

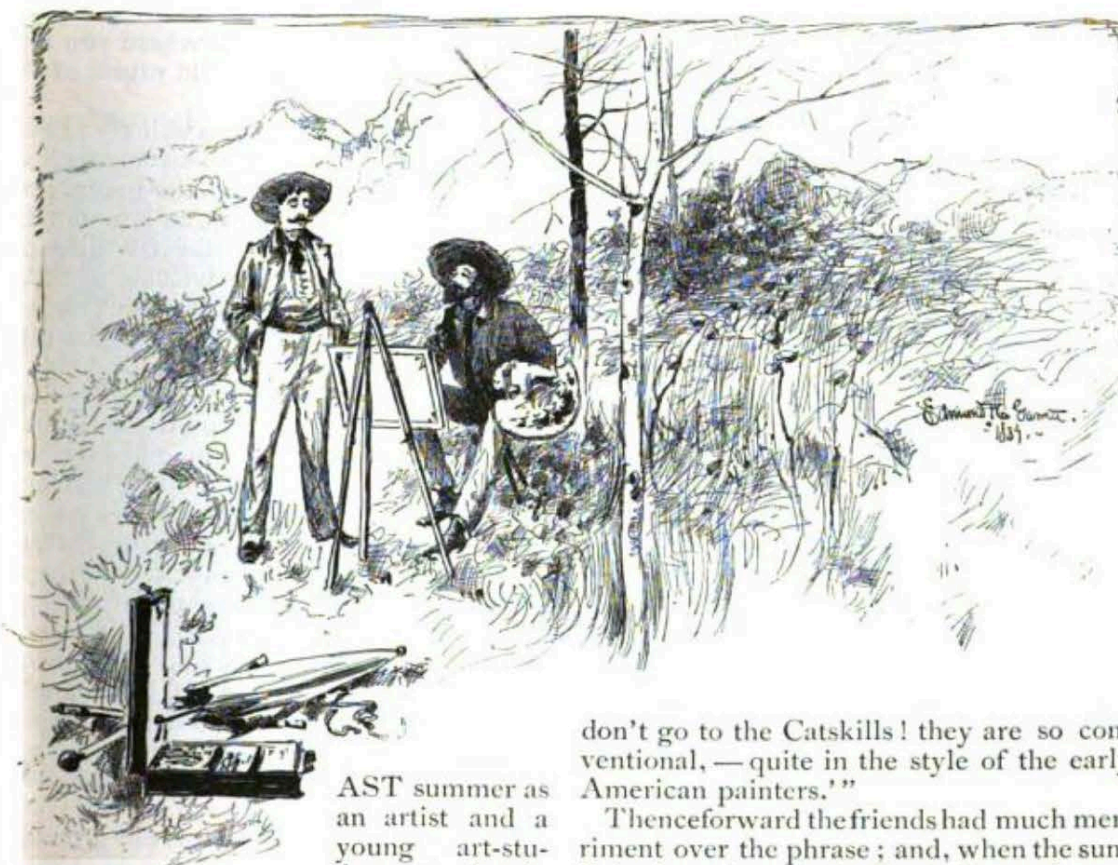
OUTING.

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No. 4.

SUMMER DAYS IN THE CATSKILLS.



ing together in one of the cool valleys that adorn the blue hills we see looking westward from the Hudson, the busy silence was suddenly broken by the younger man:—

“Mr. Vandyke, what do you think of the Catskills as a sketching-ground?”

“Think!” said he of the brush. “Why look here, and here, and here,” and he signalled with his pipe—“a perfect picture on every side.”

“Yes, but,” a little doubtfully, “before I left New York I asked Mr. Umber” (and here he named a well-known painter) “the same question, and he said, ‘Oh,

don’t go to the Catskills! they are so conventional,—quite in the style of the early American painters.’”

Thenceforward the friends had much merriment over the phrase; and, when the sunlight danced on the lucid shallows of some wild brook, or touched with good-night caress the curved summits, they shouted, “Conventional!” till the phrase was called into universal service for morning mists and evening shadows, and all the beautiful and picturesque possibilities of summer time in the hills. Perhaps a train of thought scarcely less absurd has infected the general public.

“Oh, we can’t go to the Catskills, you know, any more!” people say; “they are too crowded.”

Seventy thousand guests, say the newspapers; and one feels afraid to venture thither lest peace and seclusion should

ride together so much, that now I always compromise whenever Mrs. B. wants to go anywhere, and go at once. It is always wise to start right.

Having a tricycle, the next thing necessary for a lady is a suitable costume. By listening to Mrs. President Bates and her friend Mrs. Blink, and other ladies, who discussed this important subject with much taste and learning as to fabrics and colors, I have learned some valuable lessons, especially about colors. The ladies all began with the primary principle that the fabric must be soft wool, and both fabric and color must fit the particular style and complexion of the wearer, and all ornaments, ribbons, and colors worn by the rider must be agreeable contrasts to the color of the costume. This of course. So far any wheelman could study out. But both my wife and Mrs. Blink agreed, and the other ladies at once conceded, that there was another very important point in selecting colors, — a point which the wheel-man, I now perceive, too often ignores. They agreed that the colors must all contrast agreeably with the machine! The tricycle being enamelled in black, no black or very dark colors, said these ladies, must be worn by its rider. Why? Because a little way off any black article of costume will look like part of the machine, and not like part of the rider. Think of that, ye wheelmen who propose to wear black stockings and ride an enamelled wheel! Think of having your black legs at a little distance mis-

taken by lady observers for piston-rods, or other moving parts of the machinery, and not parts of yourselves! If you wear black stockings ride only nickelled wheels. And when you select a belt-buckle, or other ornament, see that it is in harmonious contrast with your wheel. No silver or nickel ornaments for riders of nickelled wheels.

"This having to fit the colors to the machine makes it a great deal more trying," observed Mrs. Blink, while the two ladies were halting in opinion between a soft light shade of gray and a delicate pale brown which another lady recommended. They chose the gray. And then they said that they were glad the enamel of the machine was black, because a glossy black permitted so many more pretty contrasts than any other color.

I imbibed much additional wisdom by listening to the discourse of the ladies, concerning riding-gloves, shoes, hats, etc., their proper fabrics, colors, and forms. And I have concluded that feminine intuition can discover more about the primary principles of these things in a single day's shopping inspiration than our oldest bicycle clubs have been able to evolve from years of study and experience. Hence I am prepared to predict a rapid and large advance in the good taste and appropriateness of wheeling-uniforms as soon as tricycling becomes common enough among the ladies to give our clubs the benefit of their superior intellect in such matters.

President Bates.

A CANVAS CANOE.

BY B. T. NEWMAN.

CANOEING of late has become so popular that canoes are preferred above all other kinds of small craft; and they would be used still more if it were not for their price, which is more than it is always convenient for every one to pay.

Here is a plan which will meet the wants of a great many, being both cheap and good, and only requiring a little hard work to produce a serviceable affair. The original was used by the writer on Lake

Minnetonka, and proved to be a stanch, fast boat, and easily handled. It was of the usual length, fourteen feet, beam twenty-eight inches, and depth amidship, at gun-wales, ten inches.

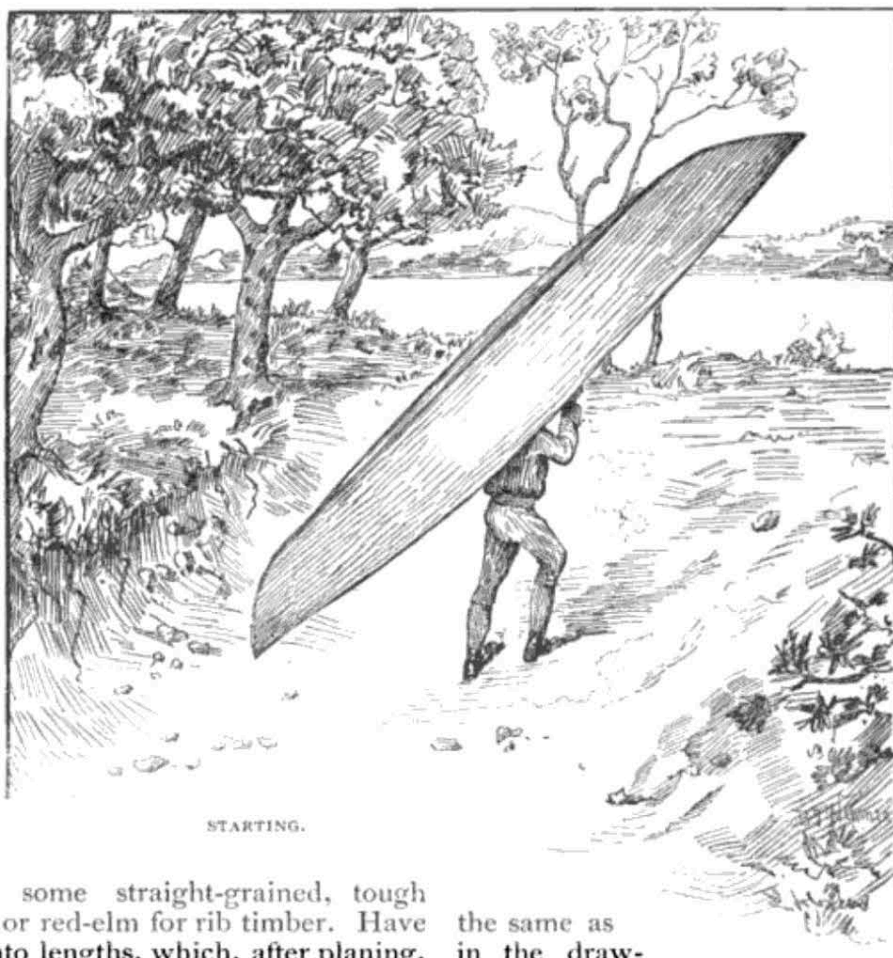
First procure a piece of oak-plank an inch thick, and saw from it two pieces for stems of the shape shown in the upper Sketch, p. 281, being careful that at the lower end of each *A* the grain runs as in the drawing, or it will be likely to split. Plane the outer or convex edge of each down to half an

inch, commencing at the end of the keel, *B*. Four inches from *A* saw in one and one-half inches crosswise, and cut the piece out to admit the keel, which should be of oak, twelve feet long, and one inch wide by one and one-fourth inches deep.

Secure the stems to the keel by boring three-sixteenths of an inch holes, and riveting with two and one-half inch rivets and burrs. Let in the heads of the rivets on the under side.

Mark a perpendicular centre line on each, and, to be sure of making both curves alike, after one curve is finished take a piece of paper doubled, place the folded edge on the centre line, and cut out with scissors both curves at once, then, spreading the paper on the board, you can mark the other curve by the edge of it.

Now for two permanent sections (Sketch 4). These are made of three-quarters of an inch hard-wood, with grain



STARTING.

Procure some straight-grained, tough white-oak or red-elm for rib timber. Have it sawed into lengths, which, after planing, measure, three-fourths of an inch wide, one-fourth of an inch thick, and four feet long.

Mark with a square, and saw places to admit them into the bottom of the keel three inches apart, cutting out with a chisel.

Cut out, from rough pine, an inch thick, three temporary section-boards, to keep the canoe in shape while you are putting it together, one for the middle, two feet and four inches wide (Sketch 2), and two others like Sketch 3, two feet wide, placed each side of the centre section, three feet from it.

the same as in the drawing.

Make them twelve inches across the top, which is arched three-quarters of an inch. Place them upright, with the top twenty inches from the top of each stem.

Into the bottom of all these sections should be sawed a place to admit the keel, (an inch by an inch and a half). Then, to keep them in place, a piece of strap-iron should be nailed to each temporary section, passing under the keel.

The next thing to do is to procure a piece of joist, fourteen feet long by either three or four inches square. Fasten it on two horses, being sure that the upper edge is

straight. It is secured in this manner to keep it from twisting out of shape. Then fasten the keel to it (Sketch 5), being careful to put it on straight, with either nails or slender screws, perhaps three or four in the length, boring holes first. These holes will do no harm as the keel goes inside the canvas.

The section-boards must be secured, to keep them from canting, by two strips of wood for each, one on either side of the keel, about ten inches apart, reaching to the floor.

After this is done a line should be fastened to a small nail driven in the centre of the top of one of the stems, and drawn tightly to the center of the top of the other, where it should be fastened. Then see if the centre line of the middle section corresponds with the string; if it does not, push the stem which tips over, up till it is right, and fasten both by nailing to them a stick reaching to the floor (Sketch 5), for a brace. Be very careful to do this, for the stems must be in line, otherwise the boat will not go straight.

Now get some strips of pine for side-planks, one and a half inches wide. After planing, these should be about a quarter of an inch thick, or less; commencing three or four feet from the centre they should taper to an inch at the ends.

Take a splitting-saw, and split these strips from the ends towards the middle, leaving five feet uncut in the centre.

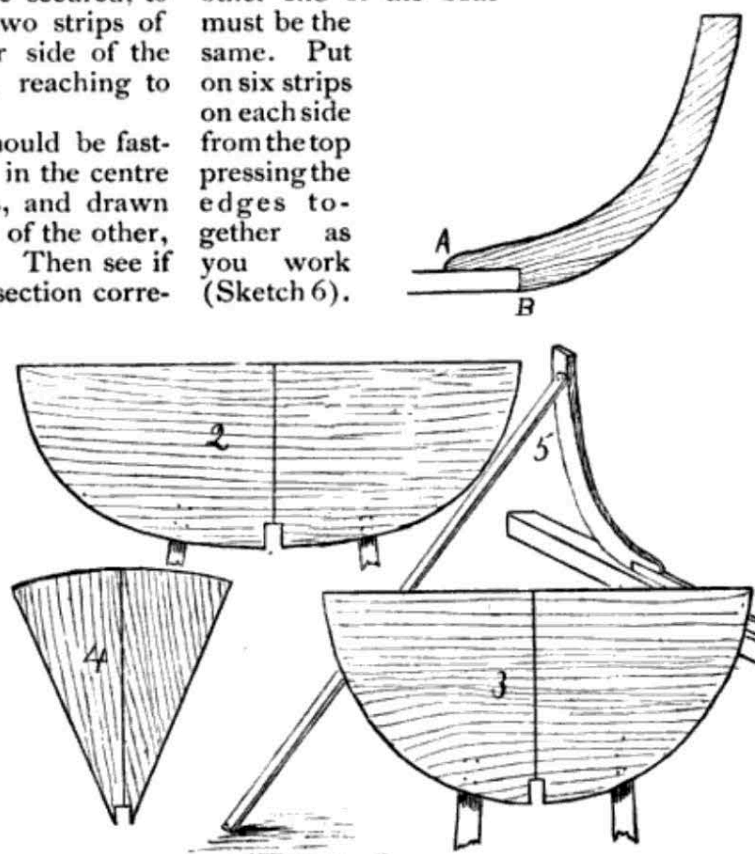
The height of the bows is to be fifteen inches. Measuring up from the joist, mark off this height on each side of each stem. Measuring up from the joist on the middle section, mark ten inches on the centre line, draw another line at right angles to it across the section; where this line touches the edge tack the centre of one of the strips, so that the upper side is on the mark.

Tack on the ends to the stems with galvanized inch boat-nails, holding an iron on the other side while driving to clinch them. Do the same on the opposite side. Now measure from the top edge of the first strip on the centre section, with a tape measure, to that side of the keel, and repeat for the other side to make sure that the two sides

are alike. Secure in place temporarily with inch-and-a-quarter nails.

Look carefully at the strips, and be sure there is a good curve from the centre to the end. Nail to intermediate section on one side. Measure to keel. Repeat the distance on the opposite side; then nail. The measurement for the like section on the other end of the boat

must be the same. Put on six strips on each side from the top pressing the edges together as you work (Sketch 6).



THE FRAME.

After soaking the rib-timbers in hot water, or steaming them (half an hour will be long enough), take one, slide the end through one of the places cut in the keel, and pull it in place inside the pine strips. It is long enough for each of the ends to project six inches or so above the boat on each side.

Tie the tops across with cord so as to prevent strain on the strips, then in like manner put in the others working from the centre towards the ends of the boat, leaving out the last three until later, when there will be further explanation about them.

For fastening the strips to the timbers procure a pound of galvanized boat-nails, three-quarters of an inch long. Take an awl, and begin near the middle, push the top of one of the timbers down till it

bears against the strips, and punch a hole near the upper edge and through the timber. Be sure and use a sharp awl and cut across the grain. Drive a nail, and clinch it against an iron held inside. Now drive another on the opposite side, but not in line on the timber (see Sketch 6).

Fasten the strip below like the former, driving two nails, one on the upper,

breaking them, and then nailed as before. Saw off all the timber ends which project above the upper strip.

The length of the cockpit is five feet. Two and a half feet on each side of the centre of the boat, put deck-timbers arching an inch. They must be sawed from white-oak, an inch square. Cut them the width of the boat, and, to secure them to the sides, get four small oak-knees.

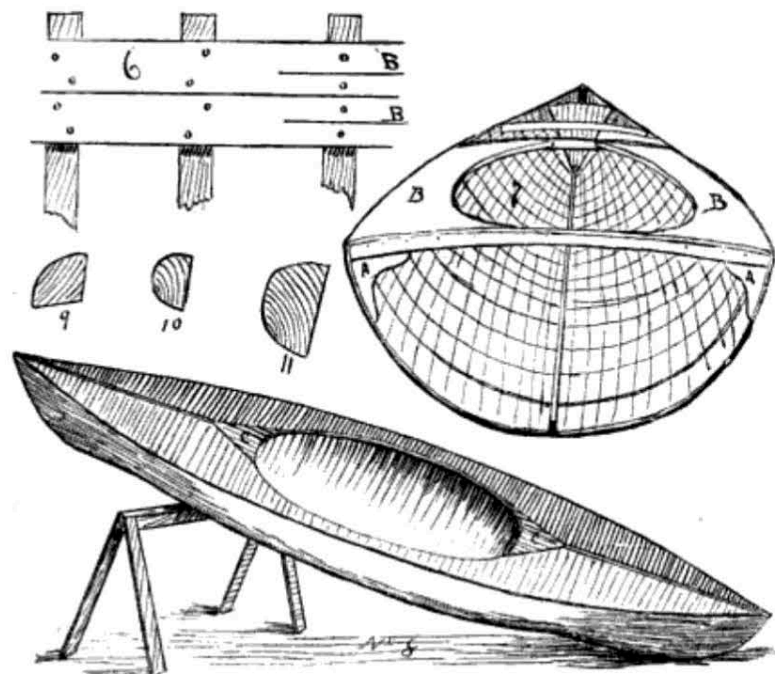
These you can find among the oak-tree branches. Take off the bark and cut them out the proper shape to fit the sides (see Sketch 7, *AA*), placing them an inch and a quarter below the edge, and under the ends of the deck-timbers. Fasten them to the rib-timbers by driving nails, after punching holes through to the strips, and clinch them, and nail or screw them to the deck-timbers. Out of the same material cut two other deck-timbers, one for each end, making them arch an inch, one inch square. Place these a foot and six inches nearer the bows, fastening the ends a quarter of an inch below the edge.

Take two pieces of pine board, an inch thick and a foot wide by five feet long. Place one lengthwise along the boat, and mark on it the outside curve of the canoe. Cut both boards alike on this line, and saw places for the rib-timbers, so that these boards will fit inside the gunwales.

The inside edge must curve as well as the outside. The width of the board will be three and one half inches in the middle; the ends being cut as in Sketch 7, *BB*, allowing the cockpit to be about twenty inches wide after the washboards are put on. Remove the centre section, put the former boards in, and nail in place to the ribs and deck-timbers.

You can now take the screws out of the keel, turn the boat over, and fasten all the rib-timbers to the keel with galvanized nails. Next put on the rest of the pine strips, and clinch them in place. Take out the temporary sections.

Between the end sections and the stems put in two timbers, one on each side, about half-way. The lower end need not



FINISHING.

and the other on the lower edge; continue till the six strips are fastened on one side, then repeat on the other. Be sure and make the tops of the same rib-timbers equidistant from the end of the boat. Follow these directions for all the timbers.

When you come to where the strips have been split fasten each half with one nail (see Sketch 6, *BB*). Fasten the strips to the hard-wood sections with galvanized nails.

Now for the six end rib-timbers. In the middle of each, for a space of an inch and a quarter, where the keel will come, make a number of saw-marks across them, a little more than one-sixteenth of an inch deep. Then with a chisel work from each side, and soak them like the others. Cut away the corners of the keel where the places for these timbers were cut, so that it will be rounded. The timbers can then be pushed into place, with the saw-marks inside, and bent under the keel without

be fastened to the stem, but the strips must all be nailed to them.

For a deck take quarter-inch pine. Put it on lengthwise; three-fourths inch galvanized nails are used to fasten it to the timbers. The ends of the strips which project beyond the stems are sawed off curved with the bows.

Paint the wood-work, inside and out, a desirable color. This prevents its soaking water. When dry it is ready for the canvas.

Procure eight or ten ounce cotton canvas, fifty inches wide. A little over five yards are needed; also two papers of four-ounce tinned tacks.

Turn the boat deck down on the horses,

cloth into the cockpit, driving tacks in the edge of the inch board.

As you work forward towards either end, strain the canvas endwise, and full it a little between the tacks. Draw a centre line lengthwise along the deck, and tack the canvas an inch beyond it.

Repeat for the other side, turning in the raw edge. If the canvas is not wide enough to cover the entire deck, insert a piece (see Sketch 8, CC).

The washboard should be of smooth white-ash, about three-eighths of an inch thick and three inches wide, projecting above the deck an inch and a half.

Bend a very thin strip around the opening for this, and mark the required length,



AFLOAT.

and tack the centre of one end of the cloth to the top of the stem with two or three tacks, driven into the hard-wood. Now stretch it the length of the boat, pulling it tight and tacking to the top of the other stem. See that an equal portion of the cloth extends beyond the gunwale on each side amidships. Begin there to tack for about two feet on one side, two inches apart, half an inch below the gunwale on first strip, then pull tightly across, and tack for three feet or so on the other, and so on alternately, until finished.

Full the cloth a little on the gunwale; by so doing it is possible to put it on whole. Now the cloth that projects beyond the gunwales is used for the deck. Turn the boat over, and begin amidships to pull the

sawing it off by this measurement. Steam, or soak it in boiling water, till it is very soft, quickly bend into place, and fasten by screwing into the surrounding boards and deck-timbers. Round the outside of it, fitting the angle, is to be a bead-moulding of pine (see Sketch 9). Set it in paint to prevent leakage, and nail with small brads.

Cover the tacks round the outside of the rail with a half-inch half-round (see Sketch 10) batten, and protect the canvas at the stems with a half-round batten the width of the stems (see Sketch No. 11), which may pass the entire length of the boat, and serve as a keel.

Paint the boat two coats, of a desirable color. It should cost about \$5.00.