CAPT. PAUL BOYTON'S LOG.
SKETCHES of the LIFE and ADVENTURES OF THE
LONE VOYAGER OF
TWENTY-FIVE THOUSAND MILES IN A Rubber Suit.
NAVIGATOR OF THE MOST NOTED SEAS, LAKES AND RIVERS OF THE WORLD.

Commanding Inland Whaling Association.
The Monster Whale.
A Genuine Arctic Mammal, 60 Feet Long, Weighing 80,000 Pounds,
NOW ON EXHIBITION ON NEW POST OFFICE GROUNDS,
NORTH STREET, OPPOSITE CITY HALL.
Admission 25 Cents. Children 15 Cents. Doors Open from 9 A. M. to 9 P. M.
CAPT. BOYTON'S LOG.

CAPT. BOYTON.

Jumped From the Steamer

when off the coast of Iceland, on the night of the 31st of October: half an hour afterwards a furious gale, memorable for its vividness, burst upon us. The steamer was literally pulled to pieces. I was on the list of fifty six vessels lost off the Southern coast of Great Britain - our vessel, the Concord, was not one of them. While the dangers that pursued us was not the only one - it was the greatest, for it was not until the 1st of November before it was a heavy sea. The steamer was piled viciously, and at three o'clock in the afternoon the ice and snow that had been there were plowed up to the horizon. He was barely able to assist himself forward. While hastily examining the ex- manuia, he sank lower, and we were cast adrift from the ice. The ice was so far out of our way, a full wall of ice, that we were left alone and unaided. The ice was too heavy to be handled. The weather was so rough that we were unable to keep the ice from breaking away from us. Our boat was totally destroyed, and we were cast adrift. We were lost and perished.

His Next Appearance in Rubber.

Down the Liffey.—Stated above Dublin, Nov. 28, 1874, and passed through the town to the intense excitement of the inhabitants.

On Dublin Bay.—The Captain, who went to Howth to deliver the first boat, said, "The weather is too bad." The steamer was anchored in the bay, and the boat was launched. We were in a good position. From the boat's position the boat was in a good position. The boat was in a good position.

Presented to England's Queen. — Queen Victoria having heard of the extraordinary landing on the Irish coast, and of the signal services of her Majesty's steamer, sent a handsome present to the Captain. The steamer was in the harbor, and the Queen was in the boat. After he had landed, he was received personally, and the Queen presented the steamer with a beautiful presentation sword. The steamer was at sea. The Queen was in the boat. The Queen was in the boat. The Queen was in the boat.

Cruised the Clyde Channel.—Stated to be done in 1865, from France to England, starting at Cape Grimes, and landing at St. Peter's Port, Guernsey. The observation was made in the boat's position. On the voyage he was followed by the steamer. The steamer was in a good position. The steamer was in a good position. The steamer was in a good position.

Cruised the Thames.—From Richmond to Greenwich, June 1865. The steamer was in a good position. The steamer was in a good position. The steamer was in a good position.

A Voyage on the Rhine, October 1874, from Baden, Swabia, to Cologne, and landing at Koblenz. Of this voyage the Captain always speaks with the most sincere approval. The entire trip was done in a good position.

On the Scheldt.—November 1874, from Antwerp, Belg., to the North Sea.

Returned to the United States.

December 1874, the vessel was at sea. The Captain was in a good position. The Captain was in a good position. The Captain was in a good position. The Captain was in a good position. The Captain was in a good position.

Returned to Europe.

and made a voyage to the Azores. From Amsterdam, Holland, and return, May 1876.

Descended the Danube, from Ljutara, Austria, to Belgrade, Serbia, in fifteen days. During this voyage he was injured by being thrown the road was covered with oil, and on the deck, he was in the dark. The captain was in a good position. The captain was in a good position. The captain was in a good position. The captain was in a good position.

On the Mississippi again, February, 1876, from Bayou St. John to New Orleans, 600 miles in twenty hours.

Shots fired at the Ohio, November 30, at Lexington, Ky., and returned to the ship.

Notes on the voyage, April 4th, 1877, from Castile, to Legazpi, to Tenerife. During this voyage the weather was perfectly calm, and the ship was in a good position. The ship was in a good position. The ship was in a good position. The ship was in a good position.

Notes on the voyage, May 12, 1877, from the north of the great anchorage of "Perdón del Rio," to the north of the great anchorage of "Perdón del Rio," to the north of the great anchorage of "Perdón del Rio," to the north of the great anchorage of "Perdón del Rio."
CAPT. P. A. BOYTON'S

grater of France, at Sospel. The officers of the Douane have stretched across entirely the river a net made of oaks, full of nails, so that no one can escape the duties of the goods, which the smugglers of Genoa fleet down the river, until they have been captured. If they are caught, they are forced to pay all the duties, and so continued to rapidly oppress them on the side of the sea. But now, with the French navy in full command of the sea, and that they were molestation to lose their boats, they did not try to escape, but left the boats where they were, and the French seized them, and brought them into the harbor of Sospel, and the body of goods were found, and all the duties were paid, but no French was found, and so continued to traffic in this manner. Several of the guards now run out on the river, in order to seize the boats as they pass, and are somewhat suspicious of some French, and the guard in the tower at the opposite side is highly excited, and all the boats passing, and the guards are stationed on the river, all charged with large gnats, and they see the Frenchmen come.
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HONORS RESTORED.

Captain Boyton was present, while in Europe, with several masts and mizzen (without yards), which he had received the order of knighthood, and has been elevated honorary member of countess clubs all over the world.

POPULAR ERRORS.

It would not be expected that so with a notoriety as that caused by Captain Boyton would be entirely free from occasional errors. There are some of the most erroneous ourselves, that the idea that the Captain is not a wise old age, when the contrary is the fact, and those who met him for the first time are astonished to see a young, vigorous, and experienced seaman. He is a mixture of the old and the new, a blend of the world, and a blend of the world in which he is the most noted and the most distinguished of all.

PROGRAMME.

1. Inflated of the Drums, Performances in the Water, etc.--The waves can be inflated in the water and can support a body in the water even before inflation. The position of the inflated body is perfectly natural, the air cushion resembles a bladder, and the air chamber is not inflated or marshaled in any way. The position of the inflated body is perfectly natural, the air cushion resembles a bladder, and the air chamber is sufficient to cause the body to rise to the surface of the water.

2. Propulsion Through the Water with or without Paddles.---The body remains perfectly dry and warm in the water and is propelled by the paddles. The paddles are inflated by compressed air, and the body is propelled by the paddles.

3. Use of Flaps for Attacking Attitudes when Swimming.

4. Sending Discharges.---Conveying the result of this activity in rubber tubes is the only way to do it, and the use of inflated body parts is the only way to do it.

5. Construction of a Raft.---A boat can be easily inflated, and the inflated boat can be used as a raft. The inflated boat can be used as a raft in a current.

6. Fishing on Lakes, rivers, etc. in the absence of either boat or bridge.


8. Drinking.---No water required.

9. Enjoyment of Boats.---Sailing, reading, etc.

10. Sailing.--Sailor and dipper rigged.

11. Bowling.---The ball is inflated in the water for bowling, consumption, and gas can perfectly dry.

12. The Captain.---The captain has been inflated, and the inflated captain can be used as a boat.

13. Signaling with a Flashing Steamer.---A flash steamer is a sufficient signal, and the signal can be used in all places.

14. Correspondence.---In this manner Captain Boyton keeps his log, and instantises his dispatches when asleep.

15. Carrying a Line.---To establish communication between a vessel in distress and the coast; ready to be carried to the shore without delay.

16. Night Signals.---The rockets and flares shown here are the same as used in the French and English Life-saving Service, and are especially manufactured for Captain Boyton by Westco & silvers, 13 Bray Street, New York.

17. Soundings.---Another important use for the drum. Sealing a channel in shallow waters, preceding an armed army.

18. A Man Overboard.---The dress can be adjusted in less than two minutes, and, when fully inflated, can support a weight of 300 pounds.

19. Destruction of an Enemy's Ship.---Advantages of the arms applied to water vessels, for place and time conditions under parts and ways for reconnoitering, constructing pontoon, attacking dams, and forming pontoon bridges.

20. Floatation of a Miniature Vessel.---In the same manner this man can attach a topdeck and davit to the old ship. This device shows an oval at the front and the ball at the rear, and shows the fact that the wooden armor is destined to be an important factor in the naval warfare of the future.

B. Managing desires to arrange for exhibitions can be obtained from his permanent address, Boston, Long Island, etc.

NOTE: People he has Entertain

Noted in the Captain's Log, Captain Boyton gave his exhibitions by special invitations before Queen Victoria, Prince and Princess of Wales, His Excellency Mr. O'Connell, Duke of Edinburgh, the Duke of York and family, of Great Britain, General, and other distinguished personages of Belgium, Emperor Francis Joseph, of Austria Hungary, Prince Leopold of Belgium, Princess Charles, of France, Princess Margaret, and Prince Thomas, of the gay old times, King Leopold and family of Belgium, Prince Leopold and family of Great Britain, Prince Leopold and family of the Belgians, Prince Philip, of the Holy Roman Empire, Prince Albert, of the Netherlands, Prince Charles, of the Netherlands, Prince Leopold, of the Netherlands, and King Leopold and family of Portugal. The Queen and Prince Leopold and family of Great Britain, and the Queen and Prince Albert and family of Belgium, and the President of the United States, the Quidah, both houses of Congress, and all the principal government officers at Washington, etc.

Cities He has Entertain


The Honors of the United States, the Quidah, both houses of Congress, and all the principal government officers at Washington, etc.