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House. This house is the oldest in town; but it has been newly fitted up by the Capt. and his excellent lady, and inside and out it seems new in its appointments. There the kindest and most solicitous attention awaits the guests at the most reasonable prices. There is no other place on our coast so rich in historical reminiscence as Castine.

On one of the historic spots is the cottage of our fellow citizens Kirkpatrick and Hastings. Their cottage is built upon the site of Fort Castine which (the fort) was built by Aulney in 1626.

Near this Benj. Lewis, Esq., also of this city, has purchased a very beautiful cottage. This cottage Mr. Lewis and his accomplished and enterprising wife have fitted up in a most beautiful and commodious style. It possesses all the conveniences and comforts of home. With Mr. Lewis' family are Mrs. J. D. Warren and son and daughter. All are in good health and happy in their quiet and beautiful sea side home. Near this and nearer Dice's Head light house are the elegant cottage and grounds of Judge Goodenow. Others are fitting up cottages in this favorite locality and the time is not far distant when Castine will be one of the most popular sea side resorts on this continent.

CANVAS CANOES.

A New and Convenient Covering for the Graceful Pleasure Craft of the Lake and Stream.—The Manufactory of Evan H. Gerrish, in Broad Street.—Paddles and Poles.—Elegant Fishing Rods.—Some Canoe Courses of the Northern Wilderness.

Few inhabitants of the city of Bangor or vicinity, or of the whole great north-land, of rushing river, silv'ry lake and winding stream, have anything new to see in a canoe—they are nearly all familiar with the birches. But there are not many who have seen the latest departure in canoe construction, although they may have heard it mentioned.

The very latest thing is a canvas canoe, that is, a canoe, in the construction of which canvas is substituted for birch bark. These crafts are manufactured by Mr. Evan H. Gerrish, on the second floor of No. 20 Broad street, in considerable numbers, together with other sportsman's apparatus. The COMMERCIAL, being interested in anything which may interest its readers, examined the canoe-shipyard and talked with Mr. Gerrish, the originator and manufacturer of these curious crafts. Mr. G.'s occupation for many years has been that of a guide for tourists, in the wilds which jealously hedge about the piscatorial paradise of Northern Maine, and he, of course, was for this reason interested in canoes. Birches were always used in these pleasure pilgrimages—there were no other canoes. Mr. Gerrish could, with other people, see many faults and shortcomings in birch canoes, and he was constantly on the lookout for some material which would supersede birch, with its melting pitch, frequent cracks and general frailty.

In 1875, Mr. G. was at Brownville, and there he experimented in canoe construction. He made a zinc canoe and a galvanized iron one, but they proved failures, or at least, fell far short of perfection, for they were heavy, and their appearance was easily spoiled by dents, which were often received. Then it was that the canoe builder thought of canvas, and he built a craft, the covering of which was duck. The initial canoe proved successful, and was a novelty which attracted a great deal of attention at the time. This very canoe is now in the possession of Ansel Crocket, a guide at Sebec Lake, and it is still serviceable in every way, though seven years old.

Mr. Gerrish came to Bangor and began the manufacture of the canoes in 1878, locating at 20 Broad Street where he has been engaged in the business ever since, excepting in the fishing season, when he plies the occupation of guide, etc., at the resorts of Izaak Walton's devotees.

THE MODE OF CONSTRUCTION

is about as follows. The canvas pattern is cut, sometimes by pattern, generally by eye, from the roll of ducks. Then the rails of the draft are put in position on a bench which is the "stocks" of the canoe yard. The canvas is tacked to these rails, which are adjusted in the form of the top of the canoe. Then the strips of pine and cedar are put in the whole length of the bottom, and last the ribs, or timbers, of cedar, which form the canoe, are placed in position. The ribs fit in so tightly that the canvass is drawn as taut as a drum-head, and when the craft is fastened, that is, nailed together, the strength of the combination of frail materials is wonderful. The average canoe is 18 feet long, very sharp and somewhat rising at the ends, and quite shyal and wide amidships. Twelve yards of canvas are required to cover one of this size.

The rails are of spruce, the lengthwise strips of cedar or pine, and the ribs of cedar, all of which lumber is of the very best quality, knots and sap being inadmissable in canal building. The fastening is of ordinary Swedish nails. The ribs are 36 to 40 in number, and are bent into shape by use of steam. The canvas covering is painted, generally drab, in a thick coat, and, with a little ornamentation, the canoe is completed. The weight is generally about sixty pounds. One coat of the paint is enough to last a year, and the durability of the canoe itself, with ordinary usage, is amply demonstrated by the statement in regard to the first canvas canoe, above.

The general price of a birch canoe is $30., and the price of one of Gerrish's canvas craft $35.; the difference, in the real values of the canoes is altogether out of proportion to the slight difference in the prices, the canvas being far superior in all respects and costing but $5, more than the old-fashioned birch. They are lighter than birches, and the maker warrants them to outlast four of the primitive craft. The canvas covering admits of far more graceful outline than the birch, especially at the ends, where the latter is generally lumpy and unsightly with liberal applications of pitch. The canvas craft will hold three men and their baggage easily, for a West-branch trip.

The canoe is propelled by paddles, a pair of which, and a "setting pole" are always taken on cruises. This "setting pole" is of spruce, about 10 or 12 feet long, with a pick in one end. It is used to reach the bottom in a rapid place, to propel the canoe with more force than could be obtained with a paddle, and for the general purposes of a boat-hook. The paddles are generally made of maple, which is well adapted for the purpose, of being light and strong. During the present season, however, Mr. Gerrish has make fifty paddles of poplar wood, which is, in the opinion of many, superior to maple as a paddle material. There are two principal

CANOE COURSES IN NORTHERN MAINE,

which are yearly traversed by tourists in canvas canoes. One is the West branch trip, and the other is the St. John river trip. To "do" the former, we take our canoe and apparatus, board a Piscataquis train at Bangor and are soon at Blanchard where the iron bond of modern commerce ends, and passengers and freights alike are dependent on the stage-coach for their journey's continuance to Greenville, a pretty little village, which nestles at the foot of Moosehead Lake. Up to the head of the lake we go, to the famous Northeast Carry, which is a strip of land, whose two miles' breadth intervenes between the waters of the great Moosehead and the swift flowing, picturesque West branch of the Penobscot. The canoes and baggage are transported on teams or on men's shoulders across the narrow neck of the Northeast Carry, and soon we are afloat again, this time upon the great highway of the logger, the evidences of whose midwinter industry may be traced here and there. After a long and exciting canoe ride, we arrive in the main river, and then it is very easy to go to Bangor, where we started from. This trip is not very expensive, and occupies anywhere from ten to twenty days, generally about two weeks. Mr. Gerrish has done it in nine days.

The other trip—the St. John—starts in the same way the West branch trip does, and continues the same until, coming down the branch, the party reaches the head of Chesuncook Lake. Here the course is changed, and the craft proceeds up Ambazookus stream, ten miles, to Mud Pond Carry, and over which the party are afloat on the St. John river. The St. John is pretty smooth, and it is comparatively easy to go to Woodstock, Fredericton or even to St. John, N. B.

These courses are growing more popular every year, and many sportsmen from out of the State get a canoe at Bangor and make the journey for the sport of fishing, the beautiful scenery and the healthful exercise. Mr. Gerrish fits numerous parties out with canoes, and fishing rods, also; the latter articles he makes of Demerara "green heart" wood and of Calcutta bamboo. The process of manufacture is quite interesting, the bamboo being split into six pieces to secure the right shape and elasticity, after being glued up again, for a good rod. The trimmings are of German silver, and are very pretty.

In the last six years Mr. Gerrish has made over sixty of these canoes, besides making numerous fishing rods and attending to his business of guiding. His shop is an interesting place and is worth visiting. As all small industries help to the general welfare we wish success to Mr. Gerrish in his little shipyard of the canvas canoes.

Sporting Notes.

Next Friday evening, July 28th, a private sparring match for the benefit of Tom Droban and Young Crowley, of Boston, will be given in Bangor. Crowley and John W. Robinson, Jr., will set to, and the wind-up will be between Droban and Tom Bate. There will also be other sparrers present. Tickets $1.

The Eastern Yacht Club squadron arrived in Portland Harbor Sunday afternoon. The fleet numbered twenty-two sail, and included one steamer. The squadron is bound to Mt. Desert.

Another sparring match has been arranged for august 14th at Madison Square Garden between Sullivan and Wilson on the same terms as the last. There is now considerable talk in New York to the effect that Wilson and Sullivan have "whacked up" for the purpose of giving exhibitions, the result of which shall be of the kind most conducive to the financial welfare of the firm of Sullivan & Wilson. The opinion prevails, however, among those who ought to know best, that the match of July 17 was fair. If it wasn't there is no prospect of the next one being fair.

Of all inventions for solid comfort German Corn Remover stands at the head. 25c.

We are persuaded that the ancient Hermes with all the subtle art and natural resources of the Alchemists, was a very poor doctor compared with Lydia E. Pinkham, of Lynn, Mass. Hermes may have been after all only a clever practitioner of the Black Art; but we know there is no humbug in the pharmaceutical chemistry of Mrs. Pinkham's Vegetable Compound.

Say, maiden, with the raven hair,
So beautiful and lithe and tall,
With eyes so bright and cheeks so fair,
Why let your teeth destroy at all?
For they are dark, and feel the want
Of a soft brush and Sozodont.

THE OLDEST INHABITANT will tell you that so far back as he can remember DR. MANLY HARDY'S GENUINE JAUNDICE BITTERS were regarded the *best known remedy* for all *Billious, Jaundice, Liver or Kidney Trouble. They are to day.* Obtain of druggists, or send price, 25 cents for paper, or 75 cents for bottle to E. A. Buck, Bangor, Me., and you will receive by mail, post paid.

If you have rheumatism or neuralgia apply a Hop Plaster; it has a wonderful soothing effect and its pain allaying properties will afford immediate relief. 25 cents at druggists.

Beds of Down Feel Hard.

All beds seem hard to the rheumatic. Then harken ye peevish sufferers! Apply Dr. Thomas' Eclectric Oil to your aching joints and muscles. Rely upon it that you will experience speedy relief. Such, at least, is the testimony of those who have used it. The remedy is likewise successfully resorted to for throat and lung diseases, sprains, bruises, etc.

Remarkable for overcoming diseases caused by impure water, decaying vegetation, etc., is Brown's Iron Bitters.

A Baptist Minister's Experience

I am a Baptist minister, and before I ever thought of being a clergyman, I graduated in medicine, but left a lucrative practice for my present profession, 40 years ago. I was for many years a sufferer from quinsy; "Thomas' Eclectric Oil cured me." I was also troubled with hoarseness, and Thomas' Eclectric Oil always relieved me. My wife and child had diphtheria, and "Thomas' Eclectric Oil cured them," and if taken in time it will cure seven times out of ten. I am confident it is a cure for the most obstinate cold or cough, and if any one will take a small teaspoon and half fill it with the Oil, and then place the end of the spoon in one nostril and draw the Oil out of the spoon into the head by snuffing as hard as they can, until the Oil falls over into the throat, and practice that once a week, I don't care how offensive their head may be, it will clean it out and cure their catarrh. For deafness and earache it has done wonders to my certain knowledge. It is the only medicine dubbed patent medicine that I have ever felt like recommending, and I am very anxious to see it in every place, for I tell you that I would not be without it in my house for any consideration. I am now suffering with a pain like rheumatism in my right limb, and nothing relieves me like Thomas' Eclectric Oil.

The Coolest

and most attractive photograph rooms in the city are Weston's, No. 2 Smith's block. Headquarters for everything in the photograph line.

This powder never varies. A marvel of purity, strength and wholesomeness. More economical than the ordinary kind, and cannot be sold in competition with the multitude of low test, short weight, alum or phosphate powders. *Sold only in cans.* ROYAL BAKING POWDER CO., 106 Wall St., New York.

MARINE NEWS.

PORT OF BANGOR.

TUESDAY, July 25.

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Stmr Cambridge, Ingraham, Boston, with mdse to H T S aborn
Brig Wm Mason, Musgrave, of and from Portland—to load for Wilmington, Del
Sch Georgiana, Wentworth, Nantucket
Sch Mexican, Arey, Weymouth
S h Advance, Dean, Boston
Sch Yankee Blade, Coombs, Salem
Sch Brunette, Calson, Portland—with corn to R S Morrison & Co
Sch Columbian, Webster, Rockland
Sch Charlie Buckl, French, Belfast—to Pierre

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