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Catalogue "F" 1902.

Michigan Steel Boat Co.
Detroit, Mich. U. S. A.

Makers of Patent
Steel Boats.

H. SCHERER, President.
F. E. WADSWORTH, Secretary and Treasurer.
C. G. BULLARD, General Manager.

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Superintendants of Constructions
and Steel Departments.
F. J. DIMMER,
Superintendent Marine Engines

Michigan Steel Boat Co.

Long Distance Telephone
East 234.

1252 - 1270 JEFFERSON AVENUE.

Detroit, Mich.,
U. S. A.



... Makers of Patent ...

| | |
|-----------------------------|------------------------------|
| <i>Steel Launches,</i> | <i>Steel Duck Boats,</i> |
| <i>Steel Row Boats,</i> | <i>Steel Fishing Boats,</i> |
| <i>Steel Clinker Boats,</i> | <i>Steel Portable Boats,</i> |
| <i>Steel Family Boats,</i> | <i>Steel Trunk Boats,</i> |
| <i>Steel Eivery Boats,</i> | <i>Boat Furnishings.</i> |



Introductory

WHEN asked what is the special feature of the steel boats that we are now offering the public, we are obliged to say earnestly and candidly that in every particular in which a boat should be good the "Patent Steel Boats" built, by the Michigan Steel Boat Company is far superior to any wooden boat put out by any factory in the world.

Our boats are built of heavily galvanized "Apollo" steel. Ask your hardware dealer what "Apollo" galvanized steel means and he will tell you that that is the best brand known the world over. Each strip is cut from a special pattern and made to conform without strain to the beautiful curves that distinguish the Michigan Steel Boat Company's boats from all other craft and gives to them that graceful poise in the water that is distinctive and draws forth praise from all who see them. The lapping, seaming or grooving of the steel strips is by a new process, invented by ourselves and owned and used by our factory. By its use it is absolutely impossible for the slightest leak. The steel boat will last forever. It cannot rot, the heavy galvanizing protects it from rusting, and it is so staunch that a blow from an axe that would fell an ox does hardly dent the "Michigan Steel Boat Company's Boats." They have been severely tried out in stumpy water where wood boats had been stove in numerous times; they have been taken down rocky rapids in trout streams and came through uninjured where a wooden boat of equal dimensions could not have been made strong enough to stand the knocks and jars. They will not check nor crack or get out of shape because there is no strain anywhere, all the pretty curves are natural, and they have a much handsomer, cleaner appearance than the wooden boat that must inevitably become water soaked and rotten.

All of the bolts, rivets and screws used in the manufacture of these boats are galvanized heavily so that they never rust off. The gunwales are fastened by galvanized rivets to the steel sides instead of being nailed or screwed on as in the case of the best wooden boats.

All of the interior wood work on the steel boats built by us, gunwales, seats, running boards, etc., are of the best selected material, finished with spar varnish, sanded and shellaced. The oar-locks, are malleable iron. There are two triple-tested galvanized steel air chambers in each boat. The bow piece and stern post are secured to the keelson and commencing at top of bow piece is a half oval iron band extended onto the keel, then joined by 16 gauge band iron running full length of keel and connecting with a heavier iron extending up and fastened to the stern post.

The outside of the boats, after a double test of the seams, is painted with imported "pegamoid" the metal paint that has been adopted by the Government for all of its work in painting iron and steel war vessels.

There are in the "Patent Steel Boats" manufactured by us, when all is summed up, these advantages: They last a life-time, never leak and never sink. They save 30% in first cost and never need any repairs. They are easier to handle, having 50% greater buoyancy than wooden boats; can be left out in all kinds of weather without damage; never have loose gunwales, or broken oar-locks; they never rot no matter how wet or how dry they get; they are more graceful in design; they can be used in salt water because all metal about them is heavily galvanized, hence will not rust.

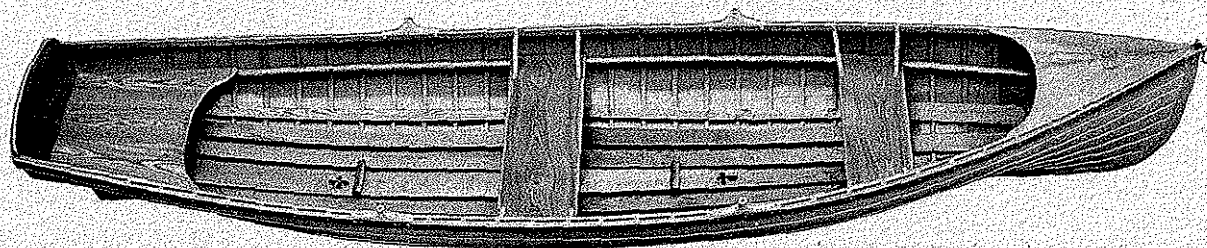
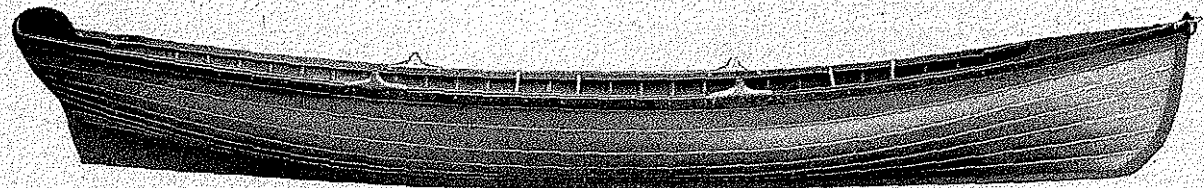
To see one of these boats is to want no other. We finish them in plush, with elegant cushions, wicker chairs, etc., where desired, and at a less cost than the most luxurious wooden boats can be made for. The oars are copper tipped.

For terms, freight rates, etc., see the back pages of this catalogue. We warrant these boats not to leak, and the letters which we publish herewith guarantees that every claim that is made for the boats put out by the Michigan Steel Boat Company is genuine. We will be glad to hear from you and answer any questions you may desire information on.

Yours very truly,

Michigan Steel Boat Company,

DETROIT, MICH. U. S. A.



B No. 1, Patent Steel Clinker Boat.

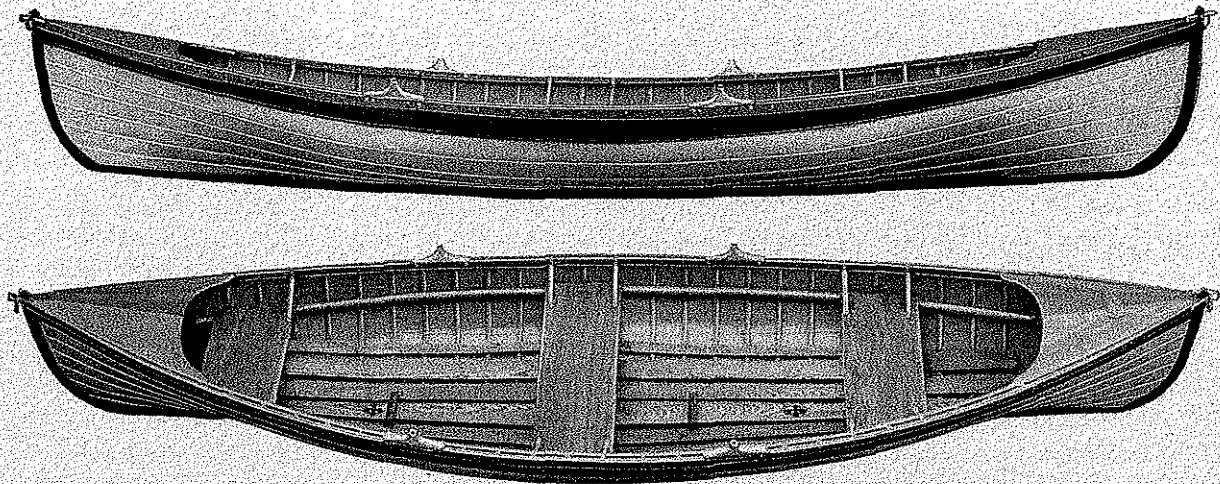
Length 14 feet; width, amidship, 45½ inches; depth, amidship, 14 inches; height of bow, 22 inches; height of stern, 24 inches; distance between ribs, 4 inches. Weight, 160 lbs.; crated, 190 lbs.

| | |
|---|---------|
| Price, natural wood finish, one pair spruce oars..... | \$36 00 |
| Price, wood painted, one pair ash oars..... | 34 00 |



OUR No. 1 Patent Steel Clinker Boat is one of the most graceful models ever shown in any style boat. It is especially designed to meet the requirements of either high class livery or family use, where a staunch dependable boat of great carrying capacity in small dimensions is required or desirable. This boat has been thoroughly tested out in stumpy ground, and in rough choppy water. With heavy loads in collision with stumps and rocks under water, this boat showed hardly a scratch where wooden boats stove in, and its great buoyancy reduces the shock of collision and the following danger of capsizing. This boat having, as have all our patent steel boats, two large air tight compartments, made of heavy galvanized steel, can be loaded very heavily in either end and still maintain its balance and the ease with which it is propelled.

When filled with water it will still float and will sustain in the water all of its passengers in case of a "spill" until relief can reach them. These boats are easy to clean, and being steel, after a washing out can be dried in the sun in a few minutes without any danger to the boat. All boatmen who have seen this boat are open and frank in their admiration of its graceful lines and its prominent superiority of any wooden boat for similar purpose. Capt. Donohue, a prominent and well known lake captain of South Haven, Mich., says: "You have the best boats I have ever inspected either for safety, economy, longevity, speed or general utility, and a most complete factory."



C No. 1, Patent Steel Clinker Pointed Boat.

Length, 14 feet; width, amidship, 45 inches; depth, amidship, 14 inches; height of bow, 22 inches; height of stern, 22 inches; distance between ribs, 4 inches. Weight, 160 lbs.; crated, 190 lbs.

Price, natural wood finish, one pair spruce oars..... \$35 00

Price, wood painted, one pair ash oars..... 33 00

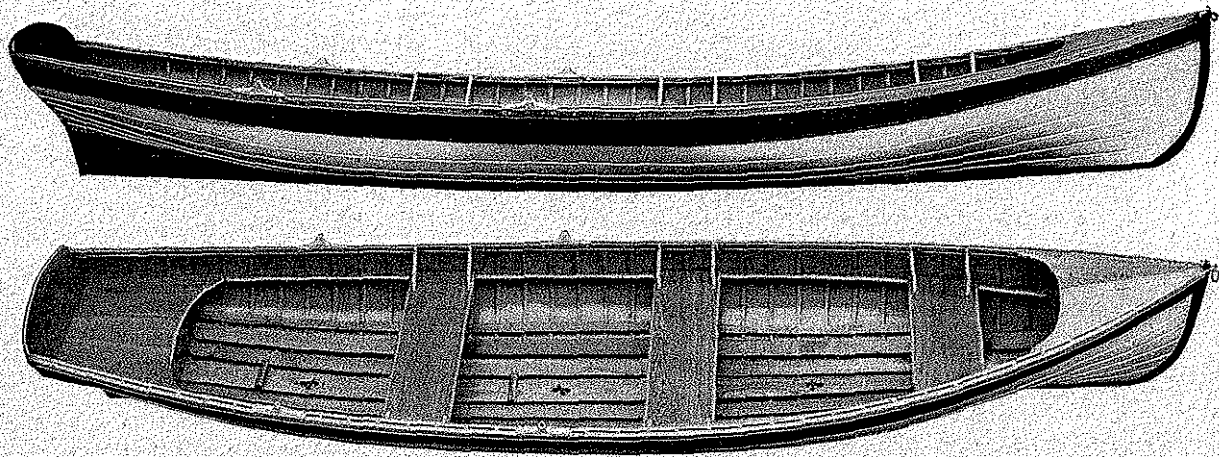
(The lines on this boat are very similar to the St. Lawrence River skiffs.)



THIS boat is different from the preceding clinker only in the fact that it is pointed at both ends, which is preferred by many on account of the ease of landing. It can be rowed either way and the rower does not have to turn the boat around to land. They are equally safe and roomy, and have the same capacity in air tight compartments that have the square end clinker boats. This boat is also preferred by many family men, because it is handy for hunting or fishing, easy to get around with and at the same time is a first-class family boat.

Like all our Patent Steel Boats it has greater carrying capacity than any wooden boat of the same dimensions. We have a large number of them in our warehouse all the time and can ship out the same day order is received.

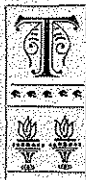
This boat in a livery has been found very useful and in much demand. It is one of the best boats in the country for fishing considering the fact that it was not built for that purpose solely. Some liverymen who have a number of these, and are ordering more, say that it is their experience that these boats will be engaged days ahead by fishermen and hunters who have used them. We are receiving many orders this year from people who want them for a family boat referring to the fact that a friend or acquaintance has one and specifying that it shall be the same in every respect. This shows that the steel boat is the coming boat. There has not been an instance in the history of our factory where a liveryman or private individual saw one of our steel boats in the water, or used it that he did not immediately want one.



D No. 1, 16 Ft. Family Patent Steel Boat.

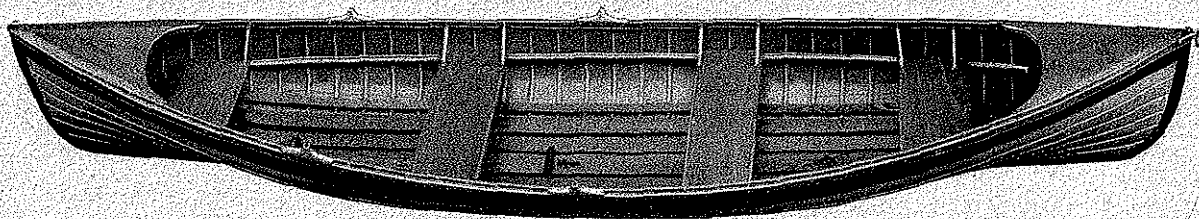
Length, 16 feet; amidship, 48 inches; depth, amidship, 16 inches; height of bow, 24 inches; height of stern 25½ inches; distance between ribs, 4 inches. Weight, 170 lbs.; crated, 200 lbs.

| | |
|---|---------|
| Price, natural wood finish, one pair spruce oars..... | \$45 00 |
| Price, wood painted, one pair ash oars..... | 42 00 |



THIS D No. 1, 16 Foot Family Patent Steel Boat is one in which we take exceptional pride. It is one of the most graceful of boats as it sits in the water, and its model prevents its settling down when heavily loaded. It has extra large steel air-tight compartments, adding to its safety—a matter to which we give careful personal attention, and it is safe to say that there is not a wooden boat on the market that has greater carrying capacity than this boat; and should it be capsized, which can only occur through the grossest carelessness, or in a heavy storm, it will ride and carry all of its passengers who can reach it. With its breadth and peculiarity of contour, which gives it its easy riding qualities, it is still the easiest propelled of any of the family boats on the market, even in choppy water or in storm.

Wherever this boat has been placed in a livery it has compelled the owner to secure a number of them sufficient to care for his trade, as the patrons once using the steel boat seriously object to going out thereafter in a wooden boat.



E No. 1, 16 Ft. Pointed Family Patent Steel Boat.

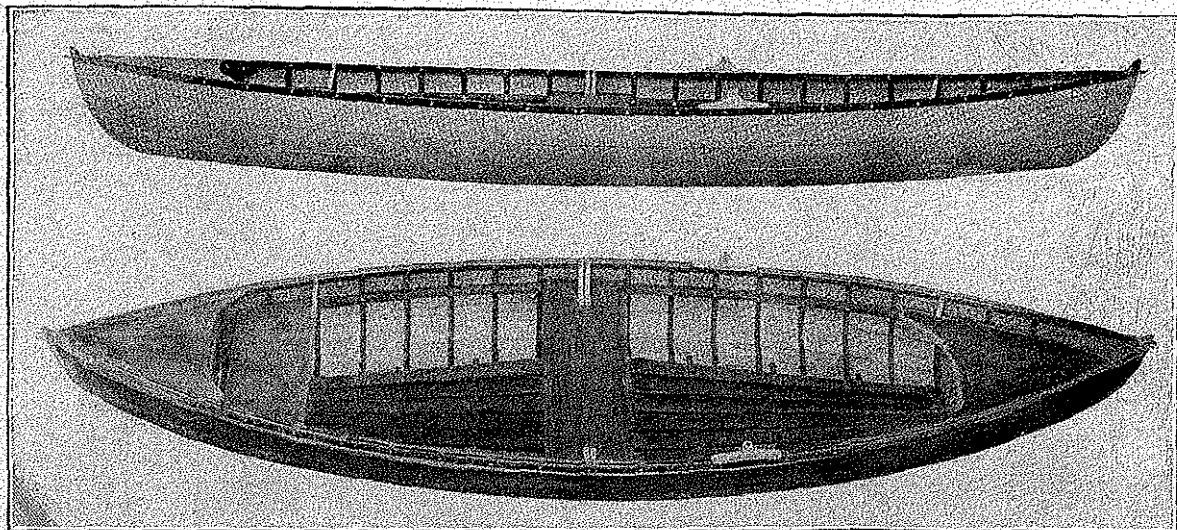
Length, 16 feet; width, amidship, 47 inches; depth, amidship, 15 inches; height of bow, 23 inches; height of stern, 23 inches; distance between ribs, 4 inches. Weight, 170 lbs; crated, 200 lbs.

| | |
|---|---------|
| Price, natural wood finish, one pair spruce oars..... | \$48 00 |
| Price, wood painted, one pair ash oars..... | 40 00 |

(The lines on this boat are similar to the celebrated St. Lawrence River skiffs.)



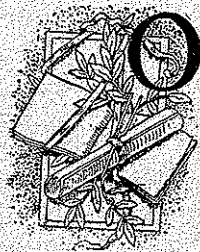
OUR E No. 1, 16 Foot Family Pointed Patent Steel Boat is one of the most successful of the many models that we show. Combining all the good points found in our D No. 1 Family Steel Boat, it has the additional feature that is highly prized by many, that of being double pointed, which enables it to be rowed in either direction without rearranging the party, or changing position. Many a drowning has been caused by people changing position in a boat and capsizing it. We study carefully for the safety of our patrons and we congratulate ourselves that we have produced boats that for safety are superior to any boats manufactured. In addition we give every purchaser of our boats a boat graceful in its lines, staunch in any test, without a peer for beauty of design or finish and at a lower cost than any wooden boat ever made. Then they last a life-time without repairs. The boats are always ready for use. Paint may be put on every fall or at the close of the boating season to brighten the boat up, but the galvanized steel used in the construction of our boats is so high a quality that this is not absolutely necessary.



F No. 1, Flat Bottomed Patent Steel Fishing Boat.

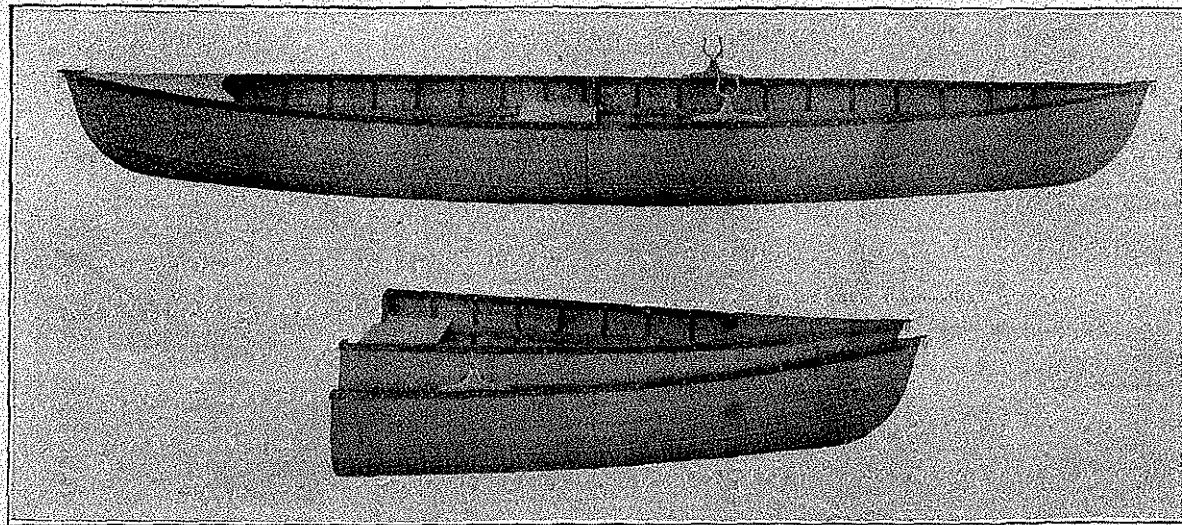
Length, 12 feet; width, amidship, 41½ inches; depth, amidship, 12 inches; height of bow, 15 inches; height of stern, 15 inches; distance between ribs, 5 inches. Weight, 100 lbs., crated, 120 lbs.

| | |
|---|---------|
| Price, natural wood finish, one pair spruce oars..... | \$26 00 |
| Price, wood painted, one pair ash oars..... | 25 00 |



OUR No. 1 Flat Bottomed Patent Steel Fishing Boats is one that is winning great favor with fishermen wherever it has come into use. It is predicted by some of the enthusiasts that it will be the only fishing boat in use in a few years. We have endeavored in its construction to meet all the requirements of a fishing boat no matter where used or to what use in the fishing line it may be put. Being enthusiastic fishermen ourselves perhaps we came nearer perfection for that reason. However that may be we have constructed in this boat one that has not yet yielded the slightest criticism, but on the contrary has filled our mail with congratulatory and laudatory letters from expert fishermen all over the country. It is only 12 feet long, is handy, staunch and light enough to be transported from stream to stream or from lake to lake without trouble. In its inside measurement it is good and broad so that it has great storage capacity for camp outfit if desired. It has light draft, so that it can be used in shallow water and being steel it can be used in perfect safety to shoot stony rapids. It will not upset so quickly as wooden boats of the same dimensions. If, however, it is capsized it will easily float all its passengers if they reach it.

We fit under the middle seat a live well, that is perfect to keep alive minnows or larger fish. Stoppers attached to change the well into a refrigerator if desired. The extra cost of well \$4.00, without Stoppers \$3.00.



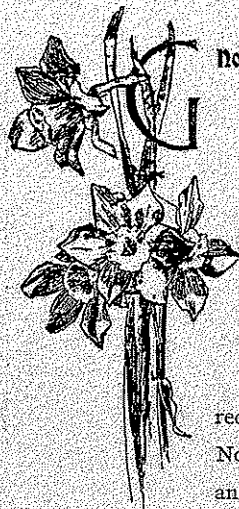
G No. 1, Sectional Patent Steel Boat.

Length, 12 feet; width, amidships, 41½ inches; depth, amidships, 12 inches; height of bow, 15 inches; height of stern, 15 inches; distance between ribs, 5 inches; weight, 115 lbs., crated, 130 lbs.

Price, natural wood finish, one pair spruce oars \$29 00

Price, wood painted, one pair ash oars 28 00

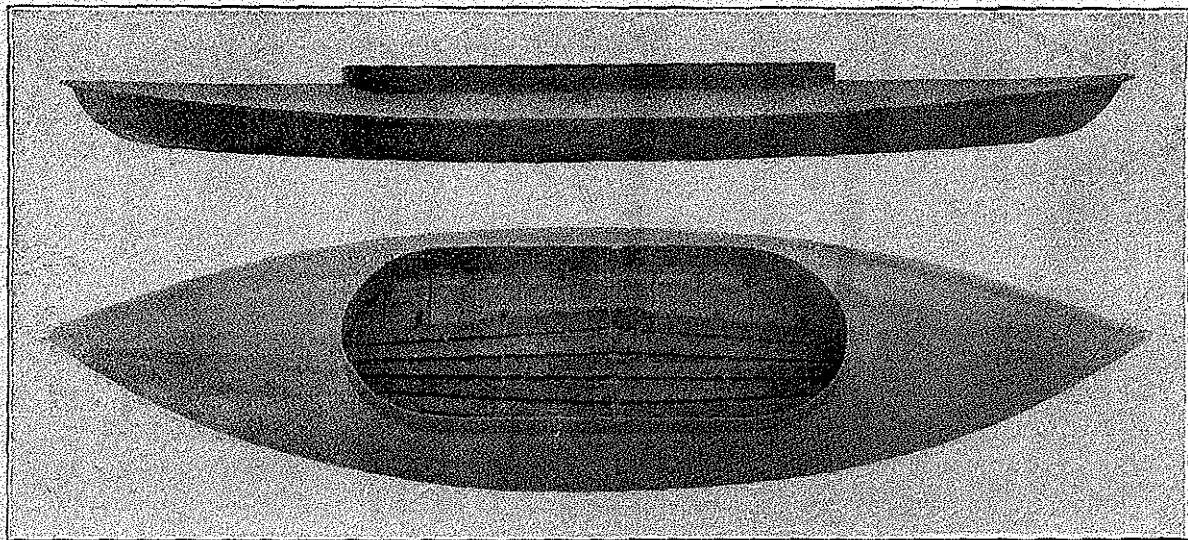
Live Well, complete \$4 00. Without Stoppers, \$3 00.



No. 1 Patent Steel Sectional Flat Bottom Boat. Merely because sectional boats have heretofore been made of wood is not a good reason why you should continue to buy wooden boats.

The sportsman, fisherman and hunter who has been buying section boats to quickly break to pieces, will save many hours of anguish if he will buy our sectional steel boat.

The steel sectional boat will stand the punishment. It will not warp, cannot leak, needs no repairs, has the reliable air-tight compartments, can be carried in back of democrat or buggy; when nested comes within the baggage requirement, when together is absolutely water-tight and cannot get out of order. No injury will interfere with uncoupling or coupling. For safety, economy, appearance and longevity we offer the best and cheapest sectional boat that money can buy.



H No. 1, Patent Steel Duck Shooting Boat.

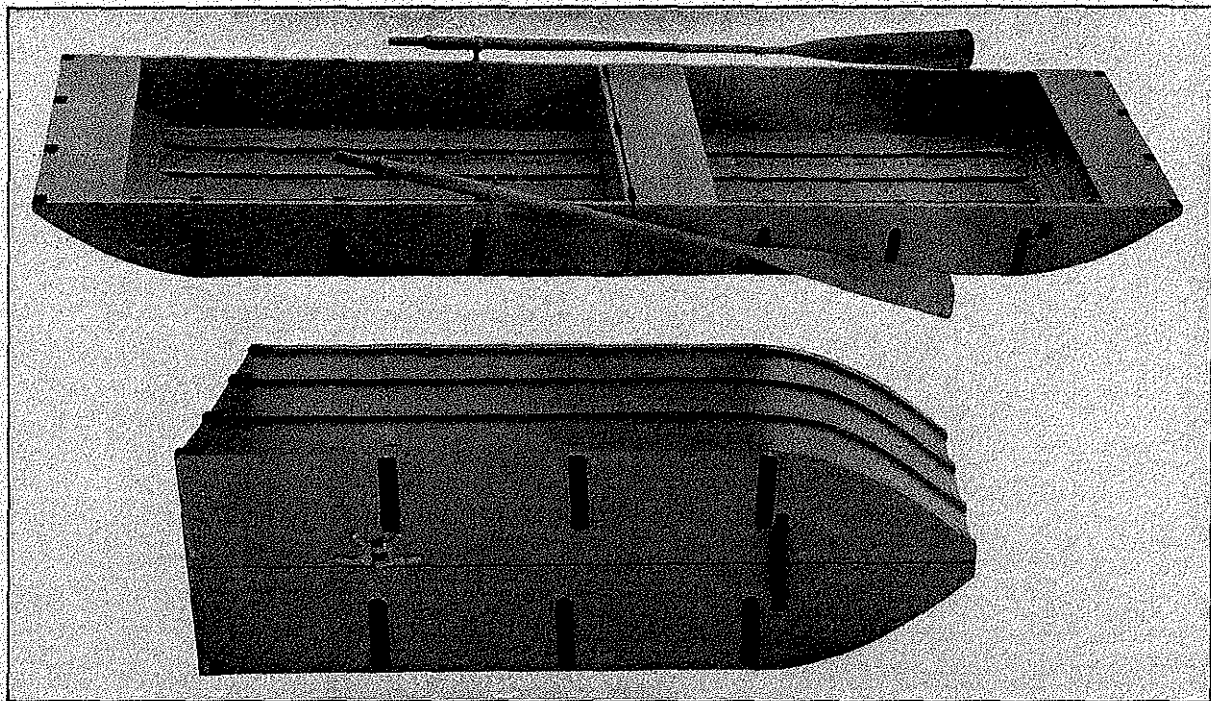
Length, 12 feet; width, amidships, 44 inches; width, cockpit, 28 inches; length, cockpit, 5½ feet; depth to top cockpit, 12 inches; depth to bottom cockpit, 7 inches; weight 100 lbs., crated, 126 lbs.

Price, including copper tipped paddle\$25 00
 Made in sections..... 28 00



WE claim without fear of successful contradiction that this **H No. 1 Patent Duck Shooting Boat** is the best duck boat ever offered hunters. Is 12 feet long, and has a lighter draft than any duck boat on the market, bar none. It is noiseless, swift and you can reach your birds wherever they fall, if there is any water on top of the mud. This boat easily goes where a dog cannot. The air chambers in each end, as in all of our boats, make it so buoyant that it will carry two men and a dog comfortably in shallow water, it sits low and is so light that a man can pick it up and carry it.

It is of peculiar mould, giving breadth without clumsiness, making it almost impossible to capsize even in quick scattered shooting. As a "sneak" boat it is much easier, swifter and better than any wooden or canvas boat ever built. The deck is made of thin spruce covered with light canvas, nicely painted dead grass color. The cockpit bent of $\frac{5}{16}$ white ash. This boat is built in sections for convenient transportation if desired.



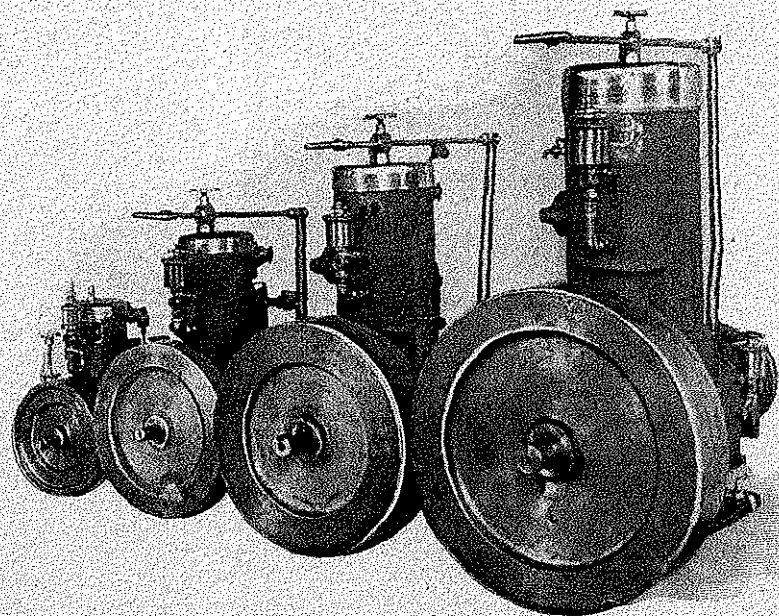
J No. 1, Patent Steel Trunk Boat.

Length, 11½ feet; width, amidships, 30 inches; depth, amidships, 10 inches; weight, 70 lbs.

Price, including one pair ash oars\$20.00



NOVELTY in its way, is this **Patent Steel Trunk Boat**, catalogued as **J No. 1**, there being nothing like it on the market, and there is little doubt that it will remain as a unique figure in boat construction for a long time. It is designed to meet the requirements of a large packing case for hunters, fishers or campers, and in an emergency to take the place of a boat. It is capable of holding an entire camp outfit, being very roomy, strong and easy to handle when packed. It costs no more than the ordinary packing case and has the advantage of being constructed of steel, and when occasion demands, is good for anything a good boat ought to be good for. Many a man or party has gone hunting or camping in the northern woods, and come across a lake that had never been fished, and where there are fish by the hundreds. Of course there are no boats within reach, and the joys of this splendid fishing must be foregone because there is no boat. This boat was suggested by just such an experience. With the contents emptied out it becomes as fine a fishing boat as anyone ever threw a line from. With it a man or two men can skim over a lake, poke into and about the dark pools, or shoot down the angry rapids of a river without danger to himself or his boat. It is good in any kind of water—salt or fresh—it is always staunch, light and speedy, and at the same time one of the strongest, most convenient and roomy packing cases ever made for a camp.

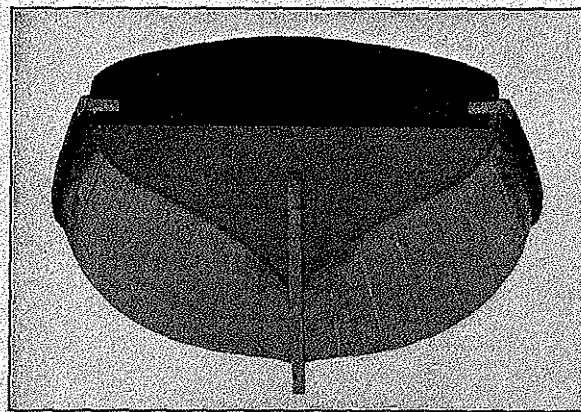




FROM the many sizes of marine engines that we manufacture, we are only showing here $\frac{1}{2}$, 1, 2 and 4 horse-power.

What we claim for all of our marine gasoline engines is that they are constructed for every day service and made to stand the hard work that is required of an engine. No reducing weight of metal to save the cost in making, we preferring weight and stability to a bad engine, and unlike many other marine engines, they are no toys.

The merchant, professional man or pleasure seekers are not familiar with how to operate marine engines, therefore, by experimenting and investigating it in all its branches, we are able to place on the market marine engines that can be run by *everybody*. All of our engines and adjustments are very simple and if our engines are installed into our steel boats and ordinary care used with the engine, they will be in service for years. It is not difficult to manufacture an engine that will run one hour, but it requires the best of mechanics and most perfect construction to place on the market all sizes of engines that will run until stopped without any annoyance. The perfect construction of all our marine engines after being installed into our steel launches, returns to the buyer full value for his money.



Stern View B No. 1.

Stern View Showing the Clearance.

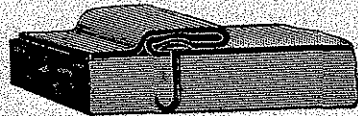
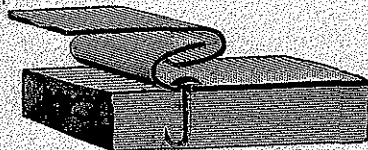
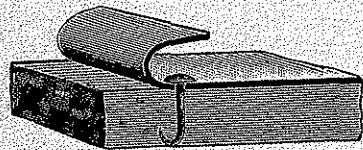
Special attention is called to the high, clean sterns of all our boats, they being clear of water when loaded. The view shows the seams and widths of streaks and a general view amidships. The B No. 1 design has seven streaks. All sterns are covered with steel seamed on to the streaks. The oak keel is the only wood in contact with water. The manner of fastening the rails to the stern with galvanized iron clips, riveted, is clearly shown.

VIEW showing one of the many reasons why our steel boats never leak and are non-destructible.

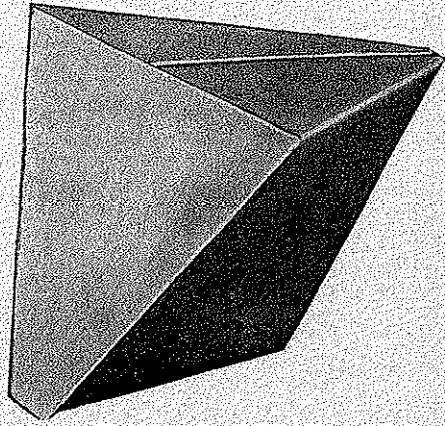
The first sketch shows metal turned and fastened to rib.

The second how the streaks are hooked into place.

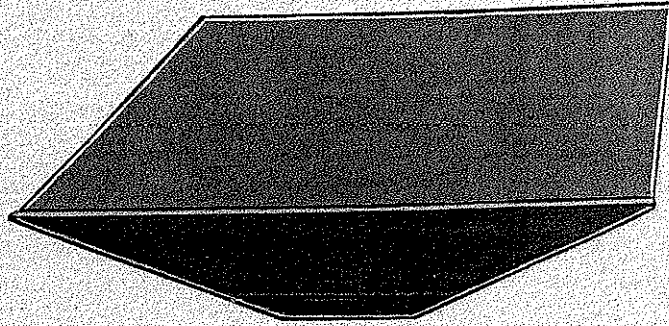
The third illustrates the joint grooved down, therefore impossible to unhook, and being perfect it will not permit the boat to leak. Shows the nail covered by three thicknesses of metal.



Galvanized Steel Air-Tight Compartments.

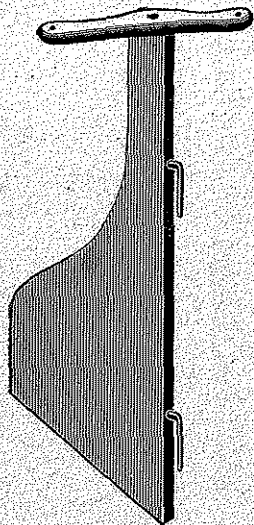


The Bow.



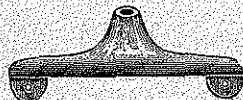
The Stern.

The joints are double seamed, soldered and thoroughly painted with "Pegamoid," a sure preventive of rust. The compartments pass a rigid hot water test, and in position they are incased and not visible; therefore nothing can be injured.



Rudders.

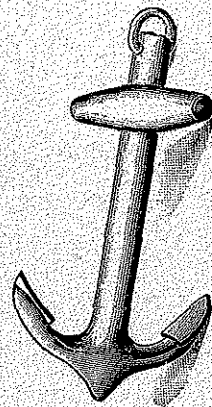
Price, each.....\$1 50
Steel Rudders to Order.



Galvanized Malleable Iron Oar-Locks.

Galvanized Malleable Iron Oar-locks are used on all our designs of boats. This lock will fit any boat with open rail and it cannot pull off.

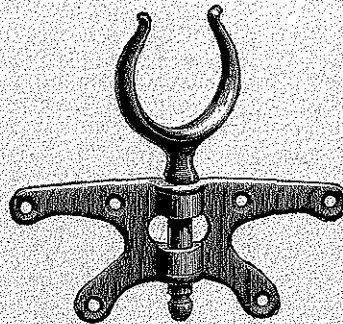
Price, per pair.....\$0 50



Cast Iron Anchor.

Price, each.....\$1 00
Price, each, Galvanized..... 1 50

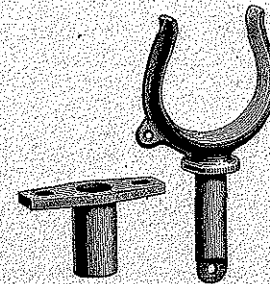
Galvanized Malleable Iron Oar-Locks and Sockets.



No. 5.

Fastened to side of boat.

Price per pair.....\$0 60



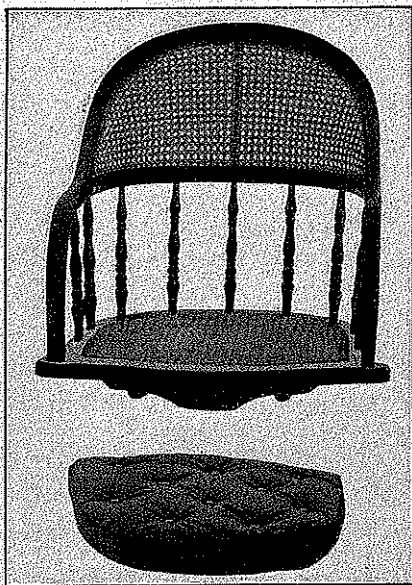
No. 3.

Oar-lock and Socket fastened on the rail and for
leathered oars.

Price, per pair\$0 25

We can supply No. 2, (North River,) which is the same as No. 3, except it is not intended for leathered oar.
No. 2 the lock is pinned to oar.

Price, No. 2.....\$0 25 per pair.



Chair Seat and Cushion.

Price of chair, including cushion.....\$6 00
 Price of cushion..... 1 25



Oars or Sculls.

Copper tipped, ash, 5 to 8 feet.....\$0 12 per foot.
 Copper tipped, spruce, 5 to 8 feet. 0 13 per foot.



Spruce Spoon Oars.

Copper tipped, 6½ to 7 feet\$3 50 per pair.
 Copper tipped, 7½ to 8 feet 4 00 per pair.

WE will furnish quotations on all articles that are required for pleasure boats of any description, and as the demand for boat fittings has increased so rapidly, it is impossible to catalogue all the fittings in stock. The following is a list of the most important :

Canvas Covers for Launches.

Sails of all kinds.

Masts and Spars.

Center Boards.

Lee Boards.

Launches, Chairs and Cushions.

Life Preservers.

Air Chamber; or Bulk Heads.

Brass Cleats for Rope Stays.

Galvanized Iron Main Cleats.

Bilge Pumps.

Anchors and Chains.

Folding Anchors.

Flags.

Rubber Air Cushions.

Perforated Rubber Mats.

All kinds of Oars.

Single and double paddles.

Rubber Deck Mats.

Ring Buoys.

Fenders.

STEEL BOAT FREIGHT RATES.

The following table is the freight rate per 100 pounds from Detroit to various parts in every State. The rate applies to boats crated under 18 feet in length. The rates are not guaranteed, as the classifications are often changed by the tariff committees, although no radical changes are made. We will be pleased to quote rates on Launches on application. Take the nearest town to your own and the rates to yours are about the same.

ALABAMA.

| | |
|------------------------------|--------|
| Decatur, per 100 lbs..... | \$4 60 |
| Birmingham, per 100 lbs..... | 4 80 |
| Mobile, per 100 lbs..... | 4 50 |

ARKANSAS.

| | |
|-------------------------------|------|
| Ft. Smith, per 100 lbs..... | 6 20 |
| Little Rock, per 100 lbs..... | 5 20 |
| Pine Bluff, per 100 lbs..... | 5 20 |
| Texarkana, per 100 lbs..... | 5 20 |

CALIFORNIA.

| | |
|---------------------------------|-------|
| Los Angeles, per 100 lbs..... | 12 00 |
| San Francisco, per 100 lbs..... | 12 00 |
| Ukiah, per 100 lbs..... | 14 00 |

COLORADO.

| | |
|----------------------------|-------|
| Denver, per 100 lbs..... | 9 20 |
| Gunnison, per 100 lbs..... | 12 80 |

CONNECTICUT.

| | |
|-------------------------------|------|
| Bridgeport, per 100 lbs..... | 3 20 |
| Hartford, per 100 lbs..... | 3 20 |
| New Haven, per 100 lbs..... | 3 20 |
| New London, per 100 lbs..... | 3 20 |
| Willimantic, per 100 lbs..... | 3 20 |

DELAWARE.

| | |
|------------------------------|------|
| Dover, per 100 lbs..... | 3 00 |
| Wilmington, per 100 lbs..... | 3 00 |

DISTRICT OF COLUMBIA.

| | |
|------------------------------|------|
| Washington, per 100 lbs..... | 3 00 |
|------------------------------|------|

FLORIDA.

| | |
|------------------------------------|------|
| Jacksonville, per 100 lbs..... | 5 50 |
| Pensacola, per 100 lbs..... | 4 40 |
| Tampa (all rail), per 100 lbs..... | 9 00 |

GEORGIA.

| | |
|----------------------------|------|
| Atlanta, per 100 lbs..... | 5 88 |
| Macon, per 100 lbs..... | 5 88 |
| Savannah, per 100 lbs..... | 5 40 |

ILLINOIS.

| | |
|-------------------------------|------|
| Cairo, per 100 lbs..... | 2 40 |
| Freeport, per 100 lbs..... | 1 60 |
| Peoria, per 100 lbs..... | 1 60 |
| Springfield, per 100 lbs..... | 2 00 |

INDIANA.

| | |
|--------------------------------|------|
| Elkhart, per 100 lbs..... | 1 00 |
| Evansville, per 100 lbs..... | 1 60 |
| Indianapolis, per 100 lbs..... | 1 40 |
| Terre Haute, per 100 lbs..... | 1 28 |

IOWA.

| | |
|-------------------------------|------|
| Burlington, per 100 lbs..... | 2 20 |
| Centerville, per 100 lbs..... | 2 40 |
| Davenport, per 100 lbs..... | 2 20 |
| Ottumwa, per 100 lbs..... | 2 20 |
| Sioux City, per 100 lbs..... | 3 60 |

KANSAS.

| | |
|-------------------------------|--------|
| Atchinson, per 100 lbs..... | \$3 60 |
| Leavenworth, per 100 lbs..... | 3 60 |
| Dodge City, per 100 lbs..... | 7 00 |
| Wichita, per 100 lbs..... | 6 00 |

KENTUCKY.

| | |
|--------------------------------|------|
| Frankfort, per 100 lbs..... | 2 40 |
| Louisville, per 100 lbs..... | 1 64 |
| Hopkinsville, per 100 lbs..... | 3 50 |

FREIGHT RATES.—Continued

| | | |
|---|------------------------------------|---|
| LOUISIANA. | NEBRASKA. | OHIO. |
| Baton Rouge, per 100 lbs..... 4 40 | Crawford, per 100 lbs..... 5 00 | Lima, per 100 lbs..... 1 40 |
| New Orleans, per 100 lbs..... 4 40 | Omaha, per 100 lbs..... 3 60 | Toledo, per 100 lbs..... 1 40 |
| MARYLAND. | Ogalla, per 100 lbs..... 7 00 | Youngstown, per 100 lbs..... 1 68 |
| Baltimore, per 100 lbs..... 3 60 | NEW HAMPSHIRE. | PENNSYLVANIA. |
| Hagerstown, per 100 lbs..... 2 88 | Concord, per 100 lbs..... 3 28 | Erie, per 100 lbs..... 1 60 |
| MASSACHUSETTS. | Keene, per 100 lbs..... 3 28 | Harrisburg, per 100 lbs..... 2 80 |
| Boston, per 100 lbs..... 3 50 | Portsmouth, per 100 lbs..... 3 28 | Pittsburg, per 100 lbs..... 1 60 |
| Worcester, per 100 lbs..... 3 50 | NEW JERSEY. | Scranton, per 100 lbs..... 2 80 |
| MISSISSIPPI. | Newark, per 100 lbs..... 3 00 | SOUTH CAROLINA. |
| Jackson, per 100 lbs..... 5 72 | Trenton, per 100 lbs..... 3 00 | Charleston, per 100 lbs..... 5 40 |
| Mississippi City, per 100 lbs..... 6 12 | NEW YORK. | Greenville, per 100 lbs..... 6 24 |
| Vicksburg, per 100 lbs..... 4 40 | Albany, per 100 lbs..... 2 80 | Wilmington, per 100 lbs..... 6 00 |
| MICHIGAN. | Buffalo, per 100 lbs..... 1 60 | SOUTH DAKOTA. |
| Alpena, per 100 lbs..... 1 96 | Elmira, per 100 lbs..... 2 40 | Deadwood, per 100 lbs..... 9 60 |
| Bay City, per 100 lbs..... 1 20 | NORTH CAROLINA. | Canton, per 100 lbs..... 3 92 |
| Kalamazoo, per 100 lbs..... 1 20 | Charlotte, per 100 lbs..... 3 60 | Watertown, per 100 lbs..... 4 60 |
| Marquette, per 100 lbs..... 2 40 | Raleigh, per 100 lbs..... 5 32 | Yankton, per 100 lbs..... 6 60 |
| Petoskey, per 100 lbs..... 2 00 | Wilmington, per 100 lbs..... 5 08 | TENNESSEE. |
| MINNESOTA. | NORTH DAKOTA. | Chattanooga, per 100 lbs..... 4 20 |
| Crookston, per 100 lbs..... 6 40 | Bismark, per 100 lbs..... 7 12 | Memphis, per 100 lbs..... 3 20 |
| Duluth, per 100 lbs..... 3 12 | Fargo, per 100 lbs..... 6 40 | Nashville, per 100 lbs..... 2 80 |
| Minneapolis, per 100 lbs..... 2 92 | Grand Forks, per 100 lbs..... 6 80 | WISCONSIN. |
| Winona, per 100 lbs..... 2 52 | Minot, per 100 lbs..... 8 00 | Beloit, per 100 lbs..... 2 08 |
| Two Harbors, per 100 lbs..... 4 80 | OHIO. | Ashland, per 100 lbs..... 3 60 |
| Alexandria, per 100 lbs..... 5 28 | Cincinnati, per 100 lbs..... 1 20 | Madison, per 100 lbs..... 2 20 |
| MISSOURI. | Cleveland, per 100 lbs..... 1 40 | Prairie Du Chien, per 100 lbs..... 2 50 |
| Hannibal, per 100 lbs..... 2 40 | Columbus, per 100 lbs..... 1 60 | Wausau, per 100 lbs..... 2 92 |
| Poplar Bluff, per 100 lbs..... 5 00 | | Hurley, per 100 lbs..... 3 60 |
| Springfield, per 100 lbs..... 4 00 | | |

... TERMS ...

If full amount is not remitted with order it will be necessary to deposit twenty-five per cent., balance collected by draft attached to bill of lading. Prices quoted free on cars at Detroit; no charge for crating.