

## Boat and engine

The first few engines were amateur affairs, built in home workshops and contracted in local machine shops. Davis had been selling its own gas engine for several years already, but an expensive Davis engine came with an equally expensive Davis launch to go with it. There were cheaper alternatives. Many US base firms were quite happy to ship their product, although until 1903 these engines were still too heavy to ship at a reasonable price.

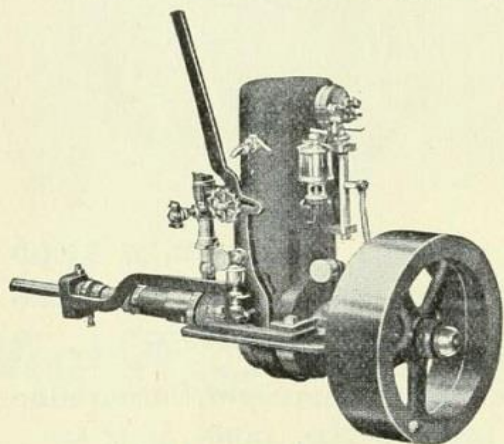
What boat owners soon realized was that these engines required a whole collection of special accessories that cost additional money. Engines needed a propeller shaft, a propeller, stuffing box, battery, wires, a special ignition coil, a built-in permanent gas tank, a filler cap for the deck, spigots and a copper gas tube to attach to the tank to the engine, steering wheel, since you would be sitting close to the engine and would need to have a tiller control, pulleys for the steering wheel, extra gas, oil and grease just to make the engine go. One had to learn how to start the engine- this was a very physical process that involved grabbing the flywheel with both hands and rotating it back against compression, pushing hard to make the spark jump. The carburetor fuel flow needle would have to be opened, then closed and fiddle with until the right setting was found. This was the same for all engines, and the bigger the engines, the more difficult the process. Usually an 8 hp -10 hp twin was the limit for most boaters. Anything bigger was just too much work and too dangerous.

But this provided a level of freedom previously unimaginable. Face it, however “healthful”, “spirit enhancing” or “blood enriching” (terms of the day) rowing was, after an hour it was just hard boring work. Add a boat loaded with people and kids and waves and a headwind made it that much worse. Rowing couldn’t take you more than a few miles. A gas engine could go on for hours, and possibly days on end. Two couples living near Chaffey’s Locks could get in their little one-cylinder engine powered boat and travel all the way to Ottawa and back. If you wanted to go to the other end of the lake to fish you could do it in less than an hour. You didn’t have to plan ahead. The only other option was a steam engine, and they were expensive. You could get the same result with a \$150 gas engine. The only problem was where to get one in the U.S. that was reasonably priced and not hammered at the border with duties? A number of small engine builders sprang up across Ontario and fizzled out in a few years. Two survived and prospered, Adams Engine in Orillia, and the St. Lawrence Engine Company Ltd. in Brockville.

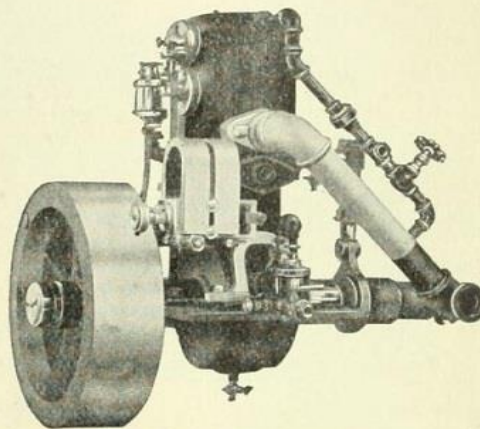
## Adams Engine Works: Built to last

# ADAMS

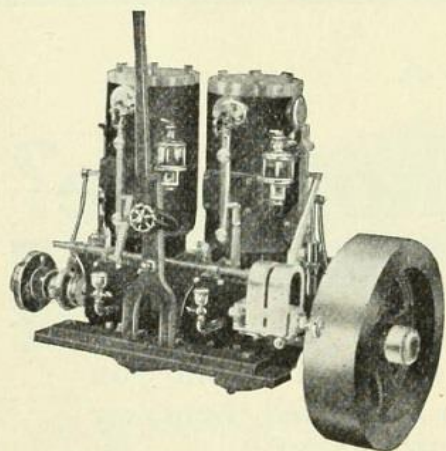
These are a few of the cuts that appear in the ADAMS 1908 Catalogue.  
It is well worth reading, and is free for the asking.



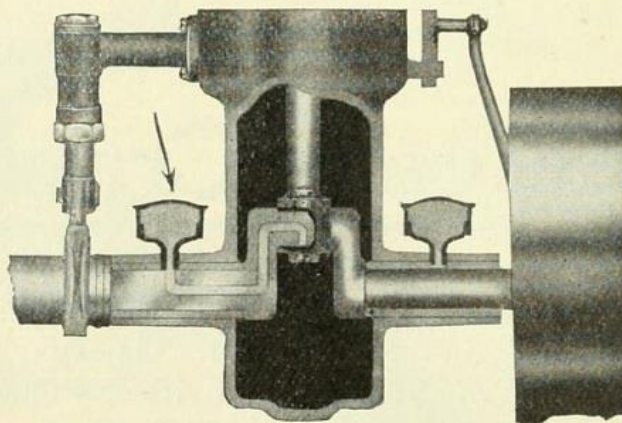
3 H. P. Engine



5. H. P. Engine.



10 H. P. Engine



Crank Pin Oiler

ADAMS Engines are made in five sizes, 2 h. p., 3 h. p., 5 h. p., 6 h. p. and 10 h. p.  
Before you buy an engine be sure to send for our catalog, and remember that  
when you buy an ADAMS engine outfit you get full value for your money.

We make GOOD engines, and can give prompt shipment.

**THE ADAMS LAUNCH AND ENGINE MFG. CO.**  
PENETANG, CANADA.

Adams started business in 1903 and began with matched boat and motor combos, but the engines were selling faster than the boats and with competition on the boat side with Gidley, they phased out the boats and concentrated strictly on the engine building. Both Gidley and Midland were customers, but they also shipped Canada wide, and several years later even opened an office in Vancouver. 200 engines were shipped each year after 1908.

The Adams was a successful as the St. Lawrence and had a two-year head start on the Brockville company. At its height in 1911, St. Lawrence built just under 100 engines, and relied on machine shop work, general marine fabrication, mail order fittings and its marine services to pay the bills. Like the St. Lawrence, the Adams was a 2-cycle system but physically different in appearance and with a different ignition system. The 1908 catalog shows 3 engines, the first, a 3 hp single cylinder with a very primitive transmission, basically a forward and reverse engage, the 5 hp, also a single cylinder, without the transmission (this is only the picture, I assume it could be added at customer request) and the 10 hp 2 cylinder (two single cylinder 5 hp's stuck together. The Adams were considerably heftier and more commercially oriented; the flywheel was much larger than that of the St. Lawrence, and it used what is referred to as the make-and-break ignition system. A buzz coil would produce a spark, and a side shaft with two cams would activate a rod leading to a sparking attachment built into the top side of the cylinder, activating a second cam that would separate a set of points inside the cylinder, making a spark and igniting the mixture. By contrast the St. Lawrence, like almost all other 2 strokes engines of the time, had a simple set of connectors on a level brushing on a copper commutator ring attached to the flywheel, or in some variants in the early teens, a bronze cuplike timer geared to the crankshaft, in either case and vastly simpler set up. The only benefit to the make and break (which was the predecessor to the timer system) was that it was waterproof and wouldn't short out in the event of being splashed, which was an obvious advantage to a fisherman out on rough waters, particularly the North Atlantic Grand Banks, where this system was a must; it was less useful in pleasure boats, where customers tended to avoid bad weather and big waves. I don't know why Adams had such a thing for this approach, it just added extra cost and more things to go wrong, but it certainly looked impressive and reliable, but the 1920's they had moved onto the timer system. They also provided a low-tension magneto. At the time the make-or-break system had been invented the low-tension mag was also introduced as a companion component; it is a little fist-sized generator and works with a tiny spindle running a very thin leather belt around the flywheel, and as the engine runs, part of the work re-charges to the battery as you go. A few years later the high-tension mag came out, it produces a spark and sends it directly to the spark plugs, it still is the basis for every small engine other than your car, it just needs human energy to make the spark to set the motor going; that comes in the form of a pull cord or starter rope, or

at the time, flipping the flywheel by hand. The ad shows the low-tension mag set up on the 5 and 10 hp, not the 3, although again I suspect that is customer's choice. The print ads of the time were very clear, but they were drawings and now photographs, even though it was hard to tell sometimes if the work was well done.



## BUTCHER'S BOSTON POLISH

IS THE BEST FINISH MADE

### For Floors, Interior woodwork, and Furniture

Not brittle, will neither scratch nor deface, like shellac or varnish. Is not soft and sticky like Beeswax. Perfectly transparent, preserving the natural color and beauty of the wood. Without doubt the most economical and satisfactory POLISH known for HARDWOOD FLOORS.

For Sale by Dealers in Paints, Hardware and House-Furnishings.

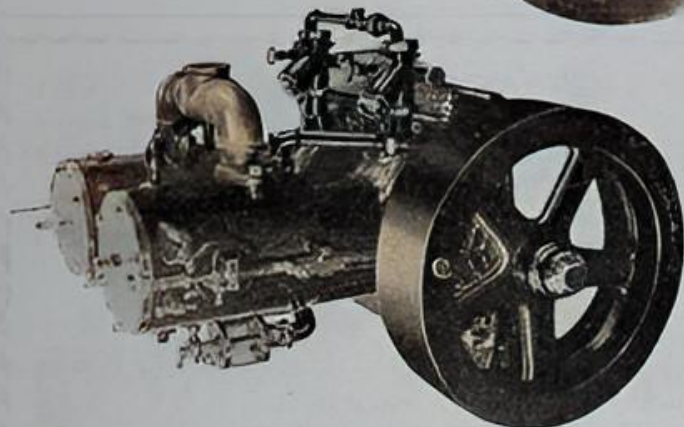
Send for our Free Booklet, telling of the many advantages of BUTCHER'S BOSTON POLISH.

THE BUTCHER POLISH CO., 356 Atlantic Ave., Boston, Mass.

OUR No. 3 REVIVER is a superior polish for kitchen and piano floors.

## Why not get a Boat with an Engine

That will go when you want to go? We can furnish you with a handsome, seaworthy, reliable power Boat from \$100 upwards. Every launch equipped with one of our smooth



### "YOU WANT ONE"

running and durable motors. NO cranking necessary, merely pull up against compression and it starts.

Write us or send for catalogue.

**H. E. Gidley & Co.,**

Mfrs. of Launches, Skiffs, Canoes, Etc.  
PENETANG, ONT.



DOMINION

## Attention Sportsmen!

My object in taking this space in ROD AND GUN is to remind you all that when you require

**SAILS, TENTS, FLAGS,**

**Horse Covers, Folding Cots, Camp Stools, Fittings for Boats, etc.**

You will find it to your advantage to see or correspond with

**Robert Soper,** 369 Bay Street, North,  
HAMILTON, ONTARIO



When writing advertisers kindly mention ROD AND GUN IN CANADA."

*Gidley ad, shown as a package with an Adams twin cylinder 10 hp.*

It's worth noting, as an aside, what exactly you are looking at in the magazine and poster print advertisements. The ad studios, printing, and graphics arts agencies (they were all and the same business at the time) had new tools to make pictures on paper. Prior to the 1890's illustrations were usually made out of woodcutting, basically press printing, which is what linotype was, a hard graphic mold with contact surfaces, containing a letter or a drawing covered with ink and pressed onto a sheet of paper. It was good, really only for clear black and white drawings, such as political cartoons, but less exciting for advertisements, not giving much artistic flair, usually purely instructional in nature, such as showing how a corset fit on a woman's body, or a bowler hat on a gentleman's head, or a boat shown in profile. With offset printing there was much more clarity, and photographs sent in would be re-photographed using light sensitive inks, although there was some loss by the time the picture was printed, it was a huge step up as people could actually see photos of places rather than drawings or written descriptions. Photos taken from magazines of the time are generally adequate at best, newspaper photo reproductions are only suggestive, reprographics in the Toronto Daily Star or Telegram were terrible and you often had to guess at what you were looking at, based on the underlying caption. But the problem with photo-reprography was not such an issue to the graphics and ad people, they had another recently developed superweapon known as the airbrush. The airbrush had been invented in 1873 and was in common usage by the 1890's and if you didn't buy or employ this technology, you were soon out of business. It was particularly handy with boat and engine ads where showing detail was a must to sell the product. The adman would send a photographer to the plant or shop, he would take a picture of the boat or engine and bring it back and develop it. Then the in-house airbrush artists (there were a surprising number of women who handled this work as well, the assumption was that women had steadier hands and a more delicate touch and of course would work for lower pay) would recreate the object with the airbrush and bring out details that the photograph could not. Even better, the airbrush could be used to subtract things that were not needed or wanted (background clutter in the photo, or a wrinkly drop sheet) and in some cases to add things that were not in the photograph; it was a lot easier to draw in an accessory or component rather than finding a way to temporarily attach or set it up to look like it was an integral part. I found this out the hard way with a 1911 Mohawk inboard racing engine I bought. The manual showed all kinds of accessories, a crank gear start, a geared water pump and a geared high-tension magneto and ignition coil boxes attached to the cylinders. These did not come with the engine, nor did any of the brackets, supports or gears, and with good reason, they did not exist! No such fittings had ever been made and there was no evidence of flanges or bolt holes to attach them to; I had to make all of these things as closely as I could, based on the

images in the manual. It appears that the builder had made the engine purely as a demo, and if there were any customers, they would do the necessary machine work for the extras; the manual picture which was basically a product of period photoshop, mostly speculative, so if anyone were to say, it doesn't look like the original, I can reply that it never did. There is an ad for a 1916 Koban outboard with a "self-starter" and an arrow pointing to some sort of gizmo set just under the flywheel, yet multiple photo enlargements do not make it clear what this is or how it works, no collector who has the engine has any evidence of what this attachment was; it was, like many claims of the time, just a pie in the sky little white lie, or maybe if enough people made enquiries, someone could invent it, or perhaps the self-starter was actually the person who bought it. The 1911 St. Lawrence manual showed a six-bolt head 5" X 5" triple cylinder, no one has ever seen one, although it would have been easy enough to make, by that 20 hp plus 2 strokes were being phased out in favour of easy-to-start Ford Model T marine conversions. A Midland Boat Works ad from 1911 shows a 35-foot-long deck beast of a launch, did they ever build one, particularly out of that little boathouse shop? Fair warning, you can believe the pictures with a grain of salt.

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ROD AND GUN IN CANADA

## THE DEADLY MOSQUITO.

"It is sufficient to say, protection from Mosquito Bites affords complete immunity in ague in all its forms. . . . Yellow fever, like Ague, has been shown to be communicated only by a Mosquito."—*Times*, 26th September, 1904.

*Against this deadly insect Science has at last provided us with a protective agent in the shape of*

# ANTI-KITO CREAM (Reg.)

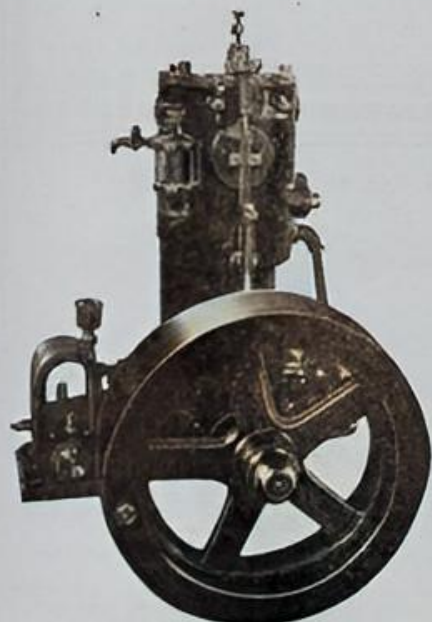
This wonderful preparation—which is most delightfully refreshing to use—is the outcome of long laboratory research. During the last five years it has been thoroughly tested in all parts of the world. By its use the fatal mosquito, as well as flies, gnats and all flying insects, are set at defiance. It is absolutely infallible as a preventive, and is guaranteed to be free from cathartic and other deleterious ingredients. It is neither sticky nor greasy, and one application to the exposed parts affords protection for hours. Invaluable for hospital use, and should be in the kit of all expeditions. It is better than Quinine.

ANTI-KITO CREAM is manufactured under expert supervision in the Syndicate's own laboratory, and is put up in two sizes, retailing at \$1.25 and 30c. respectively. Obtainable at all druggists. Proprietors

**ANTI-KITO SYNDICATE, LTD.,**  
6 Great Portland Street, LONDON.

SOLE CANADIAN AGENTS: EVANS and SONS, LTD., MONTREAL.

N. B.—A most interesting and instructive booklet, entitled—"THE MOSQUITO AND SOMETHING ABOUT HIM," will be sent free to anyone applying for it.



*Atlanta 2 H. P. Marine Engine*



*Big Lake Port Family Launch, 2 H. P. Engine, \$170.00*

We confine ourselves strictly to the manufacture of a **Reliable, Sturdy, Comfortable** type of family launch in which **Thorough Construction, Absolute Reliability, Excellence of Finish and Safety** are the primary features. In placing an order with us you can rest assured that our launches are such that we can give you better value than any other manufacturer.

BE SURE AND SEND FOR OUR CATALOGUE.

**The Adams Launch and Engine M'f'g. Co.,**

PENETANG, ONTARIO, CANADA.

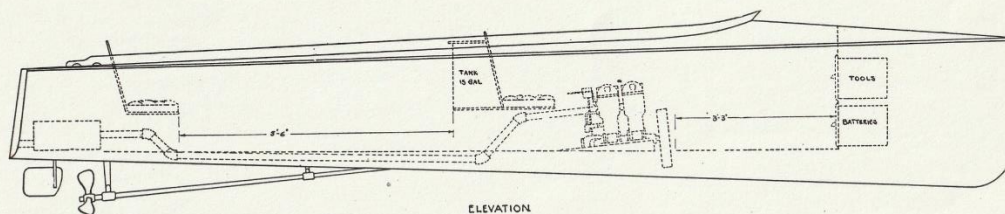
"When writing advertisers kindly mention ROD AND GUN IN CANADA."

## The St. Lawrence Engine Co. Ltd.

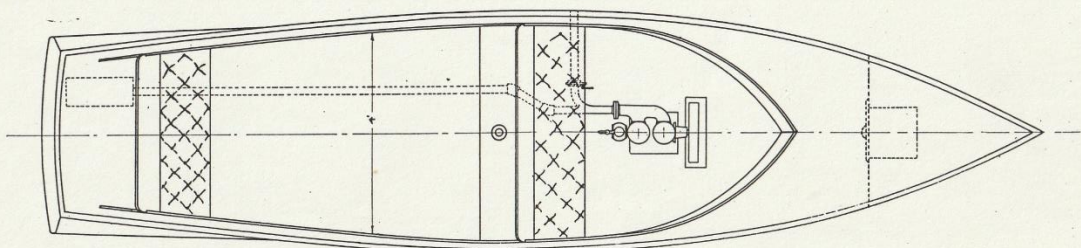
Harry Going was born on Wolfe Island in 1875, the son of a local miller. By the turn of the century, the era of the small grist mill was over, and Harry moved to Brockville and went into the bicycle repair and sales business. He shuttled between his winter job as a bookkeeper in Montreal and in the summer returned to Brockville and the bike shop, which was located on King Street. With the invention of the inflatable rubber tire, there had been a boom in bicycles, even in small towns like Brockville. However by 1903 the bicycle boom was ending and like many fellow bicycle shop owners, (Henry Ford, the Wright Brothers) he decided to go into the gas engine business. He found a small machine shop located at the Brockville waterfront adjacent to the Smart Foundry complex. The shop was owned by a tinkering bachelor named Alfred Wilkinson. Wilkinson had been working on a prototype marine gas engine but before he was able to complete the project, he had to close down and put the shop and its contents up for rent. Harry rented the shop and picked up the little engine prototype, finished the design over 1903-4 and in 1905, hired some machinists and began to build boat motors.

The engine was a 2 hp single cylinder unit with a hemispherical head and a spoked flywheel. The engine was painted black and had bronze Lunkenheimer grease cups, petcocks, gas filler cap, water pump and carburetor. The early exhaust and muffler manifolds were separate units, although a few years later they were cast into one piece, the theory being that the low octane gas of the day needed some preheating to ignite dependably. Only a year after starting business Going expanded the product line to cover almost all possible doodads a boater could need or want, including lights, sirens, horns, kapok (cork) life jackets ( a very slow seller-I have seen hundreds and hundreds of period boat photographs, and I have never seen anyone in a boat wearing a life jacket).

BROCKVILLE, CANADA



ELEVATION



PLAN

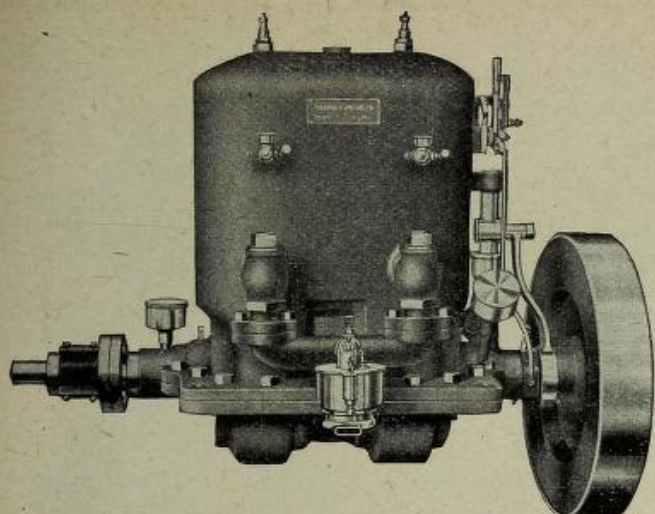
20 Foot Runabout.

Page Seven

*St. Lawrence private brand 20-footer with 8-12 hp twin cylinder installed. Built by Gilbert Boats*

ROD AND GUN IN CANADA

3



The 1913  
**GILSON**  
"Goes Like Sixty"  
**MARINE ENGINES**

Sizes, 2, 4, 7, 10 and 18 H.P. Both single and double cylinder.

**An Engine of Quality**—for certain, satisfactory service, incorporating new and exclusive improvements

It has the smooth clean-cut lines—the breezy appearance—the class and quality of the thoroughbred—Ginger, Reserve Power and Staying Qualities as well.

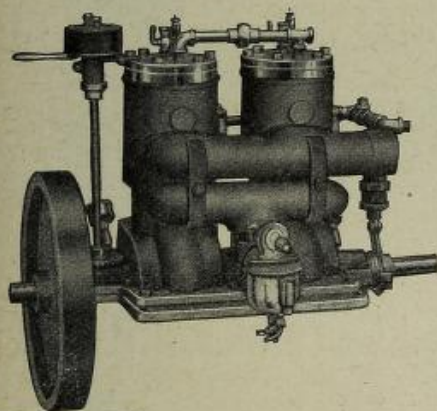
It has the broadest guarantee—**SATISFACTION**. Write for catalogue.

**AGENTS WANTED.** Get our exclusive money-making contract.

**GILSON MANUFACTURING COMPANY, Limited**

90 York St., Guelph, Ont., Can.

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## WONDER ENGINES

Marine and Stationary **FOR KEROSENE AND GASOLINE**

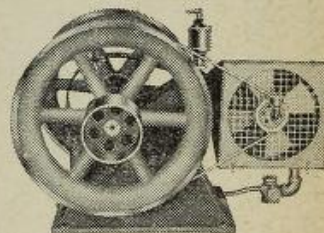
**MARINE, 2 to 40 H.P.**

Single Cylinder,  
2, 3, 5, 6, 10, H.P.

Two Cylinder,  
6, 10, 12, 20, H.P.

Three Cylinder, 9, 15, 30, H.P.

Four Cylinder, 20, 40 H.P.



An engine for every purpose, from the canoe to the cruiser. The best engine with the most power for the least money—is **the proposition we offer you for 1913**. Go over the construction of the Wonder, and let the real facts decide if it is not the one for you to buy. Compact, Economical, Simple, Reliable.

**OUR STATIONARY, 1½ to 20 H.P.**

for gas, gaso'ine or kerosene, stationary, semi-portable or portable. For the farm, shop or home, just the thing to run the dynamo, pump, churn, washer, or in fact anywhere a compact efficient power is required. Send today for our great big catalogue for 1913 covering our new engines and equipments; just full of valuable information for the motor enthusiast. Agents wanted. Get our easy payment proposition. Write today. Don't delay.

**WONDER MANUFACTURING COMPANY, 210 TALLMANS SYRACUSE, N.Y.**

Order from any of the following Canadian Agents:


Capital Boat and Canoe Works, 614 Bank St., Ottawa; J. J. Murchie, 66 Major St., Toronto; George Andress, Gananoque; Thomas Sargent, Nelson, B.C.; K. J. Carter, Gaspe, Que.; Donald Murdeck, 14 Paris St., Montreal.

*Capital Boat and Canoe Works preferred to use an American imported engine, the Wonder.*

One-cylinder engines could only grow so big. 2, 3 and 4 hp were more than enough to move a fishing skiff. Any larger and the singles became ever more violent and could only be used in the largest and heaviest boats, such as the huge Acadia and Atlantic engines used in the east coast fishing schooners. More power meant more cylinders and they added a twin to their line. Later they added a bigger 9-12 hp Twin as well as a smaller triple which also rated at 9-12 HP (logic of this escapes the author).


ST. LAWRENCE ENGINE CO., LIMITED

Special Motor Boat Accessories—Continued




INSIDE STUFFING BOXES


3/4 in.	\$1.00
7-8 in.	1.20
1 in.	1.40
1 1-8 in.	1.50
1 1/4 in.	1.60



TILLER LINE PULLEYS  
Polished Brass  
\$ .60




TILLER ROPE  
Cast Steel Core  
700 lbs. breaking strain  
Per ft. . . 4c.

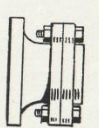


FLUSH FLAG POLE SOCKETS  
Polished Brass

Bow	\$ .35
Stern	.40




ROPE CLAMP  
Price, each . . . . . \$ .50

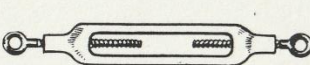


STUFFING BOX  
With improved packing gland.

7-8 in.	\$ 1.40
1 in.	1.50
1 1-8 in.	1.60



SCREW EYE  
Price per doz. . . . . \$ .90




TURN BUCKLE  
Price, each . . . . . \$ .30

Page Forty-Four

*St. Lawrence catalog for 1911, additional stuff you can (and probably will have to) buy.*


BROCKVILLE, CANADA

Special Motor Boat Accessories



DECK PLATE  
5 in. Stem

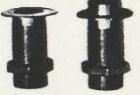
1 in. . . . .	\$1.00
1 1/4 in. . . . .	1.25



WATER OUTLET  
With Lip

3-8 in. . . . .	\$ .35
1/2 in. . . . .	.50
3/4 in. . . . .	.75

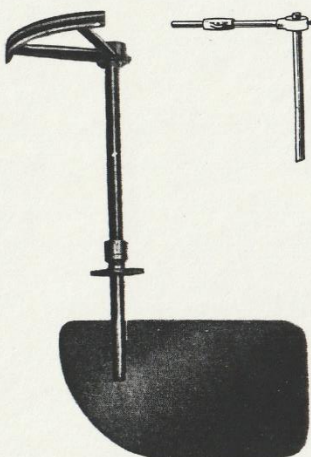
Water outlet without lip, same prices.



Side Exhaust    Stern Exhaust

EXHAUST OUTLETS


1 1/4 in. . . . .	\$1.00
1 1/2 in. . . . .	1.25
2 in. . . . .	1.50



COMPLETE RUDDERS  
For Boats from 20 to 35 ft.

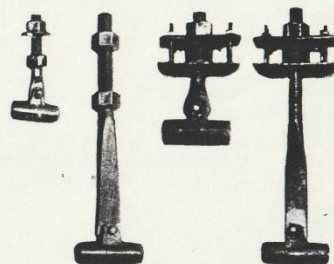
7-8 Steel Shaft. Stuffing Box. Quadrant  
or Tiller.

Price . . \$3.50



BRASS EXHAUST CUT OUT

1 1/4 in. . . . .	\$3.00
1 1/2 in. . . . .	3.00
2 in. . . . .	3.50



SELF ALIGNING HANGER

3/4 in, 7-8 in. . . . .	\$2.00
1 in. 1 1-8 in. 1 1/4 in. . . . .	2.00

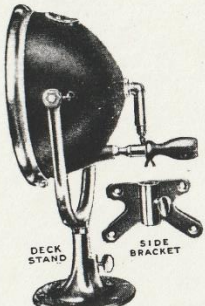
With Keel Plates, \$1.00 extra

Page Forty-Three


*More stuff to buy.*

BROCKVILLE, CANADA


Special Motor Boat Accessories—Continued



**ELECTRIC SEARCH LIGHT**  
Made from castings, no soldered joints.  
6 in. with bulb, enamel, brass or nickel.  
\$20.00




**ELECTRIC TROUBLE FINDER**  
\$1.50



**MAZDA BULBS**

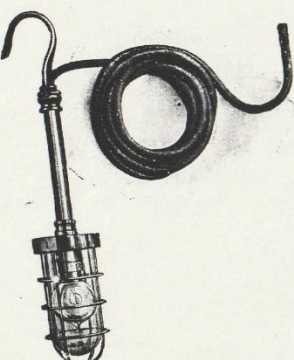
	Voltage	Amp.	Price
Ediswan base	6	.4	\$ .75
Miniature or Candelabra	5½	.3	.75
"	8	.1	.60

These bulbs are the very best English make.

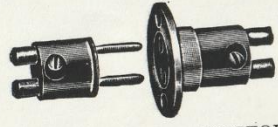


**RECEPTACLES**

Candelabra and miniature	.. ..	\$ .10
Ediswan Socket	.. ..	.50



**ELECTRIC TROUBLE FINDER**



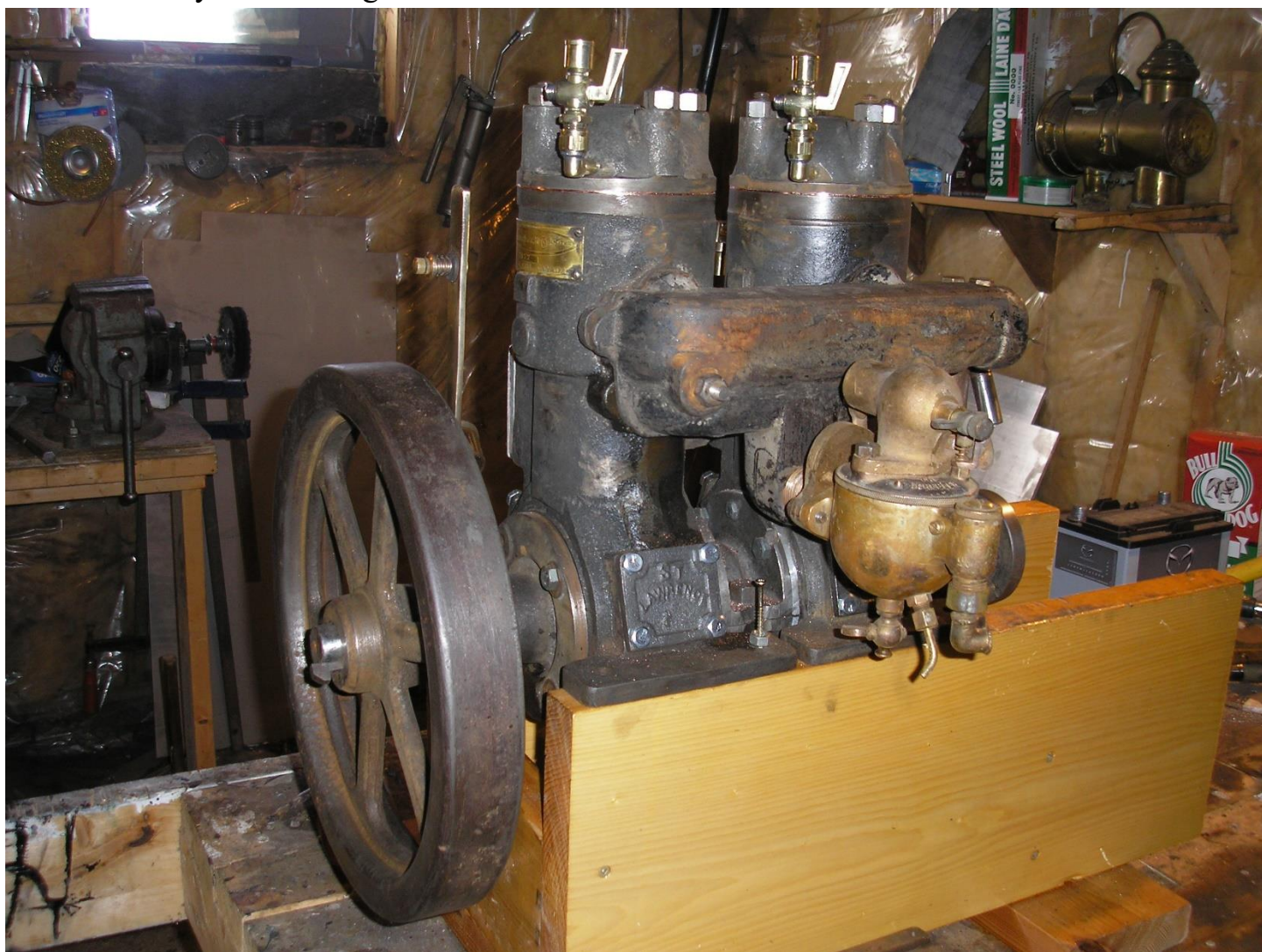
**HARD RUBBER CONNECTORS**  
\$ .60

Page Fifty-One

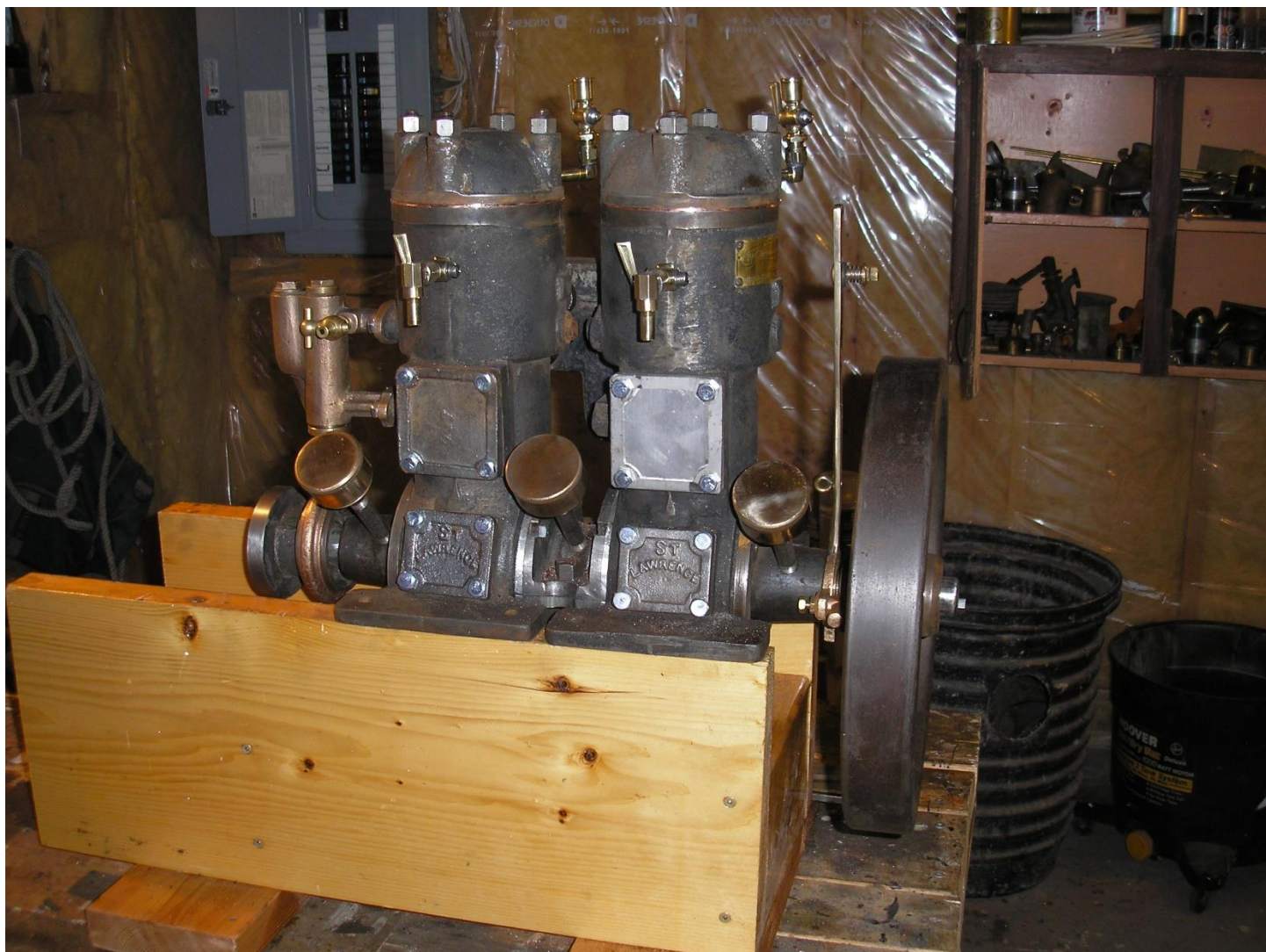
*Still more stuff to buy*

St Lawrence did not do their own casting. Surprisingly although Smart's foundry was next door, St. L. sent its orders and its molds to the Frost & Woods plant in Smith's Falls, which built farm engines and was willing to take on small but fussy jobs such as cylinder casting. To make a cylinder with a space for water to flow, you had to first make a cylindrical sand mold for the cylinder hole. Secondly, you had to make a second sand mold to take up the space where the water jacket would be and finally set both of these molds over top of each other and place them both inside a third sand mold which a space was pressed out to provide the outer casing of the cylinder. Once the metal was poured and had cooled you still had to get the sand out of the water jacket, which had a consistency of the nest of a mud dauber wasp and had to be painstakingly dug out with what looked like big dental picks. ( the Nova Scotia based Acadia put their parts in a tumbler to knock out the sand, but this would have been too much for the comparatively fragile St. Lawrence components). The crankshaft was a long square mild steel bar which was heated to cherry red colour in in a forge and then bent into U- shapes for the

throws. All the pieces had to be machined fitted, ground, shaped, keyed where necessary, tapped and assembled, and then test run . All by hand and all for a machine costing less than \$100. The St L shop was not an assembly line. Everything was built by hand on a work bench about 20 feet long. Nothing ever changed for all the 60 years the engines were in production. When Frost and Woods was not available or was booked up they relied on H. Imbleau Ltd. of Renfrew, which normally cast sewer grates.



*Gas filler valves on cylinder head are not original but cobbled together from currently available pieces.  
Author photo*



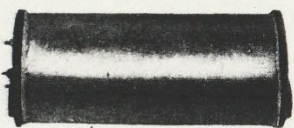
*The basic St. Lawrence twin, 8 hp, unchanged over 55 years 1905-1960 Author photo*

In 1908 and 1909 they had a contract with Peterborough Canoe to build the first series of launches for their matched boat and motor concept. However right off there were numerous quality problems. St Lawrence shipped the engines to the Peterborough works, who did the engine installations, frequently badly, so that the engines were out of line with the shafts, among other problems. Since the engine appeared to be the source of the trouble, the complaints naturally went straight to St. L. Going wrote back to the annoyed customers that the fault was that of Peterborough. Peterborough's works manager wrote a letter to Going, sounding quite hurt having "noted the nasty things you have been saying about us". However, the only useful comment Peterborough Canoe could make was that they really couldn't be blamed for quality problems because of the high number of orders they had to fill that season. Some customer complaints were so strange there was no answer. The oddest was a complaint letter received

from Mr. McLaughlin in Ottawa. He had bought a boat from a man who had first bought the boat from St. Lawrence a year earlier. The problem was that the man had supposedly told Mr. McLaughlin that the St Lawrence engine in it was 8hp (the twin) when it was only the 4 hp (the single). The seller had no business relationship with St, Lawrence except as a customer, and somehow the fact that the engine was smaller than it should have been somehow the fault of the builder. The best Mr. Going could do was to tell Mr. McLaughlin to be satisfied with the boat he had. The next year the horsepower ratings were stamped clearly on the builder's plate.


BROCKVILLE, CANADA

Special Motor Boat Accessories—Continued



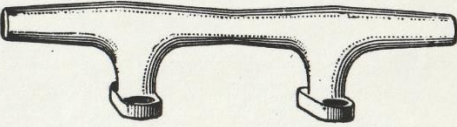
**MUFFLER**

8 in. long x 1 1/4 in. pipe...	\$ 2.50
12 in. " x 1 1/4 in. " .....	3.00
14 in. " x 1 1/4 in. " .....	3.25
16 in. " x 1 1/4 in. " .....	3.50
18 in. " x 1 1/2 in. " .....	4.00
20 in. " x 2 in. " .....	4.50




**STRAIGHT CHOCKS**  
Polished Brass.  
Lengths per pair.

4 .....	\$ .75
5 .....	1.00




**HOLLOW BRASS CLEATS.**

Lengths	5 1/2"	6 1/2"	9"	9 1/2"
Price	60	\$ .75	\$1.00	\$ 1.50




**SQUARE BRASS FENDER CLEAT.**  
Polished Brass,  
each 25c.



**BOAT HOOK**


1 1/4 in. galvanized .....	\$.50
Polished Brass .....	1.25




**BEVEL CHOCKS.**  
Polished Brass

Lengths .....	4 in.	5 in.
Price per pair .....	\$ .75	\$1.00

*Page Forty-Five*



**ROUND BASE FENDER CLEAT.**  
Polished Brass  
\$ .25



**STOCKLESS ANCHORS**

Weights	10	15	20	25	30
Prices	\$2.50	\$3.30	\$3.90	\$4.50	\$6.00

*You'll need to buy this stuff as well*

**The Fastest Boat in Canada**



**"DEUCE" doing 30 miles per hour.**

For her power, is the "Deuce" of Port Sydney, Ontario. Her owner, Mr. John MacLachlan, drives her an honest thirty miles per hour.

"Deuce" is powered by a 3 cylinder 30 H. P. Roberts Aerolite model which weighs only 265 lbs.

Mr. MacLachlan chose the Roberts Motor because in it he could get a combination of power and light weight and further because



deliver real power and real service.

We build no "special" motors. We have only regular models and the Roberts you will eventually own will give you exactly the same satisfaction that this 30 H. P. is giving Mr. MacLachlan, and that thousands of other Roberts Motors are giving their owners.

We offer you Standard, Aerolite and Featherweight types in one to six cylinders, three to one hundred and twenty-five horsepower. You have ample opportunity to choose according to your own special requirements.

Our catalog will be sent upon request.

Some good territory open for live agents.

- |                 |                               |
|-----------------|-------------------------------|
| Montreal, Que., | Canadian Motor & Supplies Co. |
| Baddeck, N.S.   | Chas. C. Byrnes               |
| Regina, Sask.   | The Craftsmen, Ltd.           |
| Digby, N.S.     | James F. Cripps               |
| Nelson, B.C.    | Hale Step Boat Co.            |
| Ottawa, Ont.    | A. H. Smith, 209 McLeod St.   |
| Nanaimo, B.C.   | H. Vollmers, Box 349          |

**The Roberts Motor Co.**

1470 Columbus Ave., Sandusky, Ohio,  
U. S. A.



**The 1913  
"Buffalo Book"**

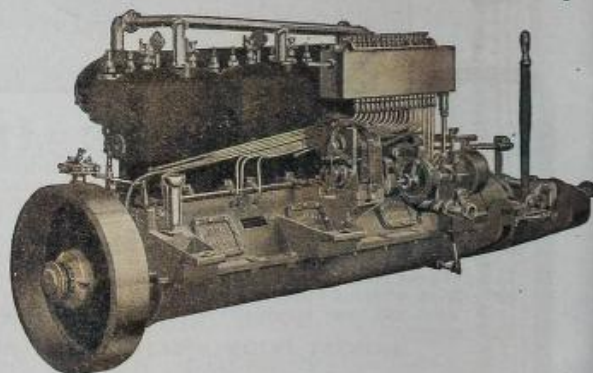
NINETEEN models of four-stroke marine engines, 3 to 150 h.p., are described in the 1913 "Buffalo Book" which is just off the press.

The "Buffalo Book" is our catalogue, but it is more than that; it is as the name implies—a book which tells all about "Buffalo" marine engines.

We want everyone in the world who is thinking of buying an engine, to have a copy of this book.

Get it. Look it over and then decide. It costs nothing.

Perhaps you will not think it best to buy a "Buffalo" engine, but are you unfair to yourself if you place an order without first learning whether the "Buffalo Book" has not some special message for you.



**Remember This**

"Buffalo" engines are built for launches, runabouts, cruisers and work boats. They can be operated on either gasoline or kerosene. They excel in just two qualities,—RELIABILITY and ECONOMY.

*The Engine of Constant Service.*

**Buffalo Gasolene Motor Co.**

1277-1289 Niagara St., BUFFALO, N. Y.

*There was no competition in Canada to the serious power and complexity of U. S. marine engines.*

There was a change in 1910. In that year it was clear that this little startup was going to be a success. He had built and sold 500 engines the previous year and expected to sell even more in 1911. In 1910 he started to put serial numbers on his engines, starting from 500, stamped onto the elegant rectangular brass name plate. Prior to that, the engines had not been numbered and sported only a modest oval tag about the thickness of a thumb. Furthermore they had severed their connection with Peterborough, and they now had a local boat connection, using 20-24- and 30-foot launch designs of their neighbor down the street Gilbert Boat Works.



*“Stuffing Box Bill”, early motorboat enthusiast, in Chaffey’s Locks. This is the private-branded St. Lawrence skiff model 2548, powered with a three-cylinder St Lawrence engine, 12 hp. Alfred Pennock*

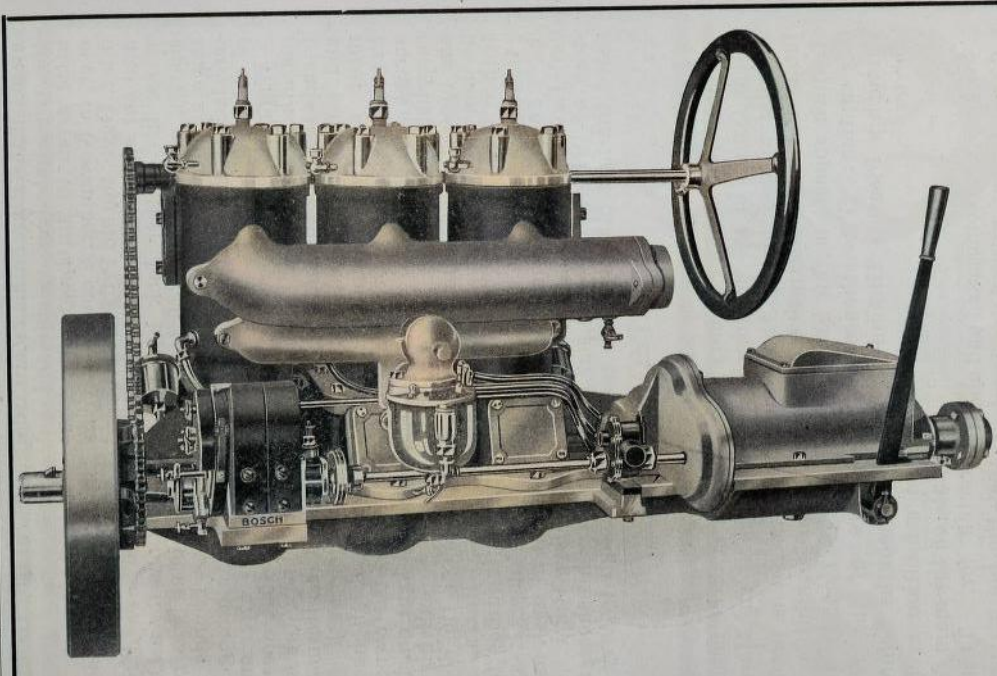
*Photography. Photo taken 1909 or 1910. "Bill" had traded in a wide beamed single cylinder for this comparatively fast craft.*

Going proudly told Canadian Motor Boat in 1911 that St. L was building the motor boats, but the St L employees listed in the town directory over 1910-1914 were all mechanics and machinists. It appears he used contract builders, mostly Gilbert, for the advertised boats, but there were also other boats in their ads with distinctly non-Gilbert lines. There were other small independent builders in Brockville who had extra space to build boats. All the boats were equipped with the basic 8 hp twin, the 12 hp 4x4 twin, the 9-12 hp triple and the big 4x5 triple which produced 15-18 hp. St L also served as a marine fitting supply depot, offering every fitting imaginable for a boat, chocks, cleats, steering wheels, lights, electric horns, rubber spark plug covers, and even kapok life preservers, which probably nobody used except for non-swimmers. The life preservers were the same design as used on the Titanic, kapok blocks sewn into fabric coverings that were fastened to the person's chest and would allow them to float face up in the water. Boats were becoming faster all the time, and they were not all safe tubby putt put boats. The style, exemplified by Gilbert and Capital Boat in Ottawa, was a long narrow hull with a 8-10 hp engine that could push the boat along at 15-18 mph. Some engines would be even bigger and faster.



*The author's 1911 3 cylinder "racing" St. Lawrence 12 hp Author photo*

1015  
ROD AND GUN IN CANADA



**MARINE MOTORS**  
2 to 30-Horse Power

COMPLETE LAUNCHES  
20, 25, 30 and 35 feet

ACCESSORIES  
Complete Line Carried in Stock

WRITE FOR 1913 CATALOGUE

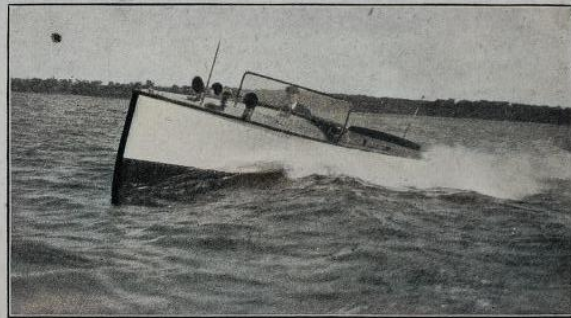
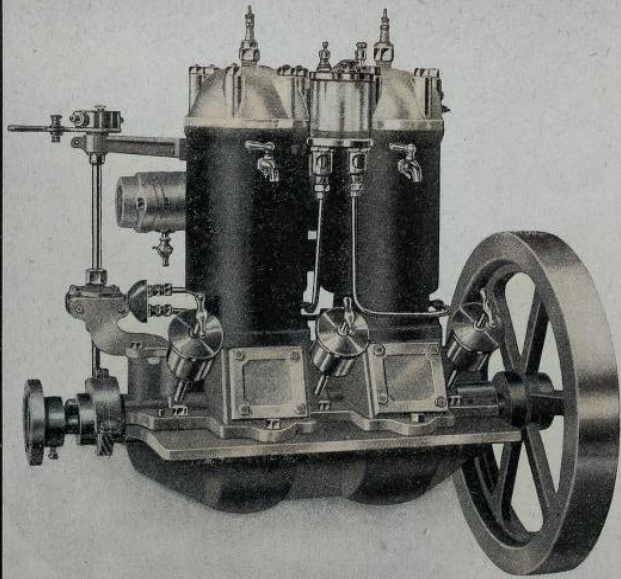
**THE ST. LAWRENCE ENGINE CO. LIMITED**  
BROCKVILLE, CANADA

*The 20 hp three cylinder 2 cycle engine.*

Two cylinders, three cylinders, why stop there? The three-cylinder engine was a very successful product and seemed to provide the perfect running balance. The bread and butter were in the singles and the twins. The triples were only used in the larger fishing skiffs and medium sized launches. But Going had caught the speed bug. In 1909 he purchased a six cylinder open based Emerson engine, put it in his launch and began to win local races. Why couldn't St. L. build a big motor. They put a line drawing of a 25-foot boat with a 4 cylinder 30 hp 2 cycle in their 1911 catalog:

3

ROD AND GUN IN CANADA



**MARINE MOTORS**  
2 to 30 H.P.

**COMPLETE LAUNCHES**  
20, 25, 30, 35 feet

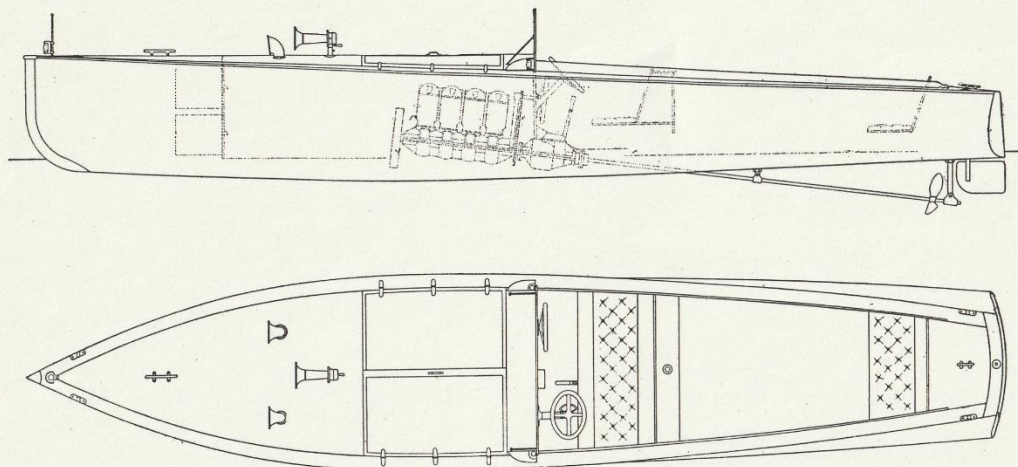
**ACCESSORIES**  
Full Line Carried in Stock

WRITE FOR 1913 CATALOGUE

**THE ST. LAWRENCE ENGINE CO. LIMITED**

BROCKVILLE, CANADA

ST. LAWRENCE ENGINE CO., LIMITED



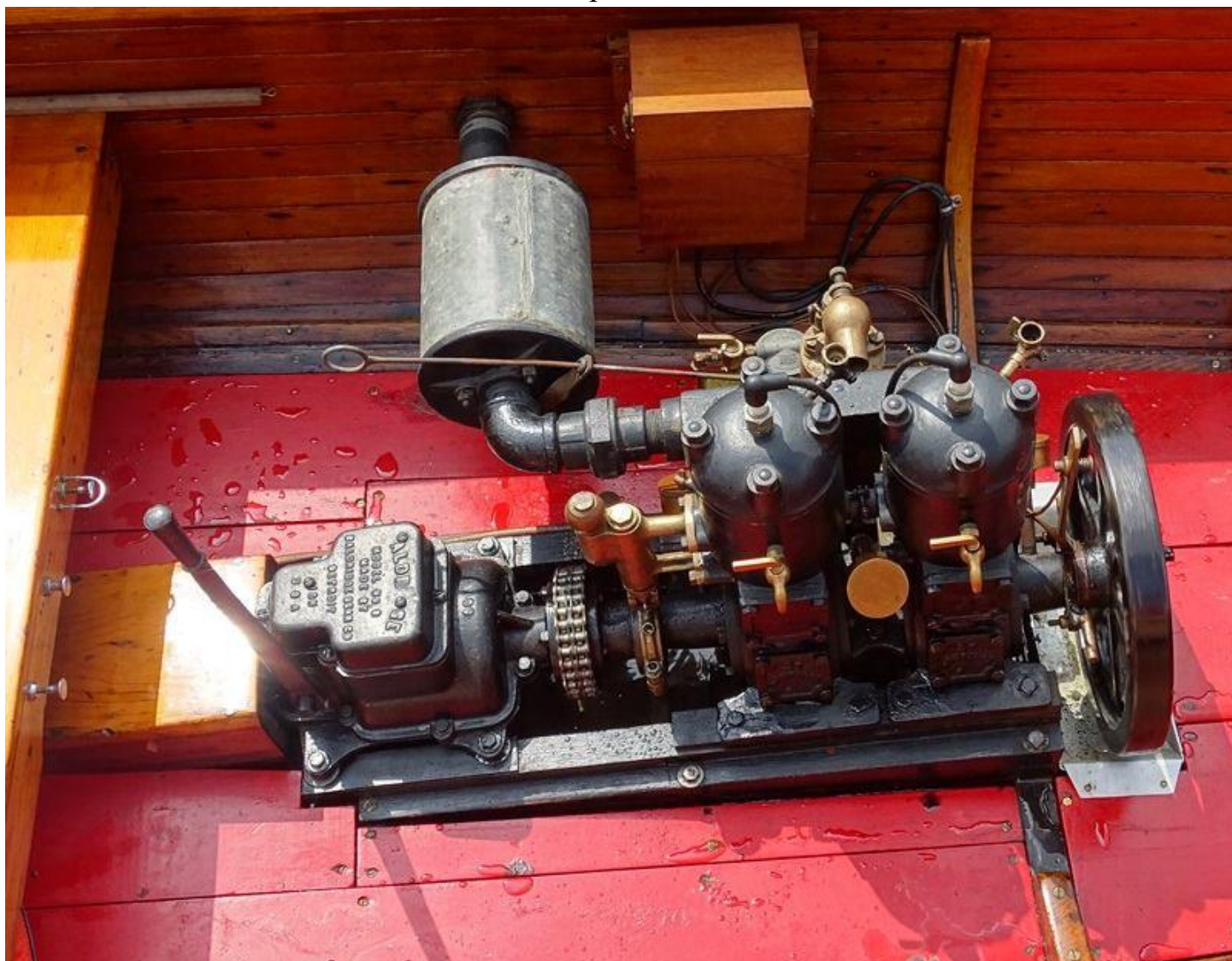
25 Foot Runabout.

Page Twelve

*4-cylinder St. Lawrence was available, at least noted as such for the 25-foot launch*

St. Lawrence did build a test run of 4-cylinder engines, producing around 25-28 horsepower. They ran well but turned out to be a problem to start. You had to set the timing and synchronize the carburetors just so or it wouldn't catch. This could be done by a mechanic but was deemed to be beyond the skill of the average boat owner. This was a big engine and had to be started manually, with as noted above a chain start unit with a sort of steering wheel attached, on the assumption that the steering wheel would be less dangerous than the hand crank. Regardless, St. L. even went one more step and built a six-cylinder prototype, essentially three sets of 4"x5" twins producing about 36 HP. To test it they mounted this engine on the back of their flatbed truck, attached a crude aircraft propeller and drove this dangerous thing around the streets of Brockville. It didn't last. They were still using the same sized crankshaft from the twins and the increasing torque from the combined power was too much and the shaft broke and kept on breaking between the fifth and sixth cylinder. Most likely it was reconfigured into three twins for easier sale. No more fours or sixes were made. The 2-stroke inboard era was over, and the future belonged to the 4 stroke. The 4 strokes delivered less hp per size than the big multi

cylinder 2 strokes, but they were easier on gas and much easier to start. They built their own outboard as well, using an Evinrude powerhead, or a very close copy of one, with St. L designed lower unit, flywheel, and gas tank. They advertised it, but it was likely a slow seller. Exactly one is known to have survived. This was more of a fun product for the machinists. The outboard motor market was flooded with competitors as it was.



*8 hp twin installed in a Dowsett skiff Manotick Classic Boat Club photo*

In 1910 a brilliant mechanic named James Kermath put together a no-nonsense 12 hp 4 cylinder 4 stroke that was simple, reasonably priced (\$150 US) and easy to start. Kermath's engine was an instant hit and the Kermath Engine Company was on its way to dominating the industry, along with Graymarine and Scripps. The board of directors of Kermath booted James Kermath out of the company in 1918. As is so often the case, the success of the company with his name

went on without him.

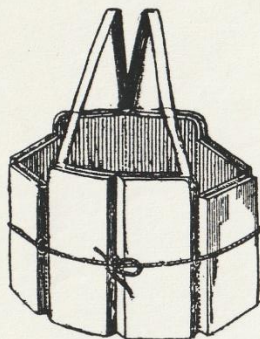


*Early planing hull runabout would not get much out of a little 12 hp engine, in spite of Mr. Richards' enthusiasm.*

In 1911 St. L. wanted to move into the 4-cycle market and went so far as to hire a Mr. McRae, a recent graduate of the McGill engineering program. Mr. McRae's plans never came even to prototype, and St. L found it more expedient simply to adapt other builder's engines and attach their own reverse gear. They purchased engines from Fay and Bowen (a successful upstate New York builder) and attached their own reverse gears and sold the unit as a package. The Fay and Bowen hybrid lasted only a couple of years. In 1913-14 they went to add reverse gear to the Ford Model T car engine. This turned out to be the right combo. This was a cheap, dependable 20 hp engine that could be put in any launch or larger sized skiff. The Model T conversion lasted until 1936 when they exchanged the T for the new Flathead .

ST. LAWRENCE ENGINE CO., LIMITED

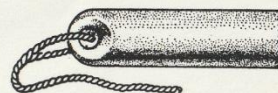
Special Motor Boat Accessories—Continued



LIFE PRESERVER  
\$1.25 each



LIFE VESTS . . . . . \$4.00



CANVAS FENDERS  
\$ .50 each.



LIFE PRESERVER CUSHION  
\$3.00 each.

FLAG POLES, bow and stern, each . . . . . \$ .50

MOTOR BOAT CHAIRS . . . . . 10.00

CARPETS, 20 ft. boat, \$15.00; 25 ft. boat, \$20.00; 30 ft. boat, \$25.00.

CUSHIONS, \$1.00 per sq. foot. Filled with Kopoc Life Preserver Filling.

*You could buy them, but I've never seen a picture of anyone actually wearing one.*

Unlike its neighbor and sometime business partner Gilbert Motorboats, St. L. survived the war, subsisting on machine service work for Smart's, which was now making artillery shells for the war overseas. Still Going needed a partner and in 1917 he sold part of his interest to Charles Wilkinson, who had developed the Brockville Power Company. Going purchased a fine three-story brick house on Percy Street. About 700 engines had been built since 1910, ending with serial numbers up to 1875. With the ownership change in 1917 there were new serial numbers starting at 5000. The 5000 series ran until the mid-1920's and the 6000 series ran from the mid 1920's to mid-1930s and eventually ran up to 7800 by the late 1940's and 1950's. The new St. L concentrated on what worked. The threes and big twins were dropped from the line and only the singles and small twins were sold. They got out of the boat and engine matching business and just sold engines. The grand plans of prewar era, matched boat and engine lines, big time production numbers, their own 4-cycle line, never came to pass. After the war St L went back to providing machine shop service, building their small engine, and adapting the Fords for boat

usage. The set up a covered boat slip for rental boat slips and became a full-service marina. They even went back into matched unit boat building by the late 1930's when the market began to recover, this time actually hiring their own boat carpenters and building the boats in the second story of the shop.

BROCKVILLE, CANADA

Special Motor Boat Accessories—Continued

**GASOLINE PRIMING CUPS**

Size No.	Size Pipe	Fig No. 1	Fig No. 2	Fig No. 3
00	1/8	\$ .50	\$ .90	\$ .50
0	1/8	.60	1.05	.60

**No. 30 Relief Cock**  
1/4 in. thread ... \$ .50

**Relief Cock with forked lever and union**  
1/4 in. thread ... \$1.25

**ANNEALED COPPER TUBING**  
For Gasoline and Oil lines. Soft, pliable and strong.

1/4 in. outside dia.	.. \$ .10 per ft.
1/8 in. " " "	.. .12 " "
3/8 in. " " "	.. .15 " "

**LUNKENHEIMER UNIT SIGHT FEED OILERS**

Plain Unit	.. \$1.50
Bracket Unit	.. 1.60
1/4 in. Nipples	.. .10
Plugs	.. .10

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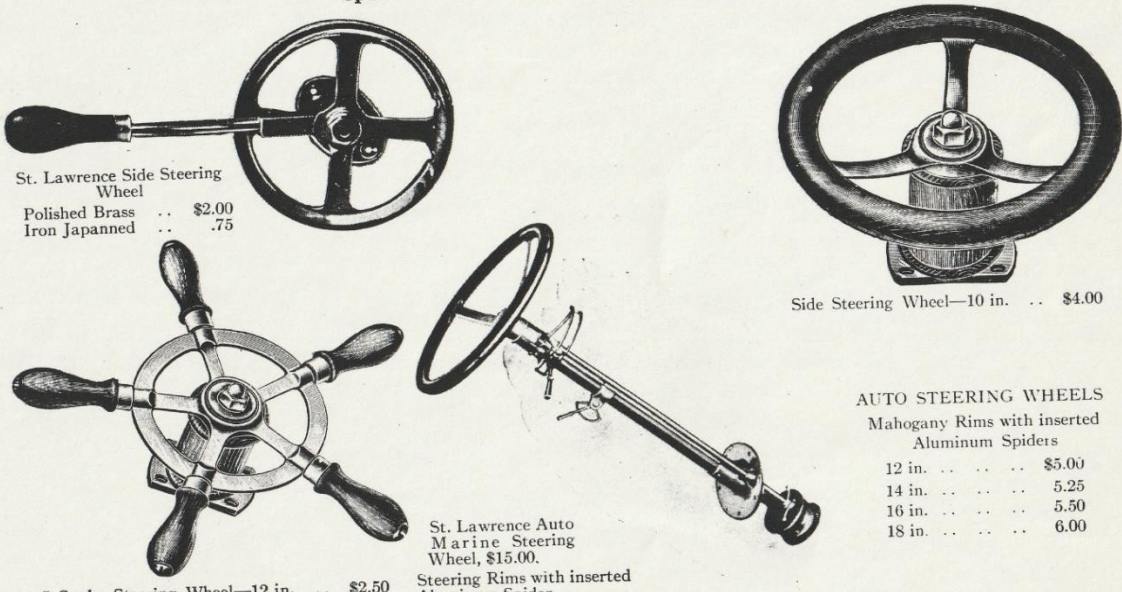
*These should already come with the engine (or not)*

Why did St. Lawrence survive when so many competitors didn't? They did a little bit of everything, from machine shop work, boat repair, engine building, renting covered boat slips and even boat building. The didn't try to conquer the world with the huge plant investments and expansion schemes that sunk so many American firms. Harry Goings and Charles Wilkinson were both active in local sporting, community and social events and were satisfied with being successful small-town businessmen. In the plant there was no attempt to streamline production and ironically it was the inefficiency of the operation that allowed it to survive. They only built as many engines as they could sell and if there were no buyers, the workbench, lathes, and milling machines were put to other uses. Still, an astonishing number of the engines have survived and are in the hands of collectors. Of the 3500 engines ultimately built, I would say

over 1,000 still exist and a great number are in working order. There's nothing particularly special about the engine in design-it's no different that, any other of the thousands of inboards from the early era. However St. L machinists kept redesigning it and modifying it, exchanging weak parts and flanges for stronger ones. It evolved into a remarkably tough, durable, and practical engine and even up into the forties there were still buyers willing to buy a flip the flywheel inboard. Even so it was still a handsome engine to look at and that was probably the reason that when the boat rotted out from underneath it, the engine was pulled into the house or the cottage or the shed so someone could say, someday I'll get that running someday.

BROCKVILLE, CANADA

Special Motor Boat Accessories—Continued



St. Lawrence Side Steering Wheel  
 Polished Brass .. \$2.00  
 Iron Japanned .. .75

Side Steering Wheel—10 in. .. \$4.00

5 Spoke Steering Wheel—12 in. .. \$2.50

St. Lawrence Auto Marine Steering Wheel, \$15.00.  
 Steering Rims with inserted Aluminum Spider.

AUTO STEERING WHEELS  
 Mahogany Rims with inserted Aluminum Spiders

12 in. . . . .	\$5.00
14 in. . . . .	5.25
16 in. . . . .	5.50
18 in. . . . .	6.00

Page Forty-Seven

*So sorry, I forgot to mention you have to buy a steering wheel as well*