

Old Town Canoes



1926



The Mayor of Bukharest, Roumania, departing in an 18 ft. "Old Town Canoe" with his American friends for a 100 kilometer trip down the Dambovita to the Danube. The Prefect of Police is supervising.

OLD TOWN CANOE COMPANY

OLD TOWN, MAINE, U. S. A.

DEALERS EVERYWHERE

PACIFIC COAST AGENCIES

| | |
|---------------------|------------------------|
| San Francisco, Cal. | Weeks-Howe-Emerson Co. |
| Los Angeles, Cal. | D. J. Daze & Son |
| Los Angeles, Cal. | B. H. Dyas Corp. |
| Los Angeles, Cal. | W. H. Hoegee Co. |
| Seattle, Wash. | Piper & Taft |
| Portland, Oregon | The Beebe Co. |



CANADIAN AGENCIES

| | |
|------------------|---------------------------------|
| Quebec | Chinic Hardware Co. |
| Montreal | Henry Morgan Co. |
| Toronto | T. Eaton Co. |
| Hudson's Bay Co. | At their various posts |
| Winnipeg | Miller-Morse Hardware Co., Ltd. |

NAMEPLATE—IMPORTANT

We urge all purchasers of "OLD TOWN" CANOES to assure themselves of the genuineness of our trade-marked nameplate as shown. This nameplate is on the bow deck of every genuine "OLD TOWN" CANOE, and the only way to avoid the substitution of an inferior canoe by unscrupulous dealers is to insist on the nameplate. REMEMBER the name, "OLD TOWN" CANOE, and the name of the manufacturers, OLD TOWN CANOE COMPANY.



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Prices subject to change without notice

Printed in U. S. A.

The CANOE OF THE AMERICAN INDIAN



DID you ever think that of all the primitive implements of the Indian none has survived civilization in a recognizable form except his canoe? The test of time and the ingenuity of the white man have found nothing of comparable size superior to his model of a water craft, be it for pleasure or for service on stream, river, lake or ocean bay. Until, however, there was substituted cotton duck or canvas for his birch-bark covering, the use of canoes was restricted

to those localities where the materials could be easily obtained, and where there were Indian workmen to apply them. Improvisation of a better covering and improvement in methods of construction now provide the canvas-covered canoe, but fundamentally in lines and model the water craft of the red man survives.

It is the adaptability of the canoe which makes it so universally needed, and for some purposes, like cruising in the far reaches of our north country, no other craft can be used. Best of all the canoe furnishes means of enjoying that water way or body of water which lies nearest each of us, and whether it be lake or pond, stream, river or bay, the pleasure of water travel is not denied. An afternoon's paddle can take one far from the toils and turmoil of the town, and affords association with nature than which nothing is more conducive to quiet thoughts, a happy mind, a good appetite and resultant red corpuscles. He who ever on a summer's night has dipped his paddle and pushed far out under the still moonlight to drift in the full freedom of quiet and appreciation of nature's composure, realizes that the canoe is the tangible cause for all his wonder and

delight, and the charm of canoeing once partaken of holds its victim enthralled ever afterwards. It is in cruising, however, that the canoeist reaches the height of his hopes; and to follow the ways traversed by the native red man a century and more back, to live by a camp-fire as he lived, and to make shelter wherever night overtakes, is to understand the independence of the savage and know the truth of self-reliance.

The birch-bark canoe, the Indian's water craft, early won the admiration of the whites because of its lightness (rendering portages less toilsome), its ease of propulsion and, for the aesthetic, its gracefulness on the water. Like almost all primeval implements, however, it was prone to defects. And particularly even when built in the most careful manner, one might spring a leak because of a severe bump or by the pitch running through exposure to the sun. Then, too, the difficulty of procuring bark restricted extensive manufacture. Obviously the whole trouble came from the covering, but it was not until within three decades that cotton duck or canvas was substituted.

As this innovation had its origin in the haunts of the "OLD TOWN INDIANS"



it is appropriate that we should name our canoe the "OLD TOWN CANOE." These Indians still retain their cleverness in canoe building and the number of them in our employ seems to give to our canoes something of the old Indian romance as felt by Hiawatha in the lines given us by Longfellow:

"I a light canoe will build me,
That will float upon the water,
Like a yellow leaf in Autumn,
Like a yellow water lily."

The "birch bark" (canoe) like the tomahawk, wigwam and bow and arrow is now only known in Indian tradition and museums, but the "OLD TOWN CANOE" will perpetuate gratitude to the Indian for his invention of this typically American water craft. The simplicity of an Indian's life is visualized to us when we understand how easy it is to own and use and maintain a canoe.

It is this primitive canoe of the Indian which we have modernized by substituting canvas for bark, metal fastenings for wood fastenings; we have added symmetry and perfectness in model where necessarily his lines lacked uniformity; materials best adapted to canoe requirements have

been selected; and a corps of workmen has been carefully trained all to the end that the "OLD TOWN CANOE" shall symbolize perfectness of model, topnotch of quality, and the minimum of cost.

There no longer is any question of

permanency in the use of this type of water craft. Canoe Clubs are being organized over the entire country and their commodious and sumptuous Clubhouses indicate the deep hold this water sport has gained. While twenty years ago, except

in a few localities, canoeing as a pastime and recreation was nearly unknown, today there is hardly a water course without its devotees to the sport, and as the numbers increase organization is made into clubs whereby enthusiasm is accentuated by regattas, water carnivals and camping trips.

In practical work the canoe offers the best and in some cases the only means for exploration, hunting, etc. Scores of "OLD TOWN CANOES" have gone into Northern Ontario for miners' use in prospecting, while from Alaska the report reaches us that "OLD TOWN CANOES" can always be depended on in hard service.

To learn to paddle is as easy as to learn to row and the extreme simplicity in the means of guiding and propelling a canoe is what has made its use so popular and widespread. If you spend your summer near the water and have not experienced the exhilaration of canoeing you have a joy to look forward to. This year you can double the charm of your outing and make an inseparable, ever ready and inexpensive companion by acquiring an "OLD TOWN CANOE."





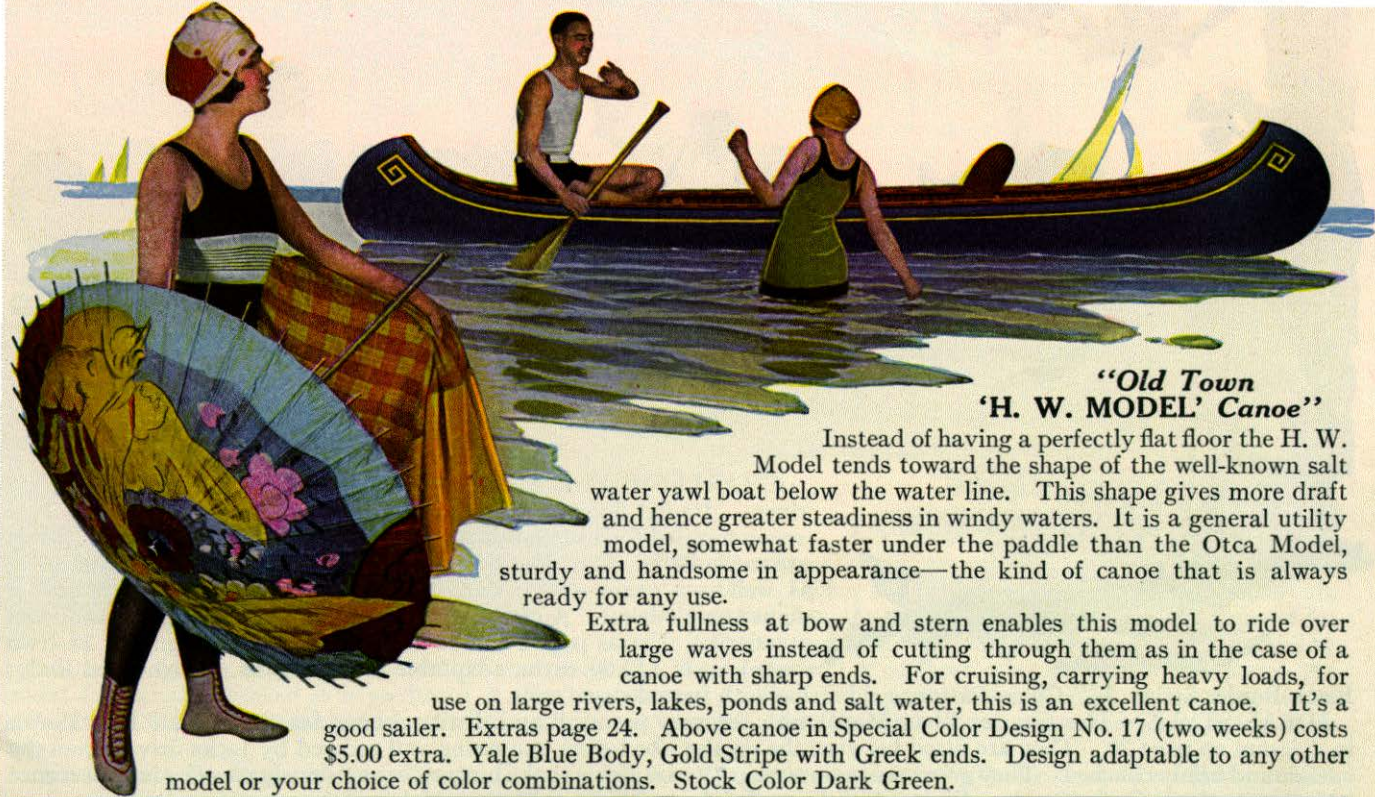
“Old Town ‘OTCA MODEL’ Canoe”

The “Otca” model is the widest, deepest and roomiest. These features make it the steadiest, safest and most capacious canoe that we build. The floor is flat and wide, and carried far into the ends. The sides are convex, thus producing a handsome tumble-home. Is equipped with 20" long decks having low coaming or deck end finish, and only with open gunwales. Not built for speed but for comfort, safety and fine appearance.

The model is suited for use under any conditions, anywhere. It paddles easily, will carry the largest load comfortably, can handle a maximum sail area. Extras page 24. Above canoe in Special Color Design No. 10 (two weeks) costs \$9.50 extra. Dark Green Body, Brilliant Green Border Stripe, 1/2" Gold Stripe, Turned Down Ends. Monogram prices page 25. Design adaptable to any other model or your choice of color combinations. Stock Color Dark Green.

| Length Extreme | Width Extreme | Depth Amidships | Approx. Weight | Approx. Weight Packed | For export. (see note page 23) | | A.A. Grade (see p. 19) with keel | | C. S. Grade (see p. 19) with keel | |
|-------------------|------------------|--------------------|-------------------|--------------------------|--------------------------------|----------------------------------|----------------------------------|------------------------|-----------------------------------|------------------------|
| | | | | | Approx. Weight Crated | Approx. Cubic Measurements | Open Mahogany Gunwales | Telegraph Code Word | Open Spruce Gunwales | Telegraph Code Word |
| 16 ft. | 34½ in. | 12 in. | 75 lbs. | 135 lbs. | 255 lbs. | 125 ft. | \$82.00 | Otcam | \$72.00 | Otcaler |
| 17 " | 35 " | 13 " | 80 " | 145 " | 285 " | 140 " | 85.00 | Otcapt | 75.00 | Otcasem |
| 18 " | 37 " | 13 " | 85 " | 155 " | 310 " | 155 " | 88.00 | Otcaret | 78.00 | Otcaret |

In Writing Order, Give Length, Grade, Model, Color and Price. Also Extras and Equipment.



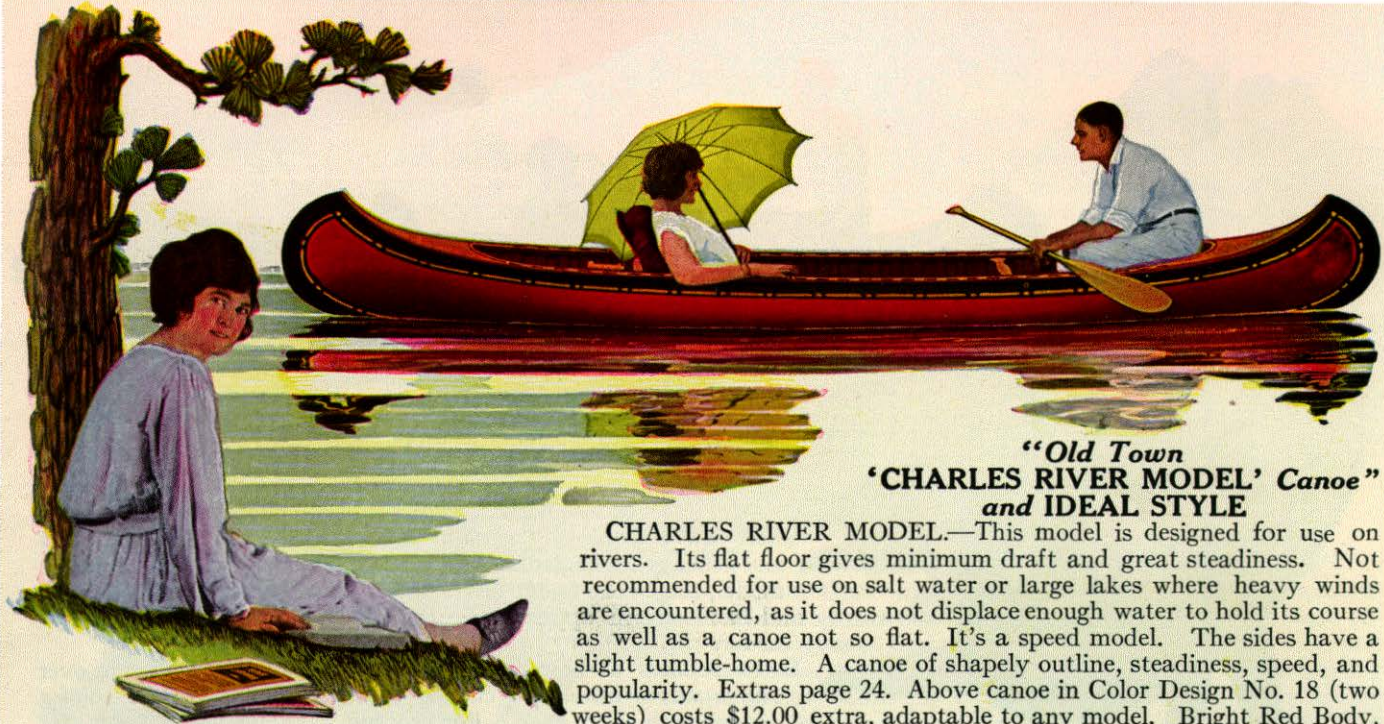
“Old Town ‘H. W. MODEL’ Canoe”

Instead of having a perfectly flat floor the H. W. Model tends toward the shape of the well-known salt water yawl boat below the water line. This shape gives more draft and hence greater steadiness in windy waters. It is a general utility model, somewhat faster under the paddle than the Otca Model, sturdy and handsome in appearance—the kind of canoe that is always ready for any use.

Extra fullness at bow and stern enables this model to ride over large waves instead of cutting through them as in the case of a canoe with sharp ends. For cruising, carrying heavy loads, for use on large rivers, lakes, ponds and salt water, this is an excellent canoe. It's a good sailer. Extras page 24. Above canoe in Special Color Design No. 17 (two weeks) costs \$5.00 extra. Yale Blue Body, Gold Stripe with Greek ends. Design adaptable to any other model or your choice of color combinations. Stock Color Dark Green.

| Length Extreme | Width Extreme | Depth Amidships | Approx. Weight | Approx. Weight Packed | For export. (see note p. 23) | | A. A. Grade (see p. 19) with keel | | C. S. Grade (see page 19) with keel | | | |
|-------------------|------------------|--------------------|-------------------|-----------------------------|------------------------------|----------------------------------|-----------------------------------|------------------------|-------------------------------------|------------------------|------------------------------|------------------------|
| | | | | | Approx. Weight Crated | Approx. Cubic Measurements | Open Mahogany Gunwales | Telegraph Code Word | Open Spruce Gunwales | Telegraph Code Word | Closed Spruce Gunwales | Telegraph Code Word |
| 15 ft. | 31 in. | 11½ in. | 60 lbs. | 120 lbs. | 225 lbs. | 115 ft. | \$78.00 | Ahanging | \$68.00 | Ahealing | \$64.00 | Hefting |
| 16 " | 33 " | 12 " | 65 " | 130 " | 250 " | 125 " | 78.00 | Ahatching | 68.00 | Ahealing | 64.00 | Healing |
| 17 " | 34 " | 13 " | 70 " | 140 " | 275 " | 140 " | 81.00 | Aharboring | 71.00 | Ahectoring | 67.00 | Hectoring |
| 18 " | 34½ " | 13 " | 75 " | 150 " | 300 " | 150 " | 84.00 | Ahalting | 74.00 | Ahelping | 70.00 | Helping |

In Writing Order, Give Length, Grade, Model, Color and Price. Also Extras and Equipment.



**“Old Town
‘CHARLES RIVER MODEL’ Canoe”
and IDEAL STYLE**

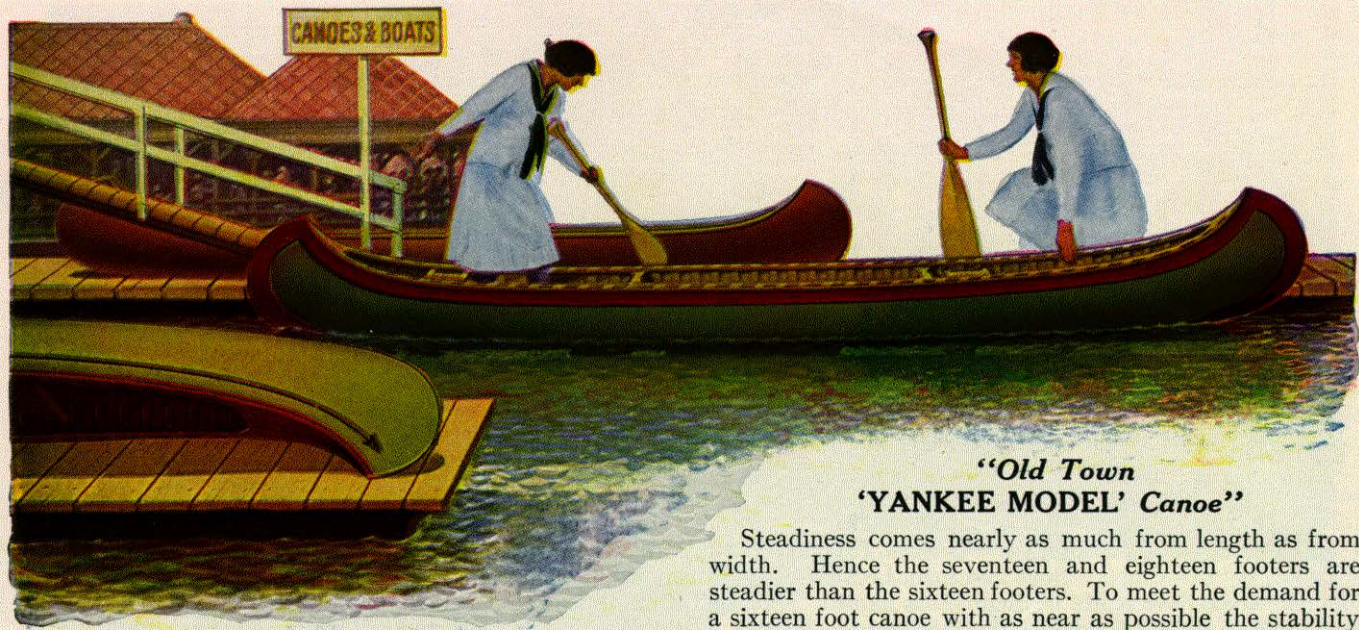
CHARLES RIVER MODEL.—This model is designed for use on rivers. Its flat floor gives minimum draft and great steadiness. Not recommended for use on salt water or large lakes where heavy winds are encountered, as it does not displace enough water to hold its course as well as a canoe not so flat. It’s a speed model. The sides have a slight tumble-home. A canoe of shapely outline, steadiness, speed, and popularity. Extras page 24. Above canoe in Color Design No. 18 (two weeks) costs \$12.00 extra, adaptable to any model. Bright Red Body,

Black Border Stripe, $\frac{1}{2}$ ” Chain Pattern gold stripe with turned down ends.

IDEAL STYLE.—The Charles River Model with the very practical and distinguishing feature of Half Ribs shown in diagram on page 20. They are fitted between the regular ribs before canvasing and secured by tacks driven from the outside and firmly clinched. They give maximum strength and stiffness to the bottom, are extremely pleasing in appearance and obviate need of a floor rack. Illustration above also shows 30” Long Decks which cost extra. (See page 24.)

| Length Extreme | Width Extreme | Depth Amidships | Approx. Weight | Approx. Weight Packed | For export. (see note page 23) | | A. A. Grade (see p. 19) with keel | | C. S. Grade (see page 19) with keel | |
|-------------------|------------------|--------------------|-------------------|--------------------------|--------------------------------|----------------------------------|----------------------------------------------|------------------------|-------------------------------------|------------------------|
| | | | | | Approx. Weight Crated | Approx. Cubic Measurements | Open Mahog- any Gunwales and Half Ribs | Telegraph Code Word | Open Spruce Gunwales | Telegraph Code Word |
| 16 ft. | 32½ in. | 12 in. | 65 lbs. | 130 lbs. | 250 lbs. | 125 ft. | \$81.00 | Geramping | \$68.00 | Arebuffing |
| 17 " | 34 " | 12 " | 70 " | 140 " | 275 " | 140 " | 84.00 | Geraining | 71.00 | Arecovering |
| 18 " | 35 " | 12½ " | 75 " | 150 " | 300 " | 150 " | 87.00 | Geratching | 74.00 | Areturning |

In Writing Order, Give Length, Grade, Model, Color and Price. Also Extras and Equipment.



**“Old Town
‘YANKEE MODEL’ Canoe”**

Steadiness comes nearly as much from length as from width. Hence the seventeen and eighteen footers are steadier than the sixteen footers. To meet the demand for a sixteen foot canoe with as near as possible the stability of the longer canoes this “Yankee” model was designed. We recommend it to those who let canoes and prefer the sixteen foot length because it is so broad it can be entrusted to those who are not accustomed to handling water craft. It will behave admirably and vie with any canoe in beauty. Is an excellent fishing canoe and for carrying large loads.

Extras page 24. Canoe above in Special Color Design No. 19 (two weeks) costs \$9.00. Brilliant Green Body, Bright Red Border Stripe. Design adapted to any other model or your choice of color combinations. Stock Color Dark Green. Above illustration also shows Dark Red Color in upper canoe. There is also a Yellow Color canoe with Black Arrow Stripe, (stripe costs \$4.50).

| Length Extreme | Width Extreme | Depth Amidships | Approx. Weight | Approx. Weight Packed | For export. (see note page 23) | | A. A. Grade (see p. 19) with keel | | C. S. Grade (see page 19) with keel | |
|-------------------|------------------|--------------------|-------------------|--------------------------|--------------------------------|----------------------------------|-----------------------------------|------------------------|-------------------------------------|------------------------|
| | | | | | Approx. Weight Crated | Approx. Cubic Measurements | Open Mahogany Gunwales | Telegraph Code Word | Open Spruce Gunwales | Telegraph Code Word |
| 16 ft. | 36 in. | 12 in. | 67 lbs. | 140 lbs. | 250 lbs. | 130 ft. | \$80.00 | Apanering | \$70.00 | Apenoding |

In Writing Order, Give Length, Grade, Model, Color and Price. Also Extras and Equipment.



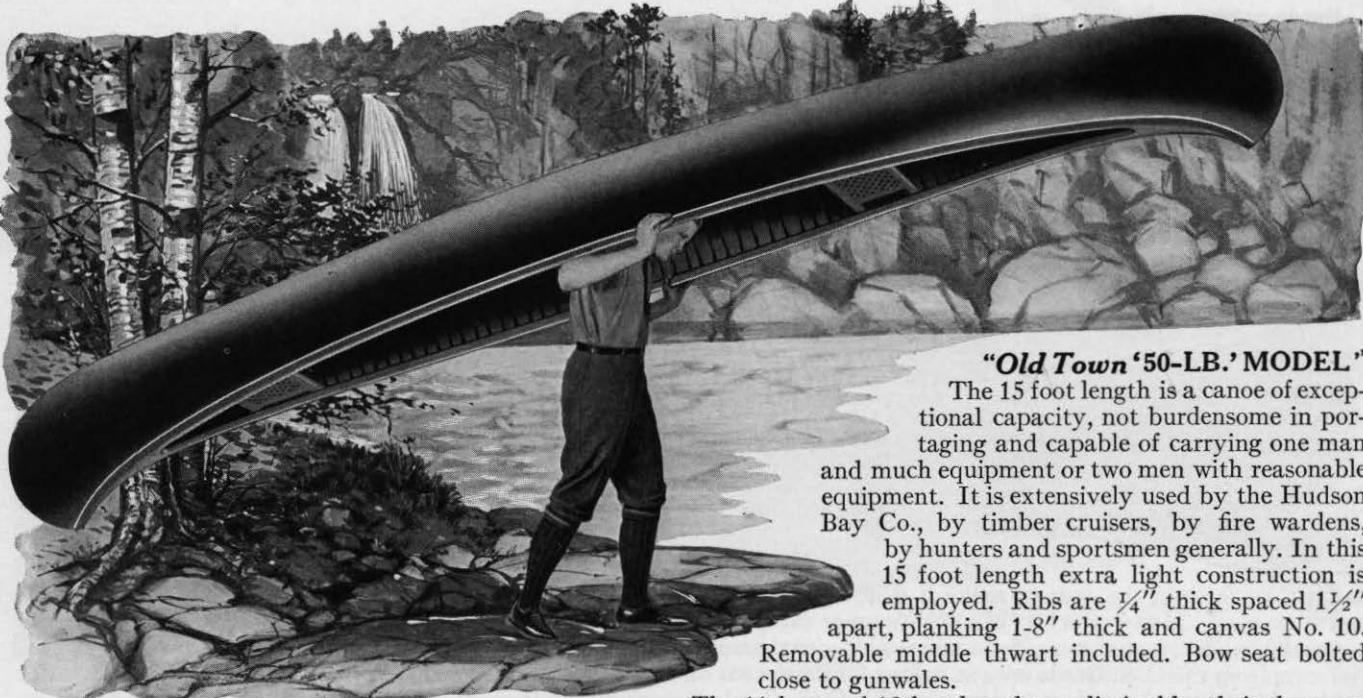
"Old Town 'SPONSON' Canoe"

If you keep away from the water because of distrust of the ordinary rowboat or canoe, try this canoe. Boys and men, because of its safety, use it even more readily than the regular canoe. Girls' summer camps have scores of them. It is named "Sponson" from the air chambers built out each side and extending from stem to stern. Amidships the sponsons are 4" wide, 5" deep. This ample size doubles the air space and buoyancy as compared with smaller designs. They add about 25 lbs. in weight. They are clear of the water and touch the water only when the canoe is careened.

Canoe above is Dark Green Color which is stock color. Dark Red Color also shown (allow one week). Extras page 24. Stock Sponson Canoes built on H. W. Model. Sponsons built to order (three weeks) on any models for \$22.00 except 20 ft. canoe (page 10) cost is \$27.00. Rowlocks can be added for use separately or at the same time with paddles. Rowing equipment page 26.

| Length Extreme | Width Extreme | Depth Amidships | Approx. Weight | Approx. Weight Packed | For export. (see note page 23) | | A.A. Grade (see p. 19) with keel | | C. S. Grade (see p. 19) with keel | |
|-------------------|------------------|--------------------|-------------------|--------------------------|--------------------------------|----------------------------------|----------------------------------|------------------------|-----------------------------------|------------------------|
| | | | | | Approx. Weight Crated | Approx. Cubic Measurements | Open Mahogany Gunwales | Telegraph Code Word | Open Spruce Gunwales | Telegraph Code Word |
| 16 ft. | 41 in. | 12 in. | 95 lbs. | 160 lbs. | 300 lbs. | 150 ft. | \$ 98.00 | Asponal | \$88.00 | Asespon |
| 17 " | 42 " | 13 " | 103 " | 175 " | 325 " | 160 " | 101.00 | Asponainet | 91.00 | Aseotspon |
| 18 " | 43 " | 13 " | 110 " | 195 " | 350 " | 175 " | 104.00 | Asponasah | 94.00 | Ascinespon |

In Writing Order, Give Length, Grade, Model, Color and Price. Also Extras and Equipment.



"Old Town '50-LB.' MODEL"

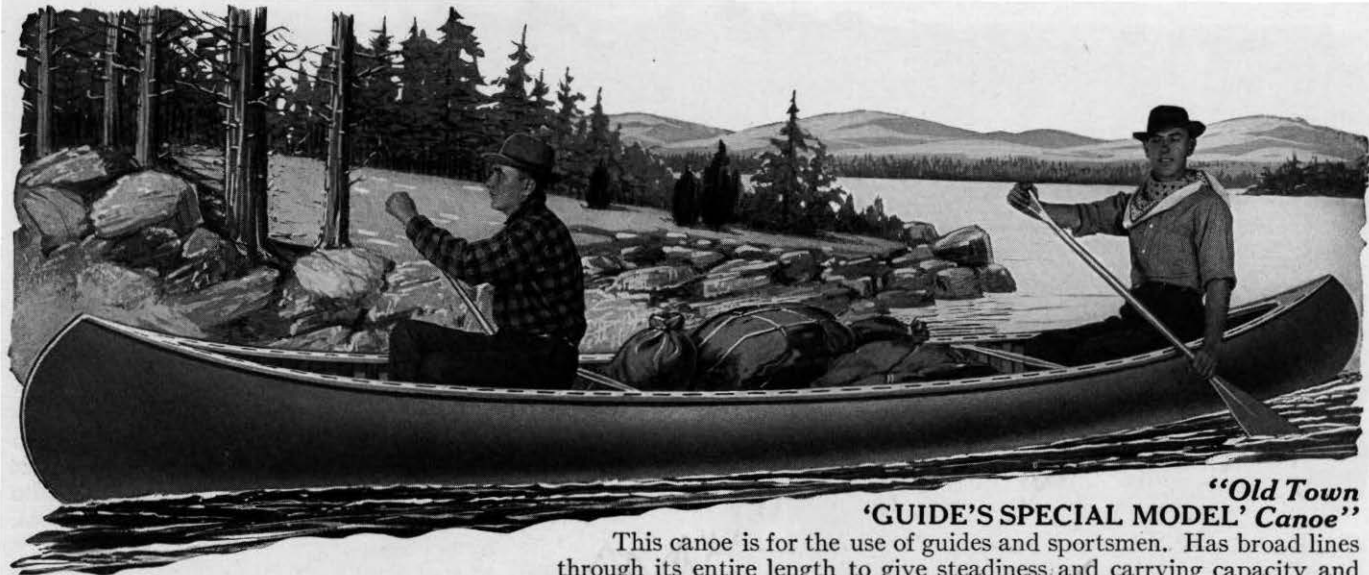
The 15 foot length is a canoe of exceptional capacity, not burdensome in portaging and capable of carrying one man and much equipment or two men with reasonable equipment. It is extensively used by the Hudson Bay Co., by timber cruisers, by fire wardens, by hunters and sportsmen generally. In this 15 foot length extra light construction is employed. Ribs are $\frac{1}{4}$ " thick spaced $1\frac{1}{2}$ " apart, planking 1-8" thick and canvas No. 10. Removable middle thwart included. Bow seat bolted close to gunwales.

The 11 foot and 13 foot lengths are limited by their shortness in stability and capacity. The same specifications are used as in our regular canoes (see page 20). In 13 foot length same seat and thwart arrangement as illustrated above in 15 foot length. Bow seat omitted in 11 footer.

These canoes are the shortest and lightest for strapping to the side or top of an automobile as on page 28. Stock Color Dark Green. Extras page 24. A few users prefer keel omitted. (Allow 10 days. No change in price.)

| Length Extreme | Width Extreme | Depth Amidships | Approx. Weight | Approx. Weight Packed | For export. (see note page 23) | | A. A. Grade (see p. 19) with keel | C. S. Grade (see p. 19) with keel | | |
|-------------------|--------------------|--------------------|-------------------|--------------------------|--------------------------------|----------------------------------|-----------------------------------|-----------------------------------|----------------------------|------------------------|
| | | | | | Approx. Weight Crated | Approx. Cubic Measurements | Open Mahogany Gunwales | Telegraph Code Word | Open Spruce Gunwales | Telegraph Code Word |
| 11 ft. | 34 in. | 13 in. | 50 lbs. | 100 lbs. | 200 lbs. | 75 ft. | \$75.00 | Alaverus | \$65.00 | Alenter |
| 13 " | 35 $\frac{1}{2}$ " | 12 " | 60 " | 110 " | 210 " | 90 " | 78.00 | Alahha | 68.00 | Alostoe |
| 15 " | 34 $\frac{1}{2}$ " | 11 " | 52 " | 120 " | 210 " | 110 " | 78.00 | Alamping | 68.00 | Alighting |

In Writing Order, Give Length, Grade, Model, Color and Price. Also Extras and Equipment.



"Old Town" 'GUIDE'S SPECIAL' Canoe"

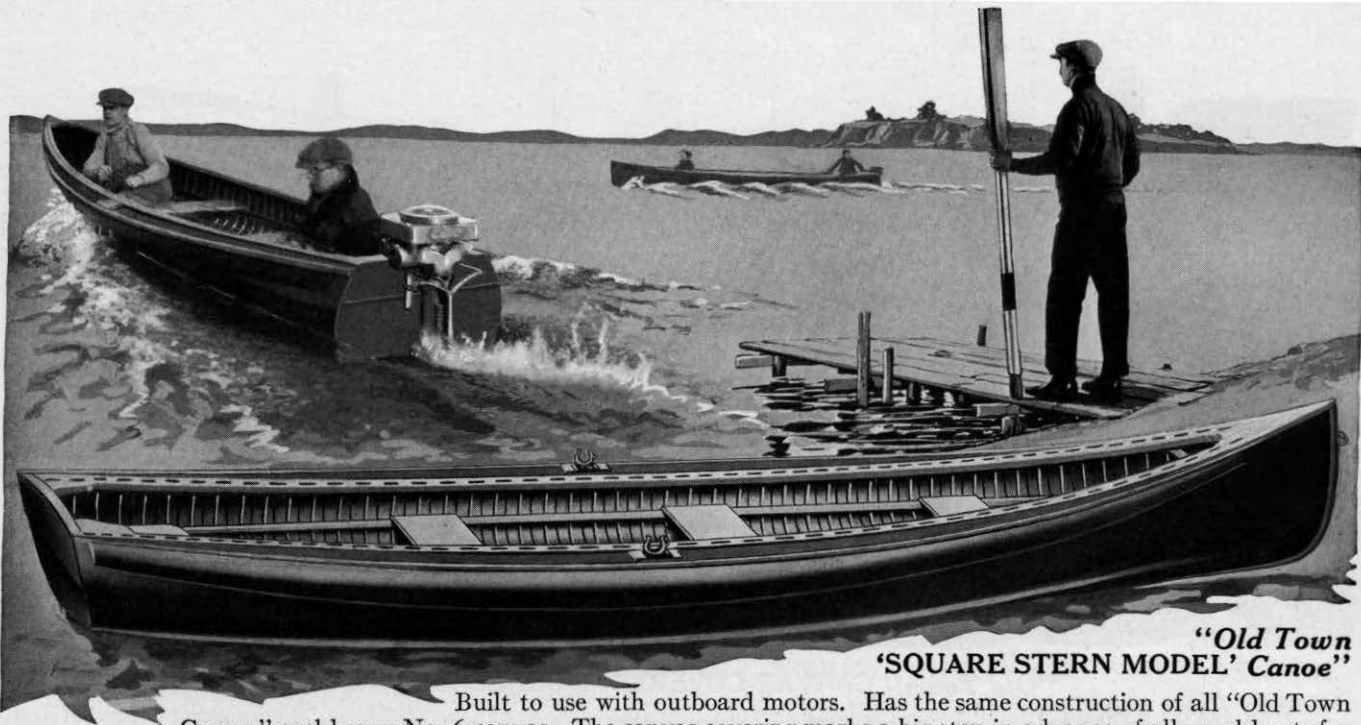
This canoe is for the use of guides and sportsmen. Has broad lines through its entire length to give steadiness and carrying capacity and a flat floor far into the ends to make it float light and go easily over the shallow places. A fast, steady canoe that is never cranky. Many directors of boys' summer camps select the "Guide's Special" for their entire flotilla.

On this model No. 6 canvas, two numbers heavier than on the other models, is used. A third or G. S. Grade is supplied, differing from the C. S. Grade only in having for finish coat on the canvas a tough enduring paint in place of varnish. For fishing, hunting and woods camping trips this G. S. Grade is available at slightly less cost than next better grade.

Extras page 24. Stock Color Dark Green in A. A. and C. S. Grades. Stock Colors Dark Green and Slate in G. S. Grade. This model regularly has keel which however can be omitted if order so specifies but without price allowance.

| Length Extreme | Width Extreme | Depth Amdships | Approx. Weight | Approx. Weight Packed | For export. (see note p. 23) | | A. A. Grade (see page 19) with keel | | C. S. Grade (see p. 19) with keel | |
|-------------------|------------------|-------------------|-------------------|--------------------------|------------------------------|-------------------------------|-------------------------------------|------------------------|-----------------------------------|------------------------|
| | | | | | Approx. Weight Crated | Approx. Cubic Measurements | Open Mahogany Gunwales | Telegraph Code Word | Open Spruce Gunwales | Telegraph Code Word |
| 18 ft. | 36 in. | 13 in. | 85 lbs. | 150 lbs. | 300 lbs. | 155 ft. | \$84.00 | Acader | \$74.00 | Aspert |
| 20 " | 39½ " | 13¼ " | 94 " | 170 " | 350 " | 180 " | 90.00 | Ataging | 80.00 | Alegger |
| | | | | | | | G. S. Grade with keel | | G. S. Grade with keel | |
| | | | | | | | Open Spruce Gunwales | Telegraph Code Word | Closed Spruce Gunwales | Telegraph Code Word |
| 18 " | 36 " | 13 " | 85 " | 150 " | 300 " | 155 " | \$69.00 | Aguidr | \$65.00 | Guiding |
| 20 " | 39½ " | 13¼ " | 94 " | 170 " | 350 " | 180 " | 75.00 | Atoter | 71.00 | Toting |

In Writing Order, Give Length, Grade, Model, Color and Price. Also Extras and Equipment.



**"Old Town
'SQUARE STERN MODEL' Canoe"**

Built to use with outboard motors. Has the same construction of all "Old Town Canoes" and heavy No. 6 canvas. The canvas covering marks a big step in advance of all wood boats for motor use by being always water-tight and not requiring soaking or caulking. The construction is rigid throughout. Long, sturdy knees and 2" thick plank make the stern strong for supporting motor. No vibration or shaking. Modified V bottom increases speed—8 to 11 miles per hour. Shallow draft. Very seaworthy. Handsome appearance. Stock Color Dark Green.

This model is stocked with sponsons as shown above. A few users prefer it without sponsons. Price includes seats, as illustrated, painter ring, floor rack and one pair brass rowlocks. High grade spruce oars with leather buttons to prevent oars slipping through rowlocks priced page 26. Stern seat is adjustable to forward location for foot space.

| Length Extreme | Width Extreme | Depth Amidships | Approx. Weight | Approx. Weight Packed | For export. (see note page 23) | | A.A. Grade (see p. 19) with keel | C. S. Grade (see page 19) with keel | | |
|-------------------------|------------------|--------------------|-------------------|-----------------------------|--------------------------------|----------------------------------|----------------------------------|-------------------------------------|----------------------------|------------------------|
| | | | | | Approx. Weight Crated | Approx. Cubic Measurements | Open Mahogany Gunwales | Telegraph Code Word | Open Spruce Gunwales | Telegraph Code Word |
| 16 ft. without Sponsons | 40 in. | 15 in. | 145 lbs. | 200 lbs. | 300 lbs. | 155 ft. | \$102.00 | Starnsquar | \$ 90.00 | Squarend |
| 16 " with Sponsons | 47 " | 15 " | 180 " | 250 " | 350 " | 180 " | 122.00 | Starnspon | 110.00 | Sponstern |

In Writing Order, Give Length, Grade, Model, Color and Price. Also Extras and Equipment.



“Old Town” CANVAS-COVERED, DOUBLE-END BOAT

Here are the good qualities of a wooden boat without the disadvantage of a wooden boat. There never is need of first swelling the wood to make the hull water-tight. The canvas covering of No. 6 canvas keeps out the water. The canoe style of construction with cedar ribs and planking makes for lightness. The width and flatness of floor assures steadiness. The depth gives ample capacity and freeboard. It's a good, practical, comfortable, family boat, steady and staunch.

Paddles can be used as well as oars. The shallow draft offers exceedingly slight resistance to the water, making it an easy boat for women and children to handle. It's an ideal boat for fishing. Frequently sponsons are added, costing \$22.00 extra (allow three weeks). Extras page 24. Regular equipment includes Rudder, 4 Seats, 2 Back Rests, 2 pair Swivel Rowlocks, Keel and Outside Stems. Stock Color Dark Green. For price oars and paddles see page 26.

| Length Extreme | Width Extreme | Depth Amidships | Approx. Weight | Approx. Weight Packed | For export. (see note page 23) | | A.A. Grade (see p.19) with keel | | C. S. Grade (see page 19) with keel | |
|-------------------|------------------|--------------------|-------------------|--------------------------|--------------------------------|----------------------------------|---------------------------------|------------------------|-------------------------------------|------------------------|
| | | | | | Approx. Weight Crated | Approx. Cubic Measurements | Open Mahogany Gunwales | Telegraph Code Word | Open Spruce Gunwales | Telegraph Code Word |
| 16 ft. | 42 in. | 14½ in. | 100 lbs. | 185 lbs. | 300 lbs. | 155 ft. | \$89.00 | Taober | \$79.00 | Berbac |

In Writing Order, Give Length, Grade, Model, Color and Price. Also Extras and Equipment.



"Old Town"

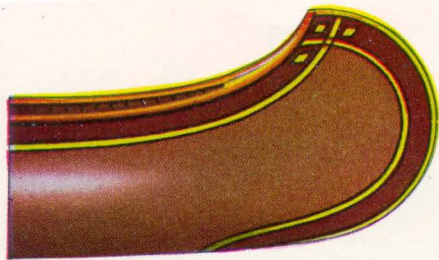
CANVAS-COVERED DINGHY OR YACHT TENDER

This dinghy is always water-tight. Can be left on deck or hung from the davits for days without affecting its non-leak, canvas covering. Will carry a large load, handle easily and tow well. It has the same style of construction as in our canoes, *i.e.*, cedar ribs and planking covered with heavy No. 6 canvas in the 9 ft. and No. 4 canvas in the 11½ ft. All woodwork is finished natural color. Canvas is enameled Dark Green in stock but any color furnished in ten days.

It is built with open gunwales to facilitate washing out and furnished with bilge keels for added protection to bottom. Regular equipment includes Rudder, 2 pair Polished Brass Rowlocks attached, Seats, Back Board, Davit Rings and Towing Ring. In A. A. Grade trimmings are of mahogany, in C. S. Grade of hardwood and spruce. For oars see prices page 26. For White Color see price page 25. Stern built strong to carry outboard motor.

| Length Extreme | Width Extreme | Depth Amidships | Approx. Weight | Approx. Weight Packed | For export. (see note page 23) | | A. A. Grade (see p. 19) with keel | | C. S. Grade (see page 19) with keel | |
|-------------------|------------------|--------------------|-------------------|--------------------------|--------------------------------|----------------------------------|-----------------------------------|------------------------|-------------------------------------|------------------------|
| | | | | | Approx. Weight Crated | Approx. Cubic Measurements | Open Mahogany Gunwales | Telegraph Code Word | Open Spruce Gunwales | Telegraph Code Word |
| 9 ft. | 45 in. | 16 in. | 82 lbs. | 150 lbs. | 200 lbs. | 95 ft. | \$ 94.00 | Ninshield | \$84.00 | Crownin |
| 11½ " | 50 " | 18 " | 125 " | 185 " | 250 " | 130 " | 102.00 | Rewot | 92.00 | Tower |

In Writing Order, Give Length, Grade, Model, Color and Price. Also Extras and Equipment.



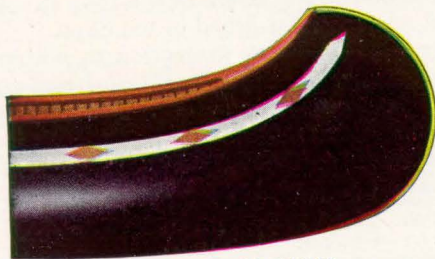
Color Design No. 2, \$10.00



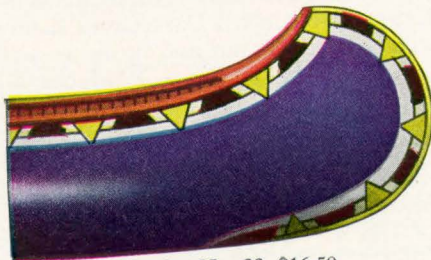
Color Design No. 4, \$18.00

COLOR DESIGN

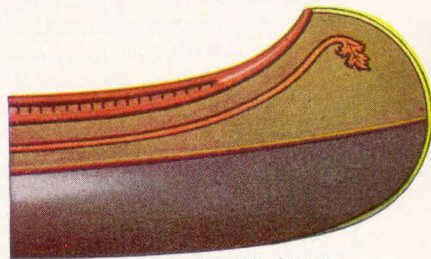
In these end sections of "OLD TOWN CANOE" designs for the whole length of the canoe. In number and price as indicated. These designs are susceptible to be executed in any combination of colors you may submit. mahogany rub rails (\$5.00) which separates the colors. priced on page 25. This full size canoe shown below is C



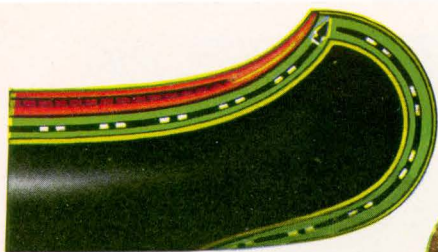
Color Design No. 21, \$10.00



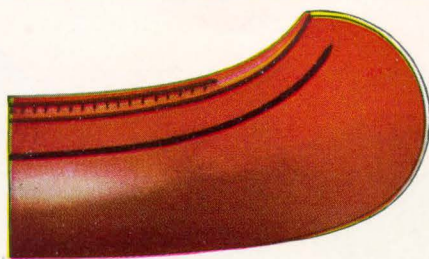
Color Design No. 22, \$16.50



Color Design No. 23, \$14.00



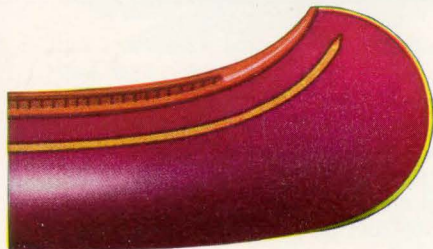
Color Design No. 7, \$16.50



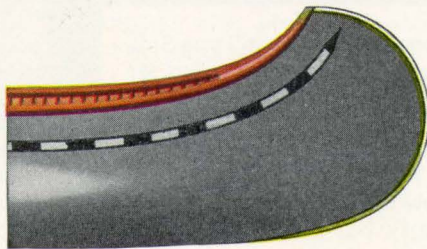
Color Design No. 20, \$3.50

DESIGNS

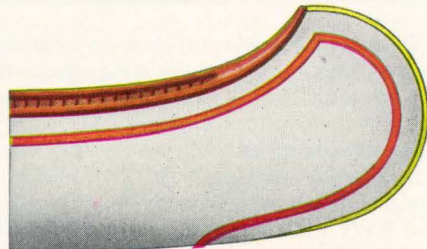
"CANOES" are shown a wide range of designs. In ordering please specify the design number, the name of the design, the color scheme, and the price. Price of design No. 23 includes the paddle. Designs on the catalog cover are Color Design No. 29, \$16.50.



Color Design No. 25, \$5.00

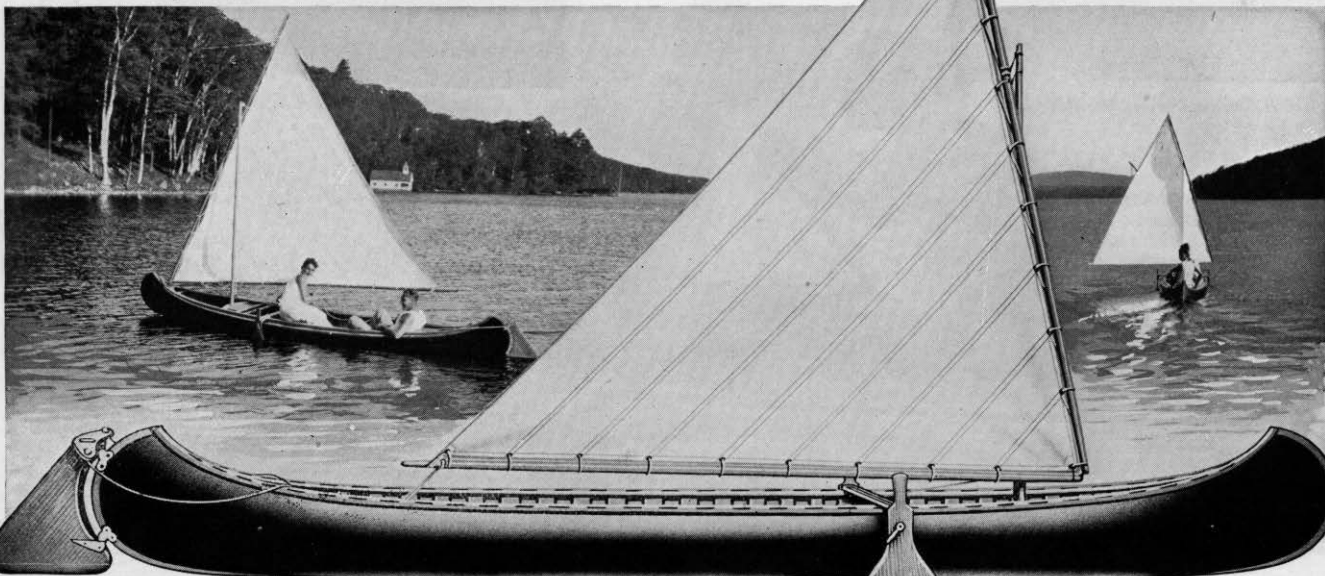


Color Design No. 26, \$10.00



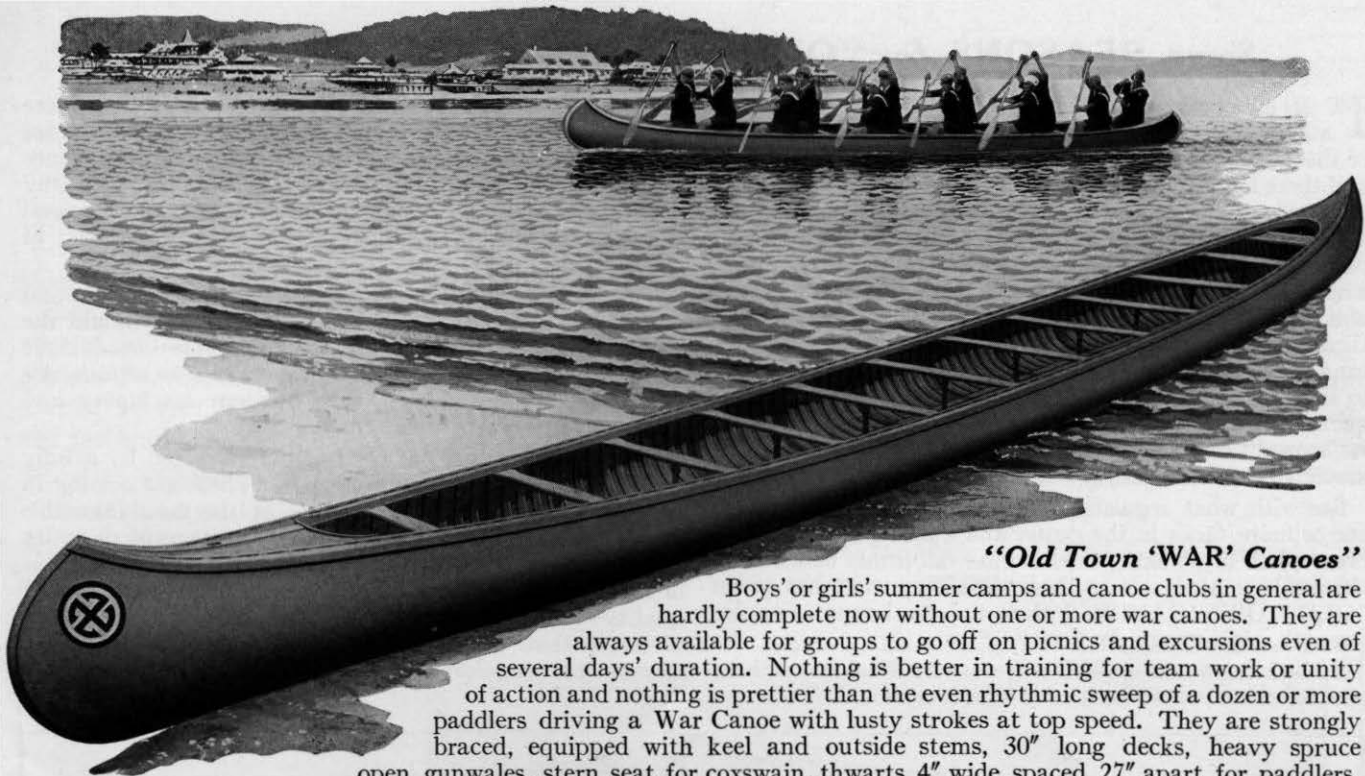
Color Design No. 27, \$11.00

"Old Town" SAILING EQUIPMENT



This outfit is adaptable to any canoe. Consists of Lateen Type Sail, booms and tackle for hoisting and lowering, Mast Seat and Step for leboards which serve same purpose as centerboard. Each leeboard blade tension lever nut, to a heavy Manganese bronze angle bracket which in turn the cross arm is adjustable to varying locations in the canoe or to canoes of different beams and is securely held to the gunwales by hook bolts with thumb nuts. The entire outfit can be installed instantly and when not in use can be taken apart and stored in the canoe. The blades swing on the pivot bolts like pendulums and enough tension should be put on the lever nuts to hold blades perpendicularly but permit of their swinging up if obstruction is encountered under water. Prices page 24. All metal parts brass or bronze.

completely rigged with mast and supporting the mast, and Lee- is fastened by pivot bolt, with is screwed to the cross arm. The



“Old Town ‘WAR’ Canoes”

Boys' or girls' summer camps and canoe clubs in general are hardly complete now without one or more war canoes. They are always available for groups to go off on picnics and excursions even of several days' duration. Nothing is better in training for team work or unity of action and nothing is prettier than the even rhythmic sweep of a dozen or more paddlers driving a War Canoe with lusty strokes at top speed. They are strongly braced, equipped with keel and outside stems, 30" long decks, heavy spruce open gunwales, stern seat for coxswain, thwarts 4" wide spaced 27" apart for paddlers.

Prices below include any Standard Color, and packing and loading for shipment. These canoes must be loaded in end door or wide side door cars, consequently they take a higher freight rate. Freight rates on request. Allow one to four weeks for either length. For prices monograms see page 25.

| Length Extreme | Width Extreme | Depth Amidships | Approx. Weight | Approx. Weight Packed | For export. (see note page 23) | | Capacity | C. S. Grade (see p. 19) with keel | |
|-------------------|------------------|--------------------|-------------------|--------------------------|--------------------------------|----------------------------------|------------------|-----------------------------------|------------------------|
| | | | | | Approx. Weight Crated | Approx. Cubic Measurements | | Open Spruce Gunwales | Telegraph Code Word |
| 25 ft. | 41 in. | 14½ in. | 190 lbs. | 320 lbs. | 500 lbs. | 256 ft. | 6 to 11 paddlers | \$125.00 | Remmac |
| 34 " | 44 " | 15 " | 300 " | 420 " | 600 " | 370 " | 12 to 21 " | 225.00 | Cammer |

In Writing Order, Give Length, Grade, Model, Color and Price. Also Extras and Equipment.

Some REASONS for "Old Town Canoe" DEPENDABILITY

IT is under the canvas that things occur which determine a canoe's life and worth. In particular, the lengths of the planking, if they are in long pieces, or jointed here and there like patchwork, tell almost the whole story. There is a word used here in Maine that aptly describes as "hogged" a canoe which has gone out of shape because of patchwork planking. You perhaps recall the curve a teter-board takes when it is loaded at each end—this is the shape the bottom of a canoe takes when carrying a bow and stern paddler, if there is patchwork planking in the hull. The possibility of a canoe's "hogging" is also increased by using ribs sparingly to save cost. All "OLD TOWN CANOES" have their full quota of ribs, to which are fastened long lengths of planking. A "hogged" canoe drags water at the stern and paddles not much better than a raft.

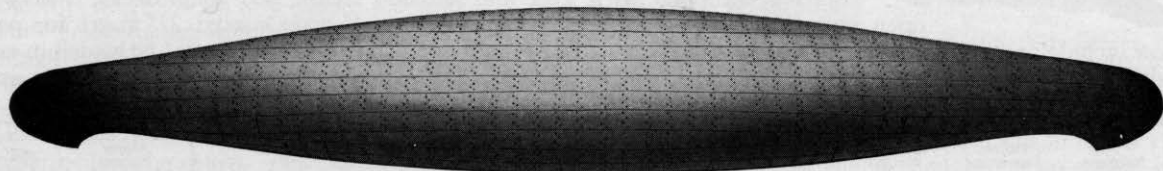
See with what regularity the copper tacks are driven—one or more tacks in the center and a tack at each edge of every piece of planking in each rib—all firmly clinched on the inside. Attention to these details is what has given "OLD TOWN CANOES" their universal reputation for strength, rigidity and longevity.

In building a canoe all ribs are steamed to make them pliable, then they are bent over a form or mould. To insure

retention of shape in the canoe even after long use there must be allowed a full period for the ribs to dry out and set in before the hull is removed from the form. The allowance of this full period to "OLD TOWN CANOES" explains why they remain true to their original lines and never round down on the bottom or fall in at the sides after years of service.

To the manufacture of canvas-covered canoes, boats and equipment our entire attention is given, and should the variety we make—complete as we believe it is—not include the model or style in construction you wish to obtain, our equipment of experienced men, modern machinery and ample materials is at your service.

The uniformity of our products is protected by a fully maintained stock of raw materials. These are coming in to us at all times under purchases at the most favorable prices so that we are able to take advantage of quantity buying with resultant low selling prices. You get the benefit of this. Every item in the catalog carries our guarantee of quality—you take absolutely no risk—and with our record of more than 85,000 satisfied "OLD TOWN CANOE" owners you can know that this guarantee protects you fully.



SHOWING "Old Town Canoe" SYSTEM OF PLANKING AND TACKING

GRADES of "Old Town Canoes"

"OLD TOWN CANOES" are made in two grades, known as "A. A." and "C. S."; the distinction between the two being in the selection of materials, the wood trimming and the finish. There is also a difference in price.

A. A. GRADE

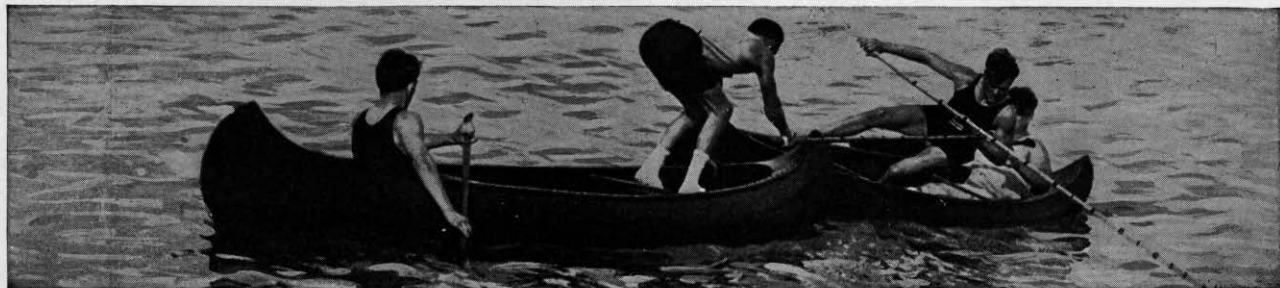
THIS grade provides a mahogany trimmed canoe and in designating A. A. Grade the purchaser assures himself of our very best production. All materials are of the highest order procurable. Planking and ribs are carefully selected, of uniform color, and without any imperfections; gunwales, decks, thwarts and seat frames are of straight-grained, selected, genuine mahogany; bang plates of brass and fastenings throughout of copper and brass. Stocked only with open gunwales.

Every detail in the matching of woods and in finish is accomplished with painstaking care to the end that the completed product will permit of no adverse criticism. This grade will satisfy the most exacting.

C. S. GRADE

THIS grade provides a hardwood trimmed canoe of thorough construction, good finish, and with the omission of no detail essential to strength, serviceableness and long wear. No shaky or unsound lumber is used, but the planking and ribs are subject to slight discolorations, small knots, etc. Planking and ribs are of cedar; gunwales and rails of spruce; decks, thwarts and seat frames of oak, birch or ash; bang plates of polished brass, and fastenings throughout of brass, copper and galvanized iron. Canvas of the same quality as in A. A. Grade.

For general use where superior finish is not desired C. S. Grade provides a common-sense canoe of guaranteed dependability.



Canoe Tilting at Washington Canoe Regatta

(P. & A. Photo.)

SPECIFICATIONS of "Old Town Canoes"

RIBS

Of white cedar, the toughest light weight wood obtainable, $\frac{5}{16}$ inch thick, 2 inches wide spaced $1\frac{1}{2}$ inches apart. Ends tapered.

PLANKING

Of finest quality straight-grained red cedar $\frac{5}{32}$ inch thick. Smooth laid in long lengths with tight joints.

GUNWALES

All canoes and boats are stocked with newest type of open gunwales, which make washing out easier.

Only two models, H. W. and Guide's Special now stocked with standard type of closed gunwales having side rails and top rails.

DECKS

Sixteen inches long except "Otca" model (page 4). Longer decks supplied to order (page 24).

STEMS

Ash or oak, straight grained.

SEATS AND THWARTS

Seats have wood frames with cane filling. Bow seat dropped on 4-inch bolts. Stern seat and thwarts bolted close to gunwales. Thwarts located and spaced as shown in illustrations of each model. Middle thwarts where not

shown furnished without extra charge if specified when order is placed. Seats and thwarts easily removable.

KEEL

On all stock models except those shown otherwise on pages 9 and 10. Depth of keel $\frac{7}{8}$ inch. It runs full length of canoe and well under bang plates.

CANVAS

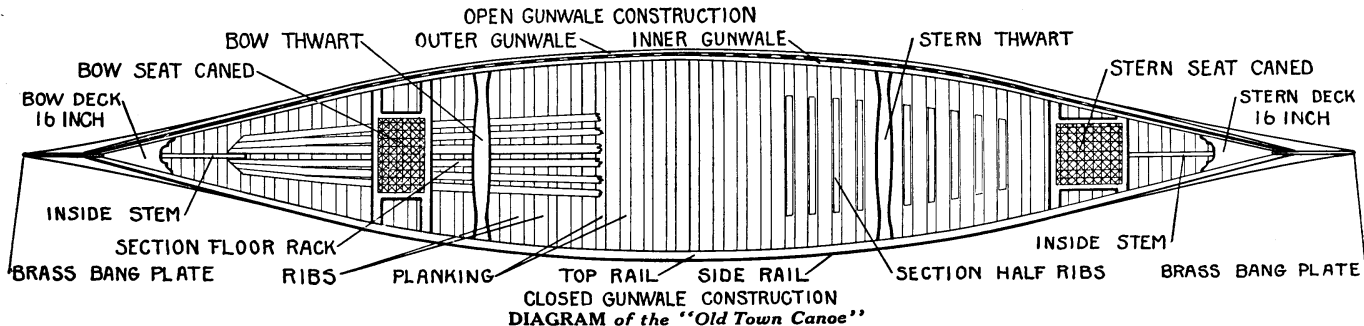
No. 8 seamless canvas on all "OLD TOWN CANOES" except the "50 pound" (page 9) has No. 10 to provide lightness and the "Guide's Special Canoe" (page 10) has No. 6 to withstand the heaviest and severest service. Be cautious about buying a 16-foot or longer canoe which hasn't No. 8 canvas on it.

FILLER

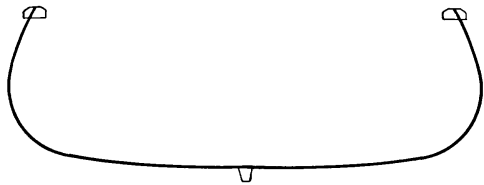
The canvas is made waterproof and smooth, with all trace of texture removed by a hard drying, flint-like filler.

FINISH

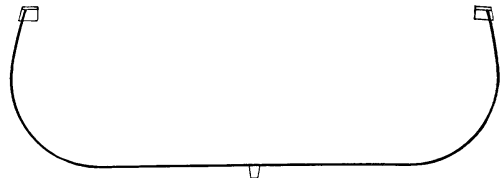
The woodwork inside and outside is finished in natural wood color with four coats of waterproof varnish. The canvas is finished to an enamel-like surface of high gloss with waterproof varnish. Variety in color with name, striping and similar decorations is available. See page 25 for particulars.



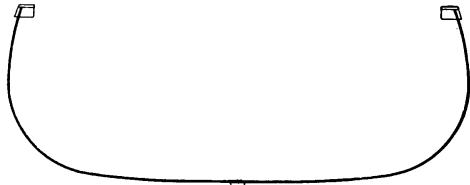
CROSS SECTIONS AMIDSHIPS of "Old Town Canoe" MODELS



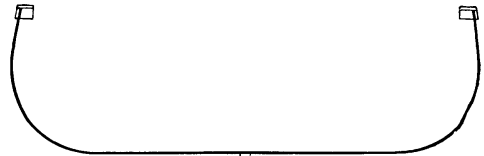
17 ft. "Otca" Model



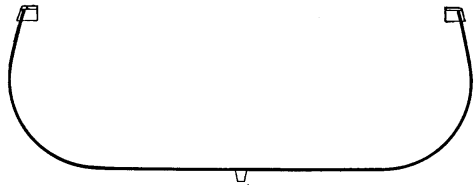
16 ft. "Yankee" Model



17 ft. "H. W." Model



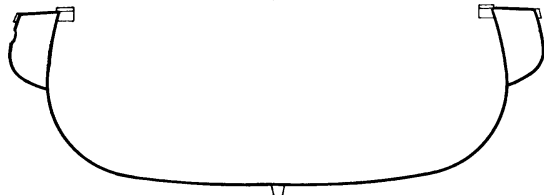
15 ft. "50-lb." Model



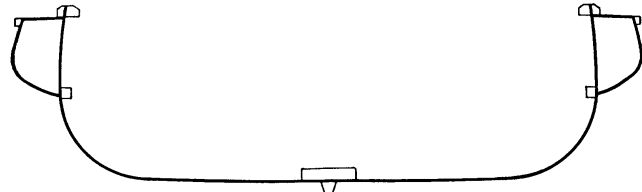
17 ft. "Charles River" Model



18 ft. "Guide's" Model



17 ft. "Sponson" Model



16 ft. "Square Stern Sponson" Model

While the various models are built to meet an exact demand each is capable of all round general service.

INFORMATION FOR ORDERING "OLD TOWN CANOES"

HOW TO PLACE ORDER

All canoes and boats are priced in plain single colors completely ready for use except for equipment. For colors see reference below, also page 25. For paddles and other equipment see page 26. For extras see page 24. In ordering be sure to give length, grade, model, color, price, also extras and equipment.

COLORS

Dark Green is the standard stock color and in this color we aim to be ready to ship any stock model canoe or boat on the day order reaches us. We intend also to carry a stock of canoes colored Light Green and Dark Red and a reasonable number in the various color designs. During rush season it is well to give second choice of color. Any special color (allow ten days) will be furnished to order, if sample of shade is supplied, at no extra charge except white for which see page 25. The usual colors are shown in preceding colored illustrations of the different models. For special decoration, striping, names, etc., see page 25.



Nothing lacking in this Buffalo picture



The third generation learning to paddle in this 24 year old "Old Town"

SPECIAL CANOES

When canoes are wanted varying in width or depth from stock models it is necessary to build them as special orders, requiring about five weeks' time and extra cost. Our varied assortment of models provides a particular canoe for almost every use but we are glad to quote prices on special canoes on receipt of specifications.

TERMS

Remittance in full should accompany order in form of certified check, bank draft, express or postoffice money order, payable to Old Town Canoe Co. Order with remittance should be addressed to us at Old Town, Maine, U. S. A. If less than the full amount accompanies order, the payment or deposit with order should be at least one quarter of the cost. The balance due us will then be collected after shipment by means of a bank draft with Bill of Lading attached in the case of freight shipments or by means of C. O. D. in the case of express and parcel post shipments. If shipment is to go under draft, kindly give name of bank where you wish draft collected. The name of your bank is desired only for your convenience. We guarantee complete satisfaction and refer you to any bank in Maine.

INFORMATION FOR ORDERING "OLD TOWN CANOES"

PACKING AND SHIPPING

Prices quoted for canoes and boats include packing in loose hay and burlap and delivering to the transportation company in Old Town. For crating there will be a reasonable charge based on actual labor and material used. The usual cost for crating is \$5.00.

Shipments are generally made by freight. Express charges are three to four times as much as freight charges.

EXPORT

Almost invariably steamship lines require that canoes for export be crated. The charge for export crating is \$5.00 for each canoe. Frequently canoes for export can be crated in pairs with a reduction of about 40% in the cubic measurements of canoes crated singly.



Among the Outer Skerries off Bergen, Norway

DEALERS

In all cities and other canoeing centers representative dealers stock "OLD TOWN CANOES." You can place your order with your dealer and at the same prices as catalogued plus transportation charges. If you wish to know the name of our agent in your locality or the one nearest to you please write us for it. If there isn't an agent to supply you, send your order direct to us and get immediate shipment.

APPROXIMATE FREIGHT CHARGES

| Approximate freight rates to points in | Per 100 lbs. |
|-------------------------------------------------------------------------------------------------------------|-------------------|
| New England | \$3.25 to \$ 5.00 |
| Approximate freight rates to points in North Atlantic States | 4.00 to 6.00 |
| Approximate freight rates to points be- yond above States and east of the Mississippi River | 4.50 to 10.00 |
| Approximate freight rates to points west of the Mississippi River to the Pacific | 7.00 to 15.00 |



On the Black Sea Roumania

EXTRAS for "Old Town Canoes"

Although each canoe as priced in this catalog is equipped with every necessary feature, there are extras in the way of additional parts which many canoeists desire. These extras are desirable because of the greater utility, distinctiveness

and beauty which they provide. In the following list you may find several items which you wish incorporated in your canoe. Where added time is required to supply any item it is noted by the mark (*) indicating six to ten days.

| | | | |
|------------------------------------------------------------|-----------|-------------------------------------------------------------|-------------------------|
| Floor Rack in AA Grade canoe except Ideal | No charge | *Long Decks, Mahogany, 30 in. only in AA Grade canoe . . . | \$18.00 |
| Floor Rack in CS Grade canoe | \$2.00 | *Long Decks, Mahogany, 42 in. only in AA Grade canoe . . . | 23.00 |
| *Outside Stems | 3.50 | *Long Decks, Mahogany, 48 in. only in AA Grade canoe . . . | 29.00 |
| Brass Painter Ring | .75 | *Long Decks, Mahogany, 60 in. only in AA Grade canoe . . . | 40.00 |
| Brass Bang Plate, full length of keel | 2.00 | *Long Decks, Hardwood, 30 in. only in CS Grade canoe . . . | 14.00 |
| Half Ribs (allow four weeks, except Ideal Style) | 4.00 | *Long Decks, Hardwood, 42 in. only in CS Grade canoe . . . | 18.00 |
| Open Gunwales, Oak, instead of Spruce (4 weeks) | 2.00 | *Long Decks, Hardwood, 48 in. only in CS Grade canoe . . . | 24.00 |
| *Rub Rails, Mahogany, only on AA Grade canoe | 5.00 | *Long Decks, Birds-eye Maple | Same prices as Mahogany |
| Thwart, Mahogany, 5 in. wide for AA Grade canoe | 1.50 | *Bilge Keels, one each side center keel, per pair | 5.00 |
| Thwart, Hardwood, 5 in. wide for CS Grade canoe | 1.25 | Air Tanks, Copper, under long decks | 20.00 |
| | | Air Tanks, Galvanized Iron, under long decks | 14.00 |

SAILING EQUIPMENT

On page 16 our standard sailing outfit is illustrated and this shows the rig which most canoeists use, as follows:— Mast Seat and Step in place of regular bow seat, Lateen Sail, and Leeboards. Steering may be done with a paddle

or rudder. If other types of sails are wanted we usually can quote price if full description and dimensions are given in inquiry. Any of these items also sold separately at prices shown.

| | | | |
|------------------------------------------------------------------------|--------|---------------------------------------------------------|---------|
| Mast Seat and Step installed in place of bow seat | \$2.00 | Lateen Sail complete with mast and booms, standard size | |
| Mast Seat and Step separate from canoe (illustrated page 27) | 3.00 | area about 45 sq. ft. | \$18.00 |
| Rudder complete with fastenings (illustrated page 27) | 5.00 | Lateen Sail, as above, area about 55 sq. ft. | 20.00 |
| Leeboards (same style fits both regular and sponson canoes) | 9.50 | Lateen Sail, as above, area about 65 sq. ft. | 23.00 |
| | | Lateen Sail, area about 75 sq. ft. | 28.00 |

SPECIAL SAILING CANOE WITH CENTERBOARD

Some canoeists prefer a centerboard to leeboards. This device has to be built permanently into the canoe. The wellway is between the bow seat and middle thwart. It is handsomely made. Must be installed here at the factory.

The centerboard itself is of bronze, is hinged so as to be adjustable and swings clear up into the canoe. The maximum exposed area is 192 square inches. Stock outfit is as follows. All items adapted to other models of canoes.

| | | | |
|------------------------------------------------------|---------|---------------------------------------------------|---------|
| 17 ft. A. A. Grade, Otca Model, Dark Green, Low Ends | | Centerboard complete | \$40.00 |
| Keel 4 in. wide, 7/8 in. deep | \$85.00 | Rudder with rope | 5.00 |
| Mast Seat and Step | 2.00 | Leg-o'-Mutton Sail, area about 65 sq. ft. | 23.00 |

NAMES, MONOGRAMS, STRIPES

Shaded gold transfer letters 2½ inches high are regularly used for applying names to canoes. Generally the name is placed on both sides of bow or on left bow and right stern. Names also put on in colors in plain letters at same price per letter. Monogram of your description or to sketch in either gold or colors at costs shown below. Usually letters 4 inches high are used for monograms.

Quotations on special lettering furnished on receipt of designs or descriptions.

The embellishment of canoes by monograms, names,

stripes, etc., is increasing in favor every season. It permits of giving your canoe a touch of individuality obtainable in no other way.

On the cover of the catalog as well as in the various colored illustrations we have endeavored to help you find a coloring that you may like. The various designs permit of different coloring combinations adaptable to your preference. When colors vary from our standard shades in the illustrations we like to have samples sent for our guidance. Due time allowance should be given to execute these special colorings.

| | |
|---------------------------------------------------------------------------------------------------------------------------|----------------|
| Special color, except White | No charge |
| *White color, enameled | \$ 5.00 |
| Name in Gold or Color, usual lettering, per letter | .15 |
| *Special Lettering, 2 in. to 4 in. high, Gold or Color | \$2.00 to 4.00 |
| *Monogram, two or three letters, once | 3.00 |
| *Monogram, two or three letters, twice | 5.00 |
| *Color Design: canoe on front cover, Orange Body, Dark Blue Border Stripe split by Orange Line Stripe. Monogram | 14.00 |
| *Color Design: canoe on front cover, Light Blue Body, Dark Blue Border Stripe, Gold Line Stripe between. Emblem | 12.00 |

Items with this mark (*) involve special work requiring 6 to 12 days before shipment.

| | |
|------------------------------------------------------------------------------------------------------------------|---------|
| *Color Design: canoe on page 1, Dark Green Body, Black and White Check Gunwale Stripe. Swastika Design | \$12.00 |
| Single initial letters, 4 in. high, each | 1.00 |
| *Gold Stripe, ½ in. | 4.00 |
| *Gold Stripe, ½ in. edged | 5.00 |
| *Gold Stripe, ½ in. turned down | 5.00 |
| *Gold Stripe, ½ in. turned down, edged | 6.00 |
| *Color Stripe, ¼ in. to 4 in. | 3.50 |
| *Color Stripe, edged | 4.50 |
| *Color Stripe, turned down, or border stripe | 4.50 |
| *Color Stripe, turned down, edged | 5.50 |

For illustrations see colored pages 1 to 8.



A complete hunting party. Northern Ontario



On the Grand Canal in China

PRICE LIST Miscellaneous "Old Town Canoe" EQUIPMENT

| | | | |
|---------------------------------------------------------------------------------------------------------------|---------|---------------------------------------------------------------|---------|
| PADDLE, single, spruce or maple 6" to 7" blade | \$ 2.25 | CUSHIONS, Kapoc Filled, Artificial Leather Covering | \$ 1.50 |
| PADDLE, single, spruce or maple 8" blade | 2.50 | FLAG POLE SOCKET, flush | .50 |
| COPPER TIP on paddle | .35 | FLAG POLE, mahogany | .80 |
| PADDLE, double, spruce, friction joint | 6.00 | FLAG POLE AND SOCKET, nickel | 1.25 |
| PADDLE, double, spruce, friction joint, spoon | 7.00 | BACK REST, slat, spruce | 1.25 |
| RUBBER DRIP CUPS for double paddle | .40 | BACK REST, slat, mahogany | 1.75 |
| SETTING POLE with Pick | 2.00 | BACK REST, slat, spruce, double width | 1.75 |
| ROWLOCKS, polished brass, swivel for sponson canoe | 3.50 | BACK REST, slat, mahogany, double width | 2.50 |
| ROWLOCKS, polished brass, side plate for regular canoe | 3.00 | BACK REST, cane, hardwood frame | 2.25 |
| OARS, straight blade, per foot (usually 7 ft.) leathered, varnished and copper tipped, with buttons | .35 | BACK REST, cane, mahogany frame | 3.00 |
| OARS, spoon blade, per foot (usually 7 ft.) leathered, varnished and copper tipped, with buttons | .45 | BACK REST, canvas folding for canoe seat | 2.00 |
| ROWING SEAT WITH FOOT BRACE, hardwood | 4.00 | BACK REST, canvas folding for boat seat | 2.00 |
| ROWING SEAT WITH FOOT BRACE, mahogany | 5.00 | CHAIR, folding slat, spruce | 2.50 |
| CARPET, 12 ft. Axminster | 12.00 | CHAIR, folding cane, hardwood | 4.00 |
| RUDDER | 5.00 | CHAIR, folding cane, mahogany | 5.00 |
| FLOOR RACK (specify length canoe) | 2.00 | CARRYING YOKE | 3.50 |
| | | CANVAS COVERING for top of canoe | 16.00 |
| | | CRATING CANOE for shipment | 5.00 |

REPAIR PARTS

| | |
|------------------------------------------------------------------------------------------------------------------|--------|
| SEAT, bow or stern, A. A. Grade, mahogany | \$2.50 |
| THWART, bow, stern or middle, A. A. Grade | 1.00 |
| DECK, 16", bow or stern, A. A. Grade | 1.00 |
| SEAT, bow or stern, C. S. Grade, hardwood | 2.00 |
| THWART, bow, stern or middle, C. S. Grade | .80 |
| DECK, 16", bow or stern, C. S. Grade | .80 |
| BRASS BANG PLATE, bored and screws | .75 |
| CANVAS for recovering hull (order 1 foot more than length of canoe) per foot of length 54" or 56" wide | .55 |
| BRASS TACKS for fastening the canvas | .40 |
| CANVAS FILLER, per gallon (for one canoe) | 4.00 |
| SMOOTHING COAT, per quart (for one canoe) | 1.25 |

In ordering repair parts it is well to give the number of the canoe for which they are desired. This number you will find on the stem inside the canoe.

REPAIR KIT

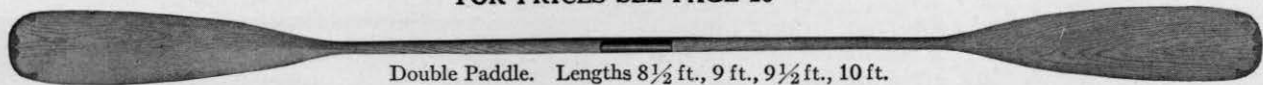
There are times when the canoeist cannot obtain near at hand suitable materials for permanently repairing tears and punctures in the canvas of his canoe, especially when he is on long cruises. In response to a demand for such items we have prepared a complete outfit with full directions as follows: White lead, dryer, pieces of canvas for patches, copper tacks, color and varnish—all packed securely in compact box. Price \$1.50. In ordering specify color of canoe.

AMBROID, the toughest cement for canvas we know of—for permanent and emergency repairs, 30 cents. By mail, 40 cents.

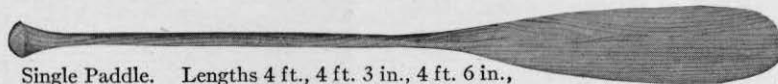
Jeffery's Marine Canoe Glue for emergency repairs, 35 cents. By mail, 45 cents.

SOME "Old Town Canoe" EQUIPMENT

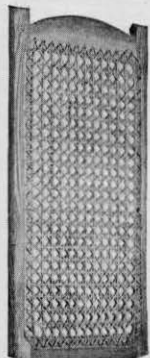
FOR PRICES SEE PAGE 26



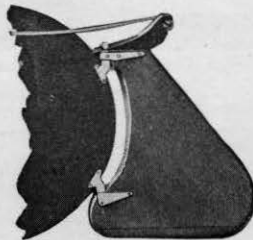
Double Paddle. Lengths 8½ ft., 9 ft., 9½ ft., 10 ft.



Single Paddle. Lengths 4 ft., 4 ft. 3 in., 4 ft. 6 in., 4 ft. 9 in., 5 ft., 5 ft. 3 in., 5 ft. 6 in., 5 ft. 9 in., 6 ft.



Cane Back Rest

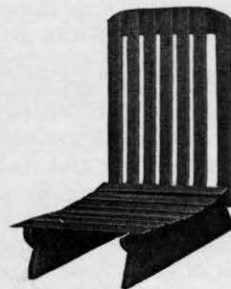


Rudder

See also Sailing Canoe page 16 for illus.



Double Width Slat Back Rest



Folding Slat Canoe Chair

Back tips backward—to be leaned against canoe thwart

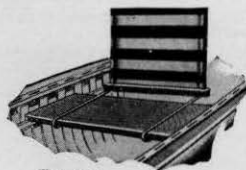


Folding Cane Canoe Chair

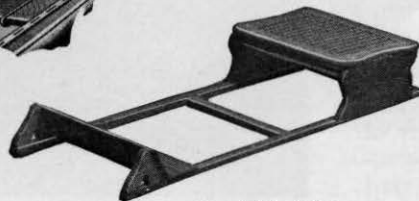
Back self supporting, tips forward but does not go back beyond present position



Slat Back Rest



Canvas Folding Back Rest



Rowing Seat with Foot Brace



Brass Flag Pole and Socket



Mast Seat



Carrying Yoke

CARE AND REFINISHING OF CANOES

TO insure continued good appearance to your canoe it should wherever possible, if not in use, be kept in a dry place under shelter and given the same care as a carriage or other vehicle. If out of doors on shore, place it bottom side up to keep out the rain and dampness or hot sun.

To locate hidden leak in canvas pour considerable water inside canoe and watch for it to come through. Ordinary white lead, glue or ambroid cement can be used to stop the leak.

Every season or two, depending on the service it has had, it should be refinished so as to afford protection to the canvas and woodwork from wear and exposure. A new coat of varnish will brighten it up and make it look like new. The same materials that we use, in quantities sufficient for one canoe, cost as below. Complete directions accompany materials. Should you wish advice as to care and maintenance or repair of your canoe we will gladly give you all the information we can.

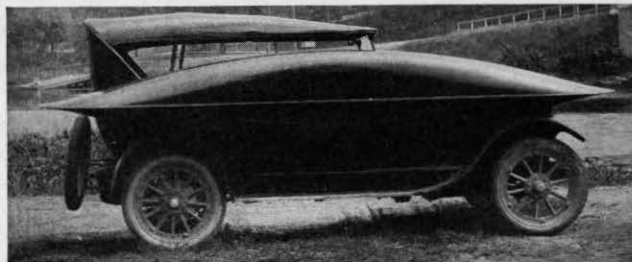
| | |
|-----------------------------------------------------|-------------------|
| FOR A. A. AND C. S. GRADE CANOES (Exterior) | |
| 1 pt. Japan color coat (except white) specify color | (Exterior) \$1.10 |
| 1 pt. Special Spar Varnish (usually takes 2 pts.) | (Exterior) .75 |
| 1 pt. Special Spar Varnish (usually takes 2 pts.) | (Interior) .75 |

| | |
|----------------------------------|--------|
| FOR WHITE COLOR CANOES | |
| 1 pt. white color coat | \$0.80 |
| 1 pt. white enamel | 1.25 |

| | |
|-------------------------------------------------------------|--------|
| FOR G. S. GRADE CANOES (Model page 10) | |
| 1 qt. Dark Green G. S. Paint (or any stock color) | \$1.25 |

PICTURES

A large number of "OLD TOWN CANOE" owners have sent us pictures of their canoes in service, some of which are shown in this catalog. If you have been fortunate in getting some good negatives we should be very glad to receive copies to add to our collection.



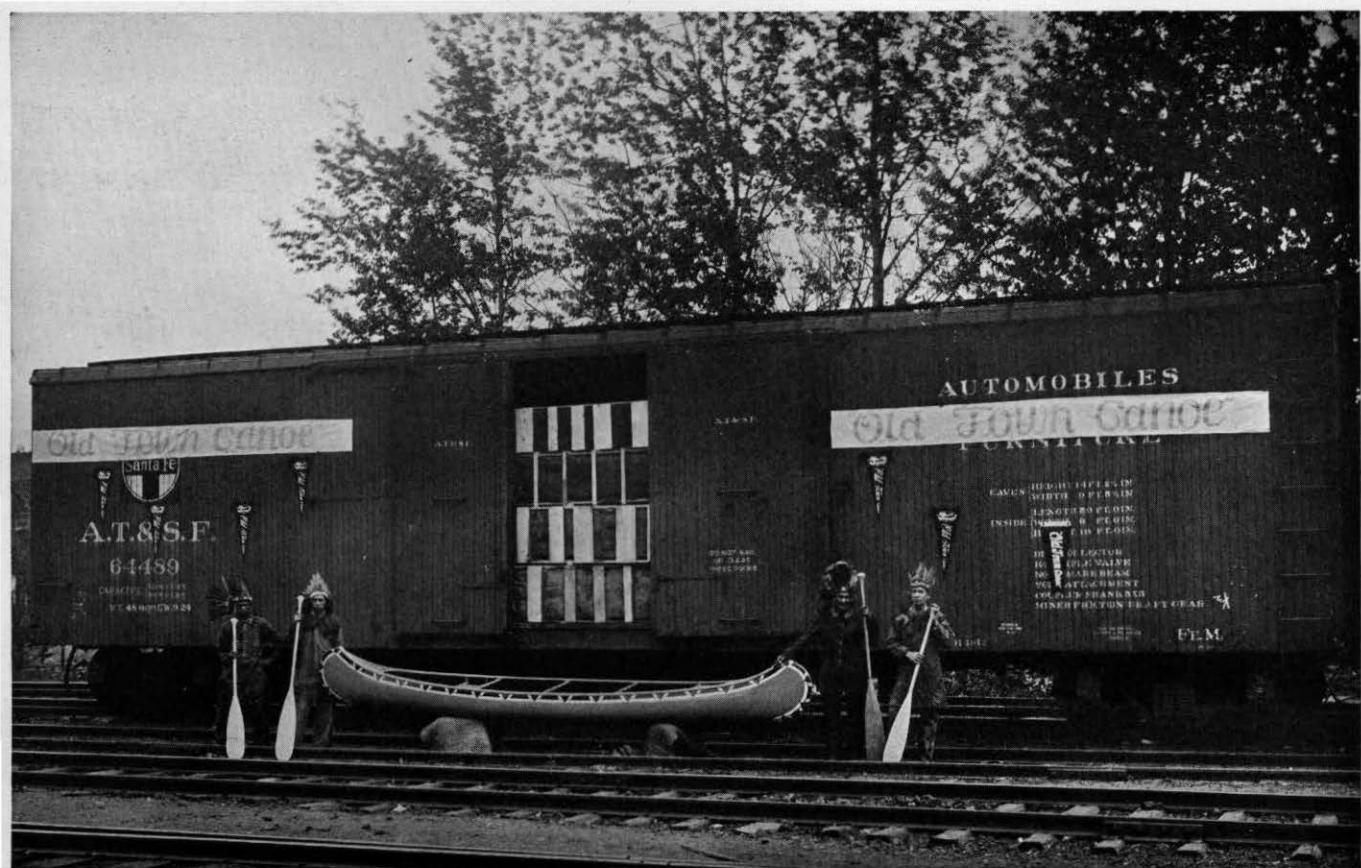
How a Boston canoeist solved the transportation problem



An outfit of real independence for the sportsman



Square Stern Sponson Canoe trailed 4000 miles by motorcycle



Old Town Indians posing for their picture after loading for Havana, Cuba, a fifty foot car with fifty "Old Town Canoes" and crates of equipments which they had helped in making.

