

# GOLDEN ARGOOSY

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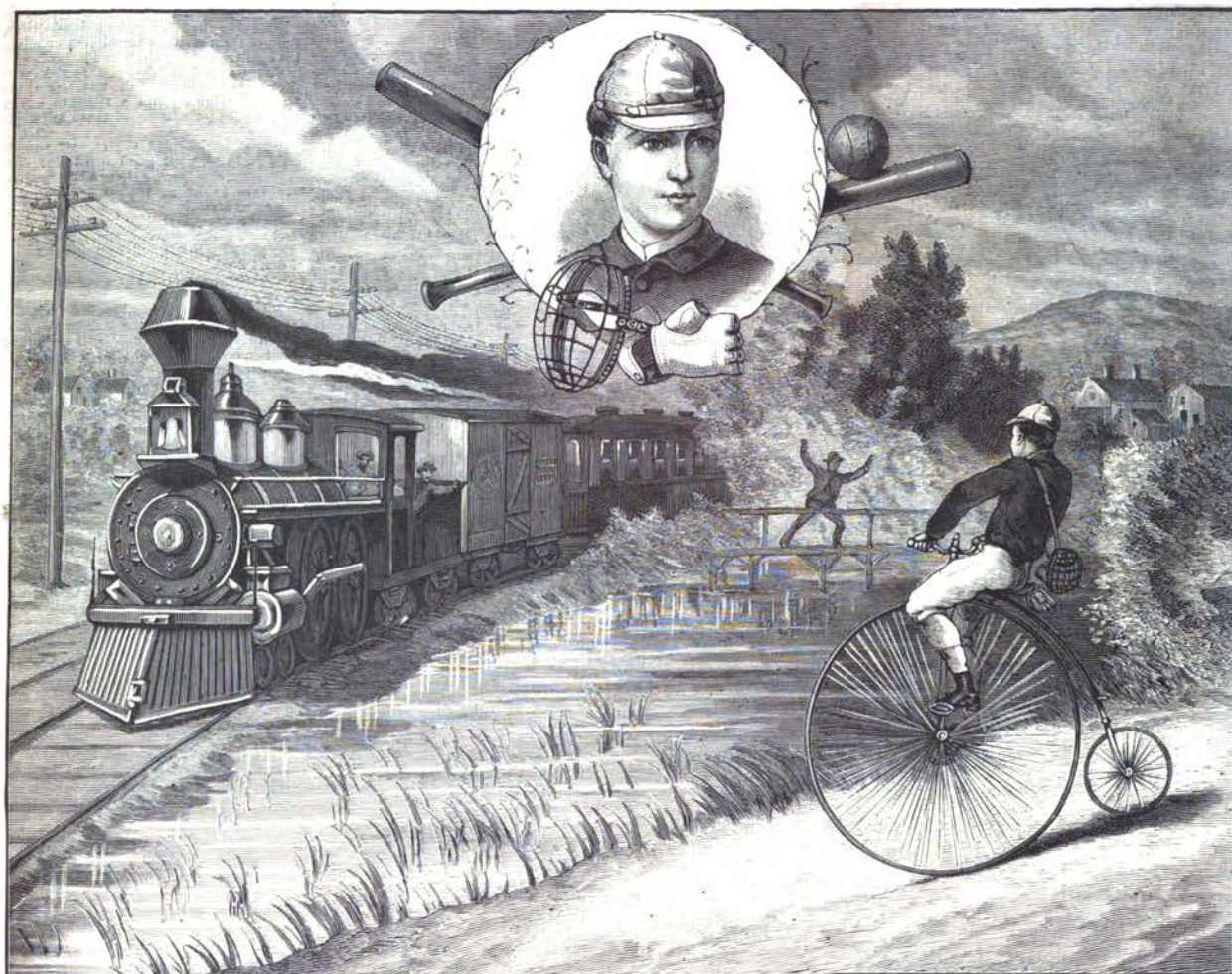
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NEARER AND NEARER THE TWO ONRUSHING STEEDS APPROACH ONE ANOTHER.  
SEEMINGLY NOTHING CAN PREVENT THE BOY FROM  
DASHING INTO THE CARS.

## ON A DOWN GRADE.

By MATTHEW WHITE, Jr.

DEAR FRANK:—You must come over and catch for us Thursday afternoon. Carson has sprained his knee, and the In-shinbles will beat us sure as guns if we can't get you on in his place. They've got Dawkins to pitch for them, and he's a strong card, you know, so please give your old nine a farewell helping hand. Hopefully yours,  
FRED HOPPER.

On behalf of the NONSUCH NINE,  
Frank Livingstone read this note one July afternoon on his way up to his room to wash and get ready for lunch after a two hours' railroad journey from the seaside.  
"Oh, mother," he called over the balu-

sters, stopping half way and letting his satchel drop with a recklessness that nearly sent it rolling down the staircase, "I say, when did this letter come for me? The one you just handed me, I mean."

"Why, day before yesterday I think it was," came the reply, from the direction of the dining room. "We didn't think it worth while to send it on to you at Sea Bright, as you were coming back so soon. Why, is it anything important?"

"Well, rather," answered Frank, dropping down to a seat on the stairway and reading the note aloud through the spindles.



## HOW TO MAKE A CANVAS CANOE.

## PART I.

**W** E venture to say there is not one of our readers but would delight in the ownership of a canoe, and if the latter had been made by himself, all will agree that the joy of possession would be doubled. The plan for the construction of a canvas canoe herein set forth is one whose practicability can be vouched for by the writer, and if the directions are carefully followed by any boy who can do the simplest kind of carpentry, the results cannot be but satisfactory.

In the first place the framework of the boat should be made of 4 inch pine strips, 2 inches wide, the whole to be afterwards covered with the canvas. This method I have found to be far superior to that in which the strips are placed an inch or so apart.

To proceed to details, we will begin with the keel. For this, take a strip of pine 13 feet long, 1 1/4 inches thick by 2 1/4 inches wide. The adjustment of this I will explain later.

Next in order are the stem and stern posts, although one name will do as well as the

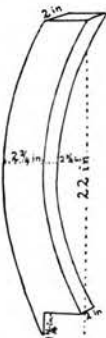


FIG. 1.—STEM POST, BEFORE TRIMMING.

other, both ends of the canoe being alike. For these it will be better to make a pattern first, either out of cardboard or some light wood; then take this pattern, together with that for the bulkheads—to be treated further on—to a planing mill, and have the parts sawed out.

The stems are made from 2 inch pine, their length being about 22 inches in a straight line, part of which is cut off afterwards, as in Fig. 1. This diagram is almost self-explanatory.

Here 5 1/2 inches is the distance from the outside of the curve to the straight line drawn from top to bottom, and the 2 3/4 inches is the distance from the inside of the curve to the same line.

The 2 and 3/4 inches marked on the post represents the width of the stem, 2 inches being its thickness. At the lower end a square piece is to be taken out where the keel fits in.



FIG. 2.—STEM POST, WHEN TRIMMED.

Each end is to be trimmed down on both sides so that it becomes a species of bent wedge, with a thickness of 2 inches at the top by 3/4 inches at the bottom. Be sure and take the same amount off both sides and not all off one side.

Next draw a line down the front edge

through the center, and trim off, on each side, from the top to the bottom and from the back to the front, until you have the stem 3/4 inch thick at the front edge and 1/4

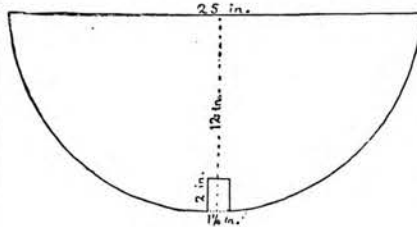


FIG. 3.—BULKHEAD.

inch thick in the same relative position at the bottom.

You will perceive that there are three steps in the construction of the stem. These you must study carefully, so as to be sure to make no mistakes. Of course you understand that each canoe requires two of these stems. Fig. 2 shows stems completed, with measurements in thickness at the different points.

By consulting this diagram you will see that the stem at the top is 3/4 inches thick at the front by 2 at the back, wedge shaped in fact. Again at the bottom it is 1/4 inch thick in front by 3/4 at the back. Also observe that the bottom is thinner than the top, this also forming a wedge.

Stems of this description give you very neat bow and stern posts, which parts have much to do with the shaping of the canoe, as any boat builder will tell you. Pine is plenty strong enough out of which to make them.

Please note that all the material used in the construction of the frame-work—with the exception of the ribs—is of pine.

We now come to the bulkheads. These should be of 3/4 inch pine, and should be cut from a board 12 inches wide by 4 feet long.

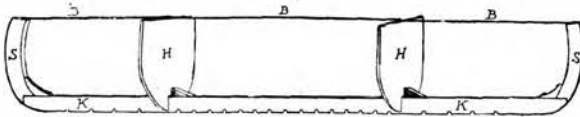


FIG. 4.—KEEL, POSTS, AND BULKHEADS.

K—The Keel; S S—Stem and Stern posts; H H—Bulkheads; B B—Temporary Braces.

When the two—for of course two bulkheads will be needed—have their straight edges placed together, they should form almost a circle. For the shape of each see Fig. 3.

By reference to this diagram you will observe that if the straight edge of the other bulkhead was placed beside this one, the diameter in one direction would be 25 inches, while at right angles to this it would be 24 inches. The substitution of 11 inches for the 12 shown in the diagram would give the canoe even greater buoyancy, although as it stands you will have a boat not easy to upset.

The slot in the bottom is where the keel fits in. It should be 2 inches deep by 1 1/4 inches wide.

The dimensions for the keel have already been given. This size will be found none too heavy, as all boats are built from the keel, it being this foundation, so to speak, that gives them firmness and stability. Be sure that your strip is perfectly straight, then find the center, measure 6 feet 2 inches on each side, and cut off any surplus. The keel will then be exactly 12 feet 4 inches in length.

If you want the well a little longer or a little shorter than 5 feet, you can arrange to have it so, but I made my well from the measurements here given.

For a five foot well, measure 2 1/2 feet on each side of your central mark and check off two bulkhead lines; then along the thinner side of the keel mark off, four inches apart, the positions for the ribs. On either end, or outside of the bulkheads, you may make them six inches apart, putting four on each end. The slots for the reception of the ribs should be half an inch wide and half an inch deep.

The ends of the keel must be trimmed to the shape of a wedge. By referring to Figure 4 you will see the keel ready to receive the ribs, with the bulkheads and the stems in position. There should be about fifteen slots between the bulkheads for the ribs, which, with the four at either end, makes twenty-three in all.

To fasten the bulkheads to the keel, cut two triangular blocks and nail to top edge of keel, and to these nail the bulkheads, as shown in diagram, which also shows braces for securing the stems to the keel. Be very careful not to split the stems when nailing. It would be better to use small screws.

We now come to the ribs. These should be of some wood that will bend easily, such as oak or hickory. I used hickory for my canoe, and found it excellent for the purpose. Get strips half an inch wide by a quarter of an inch thick, and about four feet long. You will require about twenty-five, allowing for breakages.

You may be able to obtain such strips as you want at a carriage maker's, or you can cut the hickory for yourself and take it to some mill to be ripped up and planed.

The strips should be free from knots and all imperfections. Allow them to soak in water for about a day before using and they will bend easily.

When the ribs are ready for use, lay your keel (with bulkheads and stems hanging down) across two benches or chairs, and with a good-sized nail fasten a rib into each slot. They are now perfectly straight, and will have to be bent around and tied with twine. Get some friend to help you with this.

Fasten the twine to one end of each rib, then press down on the other, and draw the ends of the ribs together until you have the right curve. This you will have to gauge for yourself. When estimating, use the bulkheads as your guide, and gauge the curve of the ribs from them.

Some of the ribs will bend a little more easily than others, and some will bend a little more on one side than on the other, but this will not matter, as when you put on your strips of pine lengthwise (stringers,

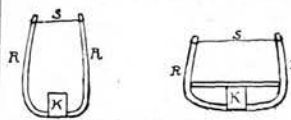


FIG. 5.—THE RIBS.

K—The Keel; R R—Rib; S—String.

placing strips of wood, as shown in the second diagram, cause them to bulge out at what is to be the bottom of the canoe.

These strips are placed only between ribs that are inside the bulkheads, and not between the others. They are merely for temporary use, and are to be removed when the sides are all nailed in place.

In the center of the canoe the ribs are almost flat on the bottom, and as they approach either end they become less and so. When the ribs are all in place you are ready for the stringers.

These should be of pine, 2 inches wide, 1/4 inch thick, and 15 or 16 feet long. There should be 20 or 22 of them, and they will cost \$1.25 or \$1.50. Your ribs are down in the keel half an inch, so that the keel is a quarter of an inch beyond the upper edge of the ribs. This is as it should be. Now when your stringers are laid on the ribs, together with the keel, they form a smooth surface.

To affix the stringers, you commence at the central rib. These stringers are to be fastened with 3/4 inch clout nails, of which you will need about one pound. The strips

are two inches wide, so place nails 1/4 inch from each edge; through each rib make a hole for every nail with an awl, and then, with the hammer and a small piece of iron, clinch them on the inside.

Be careful to place two nails in every strip at each rib, as this keeps the strips from warping; and see that every nail is clinched. The nails being three-quarters of an inch long, a quarter of an inch is all

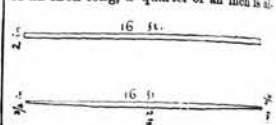


FIG. 6.—THE STRINGERS.

lowed after going through the stringers and ribs, for the clinching.

The first two stringers on each side of the keel, or, as we might call them, the bottom ones, you will find quite difficult to fasten when you reach the ends. You will have to get a friend to take the tip of each and twist it gently to enable you to nail it to the stem.

The nails used at this juncture should be 1 1/4 inches long, and you should have not less than five nails in each stringer to secure it properly to the bow and stern posts. These nails may come through some portions of the stem, but as they are clout nails, you have merely to clinch them.

About ten strips are required on each side of the keel, and you must exercise a little patience when you come to this stage of the proceedings.

Be sure to make a hole for each nail, or you will split all your ribs when clinching. First, work from the center towards one end, then go back and work towards the other.

After adjusting seven of the ten strips you must cut the last three on each side down at each end, otherwise they will run up too high at the stems and not be high enough in the center to make the proportions come out properly. In other words, you will have by three or four inches too much "rake."

To explain, look at Figure 6, and in the upper diagram you will see the shape for the strips that do not need cutting down. But six are to be made like the lower diagram, by beginning at six feet from each end and shaving them down to 3/4 inches wide. Three of these strips go on each side.

(To be continued.)

## A DONKEY RETIRED ON FULL PAY.

The ARGOSY is always glad to record instances of kindness shown to the dumb beasts who serve man so faithfully. A week or so ago it noted the respect paid to an aged Boston car horse, and now transfers from the *Portland Oregonian* an account of a similar incident.

The text for the article was furnished by the fact that one day there passed through the city by express a little, old, gray donkey, consigned to the care of a party in Forest Grove. A notice on the side of the crate informed the curious that the animal's name was "John Kellogg," and that it was the property of Mr. N. S. Kellogg, with whom it shares the honors of the Bunker Hill Mine, the richest mineral lode of the West.

The story goes that the patient, faithful animal has shared with his master the toils of prospecting for many years, packing his bacon and beans, his pick and shovel, and all his other belongings; sustaining himself on bacon gummies, tip cans, and what odds and ends and crusts his kind master could provide, eked out by any vegetation which came to hand—or rather to mouth.

While prospecting in the Wardner hills, Mr. Kellogg one day sat down to eat his luncheon, and the burro, probably tired of his wandering, unsettled course of life, began to paw away the snow and uncovered a cropping of mineral. Mr. Kellogg wiped his lips, took up his pick, and the rich discovery of the Bunker Hill was made and his homestead secured.

Like a thoughtful, kindhearted man, he determined his faithful burro should share his good luck, and so he sent the animal by express all the way to Forest Grove, there to revel in clover the remainder of his days.

The little animal, as it stood in the express company's yard, attracted much attention. He had gorged himself on oats, and stood in the shade, a picture of content.

## MISSING FROM A POET'S LIBRARY.

The concluding volume of the "Memorials of Longfellow" contains some interesting anecdotes of the everyday life of the great poet. One day a little boy chanced to look over the titles of the books in his library.

"Have you got 'Jack the Giant Killer'?" the child finally inquired.

Mr. Longfellow was obliged to confess that his collection did not include that venerable volume. The boy looked grave, and the next day he appeared with two cents as his contribution towards its purchase.

Holden

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## The YOUNG PILOT OF LAKE MONTOBAN

By OLIVER OPTIC,

Author of "Every Jack a Boy," "Always on Lock," "Making a Man of Himself," "Young America Abroad Series," "The Army and Navy Series," "The Boat Club Series," "The Lake Shore Series," etc., etc.

### CHAPTER I.

THE FAIR SKIPPER OF MONTOBAN.

"HELP! Help! Save me, or I shall be drowned!"  
The schoolmaster of Montoban would have said that he ought to be drowned

for calling it "drowned," for he was the principal of a big Union School, and he had dignity enough to fit out a whole county of district teachers; and if there were any unpardonable sins in pronunciation, one of them was "drowned," and the other was "deestrick."

"SAVE ME, DI! SAVE ME!" CRIED THE BRUTAL-LOOKING FELLOW. "I'M GOIN' TO BE DROWNED, DI, IF YOU DON'T OIT ME OUT OF THIS SCRAPE."

## HOW TO MAKE A CANVAS CANOE.

### PART II.

The construction of the canoe is now pretty well advanced, the framework having been put together. It should measure 12 or 12 1/2 inches deep at the center, and about 17 or 18 inches deep at the stem and stern. You will then have to cut off the 4 or 5 inches superfluous length of the stem and stern posts. The canoe should be about 30 inches wide across the top in the center, and 13 or 14 feet over the top in length.

Next obtain 4 strips of wood 15 feet long, 3 1/4 inch wide and 1 1/2 inch thick, for gunwales, and a pine board, 16 feet long, 5 or 6 inches wide, and 1 1/2 inch thick. The ribs will at present be projecting above the sides of the boat; cut them off about 1 1/2 inch below the edge of the top stringer. The bulkheads may be an inch or so lower than the sides of the canoe; but this will do no harm, and will not show when the deck is placed on the boat.

Now take two of the gunwale strips, and nail them about an inch below the upper

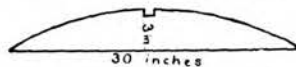


FIG. 1.—PATTERN FOR DECK TIMBERS.

edge of the canoe, on the inside, over the ribs, and extending from stem to stern. Fasten them with a nail at each rib. To strengthen the edge of the boat, take the tops that were sawed off the ribs, and fasten them to the gunwale and stringers with small nails through from the outside. The two remaining strips will not be used just yet.

You must see that the curve from stem to stern is quite even. You can do this by standing at one end and looking along the edge; and if any irregularities occur, cut them down.

Now for the deck timbers, which are made from the pine board mentioned at the beginning of the chapter.

First make a pattern of the curve you want to have. Take some heavy cardboard, 30 inches long and 2 inches wide, and cut it to the shape shown in Fig. 1. The pattern here curves 3 inches from the straight line, but a curve of 2 inches is sufficient if preferred. The slot marked at the top of the diagram is for a strip about

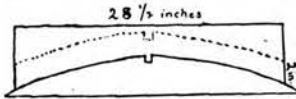


FIG. 2.—HOW TO MARK OUT DECK TIMBERS.

1 1/2 inch square to run through, along the center of the deck.

When you have made this pattern, measure the exact width of the canoe across the top, at or near the bulkheads, at the spot where the deck timbers are to begin. This spot may be six inches from the bulkheads, toward the center of the canoe, which would leave the well four feet long—a good length to accommodate one person.

If, however, the canoe is meant to carry two, the first deck timbers should be placed directly over the bulkheads.

In either case measure the width of the canoe at these points. Over the bulkheads we find it to be, say, 28 1/2 inches. Take the pine board, which is 16 feet long, and



FIG. 3.—A DECK TIMBER.

measure off 28 1/2 inches. Find the center of this 14 1/4 inches from either end—and draw a line at that point.

Then place the center of the pattern over this mark, as shown in Fig. 2; get it straight, and draw a mark around the edge of the pattern on the board. Then measure 2 inches from the edge of the pattern, and draw another line on the board—the dotted line in Fig. 2. Cut out along these lines, and you will have the deck timber, shaped as in Fig. 3. A piece is cut out of the ends to fit them into their places.

About four of these deck timbers should be placed on each side of the well. Measure the distance between the first deck tim-

ber and the stem, and divide it into four equal parts. Mark off each of these parts, and at each spot marked make a deck timber by measuring the width of the canoe and proceeding as before.

As you approach the stem the timbers will be shorter and less curved, but the same pattern will serve to guide you.

There will perhaps be a good deal of trouble in making the ends of the deck timbers fit. Nail each of them through the top to the inside gunwale, and drive another nail from the outside, making a hole for the nail to avoid splitting. Some light strips may be fastened along under the ends of the timbers to strengthen them.

Figure 4 shows the appearance of the deck, from above. In this diagram, W W

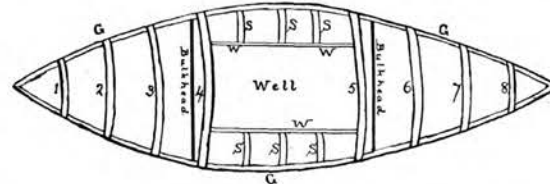


FIG. 4.—DECK OF CANOE.

G—Gunwale, 1, 2, 3, 4, 5, 6, 7, 8—Deck Timbers. W W—Sides of Well, S S—Supports.

are the sides of the well, which are made of a strip 1 1/2 inch thick and 2 inches wide, placed between the two first deck timbers, and nailed to them at each end. They should be from 18 to 19 or 20 inches apart, according to the size of the canoeist.

Three timbers on each side, marked S in the diagram, must run from there to the edge of the canoe, to support the canvas. Light strips must also be placed across the top of the deck, and countersunk flush with its surface, to support the deck canvas and to keep it from getting baggy.

Lattice work may be placed in the well, to rest on the keel and ribs. Construct it of light pine strips, so that it will be easy to lift in and out of the well. Make it as shown in Figure 5.

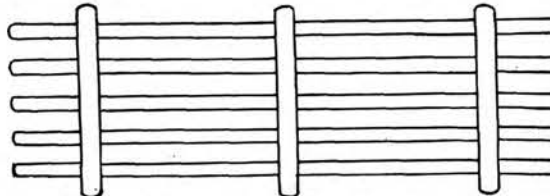


FIG. 5.—LATTICE WORK FOR WELL.

If you want to have a sail you can make a small board that will fit between deck timbers 1 and 2 or 3 and 4. Fasten it in its place, and then nail a block, with a hole for the mast to fit in, to the keel, about 11-2 to 2 inches ahead of the hole in the board, to give the proper slope to the mast.

You may also have a door in one of your bulkheads, to make a place to carry baggage, provisions, extra sails, paddles and the like.

I will not stop to describe a sail and sailing outfit, as nearly every one likes a different kind, but if you don't know how to rig one, get some friend to show you.

Now for the canvas. There are many kinds and grades, so I will not say which is the best or which to use.

It costs from 12 to 65 cents a yard; good material can be bought for 25 cents. It will take about 7 1/2 yards to cover this canoe. The writer's canoe was 44 inches wide, and one width of canvas was sufficient; if you get narrow canvas or ducking, it will take more, say ten or eleven yards of it.

When you buy your canvas, ask for the lightest that can be obtained, so long as it will shed the water.

Fasten the canvas on with small tacks, copper tacks being the best. Nail along the straight part of the keel first, always working from the middle towards the end. After this, stretch it well, and tack along the upper outside edge, placing the tacks about 6 inches apart.

When you have done this draw the canvas tightly around to the inside, and tack to the inside gunwale or edge, drawing it

tight between the tacks on the outside. Always commence in the center and work to the end.

When this is finished around the top edges, cut a slit in the canvas so that it will fit around the stems, and tack it around them, first placing some white lead up the edge. Place the tacks 1-2 inch apart here.

Along the keel they should be about an inch apart, and around the upper edge about 1-2 or 2 inches apart. Next cover the deck, and tack the canvas along the edge of canoe lapping over the outside about 1-2 inch. Now your canoe is nearly finished.

Then take the other two strips of pine of the four mentioned at the beginning of this chapter, and nail them over this lap of the

with one blow of its paw. Seeing that she was no match for the bear, Mrs. Kennedy ran out of the house and closed the door behind her, imprisoning the animal in the house. She then started to get her husband, who was working in the woods about a mile distant.

Samuel Jackson's clearing is half a mile from Kennedy's. In the opposite direction from that Mrs. Kennedy had to go to where her husband was at work. While she was on her way Mrs. Jackson started for the Kennedy farm with a quart bottle of vinegar. When she reached the house and was passing by the sitting-room window, which was partially raised, she was nearly frightened out of her senses by seeing the big head of a bear thrust out of the window. Screaming at the top of her lungs, Mrs. Jackson mechanically hurried her bowl at the head and started back home as fast as she could run.

On the way it occurred to her that she had not seen anything of Mrs. Kennedy about the farm, and she felt sure that the bear had killed and doubtless eaten that good woman, and she so announced to her sixteen-year-old son John, the only person at home when she reached there, pale and out of breath.

John ridiculed the idea of there being a bear in Kennedy's house, but took his shotgun and started for the clearing, accompanied by his frightened mother. Mrs. Kennedy had not yet returned with her husband when the boy and his mother got there. John looked in at the open sitting-room window but no bear was to be seen. He then cautiously entered the kitchen. There was no bear there. The cellar door was open, and young Jackson thought if there really was a bear in the house it must be down cellar, and he started down the steps.

He had gone half way down when he heard a snort, and the next instant the bear came out of the darkness and started up the steps toward him. The appearance of the animal was so sudden and its bearing so belligerent that Jackson dropped his gun, came back up the steps at a single bound, and rushed out of the house, slamming the kitchen door behind him, and leaving the bear a prisoner on the floor.

The boy's mother was just outside the door, and when he made his sudden exit from the house, without his gun, she was screaming toward home again, while her son kept on in the opposite direction. He had not gone far when he met Mr. and Mrs. Kennedy and John Willis, a fellow-workman of Kennedy's. Willis had a rifle, and after the party had reached the house and reconnoitered the interior through the windows without seeing the bear, they went in and prepared to hunt the animal in the cellar.

Kennedy lit a lamp, and he and Willis went down the steps with great caution. The cellar was searched in every nook and corner, but no bear nor any sign of a bear could be found. The house was hunted over upstairs and down, but the bear could not be found, and it was finally concluded that it had managed to squeeze itself out of the partially raised sitting-room window, improbable as that seemed.

While the party in the house were regretting the escape of the bear and the advisability of starting a chase after it was being discussed, loud shouting was heard outside. Kennedy and the rest ran out doors. Mrs. Jackson had appeared on the scene again, this time with her husband. She was greatly surprised to see Mrs. Kennedy, who she firmly believed had been devoured by the bear, but managed to inform the party that the bear was in the chimney, and she had seen it poke its head out as she came along.

While she was talking the bear substantiated her statement by showing his head again out of the top of the chimney. The animal had entered the chimney at the sitting room fireplace, which was open, and worked itself up to the top. Before Willis could take aim and fire at the animal's head the bear drew it back again out of sight, and as it did not appear again after the anxious group had waited nearly a quarter of an hour for it, Kennedy went into the house and lighted a bundle of straw on the hearth.

As the dense smoke from the straw rolled up the chimney the bear suddenly scrambled out at the top and dropped to the roof. Willis sent a ball at the animal, which struck it in one of its shoulders, breaking it, and the bear fell and rolled from the roof, falling almost in the midst of the party below. The wounded animal tried to rise and defend itself, but was too badly hurt, and another bullet from Willis' rifle killed it.

### THE BIG MADE LITTLE.

The oak tree is so often called the giant of the forest, that the fact of its being produced as a dwarf is all the more astonishing. But one of our contemporaries gives a recipe for doing this very thing.

First take an acorn and tie a string around it so the blunt end, where the cup was, is upward. Suspend it in a bottle or hyacinth glass containing a small quantity of water, but be careful that the acorn does not reach within an inch of the water. Wrap the bottle in flannel, and put it in a warm, dark place.

In a month, or less, the acorn will swell, burst its coat, and throw out a tiny white point. This is one root, and when half an inch long the water may be allowed to rise higher, but must not touch it until the neck of the root begins to turn upward. As soon as this stem commences to shoot, the baby oak will require small doses of light every day, and the root can now extend into the water. In a week or so it will be ready to be moved to a window, where you can watch the development.

At first, the tiny trunk that is to be will resemble a whitish thread, covered with small scales. Then the scales will expand, and the ends become green. Little leaves will appear, veins will branch, and old leaves fall off, until you have a perfect miniature of the great kings of the forest.