built especially for a detachable motor, has an extra heavy stern; the ribs are spaced four inches from center to center and are extra heavy; the stern post, gunwales and stem are extra heavy and are guaranteed to stand the vibration of a detachable motor. The entrance and clearance is designed to trim right with a detachable motor on the stern going at high speed.

### SPECIFICATIONS 1914 MODEL CLINKER BUILT SQUARE STERN.

Planking, selected white cedar; frame, selected white oak; ribs, elm or oak; gunwales, fenders, etc., ash; large stern seat; three cross seats; all exposed fastenings, copper and brass. Outside of boat painted marine green; top strake, gunwales, seats and floor finished in the natural wood with the best marine varnish; inside is painted buff color.

One pair of galvanized oarlocks and one pair of 7-foot ash oars, leathered and varnished, included with each boat.

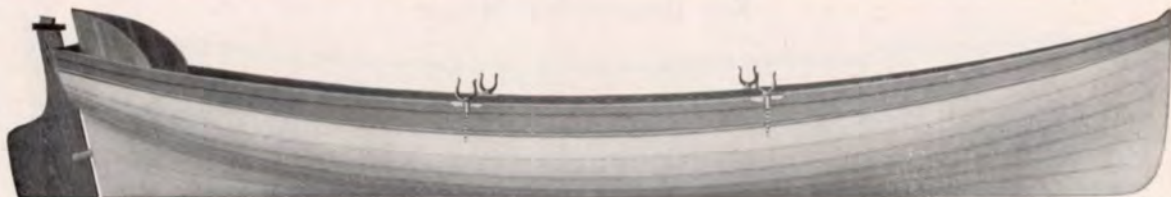
Length 15 feet	Beam 45 inches	Depth Amid 16 inches	Approx. Weight 175 lbs.	Price \$35.00
Length 17 feet	Beam 50 inches	Depth Amid 18 inches	Approx. Weight 200 lbs.	Price \$48.00

### Other Boats For Detachable Motors.

Style "R" Runabout Launch, without shaft log. (See page 20.)

Inland Lake Fish Boat for shallow water. (See page 12.)

## Square Stern, Clinker-built Row Boats



Our square stern boats have a very large carrying capacity and combine to a very marked degree graceful line, stability, lightness and easy-rowing qualities, and for those reasons make a very desirable family or livery boat.

We build our square stern boats in three grades and two sizes. Grade A is intended for a fine family boat. Grades B and C we build extra strong for use as livery and park boats.

### SPECIFICATIONS

**Grade A.** Planking, clear cedar; ribs, gunwales, fenders, stem, stern, etc., selected white oak; removable floor; large stern seat fitted with lazy back; large bow seat; adjustable foot-braces; rudder and yoke; all fastenings, copper and brass; oarlocks, seat braces and stem band are of polished brass.

Entire boat is finished in the natural wood with best spar varnish and makes a very handsome and durable boat.

**Grade B.** Planking, cedar; ribs, white oak; gunwales, fenders, knees, etc., elm and ash; large stern seat; adjustable foot braces; oarlocks, seat braces and stem band, japanned iron. Boat is painted buff inside; the outside is finished in white; gunwales, fenders, seats, etc., finished in natural wood with best spar varnish.

**Grade C.** The same as Grade B, except entire boat is painted green and lazy back and rudder are not included.

The 15-foot boat is fitted with two rowing seats and one pair of oars.

The 13-foot boat is fitted with one rowing seat and one pair of oars.

Length	Beam	Depth Amid	Approx. Sh'g. Wt.	Price Grade A	Price Grade B.	Price Grade C.
15 feet	44 inches	15 inches	155 lbs.	\$45.00	\$35.00	\$30.00
13 feet	44 inches	14 inches	125 lbs.	\$40.00	\$30.00	25.00



## Square Stern Livery Row Boat

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A livery boat, to be worth the name must have the following essential qualifications: First—Strength, as the livery boat, in use around the average summer hotel and public park, is subject to all kinds of hard use and abuse; Second—Stability, to make it safe in the hands of the most inexperienced oarsman; Third—Large carrying capacity for taking out picnic parties, etc; Fourth—Light Draught, to make it possible to explore unfrequented coves and cross sandbars, with which our inland lakes abound; Fifth—Ease of Handling for use as a fishing boat.

Our Livery Boat, presented above, the latest addition to our fleet, combines these qualifications to a very marked degree.

### SPECIFICATIONS.

**Grade B.** Planking, cedar; frame, sound white oak; gunwales, fenders, etc., ash; exposed fastenings, copper and brass; iron japanned trimmings. Outside of boat finished white; inside, buff with best lead paint; gunwales, fenders, seats, etc. finished in the natural wood with best spar varnish. Boat is fitted with two rowing seats, two pair Moline oarlocks and one pair ash oars, leathered and copper tipped. Large seat in stern; cross seat in bow.

**Grade C.** Same as Grade B, except entire boat will be painted.

Length	Beam	Depth Amid	Weight	Price Grade C.	Price Grade B.
15 feet	44 inches	15 inches	150 lbs.	\$26.00	\$29.00

## Runabout Launch

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**O**UR RUNABOUT is an ideal family launch, and for use around a summer home it cannot be excelled—thoroughly safe, roomy and has large carrying capacity. It should also appeal to the sportsman, as its clean lines make it a speedy and pretty boat.

### THE MODEL

is what is known as a Semi-Speed Model, which has attained such great popularity in the last few years. Unlike the old-time, deep keel boat, it does not plow its way through the water, pushing a great volume of water to each side and causing a vacuum at the stern of the boat which has a tendency to greatly reduce the speed, nor does it attempt to climb and run on top of the water, like the freakish gliding boat. In short, the Semi-Speed Model passes partly through and partly over the water, taking the path of least resistance.

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## CONSTRUCTION.

Frame, oak, laid as follows: Kelson grooved to receive ribs, which are put on in one continuous length from gunwale to gunwale. (This is far superior to the method in common use wherein the ribs are put on in half lengths and simply butted against the keel). The keel, skeep, stern-post, transom and stems are fastened in place in the most substantial manner.

## PLANKING.

Of Southern Cypress, is thoroughly fastened to the frame and sawed to fit so there will be no strain on the fastenings. The hull is then smoothed down, the seams opened, payed with white lead, calked with best spun cotton and swelled back into place. The boat is then sanded down, primed and the seams filled. After this has been done the boat is removed from the form, and to insure against any possibility of a leak, the entire inside of the boat, below the water-line is treated with a heavy coat of liquid calking—the boat is not merely tight, but simply cannot leak.

The covering-boards, lazy backs, combings partners and seat trimmings are ash; panels and floor are cypress; lined with cedar; water-tight collision bulkhead of steel. All exposed fastenings are copper and brass.

## SIZE AND STYLE.

Our Runabout is built in five lengths—16, 18, 20, 22 and 24 feet long. The 16- and 18-foot boats are finished in two styles, which for the sake of definition, we will call Style U and Style R. The 20-, 22- and 24-foot lengths will be finished in Style U only.

## STYLE U.

Style U is intended for anyone wishing all the conveniences which go to make a complete launch. This boat will have long deck in front, short deck at stern, and combing entirely around the cockpit, as shown in the illustration. The seats are locker pattern, fitted with lazy backs. Collision bulkhead is

## Runabout Launch

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placed in front, making an air chamber of the entire front end of the boat—this makes the boat unsinkable. The floor is raised to cover the shaft and piping. Entire boat is lined, making it neat and easy to clean. Rudder is steel, balanced type fitted with quadrant, which is concealed under the deck and controlled with polished brass steering wheel, placed in position to make the boat one-man control. Cleats and chocks are polished brass.

### BOAT HOUSE UNNECESSARY.

The engine is entirely enclosed, doing away with all dirt, noise and smell and making a boat house unnecessary. Engine is easily accessible by means of a disappearing hatch. A lock may be placed on this hatch if desired.

### FINISH.

Hull is painted green below the waterline. Free-board finished with white enamel. Upper work and inside of boat are finished in the natural wood with filler and the best spar varnish.

### STYLE R.

In Style R the hull is built with as great care as Style U, but in trimming all the little unnecessary things are left out, and is intended for anyone that finds it necessary or convenient to own a power boat, but their time for recreation being somewhat limited, may not care to buy the more elaborately finished boat. Style R will have short deck in front; knees in stern; heavy gunwales; floor placed in the bottom of boat; seats open; steel rudder, balance type fitted with straight tiller; trimmings will be galvanized iron, and engine will not be covered.

### FINISH, STYLE R.

Hull below waterline, painted green; free-board painted white; inside of boat painted gray; seats, gunwales, fenders, etc. finished in the natural wood, with filler and the best spar varnish.

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# Runabout Launch

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## STYLE R—FOR DETACHABLE MOTOR.

Style R, if bought without engine, makes an excellent boat for a detachable motor, as it will carry up well at the stern with motor attached.

### EQUIPMENT.

Engine installed in these boats (except 2 H. P.) is the Gray Motor, fully guaranteed by the manufacturer. The Gray line is so well and favorably known that they need no elaboration on our part. If you desire further information about the engine, write us and we will have a copy of the Gray catalog forwarded to your address, or you can write direct to the Gray Motor Co., Detroit, Mich.

Style	Length	Beam	Seating Capacity	Price Without Engine	With Engine	Price	With Engine	Price	With Engine	Price
R	16 ft.	44 in.	6	\$ 53	2 H. P.	\$ 93	3 H. P.	\$103	4¼ H. P.	\$128
U	16 ft.	44 in.	6	\$ 68	2 H. P.	\$108	3 H. P.	\$118	4½ H. P.	\$143
R	18 ft.	51 in.	7	\$ 60	3 H. P.	\$110	4½ H. P.	\$135	6 H. P.	\$150
U	18 ft.	51 in.	7	\$ 74	3 H. P.	\$129	4½ H. P.	\$150	6 H. P.	\$165
U	20 ft.	54 in.	8	\$ 98	4½ H. P.	\$173	6 H. P.	\$188	9 H. P.	\$262
U	22 ft.	56 in.	10	\$120	4½ H. P.	\$195	6 H. P.	\$210	9 H. P.	\$284
U	24 ft.	58 in.	12	\$150	6 H. P.	\$240	9 H. P.	\$314	12 H. P.	\$328

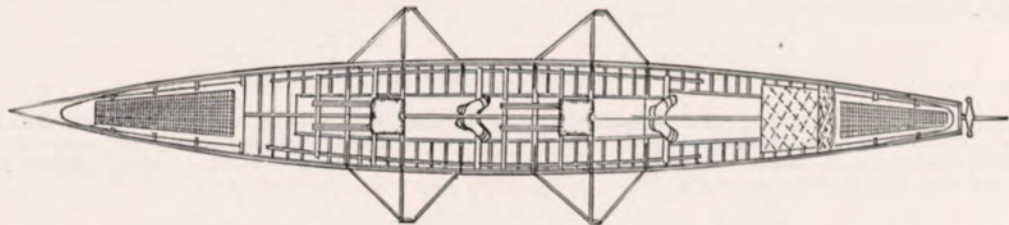
These boats, fitted with the smaller engine, are speedy enough for ordinary use. We quote boats fitted with larger engines for anyone wishing unusual speed.

## OUR LEADERS

The 16, 18, and 20 foot boats fitted with small engines are our best sellers. These three lengths can go into the side door of a box car, and can be shipped anywhere for the lowest possible rate, based on the actual weight.

## Double Scull and Cox

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## Barges, Working Boats, Gigs, Shells

Every Barge, Working Boat, Gig or Shell turned out by us is the subject of our most painstaking endeavor and consequently we are one of the few builders successfully turning out this class of work.

Our products combine lightness and strength to a very marked degree. We put strength where strength is needed, reducing weight where it does not impair the strength of the boat.

We build Barges, Shells, etc., to order only, as the style and construction is so varied that it is impossible to take any one boat as a standard. The demand being somewhat limited, we do not feel warranted to give the space that would be necessary to do this class of work justice.

Should you be in need of anything in this line, write us, giving an outline of your wants, and we will send detailed specifications covering your requirements. We assure you should you place an order with us, you will not be disappointed.

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# Combination Canoe and Camp Chair



(Figure 1)



(Figure 2)



(Figure 3)



(Figure 4)

(Figure 1) Slat chair with legs extended, for use as camp chair.

(Figure 2) Caned chair with legs extended, for use as camp chair.

(Figure 3) Slat chair with legs and back folded for packing.

(Figure 4) Caned chair with legs folded, for use as canoe chair.

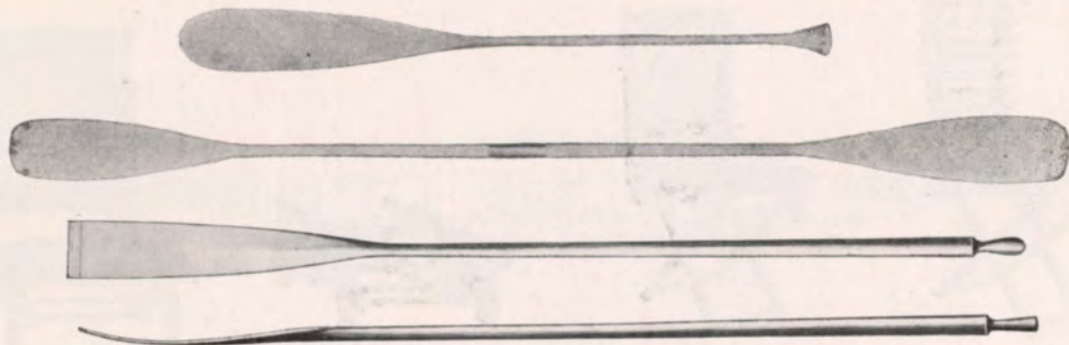
Our Combination Canoe and Camp Chair is, without doubt, the most useful canoe accessory on the market. The pleasure and comfort to be derived from one of these chairs cannot be enumerated.

Our chairs are the finest canoe chairs made and are unexcelled as camp chairs. So you practically get two chairs for the price of one.

Built in two styles. Caned chair has caned seat and back, frame being of ash. Slat chair is made of ash and elm. Chairs finished in oil and spar varnish.

Caned Chair, with combination attachment, price.....	\$2.50
Slat Chair, with combination attachment, price.....	\$1.25
Caned Chair, without combination attachment, price.....	\$2.25
Slat Chair, without combination attachment, size.....	\$1.00

## Paddles and Oars



## PADDLES.

The first quality, single blade, maple and spruce Paddles, oiled and varnished.  
 Lengths: 4½, 4¾ and 5 feet.....\$1.25  
 Lengths: 5¼, 5½ and 6 feet.....\$1.50

First quality, double blade maple Paddles, friction joint, oiled and varnished. Lengths:  
 7, 7½ and 8 feet.....\$2.50  
 Lengths: 8½, 9½ and 10 feet.....\$2.75

## OARS.

7-Foot spruce Oars, spoon blade, copper tipped varnished. Per pair.....\$3.00  
 8-Foot spruce Oars, spoon blade, copper tipped and varnished. Per pair.....\$3.50  
 7-Foot spruce Oars, straight blade, copper tipped and varnished. Per pair.....\$1.75

8-Foot spruce Oars, straight blade, copper tipped and varnished. Per pair.....\$2.00  
 7-Foot ash Oars, straight blade, copper tipped and varnished. Per pair.....\$1.50  
 8-Foot ash Oars, straight blade, copper tipped and varnished. Per pair.....\$1.75  
 Leathered, per pair, extra.....\$ .50



## We Please Others—We Can Please You

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THOMPSON BROS.,

Peshtigo, Wis.

Gentlemen:—I want to order one of your Anti-Leak Canoes to be sent to Dr. C. A. Hayes, Chippewa Falls, Wis. The Grade No. 2, price \$18. Send bill to him. I take great pleasure in recommending this canoe to my friends, for we had two of them with a party of six people and baggage last year and traveled from High Lake to Park Falls over the rapids of the Flambo, through lots of rough water and hit a great many rocks, but at the end of the trip there was not as much as a deep scratch on either of the canoes.

Very Respectfully,

F. S. COOK, M. D.

THOMPSON BROS.,

Peshtigo, Wis.

Gentlemen:—The Anti-Leak Canoe you made for me came over a week ago, and we have given it some pretty hard usage. It is the biggest bargain in the canoe line I have seen, and I am acquainted with the work of most of the big boat builders.

Its fine, graceful lines make it speedy as well as safe and strong, and I haven't a complaint to make. It handles very easily, being so well counterpoised.

Sincerely yours,

GARTH A. CATE.

Eau Claire, Wis.

THOMPSON BROS.,

Peshtigo, Wis.

Gentlemen:—The canoe is standing the test and I am very well satisfied with it. We covered about 200 miles with it already and through some rough swamp, and it is as serviceable as our hunting skiff. Again wishing to thank you and assure you I will do the best I can for you around here, I remain,

CHAS. H. BEREITER.

Mr. George W. Fargo, 732 Judson Avenue, Evanston, Ill., writes us:

"The streams are all rock bottom with many rapids. Some of the bumps that our boat (Anti-Leak, basswood) stood would have torn a canvas-covered canoe all to pieces. Time and again, with three in the canoe, we would go over rapids where the other fellows would portage. My uncle said if he buys a canoe for use in the northern waters another year, not considering price or anything, he will get one of your canoes."

Escanaba, Mich., August 11, 1909.

THOMPSON BROS.,

Peshtigo, Wis.

Gentlemen:—Kindly excuse delay in acknowledging the arrival of my canoe. Same was received in first-class condition and is quite beyond my expectations. It is as perfectly balanced as could possibly be, and as for carrying capacity, it has no equal for its size.

Hoping for your success in every branch of your art, I remain,

Yours very truly,

CLEMENT J. CORCORAN.

## We Please Others—We Can Please You

Mr. John McCabe, Duluth, Minn., writes us:

"We came down the Cloquet River and the water was very low and we had to wade a great deal. A canvas-covered canoe along with us took no more water, but was rubbed so that the canvas wore out in some places. In our Anti-Leak we went in just the same places and did nothing more than scratch off some of the paint. It is a fine piece of work and will stand all kinds of work yet."

THOMPSON BROS.,

Peshtigo, Wis.

Gentlemen:—The canoe is fine and seems perfectly safe, runs easy and has not the tipping qualities usually found in a canoe.

Yours truly,

R. F. ARMSTRONG.

Gladstone, Mich.

THOMPSON BROS.,

Peshtigo, Wis.

Gentlemen:—Two or three years ago I purchased from you a 15-foot Anti-Leak Canoe. This canoe has rendered very satisfactory service, indeed, for the purpose for which it was purchased.

During the next few years I expect to make quite frequent trips down the rivers in this vicinity, which are both swift and rocky and it has occurred to me that a canoe about 18 feet long, built on identically the same lines as the 15-foot canoe, would be well adapted to such service if properly handled and would carry two men with suitable camping outfit and a week's supplies.

Will you kindly, etc.

Yours truly,

W. L. MARBLE.

Marble Safety Axe Co.

Constantine, Mich.

THOMPSON BROS.,

Peshtigo, Wis.

Gentlemen:—Your make of Anti-Leak Canoe has seen the hardest kind of service in the last two months and is now in perfect shape, and has given entire satisfaction.

Yours respectfully,

CHARLES T. SCOVILLE.

Ladysmith, Wis.

THOMPSON BROS.,

Peshtigo, Wis.

Gentlemen:—I am in receipt of a check for \$1.50, being a refund from the amount I sent you for a 17-foot Anti-Leak Canoe and paddles. I thank you for the same. I want to say that the canoe pleases me very much, in fact, I have never ridden in one which handles so well. It appears to be constructed in good workman-like manner and along scientific lines, and I am sure I can go anywhere among dead-heads and rocks and get back. I shall be pleased to recommend your canoe to others.

Yours truly,

J. W. CAROW.

Dyersburg, Tennessee.

THOMPSON BROS.,

Peshtigo, Wis.

Gentlemen:—I have just returned from a month's vacation in the northern part of Wisconsin, and while on my trip I stopped over for several days at Rabbit Foot Resort on Boulder Lake, with Dennis Paquette, Jr., as proprietor, etc.

He had one of your canoes there, and as soon as I saw it, I fell in love with it—it was the first of your boats that I had ever used. I got your address from him, as well as a very high recommendation from him of your goods.

I wish that you would send me one of your catalogues at once.

Yours very truly,

WALTER B. DRAPER, JR.

# Terms of Sale

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The prices given in this catalogue are net. We give no discount except on large orders, when special prices are given on request. Prices are for boats wrapped, crated and delivered free aboard cars here, at Peshtigo, Wis.

In order to give you an idea of about what the freight rates will be, we append a list of rates to different points. The rates given are in dollars and cents per hundred pounds, subject to traffic changes.

## Freight Rates on Small Boats, per 100 lbs.

Appleton, Wis. ....	\$ .98	Duluth, Minn. ....	\$1.95	Albany, N. Y., ....	\$3.34
Jefferson City, Wis. ....	1.20	St. Paul, Minn. ....	1.96	Atlanta, Ga., ....	5.72
La Crosse, Wis. ....	1.95	Mankato, Minn. ....	2.10	Charleston, W. Va., ....	2.56
Milwaukee, Wis. ....	1.20	Tracy, Minn. ....	2.10	Jacksonville, Fla., ....	5.60
Madison, Wis. ....	1.20	Brainerd, Minn. ....	2.40	Kansas City, Mo., ....	2.70
Monico Jet., Wis. ....	1.38	Chicago, Ill., ....	1.29	Louisville, Ky., ....	2.24
Merrillan, Wis. ....	1.50	Aurora, Ill., ....	1.38	Mobile, Ala., ....	5.48
Portage City, Wis. ....	1.20	Peoria, Ill., ....	1.95	Nashville, Tenn., ....	3.32
Superior, Wis. ....	1.95	Rockford, Ill., ....	1.29	Omaha, Neb., ....	2.70
Bay City, Mich. ....	1.72	Ft. Wayne, Ind. ....	1.76	Old Town, Me., ....	4.50
Grand Rapids, Mich., ....	1.60	Indianapolis, Ind., ....	1.80	St. Louis, Mo., ....	2.48
Michigamme, Mich., ....	2.20	Davenport, Iowa, ....	1.39	Sioux Falls, S. D., ....	2.49
Petoskey, Mich., ....	1.60	Des Moines, Iowa, ....	2.34	Washington, D. C., ....	3.34
Stager, Mich., ....	1.29	Cleveland, Ohio, ....	1.85	Wichita, Kan., ....	4.47
St. Joseph, Mich., ....	1.72	Cincinnati, Ohio, ....	1.80	Fargo, N. D., ....	2.70

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