

BROTHERS
THOMPSON
BOAT MFG. CO.

PESHTIGO, WIS.



CATALOG NO. 120

WE PAY THE WAR TAX

Announcement

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 sell complete boats only—because we do not care to jeopardize our reputation as reputable manufacturers of boats on the ability of an amateur to assemble our product. Furthermore, the difference in the cost of the patterns, molds and instructions required to enable you to build a boat from knock-down material and the actual cost of assembling a boat here at the factory, when done by experts, using electrically driven drills, screw-drivers, and sanding discs, is so negligible, that in no case would it pay you to buy knock-down material and take your own chances on putting it together with satisfactory results.


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. BOAT MFG. CO.



*On the Rapids or
In the Camp*

a Thompson Canoe gives
a feeling of security. 

PRICES ARE NET. (No Discount)

Thompson Bros. Boat Mfg. Co.
ORIGINATORS OF
ANTI-LEAK CANOES

Designers and Builders High Grade Power
Boats, Detachable Motor Boats, Row Boats,
Hunting Boats, Canoes, Dingheys, Rowing
Barges, Gigs, Shells, Etc.

PESHTIGO, WISCONSIN



High Grade Boats at a Low Price

BOATING is, without a doubt, the cleanest, safest, and most enjoyable of all sports—and still, boat-building is a small industry, very small, it should be a large one.

We are trying to do our part to popularize boating by placing on the market a line of **GOOD, SAFE, HIGH-GRADE** boats, at a price within the reach of all.

The low prices at which our boats are listed are possible, for two reasons:

First: Our prices are based on selling direct—from the factory to the user. This eliminates all agents' and dealers' profit. This alone is no small item, as owing to the amount of room necessary to display a line of boats, a dealer, to make it worth while, must have a larger percentage of profit than is necessary on any other line of goods, usually about 25 per cent.

The second reason for our low prices is this. Our standard line of boats are manufactured—not built. By manufacturing, we mean that we specialize in certain models, which we call our Standard Model boats. Our Standard line of boats contains only boats for which we know there exists a definite or unlimited demand. These models we turn out in large lots, and by the use of up-to-date and special machinery, the material is machined down so that the actual cost of assembling is very small.

STANDARD MODEL BOATS

WE LIST 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 an adequate idea as to the merits of the several models through such cuts as it is possible to show in a catalog. Then, too, we find that by keeping our men employed the year round on certain models, they become experts, so to speak, at assembling this one boat, and are able to turn out a better boat in less time than is possible where they are continually being changed from one model to another.

Our models are selected by way of elimination, or, in other words, when we decide to add any particular class of boat to our line, we test out all the available models and adopt what in our judgment is best. We know them to be very good and safe models, in fact, incomparably better than the average layman would be apt to select from a catalogue listing a large variety of models—some of which are good, some not as good, and some obsolete.

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

Locks Village, Mass.
Thompson Bros. Boat Manufacturing Co.,
Peshtigo, Wisconsin.

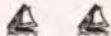
Gentlemen:—I wish to express my satisfaction at this time for the service received from the three boats which I purchased from you last season and used at my camp for boys, that is, Camp Wyola, in the Berkshires.

The Runabout Launch more than filled all expectations. I used the boat in all kinds of weather, under trying conditions, some times crowding on fourteen passengers, and the boat more than withstood the strain put upon it. One day alone, I ran the boat ninety miles, carrying a load of eight passengers. I find the launch seaworthy, safe and roomy, and one which gets over the water quickly with a good engine behind it. The "Wyola" is the talk of the boys at camp.

I could highly recommend this launch for the purpose for which I have used it. The rowboat and canoe also fulfilled all expectations, and the boys find the canoe as easy to handle as any of the very high priced canoes on the market. I would be glad to recommend any one of these three boats to those who are in doubt about purchasing them. I am,

Yours very truly,

EDWARD W. MACY, (Director),
Locks Village, Mass.



Amherst, Wis.
Thompson Bros. Boat Manufacturing Co.,
Peshtigo, Wisconsin.

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.

Pittsburgh, Pa.
Thompson Bros. Boat Manufacturing Co.,
Peshtigo, Wisconsin.

Dear Sir:—The eighteen foot Style U Runabout Launch which was shipped to me at Plainwell, Mich., gave great satisfaction all around, especially for speed.

Yours very truly,

H. H. WHITNEY.

7807 Kelly St.



Eau Claire, Wis.
Thompson Bros. Boat Manufacturing Co.,
Peshtigo, Wisconsin.

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.



Dyersburg, Tennessee.
Thompson Bros. Boat Manufacturing Co.,
Peshtigo, Wisconsin.

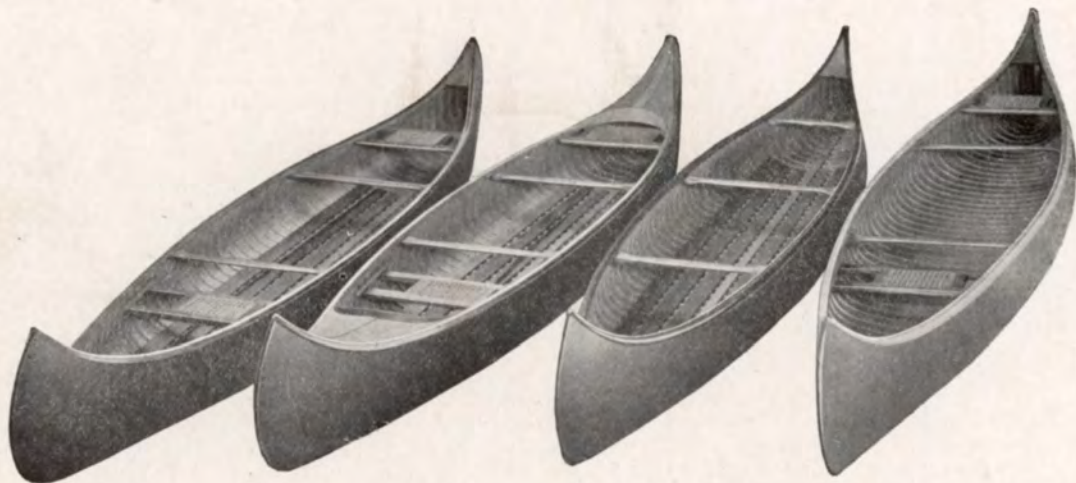
Gentlemen:—I have just returned from a month's vacation in the northern part of Wisconsin, and while on my trip I stopped over for several days at Rabbit Foot Resort on Boulder Lake, with Dennis Paquette, Jr., as proprietor, etc.

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.

Inside View of Our Various Grade Canoes

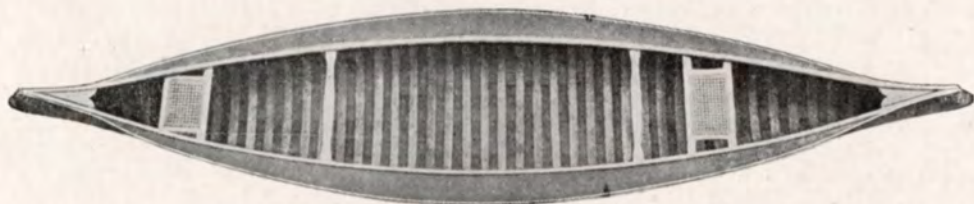


Grade No. 1 Anti-Leak Canoe. For prices, see page 7.

30 Inch decks on bow and stern will be put on any of our Canoes at the prices quoted below:
30" Cedar Decks.....\$4.40
30" Mahogany Decks \$6.60

Grade No. 2 Anti-Leak Canoe. For prices, see page 7.

Indian Canvas Covered Canoe. For prices, see page 8.



SPONSONS (air chambers built on side of canoes) with sufficient buoyancy to keep afloat three or more people when the canoe is entirely filled with water. Sponsons do not come in contact with the water until the canoe lists and so do not interfere with the easy-running qualities of the canoe. Sponsons are by no means necessary on our canoes, as they are very steady and perfectly safe without sponsons. However, for anyone desiring them, we can supply any of our canoes with sponsons at the following additional charges:

Anti-Leak and Indian Canvas-covered Canoes—15 ft., \$11.55; 16 ft., \$12.37; 17 ft., \$13.20; 18 ft., \$14.02

Speed Canoes and Detachable Motor Canoes—16 ft., \$14.30; 18 ft., \$15.95

Anti-Leak Method of Construction

(FORMS PATENTED)

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.

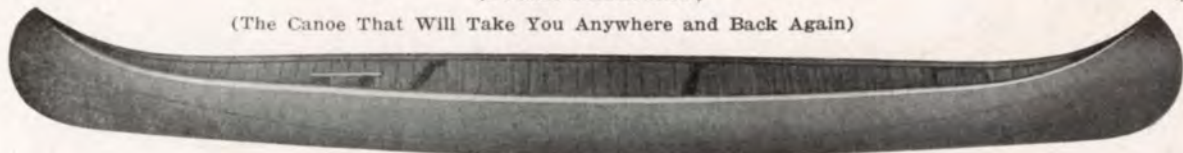


NOTICE: The simplicity of the Anti-Leak method enables us to build canoes cheaper than it is possible by any other method, at the same time making a better canoe.

Anti-Leak Canoes

(FORMS PATENTED)

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



Anti-Leak Canoe

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. 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 buff color. This is the strongest canoe built and equal in style and finish to any canoe on the market.

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.

All canoes have keel, outside stems and bang plates.

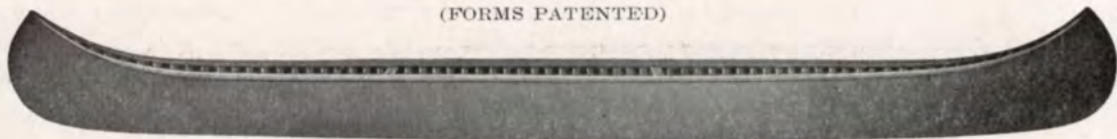
Order No.	Length	Beam	Depth Amid	Weight	Price Grade No. 1	Price Grade No. 2
201	15 feet	32 inches	12 inches	65 lbs.	\$47.70	\$44.38
202	16 feet	33 inches	12½ inches	70 lbs.	\$51.50	\$48.15
203	17 feet	33 inches	12¾ inches	75 lbs.	\$55.30	\$52.00
204	18 feet	34 inches	12½ inches	80 lbs.	\$59.30	\$59.94

Canoe paddles, 4½ to 5½ feet long, \$1.65. Open gunwales, \$2.00 extra. Names put on, 10c per letter.

For Inside Views of Canoes, see pages 4 and 5. For Sponsons, see page 5

Indian—Canvas Covered Canoe

(FORMS PATENTED)



FOR all around use on lakes and rivers where many varying conditions are encountered our canoes cannot be excelled. The bottom is as flat as it is practical to use and the flatness of the bottom is carried far into the ends, which not only adds greatly to the carrying capacity and stability but increases the speed. They are very buoyant on choppy water and ride over large waves instead of cutting through them, they respond instantly to the lightest touch of the paddle, and are easy to handle in the swiftest stream.

SAFETY

Safety has always been of the utmost importance with us designing our canoes, and we can justly state that our canoes are the safest canoes on the market today for their rated carrying capacity.

Grade A. The planking and ribs of the Grade A are of carefully selected white cedar. The gunwales, rails, decks, thwarts, seat frames, stems and keel are made of selected, straight grained wood, of the kind best adapted for the purpose for which it is used. All fastenings are of copper or brass. The finishing is done with painstaking care, and only the best material procurable is used, and the finished product is a canoe that will satisfy the most exacting.

Grade B. This grade provides a canoe of thorough construction, made of good, sound material throughout, but the planking and ribs are subject to slight defects, such as discolorations, small knots, etc., and the gunwales, rails, thwarts, etc., are made of perfectly sound material but which was not considered good enough for the Grade A. All fastenings are of copper and brass, but as much care is not taken with the finish and the inside is painted instead of being finished in the natural wood.

Canoes with Square Stern for Detachable Motor, see pages 14 and 15

(FORMS PATENTED)



SPECIFICATIONS

RIBS are of white cedar, which is the toughest light wood obtainable, $\frac{5}{16}$ inch thick, $1\frac{1}{4}$ inches wide and spaced $1\frac{1}{4}$ inches apart, which is closer together than the ribs in any other canoe on the market.

PLANKING is of the finest quality white cedar, $\frac{5}{32}$ inch thick, smooth laid, bevel lap, long lengths with tight joints.

DECKS are 15 inches long at the prices quoted, but we can supply you with any of our canoes with long decks (31 inches), like those illustrated and quoted on page 11.

STEMS: The stiffness and rigidity of a canoe depends greatly on the stems, and unless a canoe has good, strong stems, made of tough, close-grained wood that will not split or check when the planking nails are driven in, it will soon become shaky. All our canoes have double stems of elm, which is a very tough, close-grained wood that will not check or split, like wood with alternate grains of hard and porous wood, like ash or oak. The stems in some of the canoes on the market are entirely too light, and if you place any value on strength and rigidity, do not fail to consider the importance of the stems.

SEATS AND THWARTS: Seats have wood frame and caned seat; bow seat is dropped 4 inches below the top of the gunwale and hung on bolts; stern seat and thwarts are bolted close to the gunwale. Thwarts are spaced as shown in the illustration.

KEEL: All our canoes have a good, stiff keel and bang plates.

CANVAS is No. 8, double filled. It is seamless and put on in one piece.

FILLER: The canvas is made waterproof and smooth with a special filler which dries with a flint-like surface and is impervious to wear.

FINISH: The woodwork of the Grade A is finished in the natural wood with the best spar varnish. The canvas is finished to a smooth mirror-like surface with the best spar varnish. The inside of the Grade B is painted and the outside is not as highly finished as the Grade A.

STOCK COLORS are light green, moss green, dark green and Tuscan red. For prices of special colors, see page 00.

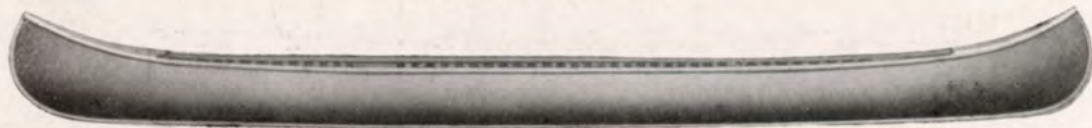
Order No.	Length	Beam	Depth Amid	Weight	Price Grade A	Price Grade B
205	15 feet	32 inches	$12\frac{1}{2}$ inches	65 lbs.	\$59.50	\$55.10
206	16 feet	33 inches	$12\frac{1}{2}$ inches	70 lbs.	\$63.50	\$59.10
207	17 feet	33 inches	$12\frac{1}{2}$ inches	75 lbs.	\$67.45	\$63.05
208	18 feet	34 inches	$12\frac{1}{2}$ inches	80 lbs.	\$71.40	\$67.00

Canoe paddles, $4\frac{1}{2}$, 5 and $5\frac{1}{2}$ ft. long, \$1.65. Mahogany gunwales, thwarts, seat frames and 15 inch decks, extra, \$6.00.

For 31 Inch Decks, see page 11. For Sponsons, see page 5

Safety First—Canvas Covered Canoe

(FORMS PATENTED)



THE SAFETY FIRST Canvas Covered Canoe was designed with the view of getting the greatest stability and the largest carrying capacity that it was possible to attain in a canoe of this size. It has broad lines carried through its entire length to give steadiness and carrying capacity, and a flat floor far into the ends to make it float light and go easily over shallow places. Especially adapted for boys' summer camps, children's use, or heavy adults who have some apprehension about using the standard size canoe.

The material, construction and finish are the same as the Grade A Indian. For full description, see pages 8 and 9.

Order No.	Length	Beam	Depth Amid	Weight	Price
209	16 feet	36 inches	13 inches	85 lbs.	\$73.25

Canoe paddles, 4½, 5 and 5½ feet, \$1.65.



We can supply you with any of our canoes with 30 inch cedar or mahogany decks at the prices quoted below.

Order No.	With 30 Inch Cedar Decks	With 30 Inch Mahogany Decks
201A—15 ft. No. 1 Anti-Leak Canoe (see page 7).....	\$52.10	\$54.30
202A—16 ft. No. 1 Anti-Leak Canoe (see page 7).....	\$55.90	\$58.10
203A—17 ft. No. 1 Anti-Leak Canoe (see page 7).....	\$59.70	\$61.90
204A—18 ft. No. 1 Anti-Leak Canoe (see page 7).....	\$63.70	\$65.90
205A—15 ft. Grade A Indian Canoe (see page 8).....	\$63.90	\$66.10
206A—16 ft. Grade A Indian Canoe (see page 8).....	\$67.90	\$70.10
207A—17 ft. Grade A Indian Canoe (see page 8).....	\$71.85	\$74.05
208A—18 ft. Grade A Indian Canoe (see page 8).....	\$75.80	\$78.00
209A—17 ft. Safety First Canoe (see page 10).....	\$77.65	\$99.85

Special Color



STOCK COLORS

THE colors of the canoes we carry in stock are light green, medium green, dark green and Indian red. Bright red, Yale blue, or orange will be \$1.00 extra, and a short delay will be required to make shipment. An extra charge of \$2.00 will be made for finishing canoes white and other special colors not listed above.

TWO COLOR WORK

There will be an extra charge of \$3.30 for finishing canoes two colors. The body one color, with a three or four inch border at the top and ends of another color, as shown above. Good combination colors are as follows: Ebony with bright red border; willow green with Indian red border; Yale blue with bright red border; willow green with bright yellow border.

TWO COLOR WORK WITH 1/2 INCH GOLD STRIPE

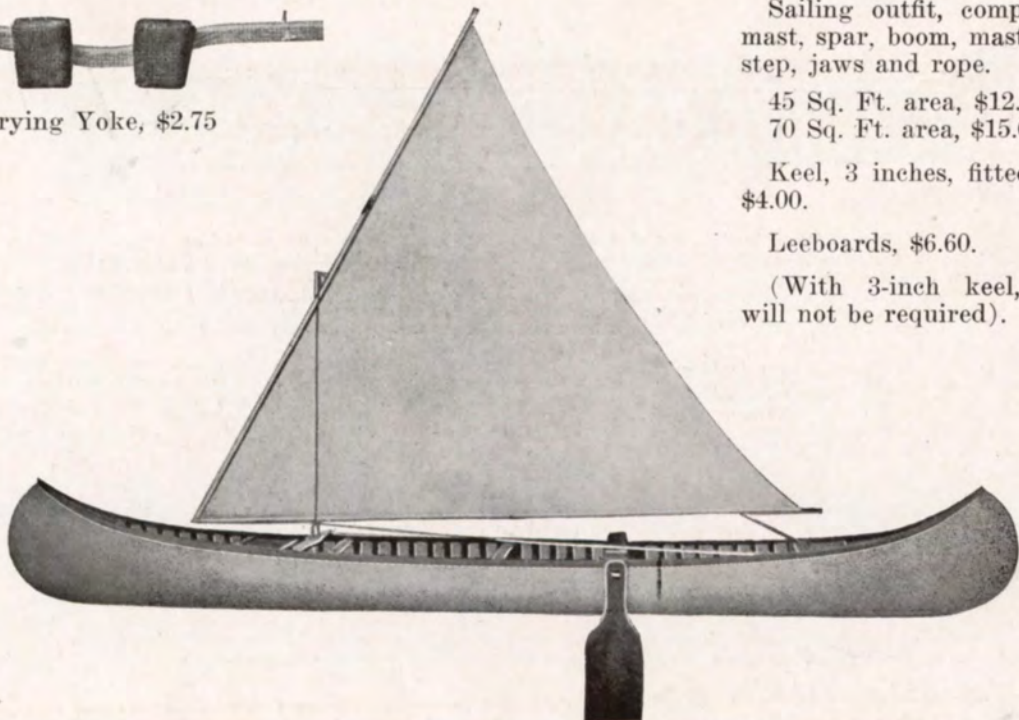
There will be an extra charge of \$1.50 for 1/2 inch gold parting stripe on boats painted two colors.

There will be an extra charge of \$3.30 for putting a 2-inch blue stripe, two inches from the top and turned down at the ends on white canoe, or a similar stripe of any color on canoes of any color.

Names painted on boats at 10 cents per letter.



Carrying Yoke, \$2.75



Sailing outfit, comprising sail, mast, spar, boom, mast seat, mast step, jaws and rope.

45 Sq. Ft. area, \$12.00.

70 Sq. Ft. area, \$15.00

Keel, 3 inches, fitted to canoe, \$4.00.

Leeboards, \$6.60.

(With 3-inch keel, leeboards will not be required).

Detachable Motor Speed Canoe



THE Detachable Motor Speed Canoe is the fastest boat for detachable motors that we know of. It is light, strong and perfectly rigid. The transom is made of solid, heavy material, thoroughly braced and will stand the vibration of any detachable motor.

B. T. Stanton, sales manager of the Burnoil Engine Company, South Bend, Ind., writes: "The writer, with one of your Detachable Motor Speed Canoes and a two-cylinder Koban Detachable Motor, has made slightly over eleven miles an hour over an accurately measured course. The writer and others believe this to be a world's record for a Detachable Motor, using only one engine on a boat.

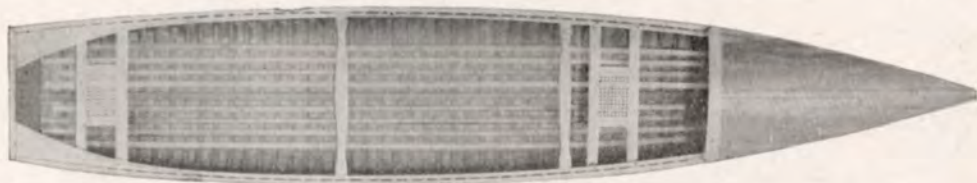
"The Detachable Motor Speed Canoe is the best I have ever seen for speed. In a race at Diamond Lake, Mich., the writer started from scratch and finished first in a field of twenty-five starters. Some of the boats had twenty minutes handicap and the other scratch boat, equipped with a two-cylinder engine of another make, was beat twelve minutes. Do not think because I speak of speed that I think that it is only good for that purpose, for that is not the case. My little boat has been greatly admired and is a very satisfactory carrier and a remarkably stiff and stable craft, and is not at all comparable to a canoe and, furthermore, it is speedier."

SAFE AND SEAWORTHY

While the Detachable Motor Canoes are light and fast, they have great stability and are perfectly safe for use under all ordinary conditions. With sponsons, which are extra, as listed on page 5, they have just as much stability as a large rowboat, and may be used with perfect safety in the roughest sea. The sponsons do not retard the speed of the boat.

CARRYING CAPACITY

The seating arrangement of both the 16- and 18-footer is the same as shown in the illustration—a caned seat in the bow and stern. If you desire to carry additional passengers there is room for four adults in the middle of the boat. Cushions can be used in the bottom of the boat, or we will put in double caned seats for \$2.50 extra, each.



THE Detachable Motor Speed Canoe is built by two methods of construction. The carvel built, which is constructed the same as wooden motor boats, is very strong and durable and will stand as rough usage as a small motor boat. The canvas covered is strong and rigid and, with ordinary care, will give many years of satisfactory service.

SPECIFICATIONS—CARVEL BUILT

Planking—Selected white cedar. Ribs, frame and transom—elm. Gunwales—Yellow pine. Deck—White cedar. Two caned seats, as shown in illustration. Outside enameled moss green. Inside painted buff color. Gunwales, seats, thwarts and decks are finished in the natural wood with the best spar varnish.

SPECIFICATIONS—CANVAS COVERED

Planking, ribs and deck—Selected white cedar. Gunwales—Yellow pine. Thwarts and seat frames—Ash. The construction is the same as the construction of a regular Canvas Covered Canoe. Wide cedar ribs, cedar planking and covered with No. 8 canvas, which is put on in one piece. The canvas is filled with a waterproof filler and rubbed smooth. Each of the following coats are rubbed and sanded smooth, so that the finishing coat presents a smooth, glass-like surface, hard as flint and impervious to wear.

Order No.	Length	Beam	Depth	Weight	Price
210	Canvas covered16 feet	36 inches	15 inches	100 lbs.	\$78.40
211	Canvas covered18 feet	36 inches	15 inches	125 lbs.	\$87.90
210A	Carvel built16 feet	36 inches	15 inches	115 lbs.	\$78.40
211A	Carvel built18 feet	36 inches	15 inches	140 lbs.	\$87.90
Paddles extra, 4½, 5 and 5½ ft., \$1.65.					

For Sponsons, see page 5. Tilting Attachment \$4.00 Extra, see page 17

Inland Lake Fish Boat



FOR use in shallow water the Inland Lake Fish Boat cannot be excelled. It is light, strong and very durable. The bottom is flat to give these boats the lightest possible draught, but the bilge is slightly rounding, which gives the Inland Lake Fish Boat a smooth, easy action on the water; the jerky, tippy feeling experienced in the regular flat bottom boat is entirely eliminated. There is one very important point in having a light boat for use in shallow water, and it may not be out of place to call your attention to it here. There are a great many heavy flat bottom boats that will go in comparatively shallow water, but a light weight boat will float freely where a heavy boat will go aground, and if you do run aground with a heavy boat it is often necessary to step out into the water to push the boat off, while with a light boat you can stay in the boat and push yourself off with an oar.

METHOD OF CONSTRUCTION

The method employed in the construction is entirely new, and although these boats are light, they are very strong and durable, and will stand up under all kinds of hard service. The ribs in the bottom are spaced six inches from center to center and are mortised into longitudinal strips. The planking on the bottom is laid lengthwise, and the seams lap on the longitudinal strips which are covered with a waterproof cement, which hardens, sticking the planking to the strips and making a job that is tight when it leaves the forms, and stays tight. The bottom is smooth built, so that it will glide through grass and weeds with the least resistance. The sides are made of two pieces, with a clinker lap.

The Inland Lake
Fish Boat Will
Have a Stern
Seat Like the
One Shown on
Page 19



FOR ROWING
OR FOR
DETACHABLE
MOTOR

ALTHOUGH the Inland Lake Fish Boat is built strong enough to stand the vibration of a detachable motor, it is a comparatively light boat and is a great deal easier to row than an ordinary flat bottom boat, and for anyone desiring a boat to be used for both rowing and for detachable motor this boat cannot be excelled.

TILTING DEVICE

The tilting device shown on the boat in the illustration is not included with the boat at the prices quoted. It is a very desirable attachment for any boat, but is really necessary on a boat to be used in shallow water or in places where you are liable to run over submerged logs or rocks, because if the propeller guard strikes anything the engine swings up until it passes over the obstruction and then swings back into place again. A tilting device is very desirable on any boat, because you can run it right up on the beach with its own power and it is not necessary to take the engine off if you desire to pull the boat up on shore. This is a very important point to consider where ladies and children use the boat.

SEATING CAPACITY

The 12- and 14-foot boats have two cross seats and a seat in the stern; they will seat four adults comfortably, but will carry six without being overloaded. The 16-footer has three cross seats and a seat in the stern; this boat will seat six adults comfortably, but will carry eight without being overloaded.

SPECIFICATIONS

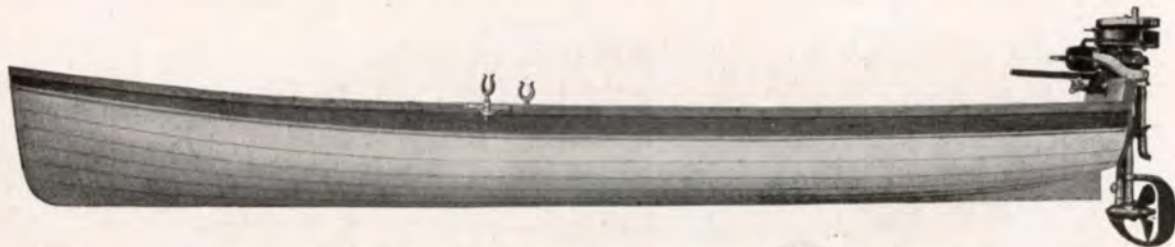
Bottom—White cedar. Sides—White pine. Ribs, frames, floor strips and transom—elm. Deck—Pine. Outside is painted marine green; the seats, decks and gunwales are painted dark green, and the inside of the boat is painted buff color.

Order No.	Length	Beam	Depth Amid	Weight	Seats	Price
212	12 feet	40 inches	14 inches	120 lbs.	3	\$44.40
213	14 feet	40 inches	14 inches	140 lbs.	3	\$51.09
214	16 feet	40 inches	14 inches	160 lbs.	4	\$68.90

Oarlocks included, but oars are extra, per pair \$2.50. Tilting device, extra, \$4.40.

For Detachable Motors, see pages 22 and 23

Standard Model—Detachable Motor Boat—Clinker Built



DESPITE the claims of manufacturers of detachable motors that a detachable motor can be used on any rowboat, experience has proven that the vibration and strain of the engine attached to the stern soon puts an ordinary rowboat out of commission, and, further, the entrance and clearance of an ordinary rowboat are not designed for the speed attained with a detachable motor.

FOR LAKES AND RIVERS

For use on lakes and rivers where many varying conditions are encountered the Standard Model cannot be excelled. It has a very large carrying capacity, great stability, practically untipable, perfectly seaworthy, and if properly handled, will ride a very rough sea with perfect safety.

The bottom of the Standard Model is almost flat. The flatness of the floor is carried as far forward as practical and is carried full width out to the wide U-shaped stern. This not only enables it to go in very shallow water with a full load, but makes it very buoyant on a choppy sea and enables it to ride over large waves instead of cutting through them. It also eliminates entirely the squatting at the stern, so common in many of the boats used for detachable motors.

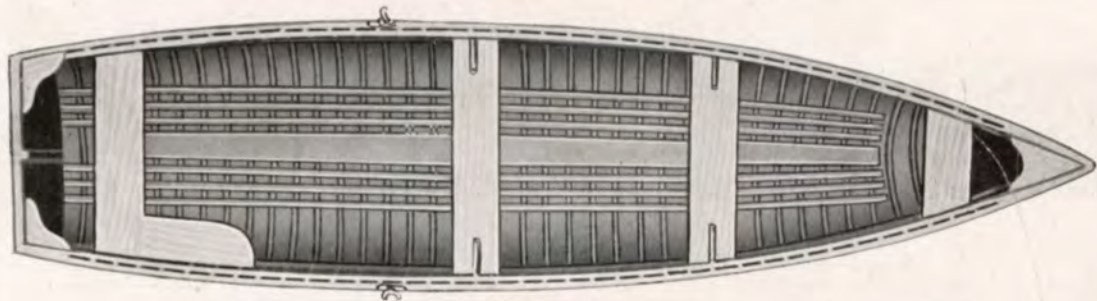
SEATING CAPACITY

The Standard Model will seat eight adults comfortably. One in the bow seat, two in each of the middle seats, and three can sit in the stern seat without being crowded. The boat will easily carry this number of occupants without being overloaded.

SPECIAL STERN SEAT

We wish to call particular attention to the stern seat. To the driver who has experienced the unnatural and cramped position that it is necessary to assume when handling the tiller of a detachable motor from an ordinary rowboat seat with which all other detachable motor boats are fitted, the convenience and freedom of action possible in the seat shown in the illustration will at once be apparent. The space between the stern seat and the transom is floored over and by stepping over the stern seat with one foot you are standing just right to slip the motor on or take it off, and you can sit down on the seat and face the motor when clamping it on or making adjustments. The comfort derived from this source alone makes this seat so much more desirable than any other seat that it is in a class by itself.

For Tilting Attachment, see page 17



SPECIFICATIONS

PLANKING, selected white cedar; frame, selected white oak; ribs, elm or oak; gunwales, fenders, etc., yellow pine; all exposed fastenings, copper, brass or galvanized. Outside of boat is painted marine green; top strake, gunwales, seats and floor are finished in the natural wood with the best spar varnish. Inside is painted buff color. One pair of galvanized oarlocks are included with each boat.

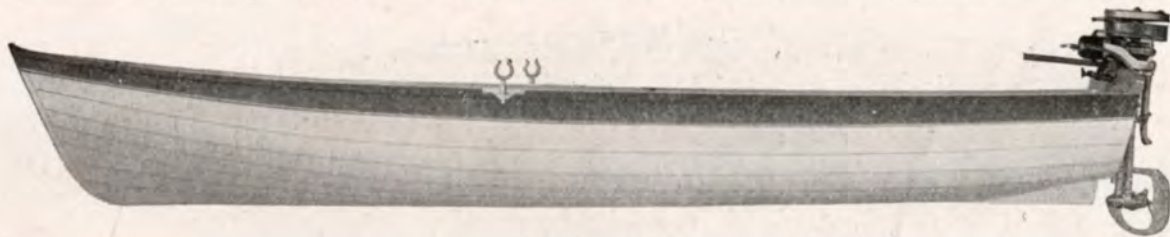
DESCRIPTION

The ribs are extra heavy and spaced four inches from center to center; they are fastened to the keel with two screws through each rib, which adds greatly to the rigidity of the boat. The gunwales are extra heavy and the transom (stern) is $1\frac{3}{4}$ inches thick, securely fastened and braced to the gunwales and keel with heavy knees. Although this boat is comparatively light, it is a unit of strength and rigidity, and is guaranteed to stand the vibration of any detachable motor attached to the stern.

Order No.	Length	Beam	Depth Amid	Weight	Seats	Carrying Capacity	Price
215	15 ft.	45 inches	16 inches	175 lbs.	4	8 adults	\$63.90

Oarlocks included, but oars are extra, per pair, \$2.50.

Lake Model—Detachable Motor Boat—Clinker Built



FOR LAKE USE, whether it is for use on the Great Lakes or small inland lakes, the Lake Model cannot be excelled. The model of this boat has been perfected with painstaking care, and it has been tried, tested and proven that it will not only ride the roughest sea with perfect safety, but that it is better adapted for use in a choppy sea than any other boat on the market. It is extra deep amidship and will stay perfectly dry in a sea that would swamp an ordinary boat.

RIDES THE WAVES LIKE A SWAN

Dr. Ole Theobaldi, 153 N. Market Street, Chicago, Ill., says: "It is the finest sea boat made. No matter how heavy the sea, it rides the sea like a swan. I have gone out on the lake when the people at the life saving station warned me not to go, but they wondered at the behavior of the boat and said it was remarkable. I think the secret of its ability to ride a rough sea so gracefully is the lightness of the boat and the shape of the bow."

SEATING CAPACITY

The 16-foot Lake Model will seat eight adults comfortably; one in the bow seat, two in each of the middle seats, and there is room for three in the stern seat.

The 18-foot Lake Model will seat ten adults comfortably; one in the bow seat, two in each of the middle seats, and three in the stern seat. Either of these boats will easily carry all that can be crowded into them.

LAKE MODEL UNTIPABLE

The Lake Model, although built and designed especially for lake use, makes an excellent boat for river use, and it is a boat that we can recommend without reserve, if you desire a boat that is untipable and that will float light with a very heavy load.

STERN SEAT

For full description of the stern seat, see page 18.

for Tilting Attachment, see page 17

For Inside View of the 16-Foot Lake Model, see page 23



Inside View of 18-Foot Lake Model. (For Prices of Seats Shown, see page 45)

SPECIFICATIONS

PLANKING, selected white cedar; frame, selected white oak; ribs, elm or oak; gunwales, fenders, etc., yellow pine. All exposed fastenings, copper, brass or galvanized. Outside painted marine green; top strake, gunwales, seats and floor finished in the natural wood with the best spar varnish. Inside painted buff color. One pair of galvanized oarlocks included with each boat.

DESCRIPTION

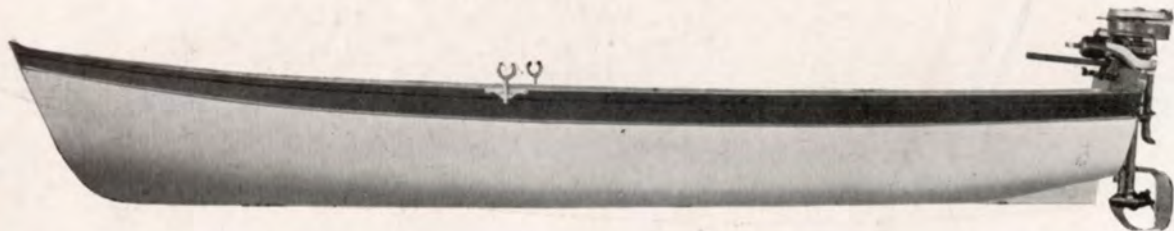
The ribs are extra heavy and spaced four inches from center to center; they are fastened to the keel with two screws through each rib, which adds greatly to the rigidity of the boat. The gunwales are extra heavy, and the transom (stern) is $1\frac{3}{4}$ inches thick, securely fastened and braced to the gunwales and keel with heavy knees. Although this boat is comparatively light, it is a unit of strength and rigidity, and is guaranteed to stand the vibration of any detachable motor attached to the stern. The bottom is as flat as it is practical to use. The flatness of the bottom is carried well forward and is carried full width to the wide U-shaped stern, which makes a boat that is very buoyant on choppy water, rides over large waves instead of cutting through and will not squat with an engine on the stern going full speed.

Order No.	Length	Beam	Depth Amid	Weight	Seats	Carrying Capacity	Price
216	16 feet	45 inches	20 inches	185 lbs.	4	8 adults	\$72.77
217	18 feet	50 inches	20 inches	215 lbs.	5	10 adults	\$84.93

Oarlocks included, but oars are extra, per pair \$2.50.

For Detachable Motors, see pages 22 and 23

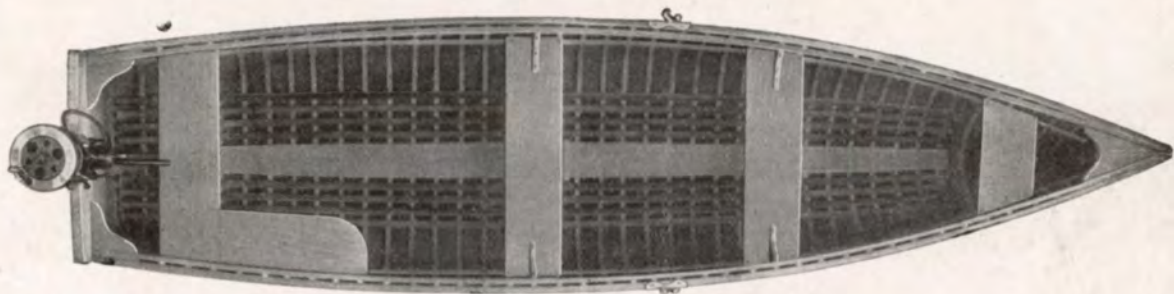
Smooth Built—16-Foot Lake Model Detachable Motor Boat



THE number of orders for 16-Foot Lake Model Detachable Motor Boats from localities where they become known, and the ever-increasing number sold each year is very gratifying, because it substantiates our belief that the 16-Foot Lake Model is perfectly adapted for general purpose use and that it is superior to any other boat for detachable motor on the market.

Although we believe that, everything considered, a clinker built boat is the best boat to buy, there are some buyers partial to a smooth built boat and there has been a limited but persistent demand for the 16-Foot Lake Model Smooth Built, and hereafter the 16-Foot Lake Model will be kept in stock smooth built.

As anything further we would say here would be a repetition of what has already been said about the Lake Model on page 18 and 19, we will ask you to read those pages if you have not already done so.



SPECIFICATIONS

FFRAME is of oak or elm. Ribs are of elm, spaced six inches from center to center. The keelson is grooved to receive the ribs which are put on in one continuous length from gunwale to gunwale. The keel, skeg, stern post and transom are fastened in place in the most substantial manner.

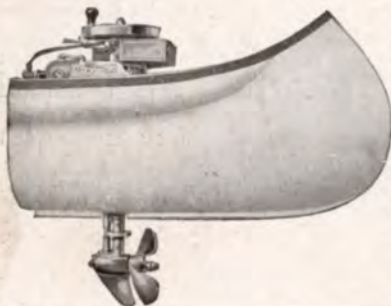
PLANKING is of selected white cedar, which is the toughest and most durable light weight wood known. It is fastened to the ribs with a special cut clout nail, clinch fastened. The hull is then smoothed down, the seams opened and payed with white lead and caulked with the best spun cotton and swelled back into place. The boat is then sanded down, primed and the seams filled, making a perfectly smooth surface for the finishing coats.

FINISH—The gunwales, decks, seats and floor are finished in the natural wood. The inside is painted buff color and the outside is finished white or marine green with a semi-enamel paint.

Order No.	Length	Beam	Depth Amid	Weight	Seats	Price
218	16 feet	46 inches	20 inches	210 pounds	4	\$88.17

Oarlocks included with boat, but oars are extra, per pair, \$2.50.

Evinrude—Detachable Motor



THE EVINRUDE Single Cylinder Detachable Motor is, without a question, the best single cylinder engine on the market. They are mechanically perfect in every detail, and the material, workmanship and finish are of the very best. They are fully guaranteed by the manufacturer, and we recommend them without reserve.

The EVINRUDE was originally designed for rowboats, but with the attachments for paddling canoes and double-ender rowboats an increasing number is being used on canoes and pointed stern rowboats each year. The attachment for canoes does not spoil the canoe for paddling in any way.

	Weight	Price
2 H. P. EVINRUDE ROWBOAT MOTOR.....	73 lbs.	\$100.00
3½ H. P. EVINRUDE ROWBOAT MOTOR.....	116 lbs.	\$150.00

Magneto, Evinrude Silencer and Automatic Reverse included at the prices quoted above.

Without the Automatic Reverse, deduct \$5.00 from the prices quoted above.

Canvas carrying case for 2 H. P. motor only.....	\$ 3.00
Grease gun	\$ 2.50
Attachment for using rowboat motor on canoe.....	\$12.50
Attachment for using canoe motor on rowboat.....	\$12.50
Shipping case, when ordered with engine.....	\$ 2.50
Evinrude magneto lighting system	\$ 6.00
Evinrude tilt-up attachment, when ordered with engine.....	\$10.00
Evinrude easy starter	\$ 5.00

NOTE: The shipping case quoted above at \$2.50 when ordered with engine has hinges and handles. It is nicely stained and presents a neat appearance. It can be checked as baggage and it is worth more than the price asked just to have to put the engine in when it is not in use.

Any one of our Canoes will be fitted with well, thwart and reinforcement for Evinrude Canoe Motor for \$8.00.

EVINRUDE
DETACHABLE ROWBOAT & CANOE MOTOR

THE KOBAN ROWBOAT MOTOR is a 3 H. P., 2 cycle, 2 cylinder engine, and that they are perfect in every detail is positively assured. They have a good amount of reserve power which enables them to handle boats too large for an ordinary rowboat motor and to send a light boat along at a good rate of speed. Koban will send the 18-foot Lake Model along about eight miles an hour, the 16-foot Lake Model over nine miles an hour, the 15-foot Standard Model about ten miles an hour, and with a Koban rowboat motor on the Detachable Motor Speed Canoe it is possible to attain a speed of nearly twelve miles an hour.

The main feature about the Koban is that it has two cylinders which are directly opposed and fire simultaneously, and eliminates vibration entirely.

The prices at which we list these motors are the regular selling prices and are the same as you would have to pay if you sent direct to the factory for them. The advantage to you in buying a rowboat motor from us is that you will receive the motor the same time you receive the boat and the engine will be adjusted by us to give the best results on the boat with which it is sent.



PRICES

3 H. P. Koban Model H-3 Rowboat Motor, battery ignition.....	\$125.00
3 H. P. Koban Model H-3 Rowboat Motor, magneto ignition.....	137.00
Underwater exhaust, extra	10.00
Koban special box trunk	10.00
Canvas motor protector	2.50
Grease gun	5.00

Double Ender Rowboat—Clinker Built



THE Double Ender Rowboat, which we have been building for years, is a very popular model, and the large number in existence today demonstrates that in this boat we have a combination of easy-rowing qualities, comfort and stability that cannot be surpassed. It is a boat that ladies and children can be trusted with in perfect safety, and for all around use on lakes and rivers where a light, easy-rowing boat is desired this boat cannot be excelled. It is an ideal boat for fishing and also makes a very satisfactory hunting boat. Although this boat is light in weight, it is very strong and rigid, and, with the attachment illustrated below, a detachable motor may be used on either of these boats. The 15-footer is a handy boat to carry around on a trailer behind a car, and the 13-footer can be carried crossways over the stern seat right on the car.

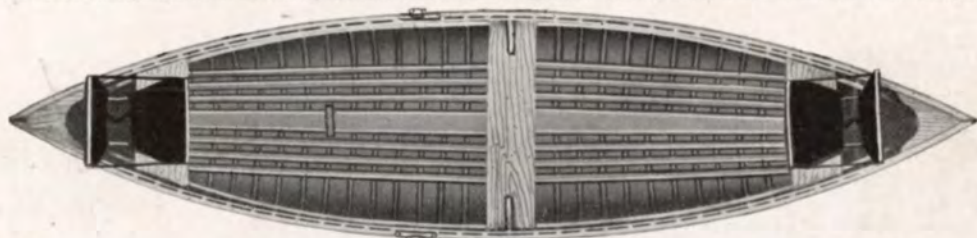
SEATING CAPACITY

The 13-foot Double Ender has three seats; it is intended for three people, but the middle seat is wide enough for two adults, which gives the boat a carrying capacity of four people. The 15-footer has four seats; the two middle seats are wide enough for two adults, which gives this boat a seating capacity of six people. Either of the boats will easily carry their rated carrying capacity.

POINTED STERN ATTACHMENT, \$10.00

The Special Detachable Motor Attachment illustrated here for pointed stern rowboats is the finest thing ever designed for the purpose. It consists of two adjustable side brackets for attaching to the sides of pointed stern boats at the gunwale. Between these two brackets there is a hinged plate to which is attached an oak board which provides a strong support to which the motor is clamped. The parts are all made strong and adjustable to any angle of pointed stern.





Inside View of 13-Foot Double Ender Rowboat



Inside View of 15-Foot Double Ender Rowboat

SPECIFICATIONS

PLANKING, selected cedar. Frame, ribs, gunwales, fenders, etc., white oak or elm. Exposed fastenings, copper, brass or galvanized. Inside painted buff color. Outside painted marine green. Seats, fenders, etc., are painted dark green to harmonize with the marine green and the buff.

Order No.	Length	Beam	Depth Amid	Weight	Seats	Seating Capacity	Price
219	13 feet	41 inches	13 inches	110 lbs.	3	4 adults	\$37.70
220	15 feet	41 inches	13 inches	130 lbs.	4	6 adults	\$44.40

Oarlocks are included, but oars are extra, per pair \$2.50.

Livery Rowboat—Clinker Built



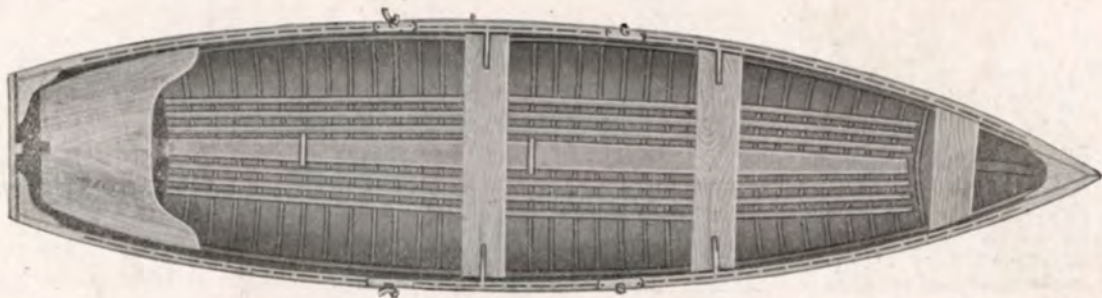
A LIVERY BOAT, to be worthy the name, must have the following essential qualifications: First—Strength, as the livery boat in use around the average summer hotel or public park is subject to all kinds of hard use and abuse. Second—Stability, to make it safe in the hands of the most inexperienced oarsman. Third—Large carrying capacity for taking out picnic parties, etc. Fourth—Light draught, to make it possible to explore unfrequented coves and cross sandbars. Fifth—Ease of rowing and handling for use as a fishing boat.

THE LIVERY ROWBOAT IS OUR LEADER

The model has been perfected with painstaking care and for all around use on lakes and rivers where many varying conditions are encountered this boat cannot be excelled. Although the Livery Rowboat was brought out and intended for livery use, its superiority over other rowboats of this kind has been so greatly appreciated that the demand for this boat for family and general purpose use has become so great that the number of these boats turned out has nearly doubled each year.

PRACTICALLY UNTIPABLE

This boat, although comparatively light and easy to row and handle, is practically untipable and is the most seaworthy boat of its size that we know of.



SEATING CAPACITY

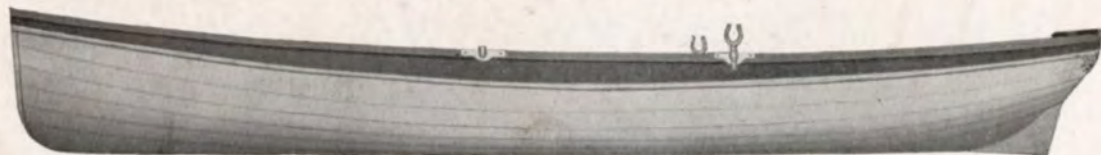
THE LIVERY ROWBOAT has three cross seats and a large seat in the stern, as shown above. It will seat seven adults comfortably, and will easily carry a greater number without being overloaded. For seaworthiness, ease of rowing and handling, this boat cannot be excelled.

SPECIFICATIONS

Planking selected cedar. Frame, ribs, gunwales, fenders, etc., white oak or elm. Exposed fastenings, copper, brass or galvanized. Two pair galvanized oarlock sockets and one pair of oarlocks included with each boat. Inside of boat painted buff color. Outside of boat painted marine green. Seats, fenders, etc., painted dark green to harmonize with the marine green and buff.

Order No.	Length	Beam	Depth Amid	Weight	Seats	Seating Capacity	Price
221	15 feet	44 inches	15 inches	150 lbs.	4	7 adults	\$50.60
Oarlocks included, but oars are extra, per pair, \$2.50							

Family Rowboat—Clinker Built



THE FAMILY ROWBOAT is a favorite wherever used and excels all other rowboats of a similar class for family use. It has a liberal freeboard, good beam and easy lines. Its entrance and clearance are excellent, and its shoulders good, insuring a very safe, attractive and reliable boat for family use. A boat in which the most timid will have a feeling of absolute security. It is as near to being a perfect boat for all around use as it is possible to make, and if you are uncertain just what to order, you may order the Family Rowboat with the positive assurance that it will give you perfect satisfaction for any purpose for which a boat of this size can be used.

In the Family Rowboat we have not only incorporated the most advanced ideas in rowboat construction, together with a careful selection of material, but all the little things that go to make the difference between a first-class boat and just an ordinary boat have been well taken care of.



Lazy-back Seats Shown Above Are Not Included With Boat. For Prices, see page 44.

SEATING CAPACITY

THE 13-FOOT FAMILY ROWBOAT has two cross seats and a large seat in the stern. It is intended for three people, but will seat five adults comfortably, one in the front seat, two in the middle seat and two in the stern seat. The 15-foot Family Rowboat has three cross seats and a large seat in the stern, it is intended for four people, but will seat seven adults comfortably, one in the front seat, two in each of the middle cross seats, and two in the stern seat. Either of these boats will easily carry more than their rated seating capacity.

SPECIFICATIONS

Planking, selected cedar. Ribs, frame, gunwales, knees, etc., are of white oak or elm. All exposed fastenings are of copper, brass or galvanized. Two pair of galvanized oarlock sockets and one pair of oarlocks included.

FINISH

The seats, gunwales and top strake are finished in the natural wood with the best marine varnish. The inside is painted buff color, and the outside below the top strake is painted marine green. We will paint the outside of the Family Rowboat any color of your own choosing for \$1.00 extra.

Order No.	Length	Beam	Depth Amid	Weight	Seats	Seating Capacity	Price
222	13 feet	44 inches	14 inches	125 lbs.	3	5 adults	\$47.80
223	15 feet	44 inches	14 inches	150 lbs.	4	7 adults	\$55.60

Oarlocks included, but oars are extra, per pair \$2.50.

Elite Rowboat—Clinker Built



THE ELITE ROWBOAT is built to satisfy those who desire the best and finest rowboat made. The model possesses all the practical qualities of our other rowboats, but in addition to these, all parts have been designed with painstaking care to give it a distinctive and graceful appearance. They are made by our most painstaking workmen, and only the very best selected material is used.

The Elite is made in two sizes—13 and 15 feet long. The 13-footer has two cross seats and a large seat in the stern with a high lazy-back, as shown. The 15-footer has three cross seats and a large seat in the stern with high lazy-back, as shown. The 13-footer will seat four adults comfortably and the 15-footer will seat seven adults comfortably. These boats are perfectly seaworthy, are practically untipable and will easily carry a greater number than their rated seating capacity without being overloaded.

SPECIFICATIONS

Planking, clear cedar. Ribs, frame, gunwales, knees, etc., selected oak. All fastenings are of copper and brass. All fittings are polished brass.

FINISH

The entire boat, inside and outside, is finished in the natural wood with the best marine varnish.

Order No.	Length	Beam	Depth Amid	Weight	Seats	Seating Capacity	Price
224	13 feet	44 inches	14 inches	125 lbs.	3	4 adults	\$74.14
225	15 feet	44 inches	14 inches	150 lbs.	4	6 adults	\$85.50

One pair of polished brass oarlocks included with the 13-foot boat. Two pair of polished brass oarlocks included with the 15-foot boat. Oars are extra. First quality spruce oars, per pair \$2.50.



THE SPEED CANOES with engines installed are suitable for use on either lakes or rivers where many varying conditions are encountered. They are strong, staunch and, as stated on page 10, they are the fastest power canoe that we know of. They have great stability and will ride any ordinary sea with perfect safety.

CANVAS COVERED SPEED CANOE

The specifications for the Canvas Covered Speed Canoes for inboard engines is the same as the specifications for the Indian Canvas Covered Canoe on page 8, except the material used throughout is heavier, and is covered with a heavier weight of canvas.

CARVEL BUILT SPEED CANOES

The construction of the Carvel Built Speed Canoes is the same as the construction of our Runabout Launches, and is in reality a miniature launch. They are very strong, perfectly rigid and will stand the hardest kind of usage without fear of injuring the boat. With ordinary care the Carvel Built Speed Canoe will last a life-time.

SPECIFICATIONS

Planking— $\frac{1}{2}$ inch white cedar, put on carvel (smooth built). Ribs— $\frac{1}{2}$ inch by $\frac{3}{4}$ inch, spaced six inches center. Deck—white cedar. Caned seats, with ash frame. Ash thwarts. Open gunwales—long leaf yellow pine. Steel rudder and shoe. When bought with engine it will have substantial engine bed, gasoline tank, batteries, engine installed and perfectly aligned, ready to run. Outside of canoe finished with the best white enamel and the inside is finished with lead paint. Decks, gunwales, seats, thwarts, etc., are finished in the natural wood with the best marine varnish.

Order No.		Length	Beam	Depth Amid	Weight	Price of Boat Ready for Engine	Price Complete With 3 H. P. Koban Battery Model Engine Installed	Price Complete With 3 H. P. Koban Magneto Model Engine Installed	Price Complete With 5 H. P. Evinrude Magneto Model Engine Installed
226	Canvas Covered..	16 ft.	36 in.	16 in.	120 lbs.	\$87.90	\$181.40	\$208.90	\$253.45
227	Canvas Covered..	18 ft.	36 in.	16 in.	140 lbs.	98.90	192.40	219.90	264.45
228	Carvel Built.....	16 ft.	36 in.	16 in.	140 lbs.	87.90	181.40	208.90	253.45
229	Carvel Built.....	18 ft.	36 in.	16 in.	165 lbs.	98.90	192.40	219.90	264.45

At the prices quoted above for the Speed Canoe Ready for the Engine, the boat is complete ready for the engine, including engine bed, shaft log and rudder.

At the prices quoted for the Speed Canoe With Engine Installed, the boat is complete ready to run.

For Illustration of Koban Engine, see page 25

Still Hunter



PLANKING, cypress, put on in wide pieces, joints meeting on longitudinal strips of elm, into which elm ribs are mortised, seams being sealed with water-proof tape. Combing, floor strips and deck beams, ash. Decks, cedar, covered with 8 oz. canvas. Entire boat finished in dry grass color, with one coat wood-preserving, water-resisting oil, and two coats of best lead paint.

Order No.	Length	Beam	Depth	Length of Cockpit	Weight	Price
929	11 $\frac{3}{4}$ feet	37 inches	10 inches	6 feet	70 lbs.	\$37.10
930	13 $\frac{3}{4}$ feet	37 inches	10 inches	7 feet	80 lbs.	\$42.11

EXTRAS: Tubes passing through deck and bottom of boat, through which poles can be passed, for firm anchorage. If wanted, \$1.50 extra. Oars and oarlocks fitted, if wanted, \$3.50 extra. Paddle, \$1.65. Removable seats, 55c each.

OPEN WATER



HUNTING BOAT

SPECIFICATIONS

Boat has flat bottom and clinker built sides. Bottom, white pine, 20 inches wide, 9/16 inch 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 beam, ash. Deck of cedar covered with canvas. Entire boat finished dry grass color with three coats of best lead paint.

Order No.	Length	Beam	Length of Cockpit	Weight	Price
931	12 feet	36 inches	7 feet 6 inches	78 lbs.	\$37.10
932	14 feet	36 inches	9 feet	90 lbs.	\$42.11

Oarlocks shown in cut are not included at the price quoted above. Oarlocks and oars fitted, if wanted, \$3.50 extra. Paddle, \$1.65. Removable seats, 55c each.



For all around use on lakes, rivers and marshes where many varying conditions are encountered, the THOMPSON Duck Boat cannot be excelled.

LIGHT WEIGHT

The method of construction enables us to make this boat very light and still have a boat that is strong enough to stand the hardest kind of use.

FOR MARSH USE

The bottom is perfectly flat, which enables the boat to go in very shallow water, and the boat being very light, it is easy to push it through heavy rice or weeds.

ROUGH WATER

A very important point about this boat, and the point in which it differs from any other hunting boat on the market today, is that the bottom at the ends are V shaped. This not only makes it a very easy running boat under all conditions, but the V shaped bottom at the ends, split the waves and enables it to ride a very rough sea with perfect safety, and to glide smoothly and noiselessly through a choppy sea.

SPECIFICATIONS

The bottom, sides and decks are of cedar. The frame is made of elm. Although the boat is very light, it is very strong and durable and with ordinary care will last a life-time.

Order No.	Length	Beam	Weight	Price
933	12 feet	30 inches	50 lbs.	\$37.10
934	14 feet	32 inches	60 lbs.	\$42.11

Extra oars and oarlocks, \$3.50. Paddle, \$1.65. Removable seats, 55c each.



Runabout Launch—Style R



THE MODEL OF OUR RUNABOUT LAUNCHES

is what is known as a Semi-Speed model, which has attained such popularity in the last few years. Unlike the old-time deep keel boat, it does not plough through the water, pushing a great volume of water to each side, causing a vacuum at the stern, which has a tendency to make the boat squat and retard the speed. Our Runabout Launches go over the water rather than through it, which not only enables a small engine to send them along at a good rate of speed, but makes them very buoyant on choppy water and enables them to ride over large waves instead of cutting through them, which makes it a dry boat in a rough sea. For seaworthiness, easy running and handling, our Runabout Launches cannot be excelled. Made in three styles—Style R, Style U, and Style X.

CONSTRUCTION

Fame, oak, laid as follows: Kelson grooved to receive the 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, skeg and sternpost, transom and stems are fastened in place in the most substantial manner.

PLANKING

is of perfectly clear Southern Cypress, sawed to fit so that it is not necessary to spring it into place. It is fastened with clout nails, clinch fastened. The hull is then smoothed down, the seams opened and payed with white lead, and caulked with the best spun cotton and swelled back into place. The boat is then sanded down, primed and the seams filled, making a perfectly smooth surface for the finishing coats.

FINISH

Hull is painted green below the water line and white above the water line. Upper works and inside of the boat are finished in the natural wood with filler and the best spar varnish.

THE STYLE R

Runabout Launches were brought out to meet the demand for a good, dependable boat that could be sold at a low price. The hull is built with as great care as the other styles, 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 a more elaborately finished boat. Style R has 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.



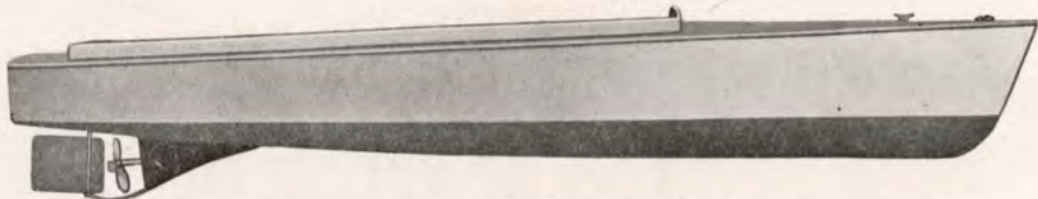
Order No.	Length	Beam	Depth Amid	Weight of Hull	Seats	Seating Capacity	Price of Boats Ready for Engine	Price Complete With 2 1/2 H. P. Lockwood-Ash Engine Installed	Price Complete With 4 H. P. Lockwood-Ash Engine Installed	Price Complete With 6 H. P. Lockwood-Ash Engine Installed
230	16 ft.	44 in.	24 in.	450 lbs.	3	6	\$118.80	\$236.03	\$257.07	\$305.58
231	18 ft.	51 in.	26 in.	500 lbs.	3	6	127.80	245.03	266.07	314.58
Reverse Gear, Extra								35.00	35.00	35.00

At the prices quoted above for the boat Ready for the Engine, the boat is complete ready for the engine, including gasoline tank, engine bed, shaft log already bored, rudder and tiller cord.

At the prices quoted above for these boats with Engine Installed, the boats are complete with engine installed ready to run.

For Illustrations of Lockwood-Ash Engines, see pages 44 and 45

Runabout Launch—Style U



STYLE U.

For Description of Model and Construction, see page 22.

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.

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 a 12-inch steering wheel, placed in position to make the boat one-man control.

BOAT HOUSE UNNECESSARY

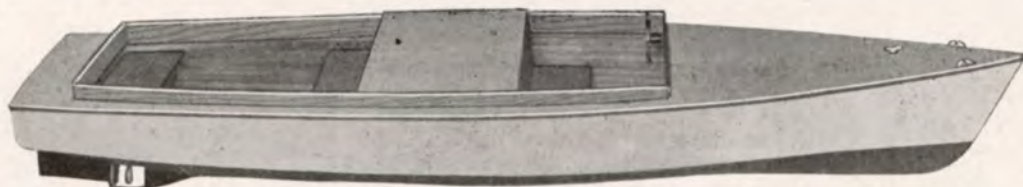
The engine is entirely enclosed, doing away with all dirt, noise and smell and making a boat house unnecessary. Engine is easily accessible by means of a large hatch. A lock may be placed on this hatch if desired.

EQUIPMENT

The engines installed as listed on the opposite page are so well and favorably known that they need no elaboration on our part. They are fully guaranteed by the manufacturer and recommended by us without reserve because we know the manufacturers of these engines will stand back of their guarantee without fail.

The line of engines used by us has been selected with painstaking care. They are the best of their kind that we know of and each one installed as listed is perfectly adapted for the boat in which it is installed. To enable us to offer our line of boats with both two cycle and four cycle engines installed suitable for all purposes, it has been necessary for us to choose from the output of four different manufacturers. For a free catalog with detailed descriptions and illustrations of the engines listed, write to the addresses given below.

The regular seating arrangement of the Style U is shown on page 35. To give you the rated seating capacity, one removable cross seat which can be used between the stern seat, is sent with the 20-footer, and two removable cross seats are sent with the 24-footer.



PRICES OF THE STYLE U RUNABOUT LAUNCHES

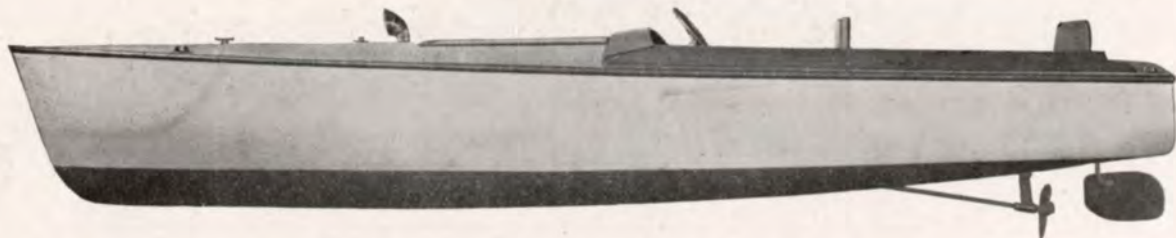
Order No.	Length	Beam	Depth Amid	Weight	Seats	Seating Capacity	Price of Boat Ready for Engine	Price Complete With 4 H. P. Lockwood-Ash Engine Installed	Price Complete With 6 H. P. Lockwood-Ash Engine Installed	Price Complete With 9-12 H. P. C-1 Universal Engine Installed
232	16 ft.	44 in.	26 in.	550 lbs.	2	6	\$144.70	\$252.97	\$301.48	\$384.90
233	18 ft.	51 in.	28 in.	625 lbs.	5	7	155.10	293.37	341.88	425.30
234	20 ft.	54 in.	30 in.	850 lbs.	4	10	185.40	323.67	376.18	455.50
235	24 ft.	58 in.	32 in.	1200 lbs.	5	14	257.40	395.67	444.18	527.60
Reverse Gear, Extra.....								43.35	43.35	43.35
One Way Clutch, Extra.....								18.00	18.00	18.00
Magneto Ignition, Extra.....								44.37	39.23	25.50

For illustrations of engines, see pages 42, 43, 44 and 45.

At prices quoted above for boats Without Engine, the boat is complete ready for the engine, including gasoline tank, engine bed, shaft log already bored, rudder, steering wheel and tiller rope complete.

At prices quoted for boats With Engine Installed, the boats are complete with engine installed, ready to run. The Universal engine has Atwater-Kent ignition at the prices quoted above, and the Lockwood-Ash have battery ignition.

Auto Express—Style X



OUR AUTO EXPRESS embodies all the latest and best ideas in launch design, is very classy in appearance, and is a safe and speedy model. The Auto Express has straight, sheer line, flaring bow and ample freeboard, which makes it a perfectly dry boat in the roughest sea.

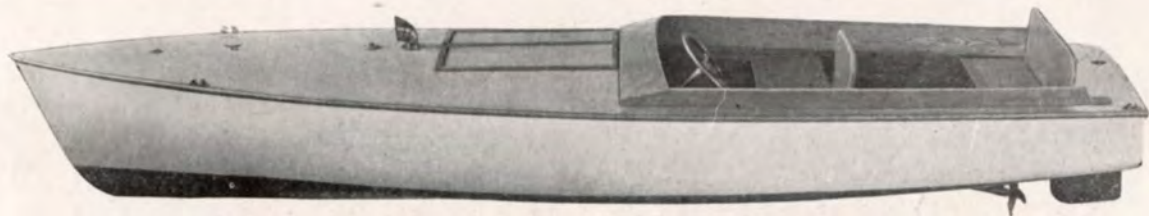
SPECIFICATIONS

Ribs, keel, skeg, sternpost, transom and stern, select white oak, fastened in place in the most substantial manner; planking, southern cypress; covering-boards, lazy-back, combing partners, seat trimmings, selected oak; cockpit lined with clear white cedar; deck is cedar, covered with duck, which is filled, rubbed smooth and brought to a perfect finish; outside of boat is finished white above waterline and green below; inside of cockpit, combing, lazy-back, covering-board, fenders, etc., finished in golden oak, with the best grade of spar varnish; fittings, such as ventilators, bagstaff sockets on bow and stern, chocks and cleats, will be polished brass; steel plate, balance type rudder, controlled by polished brass launch wheel.

When boat is bought with engine installed, we fit in a substantial engine bed to which the engine is bolted, perfectly aligned and fitted with rear starter, gasoline tank, batteries, etc. In fact, fully equipped ready to run.

All equipment is placed under the deck and is accessible through a hinged hatch. The above specifications are intended to cover a launch high grade in every respect. In fact, a better launch cannot be had anywhere at any price.

The regular seating arrangement of the Auto Express is shown on page 37, but to give you the rated seating capacity, one removable cross seat with folding lazy-backs, to be used between the regular seats, is sent with the 20-footer. Two removable cross seats with folding lazy-backs are sent with the 24-footer, to enable you to seat eight adults comfortably, if you desire to carry that number occasionally.



PRICES OF STYLE X RUNABOUT LAUNCHES

Order No.	Length	Beam	Depth Amid	Weight of Hull	Seating Capacity	Seats	Price of Boat Ready for Engine	Price of Boats With 9-12 H. P. C-4 Universal Engine Installed	Price of Boats With 9-12 H. P. Universal Engine With Electric Starter Complete Installed
236	18 ft.	51 in.	26 in.	625 lbs.	4	12	\$227.47	\$569.28	\$659.39
237	20 ft.	54 in.	30 in.	850 lbs.	6	13	265.80	607.68	697.59
238	24 ft.	58 in.	32 in.	1200 lbs.	8	4	351.10	692.98	782.89

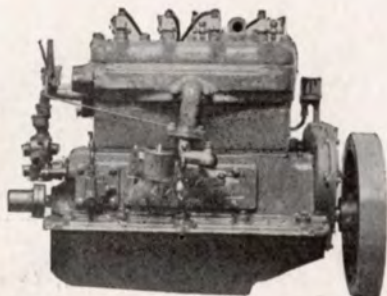
At the prices quoted above for the boats Ready for Engine, the boats are complete ready for the engine, including engine bed aligned ready for engine, hole bored for shaft log, rudder, tiller rope and auto-steering wheel, as shown in illustration, gasoline tank with connections, chocks, cleats, flagstaff sockets and ventilator, as shown in the illustration; Practically all you will have to do if you install the engine yourself is to bolt the engine to the engine bed, put in the propeller shaft and bearings, run out the exhaust, make connection to the gasoline tank and you are ready to run.

At the prices quoted for the boats with Engine Installed, the boats are complete with engine installed, ready to run. The engines have Atwater-Kent ignition at the prices quoted above, but we can supply either of these engines with Bosch D-4 magneto for \$25.30 extra.

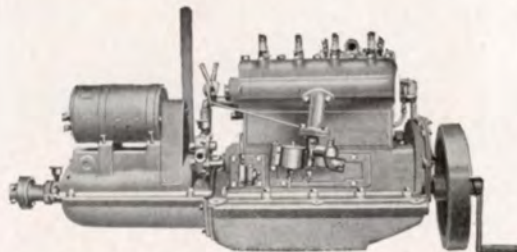
For illustrations of Universal Engines, see pages 42 and 43.

For Auto Tops, see page 46

Universal Engines



C-1 Universal Engine Installed in the Style U Runabout Launches at the Prices Quoted on Page 35.



Universal Engine With Electric Starter, Which Is Installed in the Auto Express at the Prices Quoted on Page 37.

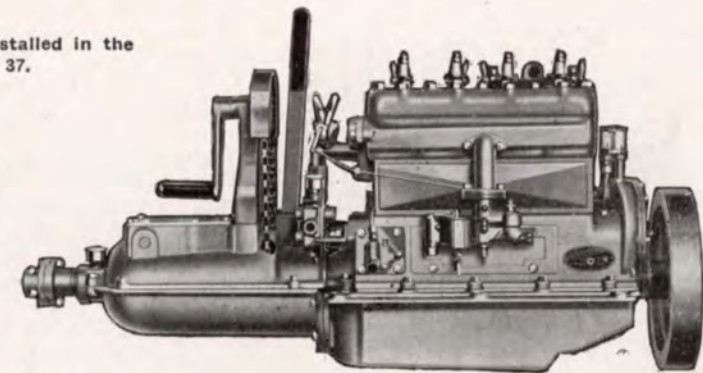
UNIVERSAL MOTORS

The satisfaction to be derived from the use of a motorboat depends so much on the engine, that when purchasing a boat, the engine should receive special consideration. The engines we list are the best of their kind that we know of. They are fully guaranteed by the manufacturers, and boats with these engines installed may be ordered with the positive assurance that they will give perfect satisfaction. However, if your experience with engines has been limited, or if you want an engine that ladies or children can start and run, then we will say, have a Universal engine installed in your boat. The Universal is a 4 cycle, 4 cylinder engine. The mechanical construction is practically the same as an automobile engine and is just as easy to start and run. The engine can be throttled down slow enough for trolling, and if let out will send our Runabout Launches along from 15 to 18 miles an hour, according to the size of the boat.

The C-4 Universal Engine Shown Here is the Engine Installed in the Auto-Express at the Prices Quoted on Page 37.

IGNITION

THE Atwater Kent Ignition, which is the regular ignition system furnished with the Universal engines, is a battery system with a Unisparker and a distributor, using five dry cells, which ordinarily last a season and sometimes last two seasons. This ignition is very popular and is used on the majority of automobiles. It gives a full spark at slow starting speed and is capable of running the motor very slowly, in fact, "just so it turns over," and we unhesitatingly recommend the Atwater ignition, especially if the boat is to be used for trolling, because with the Atwater Kent ignition you can slow the boat down so that it just crawls along.



MAGNETO

For anyone desiring magneto ignition, the Universal engine can be equipped with a magneto at an extra charge of \$25.50. The Bosch DU-4 is the magneto supplied, and is by far the best magneto so far produced. Its quality is the peak of perfection and it very rarely gives trouble. It gives a good starting spark and will operate the motor at a slower speed than any other magneto we know of.

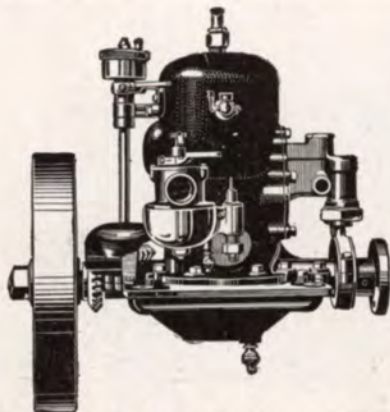
CARBURETOR

The Mayer carburetor is used. This carburetor gives splendid results as well as exceptional economy and handles kerosene satisfactorily. Only one adjustment is necessary—the gasoline needle valve—the rest is automatic, the speed instantly responding to the throttle.

KEROSENE ATTACHMENT

If you desire to run the engine on kerosene, a kerosene attachment, comprising of a hot air drum and a small gasoline tank so that the engine can be started with gasoline. Kerosene attachment is \$6.00 extra.

Lockwood-Ash 2-Cycle Engines



2½ H. P. Outfit No. 3.....\$ 96.02
 4 H. P. Outfit No. 3.....\$113.25

The 4 H. P. engine makes an ideal power plant in 16- to 20-foot boats, and will send them along about nine miles an hour.

SMALL POWER UNITS cannot be made economically in the 4-cycle type, mainly on account of the multiplicity of very small parts required to handle the gas on a 4-cycle principle. Consequently the 2-cycle type of engine has been almost alone in the field of power of 6 H. P. and below.

The Lockwood-Ash 2-cycle, single cylinder, 2½ and 4 H. P. engines have always been very popular. They have the advantage of being moderate in weight, absolutely reliable in operation, and easy to start.

Its extremely simple construction recommends it to the amateur, because of its ease of operation—to work-boat owners, because they know simplicity means long, uninterrupted use—to expert engine men, because they know simplicity means freedom from petty annoyances and frequent breakdowns.

These engines are built with the same painstaking care as the largest automobile engine, and will wear longer with less adjustment because of the fewer number of parts in its construction.

The 2½ H. P. engine is especially well suited for 16- and 18-foot boats and will give them a speed of from 6 to 8 miles an hour.

OUTFIT NO. 3

A saving can be effected by installing the engine in the boat yourself, and to anyone desiring to make this saving, we will sell these engines with Outfit No. 3, which consists of the following: Engine with timer and pump, coupling, priming cup, carburetor, starting crank; and muffler. Complete ignition outfit as follows: One spark plug, 6 feet primary wire, 3 feet secondary wire and wire terminals, 1 spark coil, 1 switch, 1 set batteries. Also 6 ft. steel shaft, 1 bronze stuffing box, 1 two-blade propeller, 2 lag screws, 1 water scoop, 1 set tools, consisting of one each, adjustable wrench, screw driver, pliers and oil can.

BY USING the two cycle principle, valves under high pressure have been eliminated, as have also all valve gears and mechanism; thus greatly reducing the labor and material cost without detriment to efficiency.

The two-cylinder, 2-cycle engine gives as many power impulses per revolution of the flywheel as the four-cylinder, 4-cycle engine, and, in the same bore and stroke, gives nearly the same amount of power, yet can be manufactured for about one-half the cost, and weighs only one-half as much. Thus the advisability of buying a 2-cycle engine when an engine of small power is desired.

The Lockwood-Ash 6 H. P., 2-cycle, 2-cylinder engines are particularly compact, well balanced, accessible and clean.

Piping and fittings have been entirely eliminated, no unnecessary part is used, yet it is the most accessible of marine engines. The intake manifold is compact, the check valves close to the cylinder and carburetor with the shortest possible passages for gas. Screw covers render the valves of easy access.

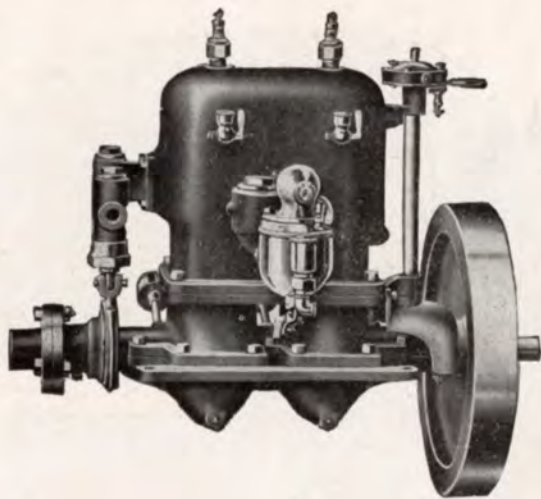
The exhaust manifold is cast within the cylinder block and water jacket. The timer, shaft and gears are all under cover and protected. The pump is all brass, sturdy and of ample capacity, with check valve built in. Schebler carburetor is standard equipment. Jump spark ignition, using multiple batteries and coil.

The 6 H. P. is suitable for a wide range of boat sizes, it is used most largely, however, in pleasure boats 16 to 24 feet long.

A saving can be effected by installing the engine in a boat yourself, and to anyone desiring to make this saving we will sell the 6 H. P. and 8 H. P. Lockwood-Ash engine, with Outfit No. 3, at the prices quoted above.

OUTFIT NO. 3

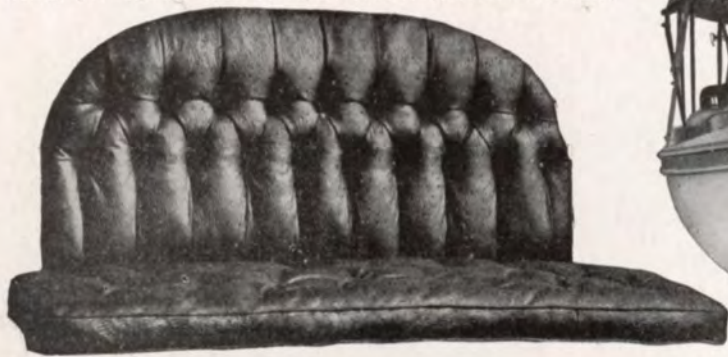
Outfit No. 3 for the 6 H. P. and 8 H. P. 2-cylinder engines consists of the following: Engine with timer, pump, coupling, priming cup, carburetor, starting crank and muffler. Complete ignition outfit as follows: 2 spark plugs, 6 ft. primary wire, 3 ft. secondary wire and wire terminals, multiple spark coil, 1 switch, 1 set multiple batteries, also 6 ft. propeller shaft, 1 bronze stuffing, 1 two-blade propeller, 2 lag screws, 1 water scoop, 1 set tools, consisting of one each, adjustable wrench, screw driver, pliers, and oil can.



6 H. P. With Outfit No. 3.....	\$152.98
8 H. P. With Outfit No. 3.....	\$170.66

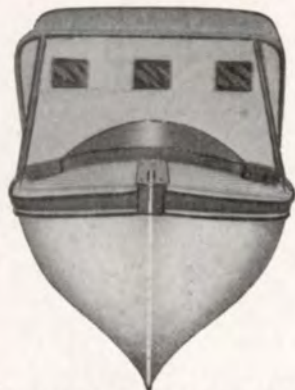
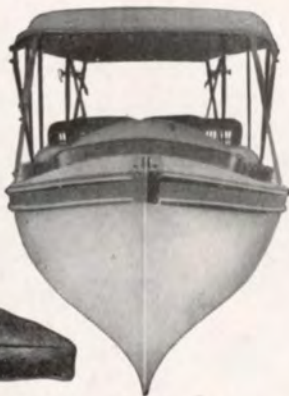
Motor Boat Tops and Cushions

Lazy-backs, hardwood back, artificial leather front.
Price, per square foot\$2.00



LIFE PRESERVER CUSHIONS FOR LAUNCHES AND ROWBOATS

Spanish tan, artificial leather will be figured at \$2.00 per square foot.



Our Auto Express Runabout Launches can be fitted with the tops at the prices quoted below. The prices quoted are for tops complete with spray, rear and side curtains.

	Standard	Khaki
18 Ft. Auto Express.....	\$112.00	\$ 96.80
20 Ft. Auto Express.....	\$134.00	\$108.00
24 Ft. Auto Express.....	\$162.00	\$139.60

Canoe and Boat Chairs, Lazy-backs, Pillows, Cushions

Caned Chair\$3.30
 Slat Chair\$1.40
 Slat Lazy-back, without seat.....\$.55



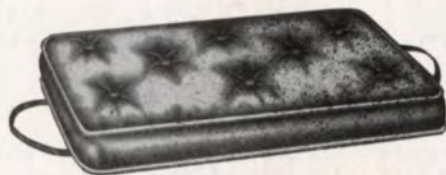
LIFE PRESERVER CANOE CUSHION

Seat 12x12, back 12x18.....\$4.40
 Seat 14x14, back 14x18.....\$4.95



DETACHABLE FOLDING SEAT

B—Cushion seat and back.....\$2.75
 C—Fibre seat and back.....\$2.25



CANOE OR ROWBOAT CUSHION

Artificial leather, top and bottom
 12x18 inches\$3.30

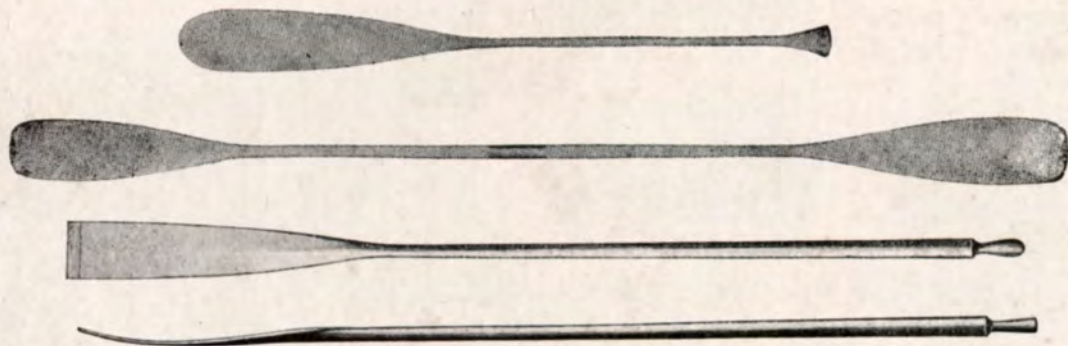


LIFE PRESERVER PILLOW

Filled with Kapoc, Spanish tan.
 Price\$2.50

Add 10% to the prices quoted on this page for revenue tax.

Paddles and Oars



PADDLES

The first quality, single blade, maple and spruce Paddles, oiled and varnished, hand made—

Lengths: 4½, 5 and 5½ feet, 6" blade.....\$1.65
 Length: 4½, 5 and 5½ feet, 8" blade.....\$2.20

First quality, double blade, maple Paddles, friction joint, oiled and varnished. Length 9 feet.....\$4.40

OARS

7-Foot spruce Oars, spoon blade, copper tipped, varnished. Per pair\$5.00
 8-Foot spruce Oars, spoon blade, copper tipped and varnished. Per pair\$5.50
 7-Foot spruce Oars, straight blade, copper tipped and varnished. Per pair\$2.85

8-Foot spruce Oars, straight blade, copper tipped and varnished. Per pair\$3.15
 7-Foot ash Oars, straight blade and varnished. Per pair\$2.50
 8-Foot ash Oars, straight blade and varnished. Per pair\$2.80
 Leathered, per pair, extra.....\$.75

TERMS of SALE

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, Wisconsin.

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. All over one hundred pounds is figured according to the actual number of pounds, based on the hundred pound rate.

The rates under *A* are the rates for Motor Boats *with engine installed*.

The rates under *B* are the rates for Rowboats and Canoes.

		A	B			A	B			A	B
Rhineland	Wis.	\$1.25	\$1.25	Aberdeen	S. D.	\$3.88	\$3.88	Cincinnati	O.	\$2.85	\$3.80
Milwaukee	Wis.	1.28	1.23	Minneapolis	Minn.	2.04	2.04	Marietta	O.	3.06	4.08
Grand Rapids	Wis.	1.34	1.34	Duluth	Minn.	2.04	2.04	St. Louis	Mo.	1.97	1.97
Madison	Wis.	1.65	1.65	Mankato	Minn.	2.35	2.35	Louisville	Ky.	3.00	4.00
Ashland	Wis.	1.71	1.71	Fargo	N. D.	3.33	3.33	Clarksburg	Va.	3.24	4.32
Ironwood	Mich.	1.76	1.76	Kansas City	Kan.	2.81	2.81	Omaha	Neb.	3.00	4.00
Hancock	Mich.	2.18	2.18	Buffalo	N. Y.	2.31	3.08	Richmond	Va.	3.69	4.92
Sault Ste. Marie	Mich.	2.35	2.25	Utica	N. Y.	3.45	4.60	Baltimore	Md.	3.69	4.92
Ludington	Mich.	1.77	2.36	Syracuse	N. Y.	3.12	4.16	Washington	D. C.	3.69	4.92
Grand Rapids	Mich.	2.07	2.76	Albany	N. Y.	3.66	4.88	Trenton	N. J.	3.81	5.08
Saginaw	Mich.	2.22	2.96	New York	N. Y.	3.81	5.08	Burlington	Vt.	4.05	5.40
Kalamazoo	Mich.	2.22	2.96	Tupper Jet	N. Y.	4.44	5.92	Portland	Me.	4.05	5.40
Mackinaw	Mich.	2.46	3.28	Erie	Pa.	2.97	3.96	Worcester	Mass.	4.05	5.40
Cheboygan	Mich.	2.70	3.60	Pittsburgh	Pa.	3.06	4.68	Hartford	Conn.	4.05	5.40
Chicago	Ill.	1.35	1.35	Harrisburg	Pa.	3.69	4.92	Nashville	Tenn.	4.82	6.16
Moline	Ill.	1.56	1.56	Philadelphia	Pa.	3.72	4.96	Mobile	Ala.	4.32	5.76
Springfield	Ill.	2.05	2.05	Ft. Wayne	Ind.	2.42	3.24	New Orleans	La.	4.32	5.76
Peoria	Ill.	2.05	2.05	Logansport	Ind.	2.52	3.36	Jackson	Miss.	5.55	7.40
Cairo	Ill.	2.50	2.50	Indianapolis	Ind.	2.70	3.60	Little Rock	Ark.	5.61	7.48
Dubuque	Iowa	1.56	1.56	Evansville	Ind.	3.06	4.08	Columbia	S. C.	6.87	9.16
Des Moines	Iowa	2.18	2.18	Toledo	O.	2.49	3.32	Atlanta	Ga.	6.87	9.16
Mason City	Iowa	2.29	2.29	Cleveland	O.	2.76	3.68	Jacksonville	Fla.	6.42	8.56
Sioux City	Iowa	2.81	2.81	Columbus	O.	2.79	3.72	Denver	Colo.	5.62	5.62
Sioux Falls	S. D.	2.91	2.91					Pacific Coast		10.63	10.63

