

Rifle and Trap Shooting.

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RANGE AND GALLERY.

BOSTON, Jan. 2.—The attendance at the range at Walnut Hill today was larger than usual, and good weather conditions were had, with the exception of a 12 o'clock fish-tail wind, which gave some trouble. On the 12th inst., the annual meeting of the Massachusetts Rifle Association will be held at the Quincy House at 6 o'clock, and the annual dinner will be served at 7:30 P. M. Business of importance is to be transacted. The results of day's shoot were:

Deedial Off-Hand Match.										
E F Richardson, D.	9	8	10	9	7	10	5	9	9	87
W H Oler, D.	9	7	10	7	10	10	8	10	7	83
R Read, D.	10	10	10	10	6	9	7	9	7	81
J N Frye, C.	10	10	10	8	5	7	6	8	7	80
J Acau, C.	4	8	7	10	5	9	7	7	8	74
A Gallant, A.	7	7	5	10	5	7	10	7	10	73
H Whitman, C.	7	10	5	7	5	4	9	4	4	65
John Mulford, C.	8	2	8	7	6	4	6	9	2	55
H Newhall, A.	5	8	4	6	3	4	7	6	5	50
Military Match, Standard American Target.										
J Francis, B.	8	8	7	8	7	9	10	9	9	84
J B Fellows, B.	9	6	9	8	9	5	10	5	10	80
A Duffer, B.	7	8	7	8	8	9	10	9	6	80
F Carter, B.	7	9	4	6	5	5	7	5	8	82
R Davis, B.	7	7	3	5	7	8	5	3	7	57
Rest Match.										
R Graham.	10	10	10	10	10	9	10	10	10	99
G Roberts.	10	9	10	10	10	9	10	10	10	97
S Wilder.	10	9	10	10	10	10	10	10	10	98
N Washburn.	10	8	9	10	9	10	10	10	10	94
F Carter (mil).	9	7	10	7	8	10	9	8	7	88
C W Hodgdon.	8	10	10	6	9	10	4	8	7	81

THE CHAMPION MILITARY SHOT.—Major Andrew S. Burr, Eighth Infantry, who has a national reputation as a crack shot, and is now stationed at Fort Bidwell, Cal., has made the best individual score thus far reported during this season. The records show that he has made a perfect score (100) at each of the 200, 500, 600 and 800-yards ranges, 90 at the 300 yards and 98 at the 1,000-yard range, making a total of 694 out of a possible 699, or 99 per cent. The total is slightly in excess of the score made last season at Fort Missoula, Mont., by Lieutenant M. C. Wilkinson, Third Infantry, who headed the list of sharpshooters with a percentage of 93.33.

MILITARY MAGAZINE ARMS.—Brigadier General S. V. Benet, Chief of Ordnance, has tabulated the company reports on the three magazine arms issued to the army, and under date of Dec. 15 transmits them to the Secretary of War. In his note of transmittal he says: "These guns—the Lee, Chaffee-Reece and Hotchkiss—were recommended for trial in the order named by a board of officers convened in 1881 under authority of law, and were distributed to the Army for the purpose by the Lieutenant General of the Army. The reports from 145 companies have been received, examined and tabulated. Comparing the three magazine guns with each other the reports are, for the Lee, 55; Chaffee-Reece, 14; Hotchkiss, 26. As magazine guns, therefore, the reports are largely in favor of the Lee. Comparing the magazine guns with each other and with the Springfield service rifle, as single loaders, the preference is for the Springfield, as follows: For the Lee, 55; Chaffee-Reece, 0; Hotchkiss, 1; Springfield, 21. Comparing the magazine guns and the Springfield rifle, the preference is: For the Lee, 10; Chaffee-Reece, 3; Hotchkiss, 4; and the Springfield, 46, being largely in favor of the Springfield. After a careful consideration of these reports I am satisfied that neither of these magazine guns should be adopted and substituted for the Springfield rifle as the arm for the service. I have been, and am, an advocate for a magazine gun, but it would seem the part of wisdom to postpone for the present any further efforts toward the adoption of a suitable magazine arm for the service. The Springfield rifle gives such general satisfaction to the Army that we can safely wait a reasonable time for further developments of magazine systems."

NEWARK, N. J., Jan. 1.—Rifle shooting in this city has suddenly taken a drop. During 1884 there were seven organizations in the field, and now only two that may be called permanent exist, namely, the Frellinghuysen and Essex clubs. The Celluloid Association disbanded in February last and shortly after the Domestic Rod and Rifle Club followed suit. The Washington, Plymouth and Western clubs disbanded in 1884, the members joining the remaining associations in the city. It has been extremely difficult to open a tournament, as little interest is manifested in gallery shooting, and not only this, but the majority of members of the most advanced and out of employment find it difficult to retain their membership, as money is scarce. During the year 1884 the Newark Rifle Association, which comprises all the clubs in the city, numbered 470 members. Since that time it has dwindled down to about one third, and at a special meeting of the Association it was unanimously voted that the clubs discontinue their annual tournaments and confine all gallery shooting to their individual ranges, and that the clubs entertain all challenges from outside associations. The Frellinghuysen Rifle Club, organized on May 16, 1879, consequently is the oldest in the city. The officers elected at the last annual meeting are: J. K. Walsh, President; John Rose, Vice-President; A. C. Neumann, Secretary and Treasurer; Rifle Inspector, S. H. Shackelford; Delegates to the N. R. A.—J. K. Walsh and A. C. Neumann. The Essex Rifle Club still continues at its range corner Lush and Bank, with at present 47 members. All communications to the Newark Rifle Association should be addressed to A. C. Neumann, 233 Mulberry street. The Newark clubs have shot only two matches outside since the defeat of the Zettlers, viz., Essex, of Newark; Washington, of New York.—A. C. N.

THE NEW YORK STATE ARM.—Adj.-Gen. John G. Farnsworth, in his annual report, made during the past week to the Governor, speaks of the plan to supplant the present .50 caliber State model arm with the Springfield, as follows: "The arms of the Guard are in serviceable condition, but a change in the caliber of the Remington rifle in use to conform to that of the piece used by the United States Army becomes more apparent each year, and the recommendation of the Adjutant-General of the Army in his annual report, that a general act of Congress should be passed in the approaching session, providing for immediate exchange of all obsolete arms in the hands of the militia of the several States for improved Springfield rifles, caliber .45, is a step in the right direction which I most heartily endorse. A bill to carry out this recommendation has been introduced in Congress, and I would respectfully suggest that action be taken by the Legislature to urge the Senators and Representatives from this State to use their efforts to further its passage."

SPRINGFIELD, MASS., Jan. 1.—The Rod and Gun Rifle Club had a fair attendance at their shoot at Lake Lookout to-day. The Massachusetts target was used and the scores made were very good, considering the unfavorable wind which blew throughout the afternoon. The scores:

E T Stephens.	10	11	9	11	12	10	9	10	12	105
J Allen.	11	11	11	9	11	12	11	9	10	101
H K Hindley.	10	10	12	10	11	12	9	9	10	103
J Town.	9	12	8	7	8	10	11	12	6	91
E S Field.	7	9	7	4	12	12	10	11	8	88
Sterling.	12	7	10	10	3	6	9	8	7	77
J W Keyes.	8	8	10	8	8	9	7	6	7	76

ZETTLER RIFLE CLUB, Dec. 29.—Regular Club shoot, ring target, positive 1200 ft. long. M. L. Riggs 4, D. Miller 11, M. D. Miller 12, M. B. Engel 114, A. Lobr 115, Zimmerman 111, H. Holges 110, L. Flach 108, C. W. Karcher 100.—N. D. Ward, Sec.

THE TRAP.

Correspondents who favor us with club scores are particularly requested to write on one side of the paper only.

SAN FRANCISCO, Dec. 20.—The habits of Bird's Point were reinforced to-day by an influx of visitors, and the first match on the list was contested by sportsmen from various States and foreign countries. Mr. Grove, of Texas, took first, \$40; W. L. Eyre took \$25, second money, and Mr. McAlpine \$15 as third on the list. Birds were good and strong on the wing, and some phenomenal shooting was the result. The outcome of the event was more or less a surprise to the betting fraternity, who made Mr. McAlpine a hot favorite. Following is the score:

Grove.	1111101111	11	Philips.	1011011011	8
McAlpine.	1111101110	9	Wilkins.	1111101010	7
Jones.	0101011011	6	Carr.	0001111010	7
Eyre.	1111101111	10	Parrott.	1110101111	8

THE NEW JERSEY CHAMPIONSHIP.—B. S. Payne, of Jersey City, holds the New Jersey State championship badge, having won it at the last tournament, Sept. 19, killing all his birds, 15 straight. But by all odds the best and most reliable wing-shot of the State is John L. Brewer, commonly called Jack Brewer, of Hammondtown, Atlantic county.—One Who Knows.

BOSTON, Dec. 30.—The pigeon shooters had possession of the range to-day and with good weather conditions had a fine day's sport. The scores ran: 1. Five birds—Curtis first, 2. Five birds—Adams and Curtis first, 3. Five straightaway birds—Nichols first, 4. Novelty Match—Curtis first, 5. Five birds—Lovejoy and Adams first, 6. Five birds—Robinson first, 7. Three pairs double—Snow first, 8. Five birds—Curtis and Adams first, 9. Five birds—Curtis and Lovejoy first, 10. Novelty match—Curtis first, 11. Five straightaway birds—Snow first, 12. Three pairs double—Robinson first, 13. Five birds—Snow and Lovejoy first, 14. Miss and out match—Curtis and Faulkner divided, 15. Miss and out match—Curtis, Faulkner and Adams divided, 16. Three pairs double—Faulkner and Robinson, 17. Five birds—Robinson first, 18. Five straightaways, 27yds.—Lovejoy first, 19. Five birds—Curtis first, 20. Five birds straightaway, 33yds.—Nichols first, 21. Team match, 5 birds from 5 traps—First team: Lovejoy 4, Adams 4, Snow 2, Allen 4, Sloum 3, Francis 2; total 19. Second team: Curtis 4, Faulkner 4, Nichols 1, Robinson 4, Hart 3, Draper 1; total 17.

WELLINGTON, Mass., Jan. 2.—The first shoot of the Wellington Gun Club for 1886 occurred to-day. The various events resulted as follows: 1. Five pigeons—Stanton and Bancroft first, 2. Five black birds—Bartlett, Williams and Crosby first, 3. Five pigeons—Sanborn first, 4. Five blackbirds—Sanborn first, 5. Five pigeons—Olys and Pond first, 6. Five blackbirds—Shumway, Swift and Bartlett first, 7. Five blackbirds, straightaway—Olys first, 8. Three pair pigeons—Snow, Shumway and Stanton first, 9. Three pair blackbirds—Bartlett first, 10. Five pigeons—Bartlett and Parker first, 11. Five blackbirds—Olys, Stanton and Bartlett first, 12. In the medal match the ties were shot off, resulting in Evans taking trophy No. 1, Buffum No. 2 and Wilson No. 3.

TORONTO, Dec. 30.—The continuation of the pigeon tournament at D. Beldam's, Malvern, commenced yesterday, and the first item on the programme being the finish of the individual shoot, which brought out the fourth squad. This squad included the marksmen who did not shoot during the last day's meeting. Following is the score, 15 birds each, 20yds. rise, Toronto Gun Club rules:

J Jennings.	0011110011101	10	Emo.	001000	retired.
Hehrington.	1110011011010	10	J Brown.	00001011	retired.
J Stinson.	00110000	retired.	J Bell.	001011011	retired.
R R Wilson.	00000	retired.	D Beldam.	00110000111	10

This concluded the individual shoot. The first prize of \$25 going to J. Townsend, second, \$25, to C. Small, who killed all his birds, two of which unfortunately dropped dead out of bounds; third, \$15, to J. Gould; fourth and fifth were divided between J. Wilson and J. Douglass; the sixth and seventh prizes were divided.

After lunch the team shoot commenced. It brought out representatives of four clubs. The Toronto Gun Club, No. 2 squad, killed 16 birds; Owl Gun Club, No. 3 squad, 15 birds; Toronto Gun Club, No. 1 squad, 22 birds; and Owl Gun Club, No. 1 squad, 21 birds. The Birmingham Gun Club retired after shooting at five birds each. The Toronto Gun Club, No. 1, thus won the five gold medals, winning by one bird.

A match has been made between J. Bell and J. Townsend for \$100 a side, at 50 pigeons each, the trial to be made on Jan. 29. A match has also been arranged between J. Wilson and D. Beldam, for \$20 a side, at 10 double birds, to come off on the same date.

CLUB SCORES.—Correspondents who favor us with scores are requested to send them in as soon as possible after the matches described. We go to press Wednesday; and it is necessary that matter for publication should be in hand by Monday, or Tuesday at the latest.

NEWARK, N. J.—The wing shots hereabout are very busy just now and there are many enjoyable little meets. On New Year's Day the Norfolk Gun Club held a match on the South Orange road. The conditions were 9 birds each, 25yds. rise, one ground trap. The scores were: Meyers 9, Kearney 7, Weigand, Meisel and Oschwald each 6, Doersbacher 2, and Maybuss 2.

In the match of the Vailsburg Gun Club on the same day, H. Hartenstein was declared winner with a score of 8 out of 10 birds at 25yds. rise. The other scores were: Reibold and C. Hartenstein each 7, Waag 6, McEvoy 3.

On Jan. 2, J. A. Rust, of Philadelphia, and L. B. Campbell, of Little Silver, N. J., shot a pigeon match at Erb's grounds for \$200, which resulted in victory for the Jerseyman by three birds. The conditions of the match were: Thirty-five birds each, 25yds. rise, one barrel, and, trap and handle. James Van Brockel, of Matawan, was referee, and Frank Klintze, of Philadelphia, and D. Applegate judges. The attendance was the largest seen on a pigeon shooting ground in many years. The score is as follows:

Rust.	10001110111001101011110011100	21
Campbell.	11111110111001111111101001	24

After the match a number of sweetstakes were shot, which were won by Mr. William Graham, of London, who has just come to this country to answer any challenge.

A CHALLENGE.—Editor Forest and Stream: We the undersigned would like to shoot a friendly match, at clay-pigeons, clay-birds, or any other target, against any two young men under twenty-one years of age, in or near New York. Answer through FOREST AND STREAM. We are both under twenty-one years of age.—S. and L.

LOGAN'S MARKSMANSHIP.—General Logan is very fond of out door sports. He is an admirable horseman and swordsman, and knows how to handle a rifle. He is one of the best pistol-shots in the country. He has the handsomeness, dueling pistols in Washington. But he is the last man to brag of his strength or skill. When down at the foot of the Arkansas a few years ago trying to throw off a peculiarly severe attack of rheumatism he astonished the pistol experts of that pistol country. On one occasion a dozen of young men were practicing from the piazza of the General's hotel at a bottle laid on the broad croch of a distant tree. The bottle was round. Unless it was hit plumply in the middle it spun round and round like a top. The young men were good shots, but now and then they would miss the somewhat difficult mark. Then the General would ask them, "Do you want more?" He finally became tired and asked the General, "Can he improve upon their skill. After a little more chaffing the General said: 'I'll tell you fellows what I'll do. There are twelve of you, but I'll promise you each a box of cigars every time you hit the bottle if you'll promise me a box every time I hit it.' The boys accepted the proposition instantly. 'I'll shoot first, and if I hit, I'm to shoot again until I miss.' They had no objections, so the General fired twelve consecutive shots, each time breaking a different bottle, while the young men's eyes opened wider and wider. "Do you want more?" he asked, after the twelfth shot. "No," said the young men, hastily. "I guess not." "You can send those twelve boxes to my room whenever you're ready, gentlemen," said the General, as he lounged away. "Some day when I have more leisure I'll give you an hour's instruction in target-shooting." But the boys never held him to his promise. They paid their bets, however, and did their practicing when the General was not around.—Washington Correspondence Chicago News.

NATIONAL GUN ASSOCIATION TOURNAMENTS.—Special Notice.—Members desirous of organizing tournaments in their vicinity, under the auspices of the Association, are requested to notify the undersigned. All the expenses of the same will be paid by us. Make your arrangements for 1886. We propose to establish a circuit of tournaments annually. Claim your dates now. General office and headquarters, Macon, Ga.—MATT R. FREEMAN, Vice-President and General Manager; F. C. EHRIDGE, Secretary, Macon, Ga. Send 19 cents for hand book containing rules, constitution, etc. "Fairly started and its future depends entirely upon the manner in which the sportsmen throughout the country respond."—C. M. STARK, April 18, 1885.—Adv.

PUBLISHER'S DEPARTMENT.

WM. S. KIMBALL & Co., the well-known proprietors of the Peerless Tobacco Works, at Rochester, N. Y., have brought out a "straight cut" cigarette which promises to win the popularity of the famous and standard "Vanilla Flavored" known, tried and approved for so many years. The Kimball "Old Gold" smoking tobacco and the Peerless choice products ever put out by the Peerless Works, and its many excellent qualities will be appreciated by every smoker of taste and judgment who uses a pipe.

IT IS WORTH BINDING.—Gorham, Me., Dec. 29.—Editor Forest and Stream: I have been a subscriber of your paper since about 1878. I find it one of the best papers of the dozen which I take regularly. Having handled a rifle, gun and rod since my sixth year, I have approached the serene and gray time when falling eyesight warns me that my shooting days are most past. I still love to fish, and as well as ever I much enjoy your clear sheet. No need, I can say, on my only daughter not to open your regularly welcome pages.—M. C. L.

To be healthy and happy people, we have got to take care of our diet. What we eat and what we drink should be the most important subject of a man's consideration; for, if his digestion is in good condition, his morals are the same. In America, people are in such a hurry to get their work done and their money made that they neglect their food, and when they have accumulated their fortunes they haven't the health to enjoy them. They have kept up their working powers on stimulants, tea or coffee, that run the digestion and play the mischief with the liver, instead of drinking Baker's soothing and wholesome Breakfast Cocoa, which digests itself while it nourishes the body.—Adv.

Canoeing.

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Secretaries of canoe clubs are requested to send to FOREST AND STREAM their addresses, with name, membership, signals, etc. of their clubs, and also notices in advance of meetings and races, and reports of the same. Canoeists and all interested in canoeing are requested to forward to FOREST AND STREAM their addresses, with logs of cruises, trips, and information concerning their local waters, drawings or descriptions of boats and fittings, and all items relating to the sport.

THE SNEAKBOX FAMILY.

I.—THE BARNEGAT SNEAKBOX.

OF the many and various small craft found on the coast and inland watercourses of the United States, none possesses a more marked individuality or more peculiar features than the little boat commonly known as the Barnegat Sneakbox. Confined almost entirely to the locality where it originated, the long, narrow stretch of water cut off from the Atlantic by the low sand beaches of the east coast of New Jersey, it is chiefly remarkable for its difference from other American boats and its special adaptability to the purpose for which it was built. The sneakbox was first brought to general notice by the cruise made in 1875, from Pittsburgh, Pa., to the Gulf of Mexico, by Mr. N. H. Bishop, and well described by him in "Four Months in a Sneakbox," published by Lee & Shepard, Boston. At the time of Mr. Bishop's voyage but little cruising of this sort was done; but the wide growth of canoeing and the work of the American Canoe Association, of which he was the founder, have since attracted hundreds to this most fascinating sport, and has stimulated the improvement and development of all varieties of small craft that are suitable for cruising. Among the many craft of late appropriated by the wandering cruiser, the sneakbox has come in for a fair share of attention, and a great interest has been awakened in the hitherto little known and insignificant boat. There are many who will prefer a larger boat than a canoe, and there are many purposes for which the latter is safer and more comfortable. To say that a canoe is better than a sneakbox, or vice versa, is absurd; the two have each their special features which do not clash and which must be carefully weighed before a choice is made between them.

In this connection it is interesting to examine the reasons given by Mr. Bishop for his change from a canoe to the larger boat, which we quote by permission of Messrs. Lee & Shepard from "Four Months in a Sneakbox." "The sneakbox offered ample stowage capacity, while canoes built to hold one person were not large enough to carry the amount of baggage necessary for a voyage. A Nautilus or any improved type of canoe, would have been lighter and more easily transported, and would have been paddled at a higher speed with the same effort expended in rowing the heavier canoe, but the canoe did not offer the peculiar advantages of comfort and freedom of bodily motion possessed by its unique fellow craft. Experienced canoeists agree that a canoe of 14ft. in length, which weighs only 70lbs. if built of wood, bark, canvas or paper, when out of the water, and resting upon the ground, or even when bedded on some soft material, like grass or rushes, cannot support the sleeping weight of the canoeist for many successive nights, without becoming strained. Light indeed must be the weight and the canoe must be of the form of the man who can sleep many nights comfortably in a 70lb. canoe without injuring it. Cedar canoes, after being subjected to such use for some time, generally become leaky; so to avoid this disaster, the canoeist, when threatened with wet weather, is forced to the disagreeable task of troubling some private householder for a shelter, or run the risk of injuring his boat by packing himself away in a narrow quarters and dreaming what is a sardine, while his restless weight is every moment straining his delicate canoe, and visions of future leaks arise to disturb his tranquility.

"The one great advantage possessed by a canoe is its lightness. Canoeists dwell upon the importance of the light weight of their canoes, and the ease with which they can be carried. If the canoeist is to sleep in his delicate craft while making a long journey, he must be made much heavier than the perfected models now in use in this country. To-day, if a canoe is to hold under 75 pounds weight, this additional weight is at once fatal to speed, and becomes burdensome when the canoeist is forced to carry his canoe upon his own shoulders over a portage. A sneakbox built to carry one person weighs about three times as much as a well-built cedar canoe." We quote Mr. Bishop's comparison at full length, as the argument has been advanced by others against the canoe. It must be considered, however, that his canoe was a 25in. paper boat, and that all this was written ten years ago. To-day, if a canoe is to obtain a light weight, it is superior to weight that will stand unlimited use under a heavy man without leakage, while the modern models have a stowage capacity equal to any requirements of one man. Mr. Bishop's route has since been traversed successfully by a 15ft. canoe. The sneakbox, while heavier, offers more room to move about, cook and sleep than a narrow canoe, and where sailing is the main object, especially in cold weather, and where land canoes are not considered, the canoe is superior to the canoe. In this series of papers we shall describe first the ordinary sneakbox of the Barnegat baymen, then a modification of this shooting boat to the wants of the cruiser, named by its designer, Mr. Bishop, the "Barnegat Cruiser," and lastly a still more advanced stage of the development into a cruising and sailing boat built from designs specially prepared for the FOREST AND STREAM and which we propose to test with a view to its further improvement and adaptation to the wants of our readers. All of these plans will be accompanied by complete details and accurate tables of offsets, so that they may be used by any one to build from.

The sneakbox was originally a gunning boat, built and used for ducking on Barnegat Bay, and its history has been thoroughly studied by Mr. Bishop, and is given in his book as follows:

"Captain Hazeltoun Seaman, of West Creek village, New Jersey, a boat builder and an expert shooter of wildfowl, about the year 1836, conceived the idea of constructing for his own use a small boat, or gunning punt, in which, when its deck was covered with sedge, he could settle himself from the wildfowl while gunning in Barnegat and Little Egg Harbor bays. It was important that the boat should be sufficiently light to enable a single sportsman to pull her from the water on the low points of the bay shores. During the winter months, when the great marshes were at times incumbered with snow, and the shallow creeks covered with ice, obstacles which must be crossed to each other's quarters, it was necessary for the boat to be made as a sled, to effect which end a pair of light oaken strips were screwed to the bottom of the sneakbox, when she could be easily pushed by the gunner, and the transportation of the oars, sail, blankets, guns, ammunition, and provisions (all of which stowed under the hatch and locked up as snugly as if in a strong chest) became a very simple matter. While secreted in his boat, on the watch for wildfowl, with his craft hidden by sedge, the gunner could observe the movements of the waterfowl from a shooting distance of a flock of unsuspecting ducks; and this being done in a sneaking manner—though Mr. Seaman named the result of his first effort the 'Devil's Coffin'—the baymen gave her the sobriquet of 'Sneakbox,' and this name she has retained to the present. Since Captain Seaman built his 'Devil's Coffin,' forty years ago, the model has been improved by various builders until it is believed that it has almost attained perfection. The boat has no sheer, and sits low in the water. This lack of sheer is supplied by a light canvas apron which is tacked to the deck, and presents, when stretched upward by a stick two feet in length, a convex surface to a head sea. The water which breaks upon the deck forward of the cockpit is turned off at the sides of the boat in almost the same manner as a snowplow clears a railroad track of snow. The apron also protects the head and shoulders of the rower from cold head winds. The first sneakbox built by Captain Seaman had a 12ft. long and 14in. beam, and was an oaken hoop so fastened to the deck that when a head sea struck the bow the hoop and canvas were forced upward so as to throw the water off its sides, thus effectually preventing its ingress into the hold of the craft. The improved apron originated with Mr. John Crammer, Jr., a short time after Captain Seaman built the first sneakbox. The second sneakbox was constructed by Mr. Crammer, and afterward Mr. Samuel Perine, an old and much-respected bayman of Barnegat, built the third one.

The second design shows clearly the peculiar form of the boat. The lines were taken by Mr. J. H. Rushton from a 14ft. boat built by him, an enlargement of Mr. Bishop's original boat. This form of the boat is the best for gunning and sporting and the usual size is 12ft., the same as the Centennial Republic. The two scales given are for 12 and 14ft., while the following tables of offsets are for the same boats. In the first table the 12ft. boat is reduced in beam as well as in length, being 12ft. long and 43in. beam instead of 14ft. long and 48in. beam. The second table is for a 14ft. boat, as mentioned above, 5-3/4in. It will be noticed that the fractions given in the table are eighths of an inch, the denominator 8 being omitted, thus 1.34 signifies 1ft. 3/4in. and four-eighths of an inch.

This form is used as the fractions are much more easily remembered than if halves, quarters and eighths were used together.

DIMENSIONS OF SNEAKBOXES.

Length over all.....	12ft.	14ft.
Length waterline.....	12ft.	14ft.
Beam.....	9ft. 6in.	11ft. 1in.
Depth amidships.....	3ft. 7in.	4ft. 2in.
Sheer, bow.....	10in.	11in.
Sheer, stern.....	5in.	5in.
Draft.....	1in.	1in.
Fore side of stem to—		
Mast.....	2ft. 8in.	3ft. 8in.
Trunk.....	3ft. 11in.	4ft. 7in.
Well, fore end.....	5ft. 2in.	11ft. 6in.
Well, after end.....	9ft. 10in.	9ft. 6in.
Well, width, extreme.....	1ft. 9in.	2ft. 1in.
Rowlocks.....	7ft. 9in.	9ft.
Thickness of plank.....	7-16in.	1/2in.
Thickness of deck.....	7-16in.	7-16in.
Timbers.....	1x1/2in.	1x9-16in.
Spacing of timbers.....	10in.	10in.

TABLES OF OFFSETS.

TWELVE FOOT SNEAKBOX.

Station	HEIGHTS.		HALF-BREADTHS.							
	Keel.	Deck.	Deck.	No. 1.	LWL.	No. 3.	No. 4.	Keel.	Diag.	
	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	
0	1 3/4	1 3/4						1 1/4	0	
1	8 1/2	1 2	8					1 1/2	7 1/2	
2	4 1/2	1 0 1/2	1 1 1/2	8 1/2	5 1/2			1 1/2	1 0 1/2	
3	1 1/2	1 1 1/4	1 5 1/2	1 1 1/2	1 1 1/2	7 1/2	1 1/2	1 1/2	1 3 1/2	
4	0 3/4	1 0 1/2	1 7 1/2	1 4 1/2	1 2	1 1	6 1/2	2	1 4 1/2	
5	0	1 0 1/2	1 9	1 5 1/2	1 3 1/2	1 0 1/2	8 1/2	2 1/2	1 5 1/2	
6	0	1 0	1 9 1/2	1 6 1/2	1 4	1 1 1/2	9 1/2	2 1/2	1 5 1/2	
7	0	1 0	1 9 1/2	1 6 1/2	1 4	1 1 1/2	8 1/2	2 1/2	1 5 1/2	
8	0 3/4	1 0	1 8 1/2	1 5 1/2	1 3 1/2	1 0 1/2	7 1/2	2 1/2	1 5 1/2	
9	1 1/2	1 0 1/2	1 7 1/2	1 4 1/2	1 1 1/2	1 0 1/2	3 1/2	2	1 4 1/2	
10	2 1/2	1 0 1/2	1 6 1/2	1 3 1/2	1 0 1/2	5 1/2		2	1 3	
11	4 1/2	1 0 1/2	1 4 1/2	1 0 1/2	3 1/2			2	1 1 1/2	
12	6 1/2	1 1	1 2 1/2	0 1/2				2	10 1/2	

FOURTEEN FOOT SNEAKBOX.

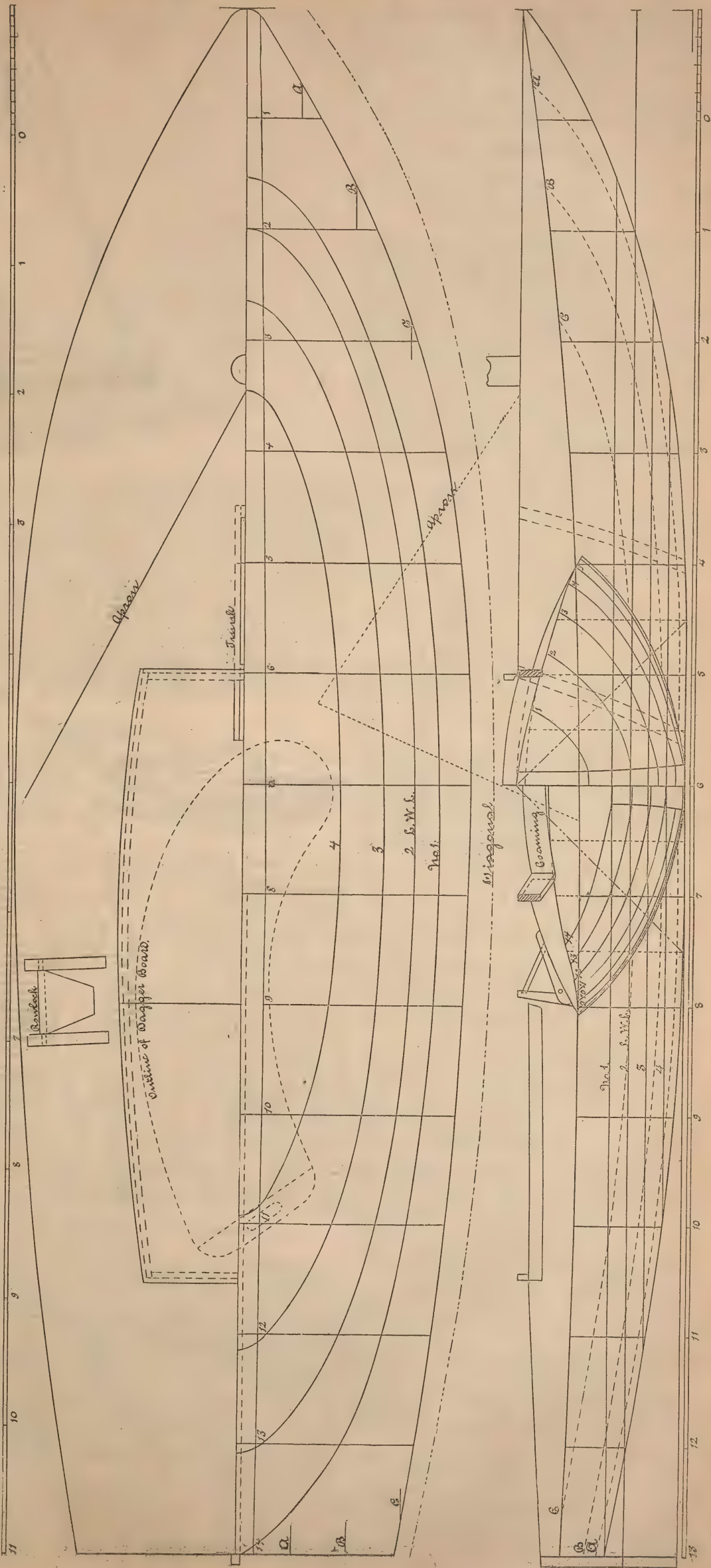
0	1 6	1 6 1/4	0					1 1/4	0
1	10 1/2	1 4 1/2	8 1/2					1 1/2	7 1/2
2	6	1 3 1/2	1 2 1/2	7 1/2				1 1/2	1 1 1/2
3	2 1/2	1 2	1 6 1/2	1 1 1/2	10 1/2	5 1/2		1 1/2	1 4 1/2
4	1	1 1	1 10	1 5 1/2	1 2 1/2	1 1	5 1/2	2	1 6 1/2
5	0 1/2	1 0 1/2	1 11 1/2	1 7 1/2	1 5 1/2	1 1 1/2	8 1/2	2 1/2	1 8 1/2
6	0	1 1 1/2	2 0 1/2	1 9	1 6 1/2	1 2 1/2	10 1/2	2 1/2	1 8 1/2
7	0	1 1 1/2	2 1	1 9 1/2	1 6 1/2	1 3 1/2	10 1/2	2 1/2	1 8 1/2
8	0	1 1 1/2	2 0 1/2	1 9 1/2	1 6 1/2	1 3 1/2	10 1/2	2 1/2	1 8 1/2
9	0 1/2	1 1 1/2	2 0 1/2	1 9 1/2	1 6 1/2	1 2 1/2	9 1/2	2 1/2	1 8 1/2
10	0 1/2	1 1 1/2	1 11 1/2	1 8	1 5 1/2	1 1 1/2	7	2 1/2	1 7 1/2
11	2	1 1 1/2	1 10 1/2	1 6 1/2	1 2 1/2	10 1/2		2 1/2	1 6 1/2
12	3 1/2	1 0	1 9 1/2	1 3 1/2	1 1	8 1/2		2 1/2	1 5 1/2
13	5 1/2	1 0 1/2	1 7 1/2	1 1 1/2	2 1/2			2 1/2	1 3
14	8	1 1	1 5 1/2	0 1/2				2 1/2	1 0 1/2

Note.—The fractions in this table are all eighths of an inch. When the lines are laid down the stern piece or transom is marked off and three moulds are made—one at the midship section, No. 6 or 7, and the others between it and the ends. The keel is flat, usually 4 to 5 in. wide and 1/2 to 5/8 thick; the half breadths in the design being given in the ninth column of the tables. The stocks must be built up at each end to represent the curve or rocker of the keel, column second of the tables; being straight amidship but rising at the ends. The keel is screwed down on the stocks, being wet with hot water, if necessary, to aid it in bending; and the transom is nailed to it at the after end. The centerboard and slot are left until the boat is planked. The three moulds are now fixed in place and firmly braced, after which three ribbands of some straight-grained wood, each about 1x1/4 in., are bent around on each side and screwed to the moulds, transom and fore end of keel, which latter takes the place of a stem. The oak timbers are next steamed, bent into their places and held by nails through the ribbands. The method of planking will be described next week in connection with the "Barnegat Cruiser."

The builders at Barnegat usually timber their boats with sawn frames of cedar, each 1 1/4 in. square, spaced 1 foot apart; but we give the method with steamed timbers, as stronger and better. If sawn frames are used, each is laid off from the lines on the floor and two pieces are sawed—one for each side. These meet at the middle of the keel and are joined by a short floor. In the regular sneakbox the cockpit is narrow and rectangular, and may be completely closed by two hatches. The coaming has a small bead around the outside, at the top, and the sides of the hatches have similar beads around the inside, at the bottom. Each half-hatch is slipped on from the end, and the beads engage each other so that the hatches cannot be lifted off, but must be slid back. A padlock and hasp holds them together.

The centerboard is one of the most peculiar features of the craft. It is of the form termed "dagger board," somewhat like a scimeter, and is not pivoted but simply slides up and down in a narrow case, being lifted out entirely and laid on the floor when not in use. Its form is shown by the dotted lines in the drawing, it being there represented, for economy of space, as lying on the floor in the cockpit. This board is simple, and throws the center of effort aft instead of forward, as with the pivoted board, thus allowing the trunk to be well in the bow and out of the way. With the stem so much cut away and the board so far forward, the balance of the boat is badly distributed, and must be partly remedied by the sail plan if the boat is to handle fairly well, both with and without board. The consideration of sailing trim would place the board much further aft, but it would encroach too much on the space required for sleeping, etc., so a compromise, as shown, is necessary. The boat is sometimes sculled with one oar, and in sailing the oar is used for steering, but a rudder is usually preferred for the latter purpose. The usual form of rowlock is shown in the design. Two cleats of oak are screwed to the deck about 6 in. apart. Each has a 5/8 in. hole bored near the outer end in which an oak crosspiece turns. To this crosspiece a block is screwed in which is the socket for the rowlock. This block may be folded down on deck or swung up and held in position by a wooden brace.

Partly to compensate for the low freeboard and partly as a convenient stowage place for oars, guns, decoys, etc., a washboard 4 or 5 in. high is built entirely around the gunwale and stern, as will be shown in the Barnegat Cruiser. This washboard is sometimes fixed and sometimes movable at will, and some boats it only incloses the stern and after half, from the rowlocks aft. The outline of the apron is shown in the drawing. It is of canvas, tacked to the deck, and may be propped up with a small stick. The usual rig of the gunning box is a small sprit sail, that on Mr. Bishop's boat being 7 ft. 8 in. on foot, 6 ft. 6 in. on luff, 4 ft. on head, and 9 ft. 2 in. on leach. Of late the balance lug has been used with success on sneakboxes, and we shall give plans in connection with the other boats, as this sail is a very convenient one. In 1879 a 16 ft. box was built by J. K. Patrick, of Barnegat, for sailing only. This boat, the Shark, and her successor, the Bojum, have been used on Long Island Sound ever since for



pleasure sailing. Other boats of the same type have been built and used in various parts of the country for the same purpose. The plain sneakbox, built by baymen at tide times, may sometimes be had as low as \$35, but a well built craft, completely tried, will cost from \$85 to \$125. Among the leading builders are J. H. Rushton, of Canton, N. Y., who has made a specialty of finely finished sneakboxes, and J. D. Gifford, of Toms River, who is building for Mr. Bishop the improved form, which we shall illustrate next week.

BROOKLYN C. C.—The first annual dinner of the Brooklyn C. C. will be held on Jan. 12, at 6 P. M., at the Clarendon, Brooklyn.

Yachting.

Address all communications to the Forest and Stream Publishing Co.

CRUISE OF THE COOT.

VII.

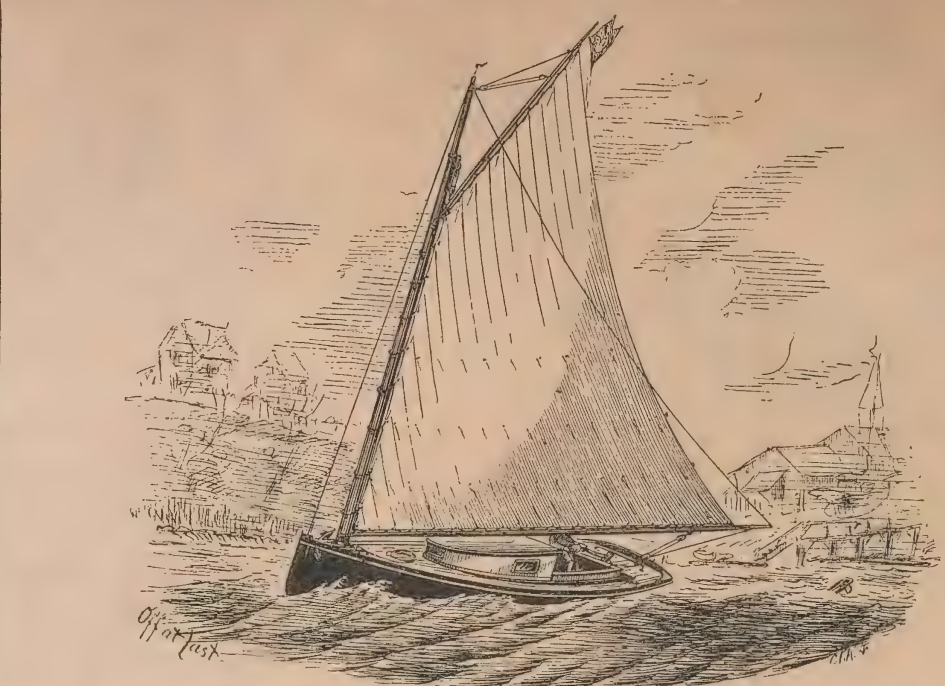
WHAT the feelings of the guiding masters in the pilot houses of the ferryboats were, as they peered through the morning mist and beheld the yellow-topped catboat still within hail, I cannot say. Probably they had no good will toward the little plague which had harassed them so much the previous day, with another dose in prospect. We soon shook company, for the tide was on the ebb and the wind from the west, much to the joy and relief of the solitary inhabitant of the Coot. The atmosphere was warm, the day bright and the waters smooth. A timely start quickly carried us beyond the familiar scenes of the day before. A bold rush sent us through the bridge, and then a long and short leg lifted the yacht around Diamond Reef and Governor's Island into the open bay. Here the wind had enough southing to lay a straight course for the Kills, passing over the shoals inside of Robbin's Reef. Great vessels lay majestically ahead and on both sides, structures of Titan strength and towering above the sea like massive castles in comparison with the diminutive Coot, a mere fly to such elephants. While she rose and fell to a long swell and tossed about her boom in ceaseless toil with the skipper intent upon keeping a course, the fleet of merchant vessels wholly ignored the commotion there was in the bay, and stately, steadily floated oblivious to the turmoil the Coot was passing through. To the rail of an imposing square-rigger crowded the crew to watch the little cat drive by. A hail from the mate in deep bass tones, "Rather cold to be out for a sail," brought forth the reply: "Ay, ay; bound to Florida." Again from the square rigger: "In that thing? Well, by—!"

Those words, as if by magic, suddenly shifted the scene and perforce thrust before my mental gaze the reverse of the pleasing picture I carried up with the life and brightness of the new born day. Like a cold chill down the back, it brought on a shudder and the spiritual barometer took a sudden drop clear down into the bulb. "In that thing?" So the Coot, my cherished little ship, was to other eyes only a thing! And my venture to a professional the spleen of a crank! Was it possible that I had been dreaming rosy air castles until the mere persistence in those dreams had led me astray from stern reality into a realm of impracticable myth? Should I stop to reconsider? Was I rushing on to ignominious failure, perhaps to total destruction? If the boat should not survive, would I? Would I care to? Could I trust my senses in anything at all, if in this, my particular sphere, all experience, all induction was to fail, and I to find myself floating helplessly about upon the hazards of flighty fancy? Had the cruise proposed been built upon the sands of reckless chance, and not as I had flattered myself, upon the firm rock of life-long experience and close observation secured by any one else? The rosy hue had dimmed and sombre thoughts now crowded to the fore. The voyage was a long, long one, true, but mere length constitutes no danger. It was to be in unknown waters, with all the risks of strange navigation. But then I had charts, a compass, binoculars, the remnant of a lead line and oh! a centerboard to furnish all the desired information on the spot as to the whereabouts of rocks and shoals, mudflats and gravelly bars. Surely there was no more trouble to expect in hitting a good, hatcock obstacle one thousand miles from home than in hitting it right before your garden gate. But here a bit, the perplexity now begins. What sort of boat had I under my feet? Through the rivers she might serve well enough, but how about the broad reaches of the lower Delaware, and worse than that, what was I to meet in the wide sea-like waters of the great Chesapeake? An ocean in itself, for any small boat and a sea 225 miles long, which "easily bothers the biggest of ships," as a condoling friend had vouchsafed before my departure. A vast stretch of salty expanse, which if "inland" by courtesy, could display its wrath in stormy waters, but nevertheless, against whose rude assault with tons upon tons of momentum, the little Coot would collapse like flimsy paper, to be swallowed at a gulp without a vestige left to tell the tale of destruction ashore. It was enough to keep her right-side-up-with-care with Boreas in mood benign, but if that ruthless fellow should open the bellows to full blast and back the Coot on a lee shore, what then was I to do alone in a little frail craft for which I could not find a steep shore, but would chop off and bounce away to the lee with her model and rig wholly unadapted to cope with adverse gales and wave upon wave crashing over the bow? To this the answer came slow and not over assuring, Slink alongshore in short spurts with a harbor within reach. Take no desperate chances in the wish to make long runs for display. Study the charts well beforehand and scheme out a plan of operations with the wind from each of the four quarters. Leave a loop-hole open for which you can cut and run under the peak of the mainsail should it come to the worst, and for the rest trust to luck, for bad as such advice may be, something had to be left to the little cherub up aloft in the cruise of the Coot singlehanded. Once we make Norfolk in good shape, the most serious portion of the work will have been overcome, for though Pamlico below is broad open water, in places three times the width of Long Island Sound, its length is only half that of the Chesapeake and much of it is too shoal to nurse vessels as large as those that I cared not to look. Regions further south were so far away that they rose not upon my horizon till a later stage in the cruise.

That I could live, eat, sleep, work and be merry on board the little Coot was settled the first day to my satisfaction. If plain, her quarters were at least cozy and fully supplied with all I could want for pastime or study. Life would be more than bare existence. It would be enjoyable and profitable to body and mind to the extent I cared to contribute to those ends. One cause of sore trial and tribulation of dire discomfiture which near wound up the Coot and her sailer at the start. I had not and scarcely could have foreseen. It never entered into my reckoning. Yet so far it has proven the most dangerous foe I have had to grapple. The Coot bears the scars of the terrible war waged upon her sleek sides by cutting, rasping, grinding, crunching, punching ice. Ice solid, ice in floes, ice in chunks, ice in silvers, ice stacked four feet deep, ice swept up and down each tide, ice driven by the wind, ice grounded here and fastened there, the Coot in a sea, salt water ice and fresh-water ice, ice in the river and ice in the canal, ice which threatened our destruction and caused my heart to sink in despair; ice which froze me out and nearly starved me out too, ice which I cordially detest and hate as an arch enemy to me and my boat, cunning, coarse, hard of heart, brutal and cowardly withal. Ugh! Now that I am below the belt of permanent cold, villainous ice! out upon you, let me kick you to fahrenheit in contempt! Filled in your dastardly attempt, we are beyond your devilish embrace, near to enter the limits of your chilling domain again, till warm Sol pours down his stinging ray next spring, before which you will quail and dissolve, unhonored, unsung.

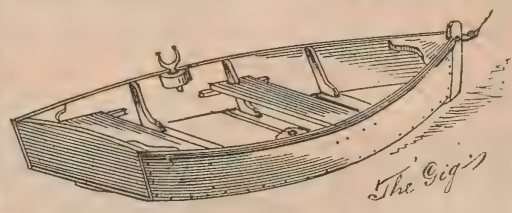
The difficulties of the cruise, I knew, would be aggravated by my being alone. There would be no such thing as relief at the stick, no warm lurches sent up from below, and often no lurches at all. There would be no one to cast the boat in getting under way while I tended the anchor, and first of all, there would be no one to enter the limits of your chilling domain again, till warm Sol pours down his stinging ray next spring, before which you will quail and dissolve, unhonored, unsung.

Thus the Coot drove along, till the passing cloud of dismay gradually cleared and the proposed exploit once more assumed the garb of downright reality. Closing in upon Connetquot, the water took a new turn, indicated the edge of the ebb flowing out of the Kills. No sooner had this been crossed than the wind fell flat and drew out ahead in fitful catpaws. Through these the Coot was tacked back and forth, and when, by working eddies close in along the petroleum docks, she managed to beat a clumsy lighter bound the same way, the first victory for the Coot under the new régime, spirits had risen again to their wonted top notch and the mate aboard the square-rigger had been dropped and forgotten. Several boards weathered the Sallors' Baug Harbor and then a close haul slowly took the Coot along to her destined anchorage off Mr. W. P. Stephens's nautical headquarters



at West Brighton, on the Staten Island side of the river. Here we rounded to, stowed mainsail and awaited events. They were soon forthcoming in the shape of a yawlbout with Mr. S. at the oars, and in company we pulled for the shore for the rest of the day.

On the island I cast about for a small boat to take along. A voyage without a tender could not be thought of. Nothing fitting coming under notice, it was determined to have a skiff built without delay. Fortunately Messrs. McWhirter & Son, recently from Erith, near London, England, had established themselves in Stephens's shop, ready for anything that might come along. As builders of all sort of craft they had a varied and rich experience which stood me in good stead. Three days of calm weather set in so that nothing was lost by the delay. The way these two craftsmen set to work and the deft manner in which they handled their tools was a pleasure to behold. A few words of explanation as what was wanted and both have smartly ahead at the job contrary to prevailing notions that English mechanics are slow to comprehend and execute. In two days the skiff was completed and painted, a light, slightly and serviceable tender in every respect. Having put her to severe trial I can indorse the model and construction as superior to the usual run of skiffs attached to small vessels. She was light as a feather, rode the heaviest seas like a bird, was a stiff and buoyant carrier, and above all the easiest boat to tow I have ever seen. She would scarcely tauten the painter, and did



not yaw wildly about or rush up to butt her nose against the counter in a following sea. She was the most satisfactory article in the Coot's inventory. Without any skag aft she pulled straight and true. Even strangers mastered her in a few minutes. She has been the pack mule of the expedition and many a load of provisions has she ferried alongside in good shape. I do not hesitate to put off in her in any weather, small as she is. Her length over all is 7 ft. 3 in., beam across top 3 ft., and 2 ft. 6 in. across the floor, giving 3 in. flare to each side. The bottom has a slight camber forward and but little aft, the sternboard being immersed when pulling. This, with round lines forward, preserves large area of floor and accounts for some of her good points. At the stem she is 12 in. deep, amidships 1 1/4, and the sternboard is 18 in., with slight rake. The sliding run through the mill to 36 in. scant, and the bottom boards to 34 in. scant. Total cost, with left spruce oars and rowlocks, was \$15. She was fastened with brass screws. As soon as the Coot looks into that eagerly sought "warm weather," diagrams to scale will be forwarded to FOREST AND STREAM. Wherever we went the skiff was an object of interest and many a sly jest. To the juvenile world she was a perfect delight, and more than one red-checked shaver thought the height of his ambition in life would be reached should he be able some day to possess her counterpart. Under way the skiff was always in tow. In harbor she was hauled across the counter, ready to slip overboard as wanted. A stop was rove through a hole in the thwart each side, by which the oars were hitched to prevent getting adrift. This little precaution was taken after losing one pair during a gale. Rowlocks were secured by short lanyards. The portability of the skiff was a strong recommendation. Upon the sliding run through the mill to 36 in. scant, and the bottom boards to 34 in. scant. 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