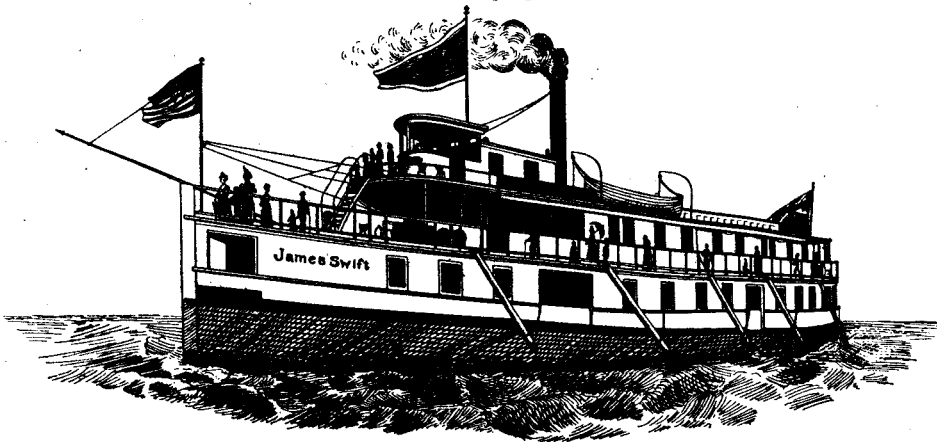


BOAT BUILDING.

The large engraving presented with this article is from a photograph showing the finishing room of R. Davis & Sons' Boat Works, Kingston, Ont. These yachts, finished this year, give one a favorable impression of the style and variety of work turned out by this firm, which has been 27 years in existence, and in this special line is the largest on Lake Ontario. They have a dry dock of their own 180 feet long, with a gate 31 feet wide and a depth of 10 feet on the sill. They build vessels both of iron or wood, and have facilities for turning out anything from a yawl to a large steamer. As a sample of the work which their establishment is capable of turning out, we give herewith an engraving of the steamer "James Swift," which they erected last year, and which has proved herself to be a splendid monument of the firm's skill. The "James Swift," which runs between Kingston and Ottawa, is a vessel of very light draught, though she accommodates 50 first-class passengers. She is lighted by electric light, heated by steam, and the interior work is handsomely finished in white and gold.

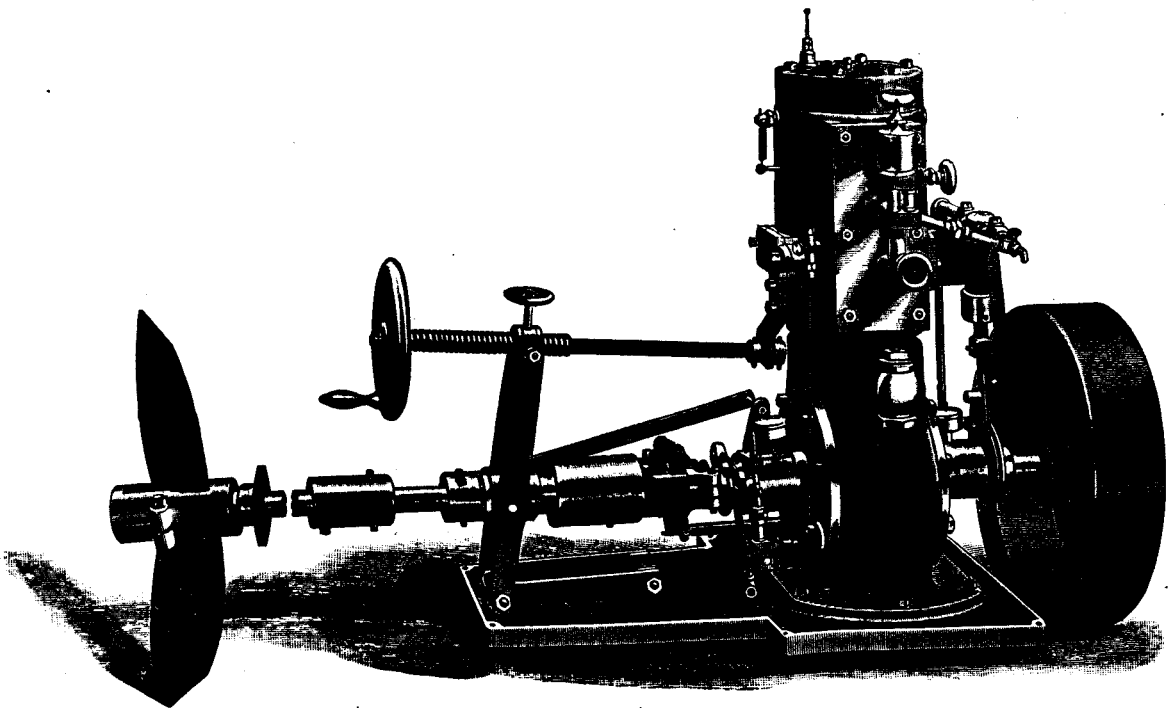


R. Davis & Sons have their own machine shops, as well as dry dock, and put in their own engines, which they make in various styles. A very successful engine they make is one operated by gasoline. A view of this engine is given herewith. It is well suited for small yachts. They make compound engines for their larger yachts. These boats are built with the Marshall gear, and a 12 h.-p. engine only weighs 300 lbs.

tings with the greatest ease and rapidity, consistent with absolute first-class workmanship. There are very many builders of launches in Canada and elsewhere who do most excellent work; we refer to hulls. It must be evident, however, to all who practically consider the subject that the builder who makes the hull, and also all the machinery, has a great advantage. A complete launch can be built just as cheap, and certainly in a manner far more satisfactory to the customer, when all the work is done in one establishment. This is much better than to procure the hull in one place and the motive power in another, with no one to guarantee final results.

"Experience has amply proved that a launch turned out complete and guaranteed is by far the most satisfactory and economical plan. Notwithstanding the cost of freight and boxing when launches are sent to great distances for customers who are so far away that the item of freight forms a considerable part of the cost of a launch, or for others who for any other cause wish to purchase our motive power alone, we shall be happy to give all assistance possible to accommodate them. In such instances we can furnish a set of lines and full specifications best suited for their purpose, and also a model of the hull, if desired, at reasonable cost

We manufacture launches of the following lengths, standard sizes 18, 22, 28, 33 feet, and as much longer as ordered. Our models combine elegance and speed with highest comfort and seaworthiness. Keels, posts and ribs of our launches are of seasoned white oak; planking of first quality of white pine or white cedar. They are well fastened throughout, and are built to stand the severest tests without necessitating any repairs. We place a galvanized iron tank



R. DAVIS & SONS' MARINE GAS ENGINE.

This firm build their yachts with steam-bent ribs, and the construction is planned on moulds, so that the model is followed exactly and can be duplicated with an exactness hitherto unattainable. Each boat is provided with a gear and lifting hooks for lifting the boat out of the water when required.

In a circular recently issued by the firm, they say: "As our improved steam launches have become better known, the demand for them has been great. We endeavor to carry in stock, so far as possible, launches and machinery of all the different sizes, to enable us to fill orders at the shortest notice. In our present quarters we are able to build hulls, boilers, engines and all necessary fit-

ings in the bow of all our small boats, as we equip for coal oil or gasoline fuel. We put in gas engines or steam boiler, and engine to burn coal, wood or oil at the pleasure of the owner. The use of coal oil for yachts is not as popular as in former years for several reasons."

Last year this firm built a yacht for T. Eaton, the well-known Toronto dry goods merchant, the craft being among the finest on Lake Muskoka, where it is used. They are sending this month a new yacht to Mrs. Worthington, Toronto. This boat is 33 feet long by 7 feet beam, equipped with a compound engine and Yarrow boiler. She will be used on the Muskoka lakes.