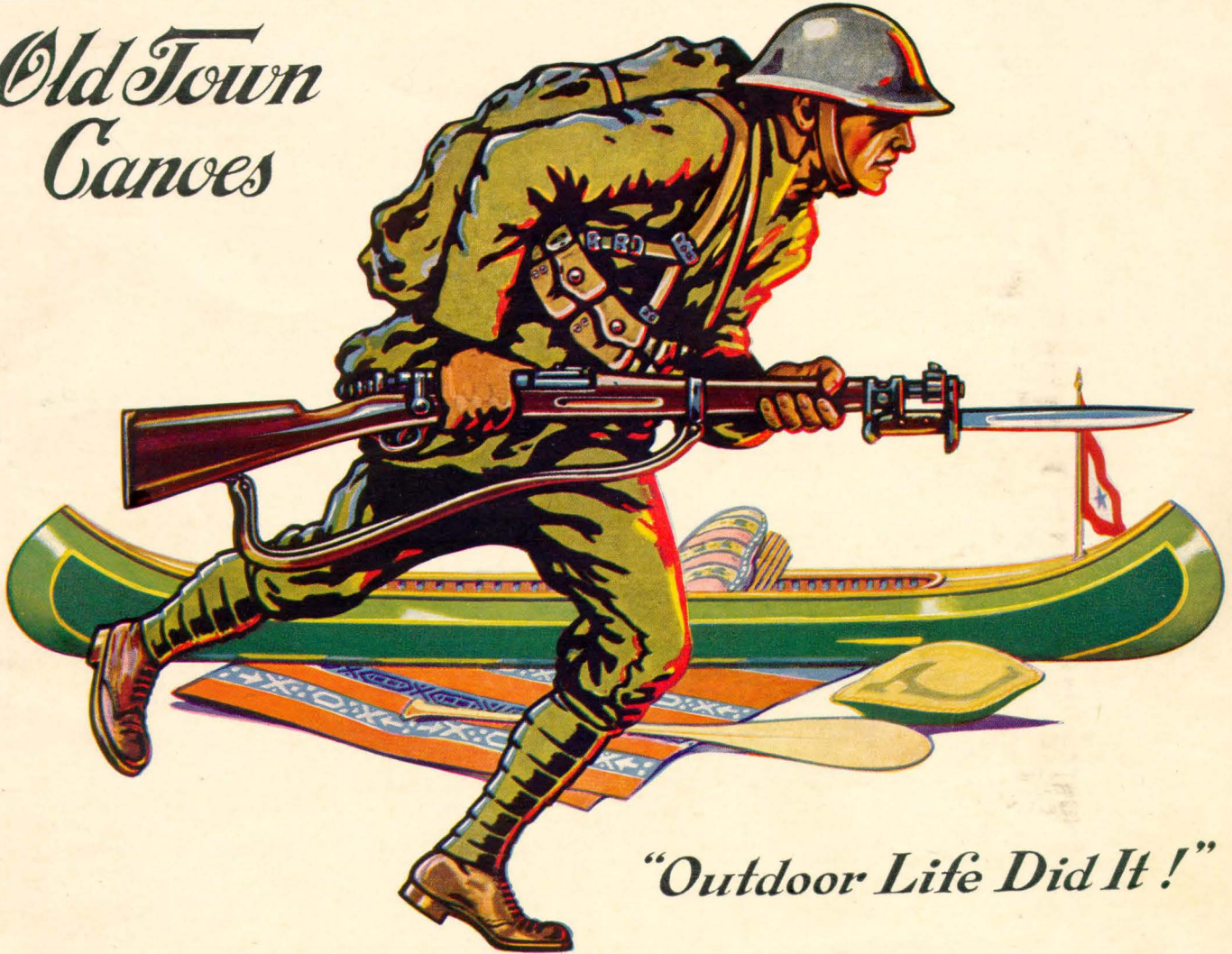


*Old Town  
Canoes*



*“Outdoor Life Did It!”*

# OUTDOOR LIFE DID IT!

WHEN at Chateau Thierry and Belleau Woods the onslaught of Pershing's Army turned back the invader, the world learned the mettle of the American soldier and the Light of Peace loomed up ahead. How came it that like veterans our troops waged into the conflict and stopped not until they had fought through to the victorious end? It was American energy and stamina no less than American intelligence and courage—and now, at home, we are beginning to give thought to the causes that made our boys pre-eminent among the warriors of the world.

Above all former proof this war has demonstrated the value of outdoor life and athletic training in their relation not only to physical efficiency but also to mental and moral effort. America, the Land of Healthy Sport and Pastime, had produced in an almost incredibly brief period an army surpassing in fighting qualities any which the military systems of Europe had created.—The reason is found not only in the ability of our leaders to organize and instruct but in the kind of material that was theirs to work with. The right material was there—the brain and the brawn, the skill of eye and hand, the initiative, the daring,—all the result of previous experience in out-of-door life and of familiarity with athletic sports. It was “in the blood” that Americans should readily learn to handle rifle, machine-gun, grenade and bayonet with most deadly accuracy, to fly our airplanes and man our destroyers with consummate skill and judgment. It is our national love for outdoor recreation that is to be thanked for the best soldier, individually and collectively, that the world has ever seen.

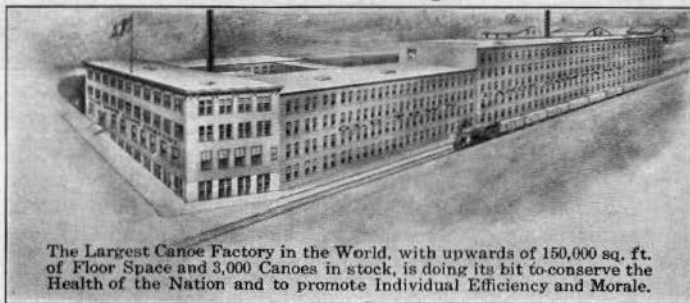
Such being the facts with regard to our success in arms, it behooves every American to profit by the lesson and keep himself fit for the work that lies before him by indulging in out-of-door pastimes to the full extent of his opportunities. Likewise, it behooves every American father and mother to see to it that the boys and girls are brought up to consider outdoor exercise and sports as a necessary feature of their education and of their lives, and to provide them the best ways and means for gratifying their natural instincts for body and mind-building play.

As a Health-giving Recreation nothing excels CANOEING and its associated aquatic sports—no other, offering such advantages, is so economical—none more enjoyable—few of more widespread national practicability and popularity. It is as AMERICAN as the aboriginal Americans who invented it.

# "Old Town"

## CANVAS COVERED CANOES

### BOATS AND EQUIPMENT



The Largest Canoe Factory in the World, with upwards of 150,000 sq. ft. of Floor Space and 3,000 Canoes in stock, is doing its bit to conserve the Health of the Nation and to promote Individual Efficiency and Morale.

## OLD TOWN CANOE COMPANY

OLD TOWN, MAINE, U. S. A.

DEALERS EVERYWHERE

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San Francisco, Cal. Weeks-Howe-Emerson Co.  
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London Selfridge & Co., Ltd., Oxford St., W.  
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## *The* INDIAN AND HIS *Canoe*



**D**ID 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 waterway 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 DEVELOPMENT of the CANVAS CANOE

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, top notch of quality, and the minimum of cost.

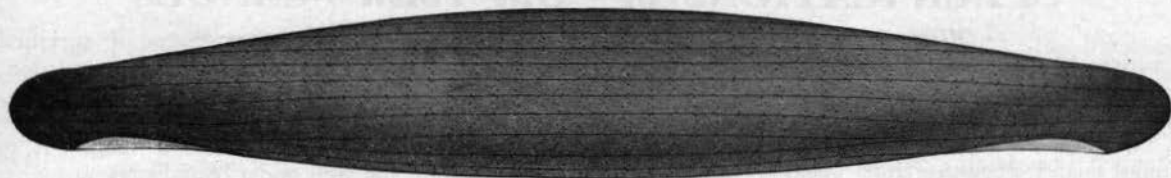
There no longer is any question of permanency in the use of this type of water craft. Canoe Clubs are being organized over the entire country and their commodious and sumptuous Club Houses indicate the deep hold this water sport has gained. While fifteen years ago except in a few localities canoeing was an unpracticed art, to-day 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."



AT CAMP WINONA, DENMARK, MAINE.—16 FT. D. E. BOAT



## 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 teterboard 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.

Even though all materials used in canoes cost far more than before the war we have been able to keep the selling prices of "OLD TOWN CANOES" at very low levels because most of our raw stocks were purchased before the era of war prices. You get the benefit of this. Every item in this catalogue carries our guarantee of quality—you take absolutely no risk—and with our record of more than 50,000 satisfied "OLD TOWN CANOE" owners you can know that this guarantee protects you fully.

# SPECIFICATIONS of "Old Town" CANOES

## RIBS

Of native Maine 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 cedar  $\frac{5}{8}$  inch thick. Smooth laid in long lengths with tight joints.

## GUNWALES

All canoes are stocked with standard type closed gunwales having side rails and top rails. All canoes also stocked with newest type of open gunwales which make washing out easier. Open gunwales \$3.00 extra (page 8).

## DECKS

Sixteen inches long except "Otca" model (page 12). Longer decks supplied to order (page 26).

## STEMS

Ash, 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 14 and 15. 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 15) has No. 10 to provide lightness and the "Guide's Special Canoe" (page 14) 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 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 27 for particulars.





## 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

**T**HIS 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 and rails, decks, thwarts and seat frames are of straight-grained, selected, genuine mahogany; bang plates of polished brass and fastenings throughout of copper and brass.

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.

*A. A. Grade means the highest possible quality of materials and our most expert workmanship.*

### C. S. GRADE

**T**HIS 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 defects such as 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.

*Because of its popularity in price this Grade has brought "Old Town Canoes" to users all over the world.*

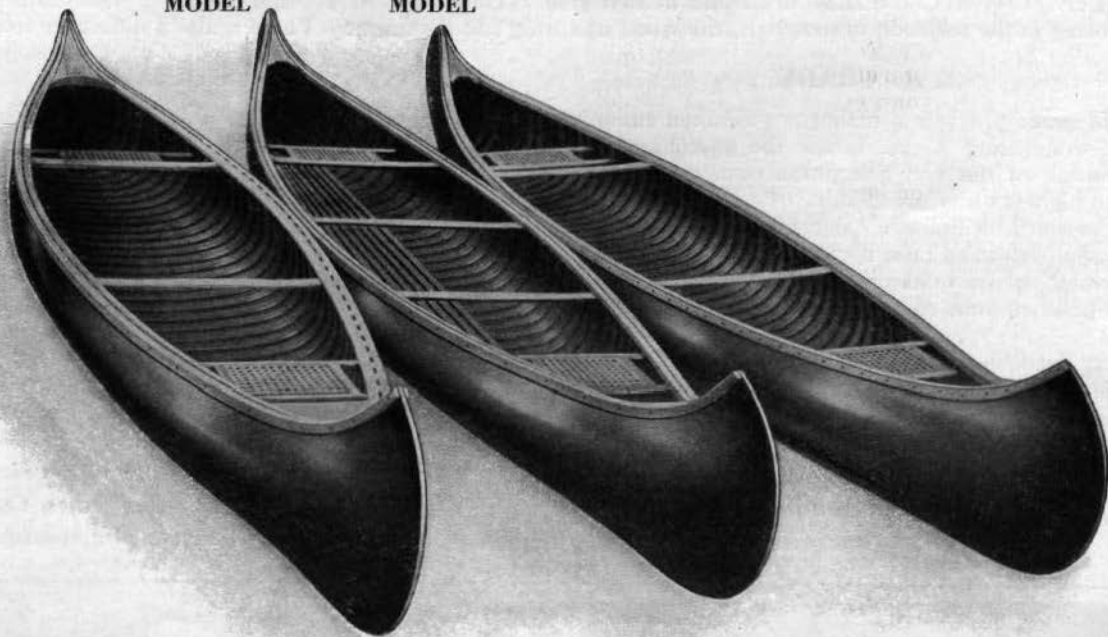


## MODELS of "Old Town" CANOES

OTCA  
MODEL

CHARLES RIVER  
MODEL

H. W.  
MODEL



**I**N these pictures you get a very good idea of the general outline of "OLD TOWN CANOES" and their symmetrical dimensions. The pictures cannot be made large enough to distinguish clearly between the broad amplexness of the "Otca" Model as compared with the slimmer, sharper, speedier Charles River Model and the intermediate general utility design of the H. W. Model. These models are all

taken up in detail on the pages following. But note here these features:—Open gunwales, as in the Otca Model; regular gunwales and finish rails in the other two; floor rack in the middle canoe; the neat appearance and close fit of the brass bang plates at the ends of all the canoes, with their sharp edges for "cutting" the water; and lowered bow seats for comfort and increased stableness.

# TWELVE DIFFERENT "*Old Town*" MODELS *meet* EVERY POSSIBLE REQUIREMENT

## H. W. MODEL

The all around model. For ocean and lake or river use. For cruising and camping or for social and afternoon party affairs. See page 10.

## CHARLES RIVER MODEL

A Canoe for reasonably calm waters and rivers. Fast under the paddle. Trim lines and graceful poise. The Club Canoe. See page 11.

## OTCA MODEL

The broad beam, roomy, always-safe-anywhere model. Not built for speed, but for comfort, safety and fine appearance. See page 12.

## IDEAL MODEL

Our Charles River model with a combination of features to make it the aristocrat of Canoeedom. The Canoe above comparison. See page 13.

## GUIDE'S SPECIAL MODEL

The Sportsman's Canoe. Of large capacity, exceedingly steady. A tremendous carrier. In big demand for boys' and girls' Summer Camps. See page 14.

## 50-LB. MODEL

A light weight, small canoe. Wider than most canoes of its length and consequently very stable and of light draft. See page 15.

## LIVERY MODEL

A short canoe made wide. The most stable sixteen-footer you can get. See page 18.

## SQUARE STERN MODEL

Primarily made to use with portable engines. Suitable also for rowing. Its flat, wide bottom produces exceeding steadiness. See page 19.

## SPONSON MODEL

The canoe of utmost safety. Made non-capsizing, and non-sinking by sponsons or air chambers along the sides, symmetrically and dependably right. See page 20.

## WAR CANOE

Made for team paddling. Large canoe clubs and summer camps use many of these canoes for cruises and races. See page 22.

## SAILING OUTFIT

Any model is available for a Sailing Canoe. The outfit as described is complete and efficient in every way. See page 23.

## DOUBLE-END BOAT

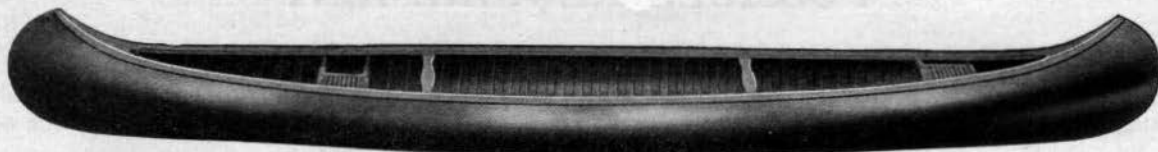
Built in the same manner as the canoe but heavier stock. A very popular boat and much used for general purposes. See page 24.

## DINGHY

A dandy tender with no wood joints to shrink and leak. The choice of experienced yachtsmen and launch owners. See page 25.

## EQUIPMENT

Everything that a canoeist may want or needs is included in the list of equipment. Every item has stood the test of long universal use. See page 28.



*"Old Town" H. W. MODEL Canoe*

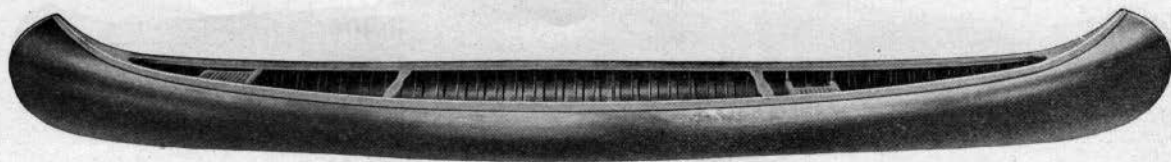


**I**NSTEAD of having a perfectly flat floor like the Charles River Model the H. W. Model tends toward the shape of the well-known salt-water yawl boat below the water line. This shape gives it more draft and hence greater steadiness in windy waters. In heavy winds and ocean swells more draft is required than for river use in order to give stability and ease in handling. A flat bottomed boat is not very effective in such places and the same is true of a too flat bottomed canoe. A little more 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. The lines are speedy and graceful and the ends curve with that nicety given by the Indians to their bark canoes. Stock color dark green.

For Cruising, Carrying Heavy Loads, for use on Large Rivers, Lakes, Ponds and Salt Water, this is the Canoe. A Good Sailer.

Length	Width	Depth	Approx. Weight	Approx. Weight Packed	A. A. Grade (see page 7) with keel				C. S. Grade (see page 7) with keel			
					With Closed Mahogany Gunwales	Telegraph Code Word	With Open Mahogany Gunwales	Telegraph Code Word	With Closed Spruce Gunwales	Telegraph Code Word	With Open Spruce Gunwales	Telegraph Code Word
15 ft.	31 in.	11½ in.	60 lbs.	110 lbs.	\$57.00	Hanging	\$60.00	Ahanging	\$49.00	Hefting	\$52.00	Ahefting
16 "	33 "	12 "	65 "	120 "	57.00	Hatching	60.00	Ahatching	49.00	Healing	52.00	Ahealing
17 "	34 "	13 "	70 "	135 "	59.00	Harbor	62.00	Aharboring	51.00	Hectoring	54.00	Ahectoring
18 "	34½ "	13 "	75 "	140 "	61.00	Halting	64.00	Ahalting	53.00	Helping	56.00	Ahelping

In writing order give length, grade, model, color, price and style of gunwales. Extras, colors, terms, etc., pages 26 and following.



*"Old Town" CHARLES RIVER MODEL Canoe*

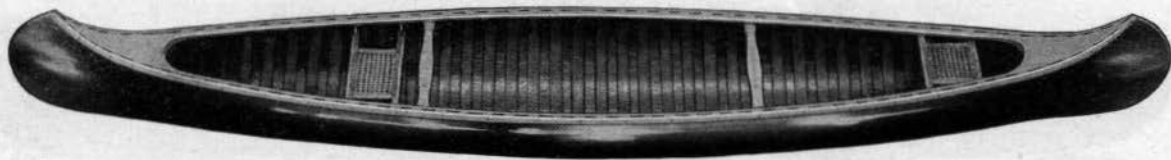
**A**S indicated by the name, this model is designed for use on rivers. Its flat floor gives the minimum draft and great steadiness. We do not recommend it for use on salt water or large lakes where heavy winds would be encountered, as it does not displace enough water to hold its course as well as a canoe not so flat. For any use but this, however, it has every requisite demanded by a canoe connoisseur. In its lines are speed and gracefulness, and it responds with ease and quickness to every movement of the paddle. The sides have a good bilge or convexity (sometimes called "tumble-home"). One trial will show its merits. Notice the graceful curve at the ends where it leaves the water. Stock color dark green.

*A Model of Shapely Outline, Steadiness,  
Speed, Popularity.*



Length	Width	Depth	Approx. Weight	Approx. Weight Packed	A. A. Grade (see page 7) with keel				C. S. Grade (see page 7) with keel			
					With Closed Mahogany Gunwales	Telegraph Code Word	With Open Mahogany Gunwales	Telegraph Code Word	With Closed Spruce Gunwales	Telegraph Code Word	With Open Spruce Gunwales	Telegraph Code Word
16 ft.	32½ in.	12 in.	65 lbs.	120 lbs.	\$57.00	Ramping	\$60.00	Aramping	\$49.00	Rebuffing	\$52.00	Arebuffing
17 "	34 "	12 "	70 "	135 "	59.00	Raining	62.00	Araining	51.00	Recovering	54.00	Arecovering
18 "	35 "	12½ "	75 "	140 "	61.00	Ratching	64.00	Aratching	53.00	Returning	56.00	Areturning

In writing order give length, grade, model, color, price and style of gunwales. Extras, colors, terms, etc., pages 26 and following.



**"Old Town" OTCA MODEL Canoe**



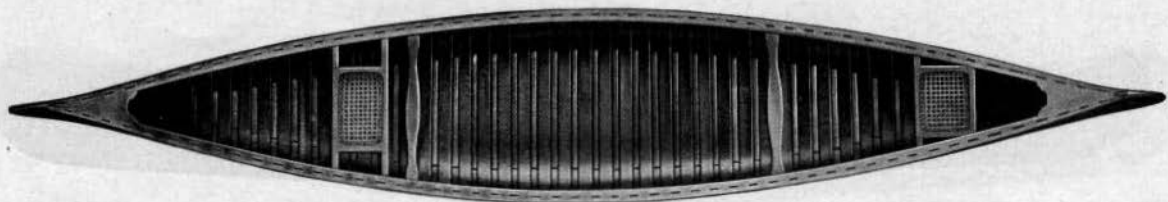
OUR "Otca" Model is a wider canoe than the other models and the style of finish includes open gunwales and 20 inch long decks with low coaming. The bows are full as in the H. W. Model, the floor is flat like the Charles River Model, while increase of beam provides a maximum of steadiness with only slight loss of speed. It's a fast and safe canoe. We know the model will make as many friends as users. Last season more "OLD TOWN CANOES" of this model were sold than in any two previous seasons. This well demonstrates its popularity. We are preparing for a very large demand this year.

One owner in Michigan writes us: "My Otca is the finest canoe in these parts and every one who rides in it or sees it says so."

Immediate shipment in dark green color. For extras, colors, terms, etc., see pages 26 and following. Other views of this model are shown on pages 8 and 31. Price includes keel.

A. A. Grade						C. S. Grade					
Length	Width	Depth	Approx. Weight	Price A. A. Grade	Telegraph Code Word	Length	Width	Depth	Approx. Weight	Price C. S. Grade	Telegraph Code Word
16 ft.	34½ in.	12 in.	75 lbs.	\$63.00	Otcam	16 ft.	34½ in.	12 in.	75 lbs.	\$55.00	Otcaler
17 "	35 "	13 "	80 "	65.00	Otcapt	17 "	35 "	13 "	80 "	57.00	Otcasem
18 "	37 "	13 "	85 "	67.00	Otcarr	18 "	37 "	13 "	85 "	59.00	Otcare

In writing order give length, grade, model, color, price.



*"Old Town" IDEAL MODEL Canoe*

If you wish a canoe of surpassing refinement and distinction—one that will mark you as a discriminating purchaser, you should not pass this one by. It is mahogany trimmed of A. A. Grade throughout but in addition has the desirable combination of open gunwales and half ribs which give it originality, beauty and utility.

OPEN GUNWALES accomplish ease in washing out as compared with closed gunwales under which dirt gathers when the canoe is turned over to remove water, sand, etc.

HALF RIBS are fitted between the regular ribs before canvassing and are secured by tacks driven from the outside and solidly clinched. The lengths of these half ribs conform to the flatness of the floor of the canoe. They give additional backing to the planking and canvas. These features make this canoe different from any other.

Stocked only as shown above. Dimensions as Charles River Model described on page 11. Immediate shipment in dark green. For extras, colors, terms, etc., see pages 26 and following.



This "Ideal" canoe will be built to order in H. W. Model at same price but we require four weeks' time.

More words of praise have come to us for our "Ideal" canoe than any other one style we manufacture.

	Length	Width	Depth	Approx. Weight	Price with Keel	Telegraph Code Word
	16 ft.	32½ in.	12 in.	67 lbs.	\$62.00	Geramping
	17 "	34 "	12 "	72 "	64.00	Geraining
	18 "	35 "	12½ "	77 "	66.00	Geratching

In writing order give length, model (Ideal), color, price.



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



**T**HIS canoe is planned throughout for the use of guides and sportsmen. It has broad lines carried 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. The combination makes a fast steady canoe that is never cranky. Many directors of boys' summer camps select the "Guide's Special" for their entire camp flotilla.

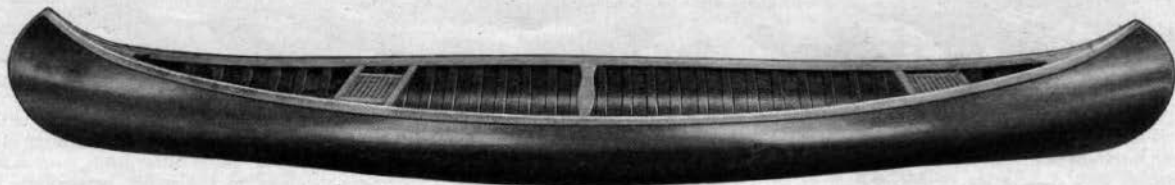
On this model No. 6 canvas, two numbers heavier than on the other models, is used. A third or G. S. Grade is supplied differing from the C. S. Grade only in having for finish coat on the canvas a tough enduring paint in place of varnish.

Immediate shipment in A. A. and C. S. Grades with keel in dark green color. Immediate shipment in G. S. Grade with or without keel in dark green or slate color.

For extras, terms, etc., see pages 26 and following.

Length	Beam	Depth	Approx. Weight	Grade	Price with Keel	Telegraph Code Word	Length	Beam	Depth	Approx. Weight	Grade	Price without Keel	Telegraph Code Word
18 ft.	36 in.	13 in.	85 lbs.	G. S.	\$50.00	Guiding	18 ft.	36 in.	13 in.	83 lbs.	G. S.	\$49.00	Guideus
18 "	36 "	13 "	85 "	C. S.	53.00	Sporting	20 "	39½ "	13½ "	98 "	G. S.	55.00	Guideto
18 "	36 "	13 "	85 "	A. A.	61.00	Acuiding	All three grades in stock with open gunwales for which add \$3.00. In writing order give length, grade, model, color and price.						
20 "	39½ "	13½ "	94 "	G. S.	56.00	Toting							
20 "	39½ "	13½ "	94 "	C. S.	59.00	Lugging							
20 "	39½ "	13½ "	94 "	A. A.	67.00	Portaging							





**"Old Town" 50-LB. 15-FT. MODEL Canoe**

**T**O meet some requirements of camping, cruising and exploring there is a growing demand for an extra-light, one-man canoe, *i.e.*, a canoe not burdensome in portaging and at the same time capable of carrying one man and his equipment or two men with a light load. Such a canoe we have been building for the past ten years, and its worth has been tried out under the most exacting conditions and diversified waterways from Newfoundland to California and from Hudson Bay territory to Florida. All materials are carefully selected for strength and correspond to the standard C. S. Grade (page 7). The planking is  $\frac{1}{8}$  inch thick and the ribs are  $\frac{1}{4}$  inch thick, tapered at the ends and spaced  $1\frac{1}{2}$  inches apart. A removable middle thwart for carrying is included and the bow seat is bolted close to the gunwales, as shown in illustration, thus permitting omission of the bow thwart. The canvas is No. 10 and finished in the same manner as in the standard canoes with varnished enameled surface. Stock color dark green. Immediate shipment. For extras, colors and terms see pages 26 and following.



Length	Width	Depth	Approx. Weight	Price with Keel	Telegraph Code Word	Length	Width	Depth	Approx. Weight	Price without Keel	Telegraph Code Word
15 ft.	34½ in.	11 in.	52 lbs.	\$49.00	Lighting	15 ft.	34½ in.	11 in.	50 lbs.	\$48.00	Lightest

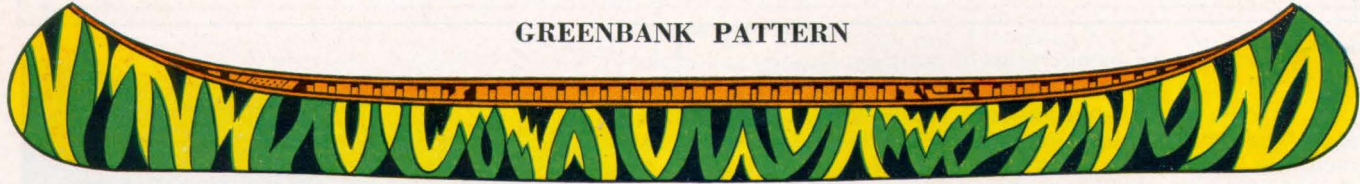
In writing order give length, model, color and price. In stock with open spruce gunwales \$3.00 extra.

## MARITIME PATTERN



Anything that adds to the attractiveness of a canoe adds enjoyment to the sport. Color attracts the eye and "Camouflage" is the latest and brightest novelty, appealing in particular to young people who love the bizarre and the brilliant. The above design is patterned after the fashion in which our warships and transports are disguised at sea. Any pattern or combination of colors will be painted to order from your sketch at a small additional cost over price below. A fleet of "Camouflaged" canoes presents a charming spectacle on the water, particularly with the bright costumes now in vogue. Price Maritime Pattern \$12.00. Colors in this pattern are Medium Green, Auto Gray, and Ebony.

## GREENBANK PATTERN



At close range "Camouflage" makes a canoe an object of vivid, attractive color, while at a distance these colors melt into their characteristic surroundings. These patterns are not intended for sportsmen or hunters. The purpose of these designs is to present the gayest possible effects. Canoeing should be a happy sport and gay color will enliven even the least attractive of near-the-city waters. All our camouflaged canoes are varnished as usual and have the same hard, shiny surface that makes the ordinary plainly painted canoe so beautiful. Price Greenbank Pattern \$16.00. Colors in this pattern are Palm Green, Lemon, and Ebony.

## TIGER PATTERN



The riot of color in this "Tiger Pattern" would make an Indian of the long ago do an ecstatic war dance. The vivid, even startling colorings in canoe decoration accord with the gaiety of the devotees and with the bright and cheery colors in costumes which every canoeist delights to array in. The lines in a pattern like this are not set and stiff and the idea harmonizes with the rolling undulations of the waves. The combinations of colors are almost unlimited. Prices on special designs quoted by request. The garb of the canoe can be changed in color at the pleasure of the owner by refinishing. Price Tiger Pattern \$14.00. Colors in this pattern are Dark Red, Orange, and Ebony.



### WHITE AND YALE BLUE STRIPE WITH GREEK ENDS

Handsome painting is a feature of "Old Town Canoes." Plain colors with a brilliant glasslike surface are always in excellent taste. The various colors used in the combinations on these pages and the front cover show our usual shades, Dark Green, Light Green, Palm Green, Medium Green, Dark Red, Bright Red, Lemon, Orange, Yale Blue, Auto Gray, Ebony and White, and the prices given for the different canoes include painting if only one color is used, except that white costs \$3.00 extra. The beauty of a plain color is enhanced by graceful striping in a harmonizing color or in gold. A line stripe is pleasing or the stripe can be individualized by patterned ends like the above Greek design or with the ends concluded in arrowheads, or turned down parallel with the stem. Price white enamel \$3.00. Yale Blue or any color stripe with Greek Ends (or Arrowhead Ends or Turned Down Ends) \$3.00. For Body Color except White no Charge.



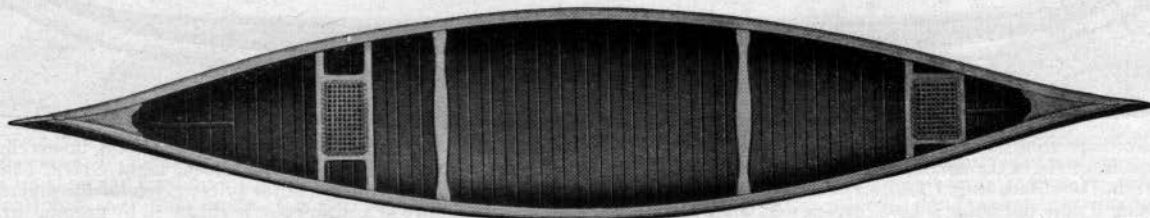
### BORDER PATTERN, EBONY BODY WITH BRIGHT RED BORDER AND GOLD STRIPE

This is one of our most popular Two-Color Combinations. Any other combination of colors may be had so that the opportunity for originality and individuality is well-nigh infinite. Two-color painting is a little higher in price than a single color. Gold striping is done with genuine Gold Leaf  $\frac{1}{2}$ " wide, faultlessly applied. The above style of decoration has been found from long experience to be the system that best displays the gracefulness of the canoe; it accentuates the long, flowing lines and artistic curves of sheer and stem. Price: Bright Red (or any color) Border Pattern \$3.00. Gold Stripe with Turned Down Ends \$3.50. Specify Body Color.



### BORDER AND SCROLL EDGED TURNED DOWN STRIPE PATTERN, LIGHT GREEN BODY WITH DARK RED AND GOLD STRIPES AND BRIGHT RED EDGING

The addition of ornamental scrolls and the edging of the gold stripe with a thin line of contrasting color is about the limit of appropriate decoration. Anything further than this is too ornate, and detracts from rather than adds to the beauty of the canoe. All orders for special painting and decoration are executed with the greatest possible dispatch. To execute any of the styles of painting on these pages takes from one to two weeks. Price: Dark Red (or any color) Border Pattern \$3.00. Gold Stripe, with Turned Down Ends, Edged and with Scrolls \$5.50. Specify Body Color.



*"Old Town" LIVERY MODEL Canoe*

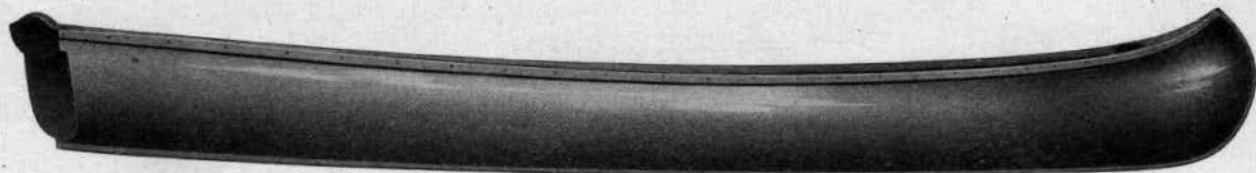


**S**TEADINESS in a canoe comes nearly as much from length as from width; hence, in a given model the seventeen and eighteen footers are steadier than the sixteen footers. To meet the demand for a sixteen foot canoe with as near as possible the stability of the longer canoes in standard model we have designed our "Livery" model. Its popularity has gone far outside the fields of livery use. Many old experienced canoeists are numbered among its friends. We recommend it to livery owners who want 16 foot canoes as this model is so broad that it can be intrusted without fear to those who are not much accustomed to handling water craft or who are inclined to recklessness. It is an exceptionally good canoe for fishing and for carrying large loads where a short length canoe is desired.

The materials used are the same as in the regular A. A. and C. S. grades of all other "OLD TOWN CANOES." Stock color ready for immediate shipment dark green. For extras, colors, terms, etc., see pages 26 and following. For open gunwales allow one week.

Length	Width	Depth	Approx. Weight	Grade	Price	Telegraph Code Word	Price, Keel	Telegraph Code Word
					Regular Gunwales with Keel		Open Gunwales	
16 ft.	36 in.	12 in.	67 lbs.	A. A.	\$59.00	Alivering	\$62.00	Liverope
16 "	36 "	12 "	67 "	C. S.	51.00	Clivering	54.00	Eliverope

In writing order give length, grade, model, color and price.

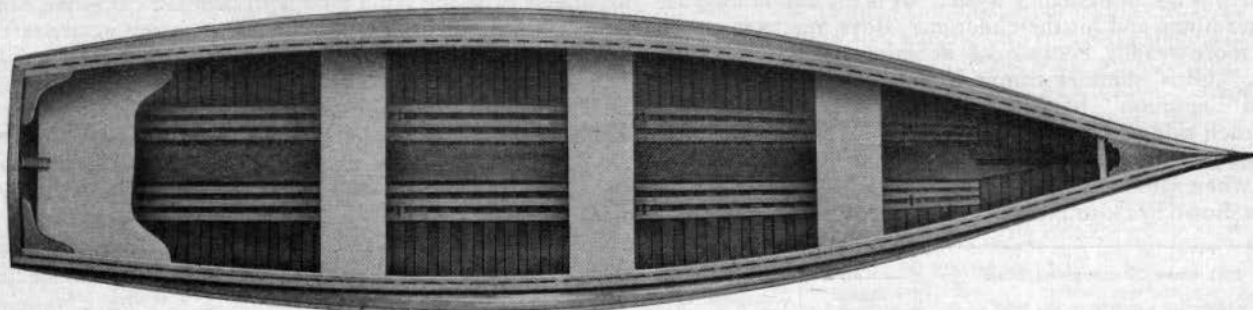


**"Old Town" SQUARE STERN MODEL Canoe (For Motors)**

**T**HE widespread use of portable engines induced us to design a canoe more practical for carrying such engines than the regular type of paddling canoe. As its name indicates this model is built with a square stern. The stern is strongly fastened and braced with long armed sturdy knees. To it can be clamped any of the standard makes of Row-boat Motors. The breadth at stern gives a buoyancy which offsets the weight of the engine and the dragging down tendency of the propeller. The bow is strengthened by an outside stem and usual brass bang plate. The keel is

tapered from 1 1/4" wide next to the canvas and is 1 1/4" deep.

The illustrations show stock canoe equipped with cross seats. At option of purchaser these can be omitted and two folding cane chairs (page 29) substituted. Stock color dark green. For other colors, see page 27. Extra for crating for shipment \$4.00. Upper illustration shows regular canoe. Lower illustration the same canoe with sponsons. Often fitted with oars and rowlocks. Polished brass rowlocks \$3.00 per pair. Galvanized iron rowlocks \$2.00 per pair. Oars 7 ft. \$3.50 per pair.



Length	C. S. Grade Heavy No. 6 Canvas	Width Amidships	Width At Stern	Depth Amidships	Depth At Stern	Height At Bow	Approx. Weight	Price	Telegraph Code Word
16 ft.	"Old Town" Square Stern Canoe . . . . .	40 in.	28 in.	13 in.	17 in.	25 in.	145 lbs.	\$60.00	Squarstern
16 "	"Old Town" Square Stern Sponson Canoe . . . . .	47 "	31 "	13 "	17 "	25 "	180 "	75.00	Sponstern



THE ONLY SAFE WATER CRAFT FOR CHILDREN IS AN "OLD TOWN" SPONSON CANOE

### "Old Town" SPONSON MODEL Canoe (Non-Capsizing)

If you keep away from the water because of distrust of the ordinary rowboat or canoe, then try this canoe and you will lay all hesitancy aside. It is the canoe for your summer home and for the children. Boys and men use it even more readily because of its safety than the regular canoe. Girls' summer camps have scores of them. It is named "Sponson" because of the air chambers built out from each side and extending from stem to stern. In ordinary use it is next to impossible to upset this Sponson Canoe. Even when submerged the confined air will support a heavy load as shown by illustration on the following page. For gen-

eral use we unreservedly recommend it. It is light, staunch, safe, easily handled and fast. Rowlocks can be added for use separately or at the same time with paddles. It is the canoe best adapted for sailing because the sponsons assure safety.

Sponsons are constructed after the same fashion as the canoe proper, namely, a substantial framework of wood having smooth, close laid sheathing and covered with canvas. Each sponson is completely enveloped by a one-piece canvas with joint set in white lead and is water-tight. Amidships the sponsons are 4" wide, 5" deep and taper symmetrically to within a foot of each end. By making the sponsons of

Dark Green Color furnished unless otherwise specified Immediate shipment in this color	A. A. Grade (see page 7) with Keel				C. S. Grade (see page 7) with Keel			
	Regular Closed Gunwales	Telegraph Code Word	With Open Mahogany Gunwales	Telegraph Code Word	Regular Closed Gunwales	Telegraph Code Word	With Open Spruce Gunwales	Telegraph Code Word
16-ft. "Old Town" Sponson Canoe	\$69.00	Sponal	\$72.00	Asponal	\$61.00	Sespon	\$64.00	Asespon
17-ft. " " " "	71.00	Sponainet	74.00	Asponainet	63.00	Seotspon	66.00	Aseotspon
18-ft. " " " "	73.00	Sponasah	76.00	Asponasah	65.00	Seinespon	68.00	Aseinespon

In writing order give length, grade, model, color, price and style of gunwales. Extras, colors, terms, etc., pages 26 and following.



"SPONSON" CANOE AT MILFORD, IOWA

This picture shows what a weight one chamber will support. These people are sitting on the side of a sponson canoe. The water does not come into the canoe.



A FILLED "SPONSON" SUSTAINING FOUR FULL GROWN MEN

This sponson canoe is completely filled with water and is supporting in addition the weight of the passengers. It would support a much greater weight were the people clinging to the outside of the canoe.

ample and generous size for their entire length the amount of confined air is made doubly large, thus doubling the buoyancy of the sponson as compared with smaller designs. They are clear of the water when the canoe is on even keel and touch the water only when the canoe is careened. They add about 25 lbs. in weight.

On page 20, particulars are given of our stock Sponson Canoe which is built on the H. W. Model (page 10). We recommend this model as the best for general service with sponsons. Sponsons will be built to order (allow two

weeks) on any of the other models including Double End Boat (page 24) and Dinghy (page 25) for \$14.00 except that for the 20 ft. canoe on page 14 the cost is \$16.00. The nature of the construction requires that sponsons be attached to canoes only here at the factory.

For the practical demonstration of this canoe we refer you in addition to the illustrations to several letters written by customers and published in the back pages. Fishermen always have a good word for this safe canoe. "Splendid satisfaction as an all-around boat," one owner says.

### ADDITIONS FOR SPONSON CANOES

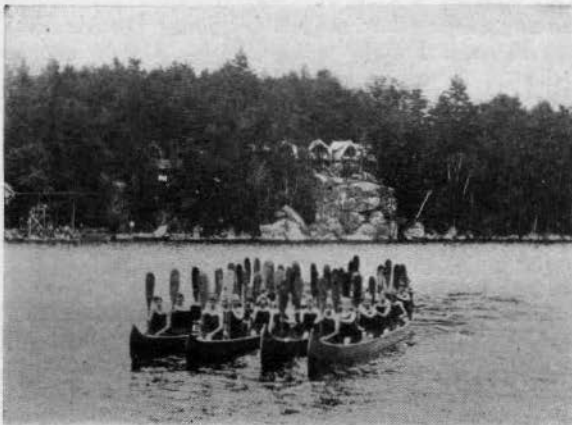
Outside Stems.....	\$2.00	Spruce Oars, 7 ft., leathered, tipped and varnished, pair....	\$3.50
Painter Ring .....	.50	Polished Brass Swivel rowlocks on blocks .....	3.00
Mahogany long decks, 30 inches for A. A. Grade Canoe ..	8.00	Rowing seat with foot brace, mahogany.....	3.50
Mahogany panels on sponson tops .....	10.00	Galv. iron swivel rowlocks on blocks.....	2.00
Hardwood long decks, 30 inches for C. S. Grade Canoe ...	6.00	Rowing seat with foot brace, hardwood.....	2.50
Sailing Outfit (see page 23) .....		Paddles, back rests, etc. (see page 28).....	

Finish rails (of spruce in C. S. Grade, mahogany in A. A. Grade) are fastened to the outer edges of the sponsons for their entire length and serve also as protections to the canvas covering.

The A. A. Grade "Old Town" Sponson Canoe with outside stems, mahogany long decks and mahogany panels provides the very highest grade outfit and one its owner may justly be proud of.



*"Old Town" WAR CANOES*



**D**ON'T you think these boys are getting all the pleasure possible from their summer outing? This picture represents two of our 34-foot "War Canoes" belonging to Camp Tecumseh, Weirs, New Hampshire. A boys' summer camp and canoe clubs in general are hardly complete now without one or more of them. They are built from a special model, the planking and ribs are of extra thickness, reinforced longitudinally by floor braces, and the bottom is still further strengthened by a keel outside and a floor inside. All materials are carefully selected to procure the maximum strength. They are equipped with one stern seat for the coxswain, and the thwarts (spaced 27 inches apart) are 4 inches wide, ample width for the paddlers to sit or rest on. Decks 30 inches long are installed and the sides are strengthened by heavy spruce "open" gunwales.

The price includes packing and loading for shipment. Because of length these canoes must be loaded in end door or wide side door cars and consequently they take a rate for freight different from the shorter length canoes. Freight rates furnished on request.

The 34-foot length built to order in four weeks' time. The 25-foot length carried in stock ready for coloring and can be shipped in one week.

Length	Width	Depth	Capacity	Price
34 ft.	40 in.	14 in.	12 to 21 paddlers	\$175.00
25 "	44 "	14 "	6 to 11 "	100.00



## "Old Town" CANOE SAILS and LEEBOARDS



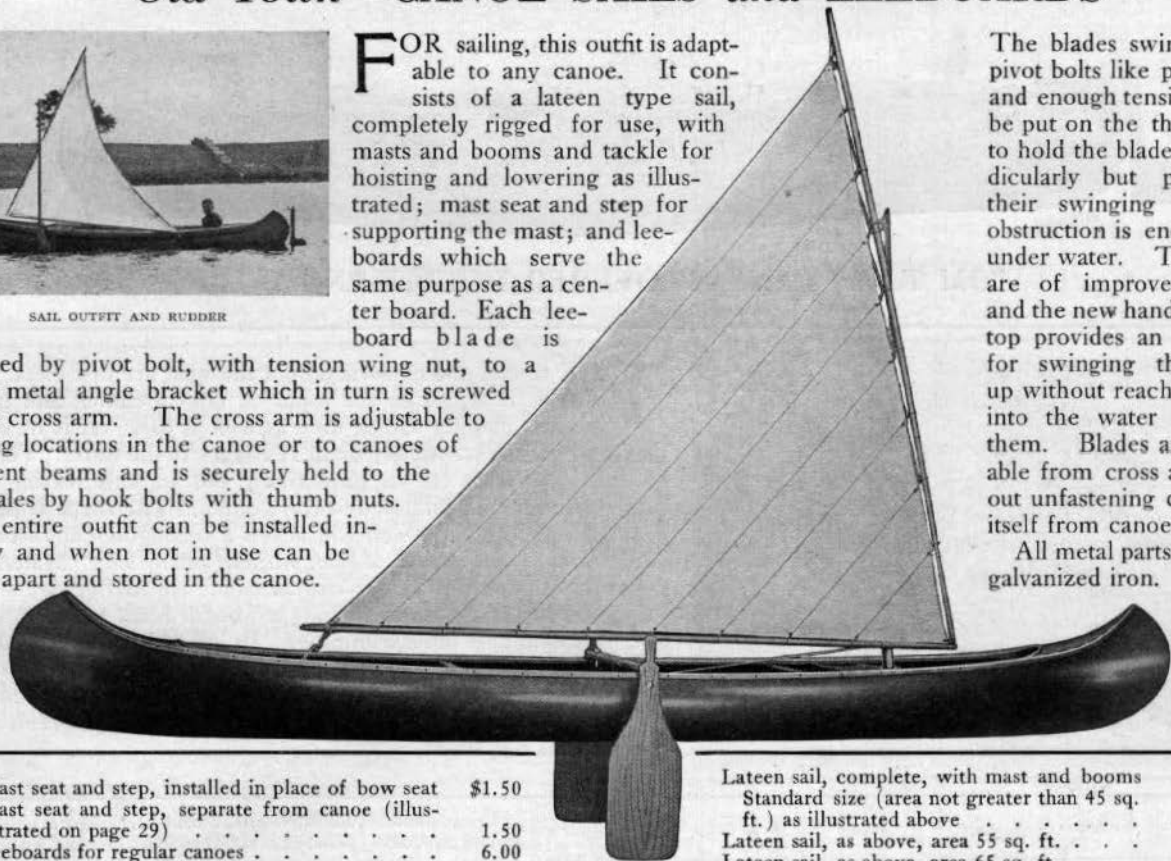
SAIL OUTFIT AND RUDDER

fastened by pivot bolt, with tension wing nut, to a heavy metal angle bracket which in turn is screwed to the cross arm. 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.

FOR sailing, this outfit is adaptable to any canoe. It consists of a lateen type sail, completely rigged for use, with masts and booms and tackle for hoisting and lowering as illustrated; mast seat and step for supporting the mast; and leeboards which serve the same purpose as a center board. Each leeboard blade is

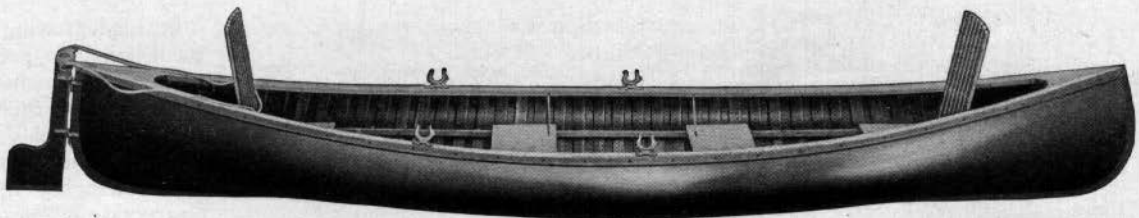
The blades swing on the pivot bolts like pendulums and enough tension should be put on the thumb nuts to hold the blades perpendicularly but permit of their swinging up if an obstruction is encountered under water. The blades are of improved design and the new handle shaped top provides an easy grip for swinging the blades up without reaching down into the water to grasp them. Blades are removable from cross arm without unfastening cross arm itself from canoe.

All metal parts brass and galvanized iron.



Mast seat and step, installed in place of bow seat	\$1.50
Mast seat and step, separate from canoe (illustrated on page 29)	1.50
Leeboards for regular canoes	6.00
Leeboards for sponson canoes	6.50
Rudder, complete	2.50

Lateen sail, complete, with mast and booms	
Standard size (area not greater than 45 sq. ft.) as illustrated above	\$10.00
Lateen sail, as above, area 55 sq. ft.	12.00
Lateen sail, as above, area 65 sq. ft.	15.00
Sails of greater area or in leg-o-mutton rig to order.	
Prices on application.	

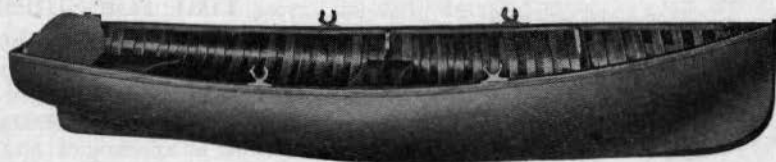


**"Old Town" CANVAS-COVERED DOUBLE-END BOAT**



**T**HE model and construction of this boat are first-class. It sits almost as lightly in the water as does a canoe, and handles easily. Paddles can be used as well as oars. It is of shallow draft and offers exceedingly slight resistance to the water. Very little effort is necessary for its propulsion, and for this reason it is a desirable craft for children and for women. The shape is right for a steady stanch boat, which will afford a feeling of comfort to one at all timid on the water. *A good, practical family boat.* Material and construction same as in our canvas canoes in two grades with the exception that outwales or rubbing strakes of boats are of hardwood to correspond with other trimmings. Its lines follow the well-known Adirondack skiff, but this boat is offered at a much more reasonable cost. The depth has been increased from  $13\frac{1}{2}$  inches. This is an ideal boat for fishing. Immediate shipment in dark green color; other colors one week.

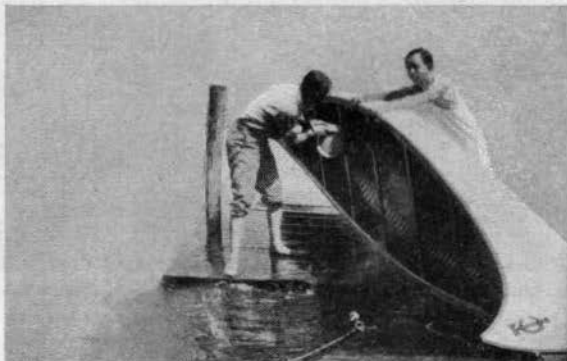
Length	Width	Depth	Weight	A. A. Grade	C. S. Grade	Prices include rudder, 4 seats, 2 back rests, 2 pairs galvanized swivel rowlocks (polished brass rowlocks furnished with A. A. Grade), keel and outside stems as illustrated. Spruce oars, leathered, varnished, copper-tipped; straight blades, \$0.25 per foot; spoon blades, \$0.35 per foot.
16 ft.	38 in.	$14\frac{1}{2}$ in.	100 lbs.	\$68.00	\$60.00	



## "Old Town" CANVAS-COVERED DINGHY or YACHT TENDER

DESIGNED BY B. B. CROWNSHIELD, NAVAL DESIGNER, OF BOSTON

**T**HE canvas-covered dinghy has a predominating advantage over one of all-wood construction from the fact that it is always water-tight. A wood boat often requires several days in the water for the joints to swell. A very light and satisfactory tender for a launch or yacht. It will carry a large load, handles easily, and tows well. Material: Cedar ribs and planking; stems, knees, rubbing strakes, rudder, etc., ash or oak; transom, or stern board, oak; copper fastenings; woodwork finished natural color and varnished. Covering is of heavy canvas, thoroughly filled with a waterproof coating and colored dark green, unless otherwise ordered. Construction the same as in our canoes, but heavier material is used. Built with open gunwales to facilitate washing out, and furnished with bilge keels for added protection to bottom. Immediate shipment in dark green color; other colors, one week.



WAR CANOE. OPEN GUNWALES MAKE IT EASY TO WASH OUT

Length	Width	Weight	No. Seats	Price	Telegraph Code Word
9 ft. "OLD TOWN" DINGHY	45 in.	82 lbs.	3	\$65.00	Crownin
11½ ft. "OLD TOWN" DINGHY	50 "	125 "	3	70.00	Tower

Above prices include rudder, two pairs polished brass rowlocks, with sockets secured to gunwales by bolts. Five dollars additional will supply mahogany transom, gunwales, backboard, seats and deck.

## EXTRAS FOR "Old Town Canoes"

### TIME FOR SHIPMENT

ALL canoes as priced are in complete readiness for use except for equipment. Paddles and other items of equipment are priced separately as shown on page 28. There are extras as enumerated below which may be incorporated in canoes to give beauty, distinctiveness in appearance and utility. None of these extras delays shipment except those having this mark (\*) before them (allow six to nine days) and except Half Ribs which must be secured to inside of hull before canvassing.

### OUTSIDE STEMS

Outside stems improve the looks, give added protection to the canvas at the ends against wear, and increase the steadiness of a canoe. They are shaped to the ends of the canoe by steaming. After attachment the usual brass bang plates are secured to them.

### 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.



Brass painter ring . . . . .	\$0.50
Brass bang plate, full length of keel . . . . .	1.50
Floor rack in A. A. Grade canoe (except Ideal page 13) no charge	
Floor rack in C. S. Grade canoe . . . . .	\$1.00
*Outside stems, extension of keel encircling ends . . . . .	2.00
*Hardwood long decks 30 in., only in C. S. Grade canoes . . . . .	6.00
*Mahogany long decks 30 in., only in A. A. Grade canoes . . . . .	8.00
*Bird's-eye maple long decks 30 in. . . . .	8.00
*Oak finish rails . . . . .	3.00
Half ribs (allow 4 weeks except Ideal canoe page 13) . . . . .	3.00

*Mahogany double gunwales (only on H. W. and Charles River models in A. A. Grades) . . . . .	\$ 3.00
Mast seat and step (illustrated page 29) . . . . .	1.50
Mast seat and step-in place of regular bow seat . . . . .	1.50
Mast thwart and step . . . . .	1.00
Sailing outfit (see page 23) . . . . .	
Rudder . . . . .	2.50
Copper air tanks . . . . .	15.00
Galvanized Iron air tanks . . . . .	6.00
Repair and refinishing items (see pages 28 and 31) . . . . .	
Crating for shipment additional to matting . . . . .	3.00

## RUSH ORDER

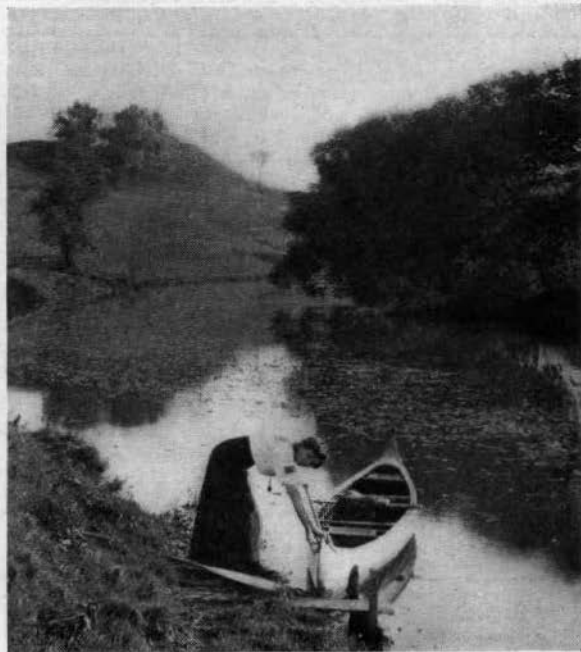
**D**ARK GREEN is recognized as the standard popular color for canoes. We can always give shipment the day order reaches us of any stock style canoe in this color.

### COLORS, NAMES, MONOGRAMS, STRIPINGS

We intend also to carry in stock canoes colored Light Green and Dark Red. During rush season it is well to give second choice. Any special color will be furnished to order at no additional cost except white, for which there is an extra charge of \$3.00. A card showing sample colors will be mailed on request. The shades, however, are well shown in colored canoes pages 16 and 17.

Shaded gold transfer letters  $2\frac{1}{2}$  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. Single initial letters in gold cost \$1.00 each.

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



Special color, except white . . . . .	No charge	Gold stripe, $\frac{1}{2}$ in. . . . .	\$2.50
White color, enameled . . . . .	\$3.00	Gold stripe, $\frac{1}{2}$ in. edged . . . . .	3.00
Names in gold or color, usual lettering, per letter . . . . .	.12	Gold stripe, $\frac{1}{2}$ in. turned down ends . . . . .	3.50
Special lettering 2 in. to 4 in. high, gold or colors . . . . .	\$2.00 to 4.00	Color stripe, $\frac{1}{2}$ in. to 4 in. . . . .	2.50
Monogram of two letters on one side of canoe . . . . .	2.00	Color stripe, $\frac{1}{2}$ in. to 4 in. edged with $\frac{1}{2}$ in. gold lines . . . . .	3.50
Monogram of two letters on two sides of canoe . . . . .	3.00	Color stripe, $\frac{1}{2}$ in. to 4 in. turned down ends (see picture page 31.) . . . . .	3.00
Monogram of three letters on one side of canoe . . . . .	3.00		
Monogram of three letters on two sides of canoe . . . . .	4.00		

Any one or any combination of above items delays shipment six to nine days except names in usual lettering which can be applied to canoe for shipment in two to three days.

# PRICE LIST Miscellaneous "Old Town Canoe" EQUIPMENT

PADDLES, single, spruce or maple 6" to 7" blades . . . \$	1.75	each	PENNANT, felt, with words, "Old Town Canoe"		
PADDLES, single, spruce or maple 8" blades . . .	2.00	"	in script . . . . .	\$0.50	each
PADDLES, selected bird's-eye maple . . . . .	3.00	"	FLAG POLE SOCKETS, flush . . . . .	.45	"
COPPER TIPS on paddles . . . . .	.30	"	FLAG POLE, mahogany, nickel-plated acorn end . . . . .	.60	"
PADDLES, spruce, double, with friction joint, first quality . . . . .	4.00	"	FLAG POLE, BRASS, with special socket (illustrated on page 29) . . . . .	1.15	"
RUBBER DRIP CUPS for Double Paddles . . . . .	.40	pair	BACK REST, slat, light and good . . . . .	1.00	"
SETTING POLES with picks . . . . .	1.50	each	BACK REST, slat, mahogany . . . . .	1.25	"
OARS, spruce, straight blades, leathered, varnished, copper tipped . . . . .	.25	foot	BACK REST, hardwood frame, caned, an excellent back . . . . .	1.50	"
OARS, spruce, spoon blades, leathered, varnished, copper tipped . . . . .	.35	"	BACK REST, mahogany frame, caned, high finish . . . . .	2.00	"
ROWING SEAT AND FOOT BRACE, hardwood, . . . . .	2.50	each	BACK REST, slat, spruce, double width (illustrated in use in picture page 12) . . . . .	1.25	"
ROWLOCKS, side plate, polished brass (canoe rowlocks) . . . . .	2.50	pair	BACK REST, slat, mahogany, double width . . . . .	1.75	"
CARPET, 12 ft. length . . . . .	8.00		CHAIR, folding slat, finished in varnish . . . . .	1.50	"
CANVAS COVERING to fit over top of canoe . . . . .	10.00	each	CHAIR, folding cane, high finish, hardwood frame . . . . .	3.00	"
CUSHIONS, life-preserver, covered with artificial leather, 14" x 14" . . . . .	1.50	"	CHAIR, folding cane, high finish, mahogany frame . . . . .	3.50	"
			CARRYING YOKE (illustrated on page 29) . . . . .	2.50	"
			RUDDER for canoe (illustrated on page 23) . . . . .	2.50	"
			FLOOR RACK (see center canoe page 8) . . . . .	1.00	"

## REPAIR PARTS

BOW SEAT, hardwood . . . . .	C. S. Grade	\$1.00	each
STERN SEAT, hardwood . . . . .	" "	1.00	"
FRONT, rear, or middle thwarts, hardwood . . . . .	" "	.60	"
DECK, 16-inch regular, hardwood . . . . .	" "	.60	"
BOW SEAT, mahogany . . . . .	A. A.	1.25	"
STERN SEAT, mahogany . . . . .	" "	1.25	"
FRONT, rear, or middle thwarts, mahogany . . . . .	" "	.80	"
DECK, 16-inch regular, mahogany . . . . .	" "	.80	"
BRASS BANG PLATES, bored and with screws . . . . .		.50	"

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

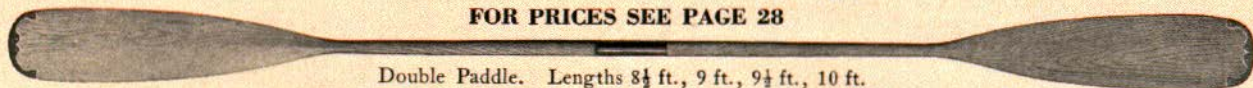
There are times when the canoeist cannot obtain near at hand suitable materials for permanently repairing tears and punctures in the canvas of his canoe, especially when he is on long cruises. In response to a demand for such items we have prepared a complete outfit with full directions as follows: White lead, dryer, pieces of canvas for patches, copper tacks, color and varnish—all packed securely in compact box. Price \$1.00. In ordering specify color of canoe.

AMBROID, the toughest cement for canvas we know of—for permanent and emergency repairs, 35 cents. By mail, 45 cents.

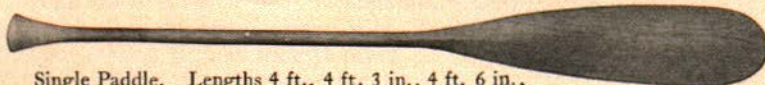
Jeffery's Marine Canoe Glue for emergency repairs, 35 cents. By mail, 45 cents.

# SOME "Old Town Canoe" EQUIPMENT

FOR PRICES SEE PAGE 28



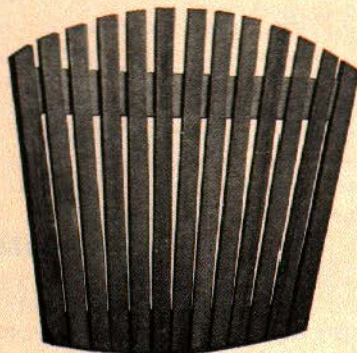
Double Paddle. Lengths  $8\frac{1}{2}$  ft., 9 ft.,  $9\frac{1}{2}$  ft., 10 ft.



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



Double Width Slat Back Rest



Folding Slat Canoe Chair

Back tips backward—to be leaned against canoe thwart



Folding Cane Canoe Chair

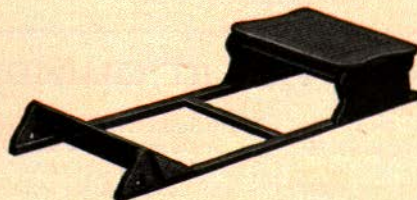
Back self supporting, tips forward but does not go back beyond present position



Brass Flag Pole and Socket



Slat Back Rest



Rowing Seat with Foot Brace



Mast Seat



Carrying Yoke



SHOWING THE TRUE LINES OF A "SPONSON CANOE"

### TERMS

**R**EMITTANCE in full should accompany order in form of certified check, bank draft, express or post office money order. Shipments will be sent under draft with Bill of Lading attached or by express C. O. D. if the order is accompanied by a remittance of 25% or more of its value. 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 for our integrity refer you to any bank in Maine.

### PACKING AND DELIVERY

Prices quoted for canoes and boats include packing in loose hay and burlap and delivery to the transportation company. For crating there will be a reasonable charge based on actual labor and material used. The usual cost for crating is \$3.00. Canoes for export must be crated to meet requirements of ocean traffic. Less than 5 per cent of the canoes shipped last year to points in this country and Canada were crated. Shipments are generally made by freight. Express charges are three to four times as much as freight charges.

### 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

	Per 100 lbs.		Per 100 lbs.
Approximate freight rates to points in New England . . . . .	\$2.50 to \$3.75	Approximate freight rates to points beyond above States and east of the Mississippi River . . .	\$3.50 to \$ 8.50
Approximate freight rates to points in North Atlantic States . . . . .	2.75 to 4.50	Approximate freight rates to points west of the Mississippi River to the Pacific. . . . .	5.50 to 15.00



## CARE AND REFINISHING OF CANOES

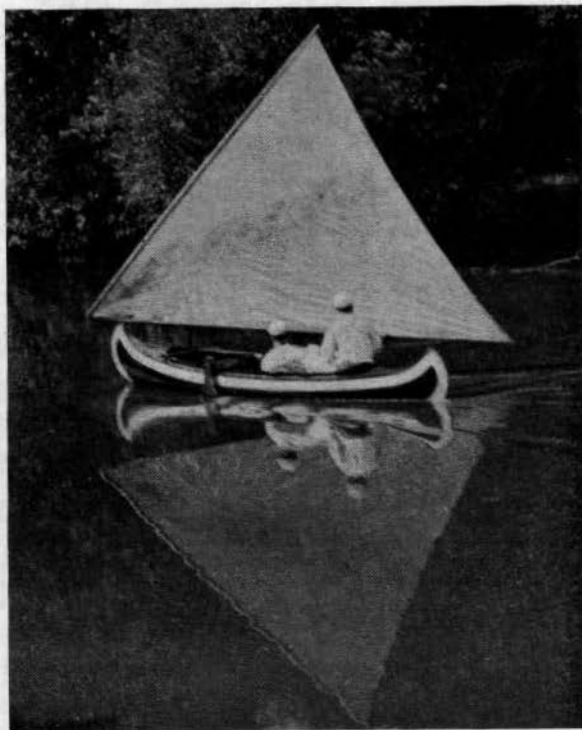
**T**O insure continued good appearance to your canoe it should wherever possible, if not in use, be kept in a dry place under shelter and given the same care as a carriage or other vehicle. If out of doors on shore, place it bottom side up to keep out the rain and dampness or hot sun.

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. To do this work properly the old varnish coat, both inside and outside, should be rubbed to a smooth, dull surface with fine sandpaper. Fill any deep scratches or bare places on the canvas with a pure white lead paint, and bare places on the woodwork should be touched up with varnish. Have the surfaces clean and apply the color coat on the canvas. After it is dry give the entire canoe a coat of the best Spar Varnish.

The same materials that we use, in quantities sufficient for the canvas of a canoe, cost as below.

### 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 catalogue. If you have been fortunate in getting some good negatives we should be very glad to receive copies to add to our collection. Should you wish advice as to care and maintenance or repair of your canoe we will gladly give you all the information we can.



AN 18 FT. "OTCA" WITH EXTRA LARGE SPREAD OF SAIL

#### FOR A. A. AND C. S. GRADE CANOES

1 pt. Japan color coat (except white) specify color.....	\$0.75
1 pt. Special Spar Varnish.....	.50

#### FOR WHITE COLOR CANOES

1 pt. white color coat .....	\$0.60
1 pt. white enamel.....	1.00

#### FOR G. S. GRADE CANOES (Model page 14)

1 qt. slate color paint special .....	\$0.75
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#### FOR THE INTERIOR AND WOODWORK OF ANY GRADE CANOE

1 pt. Special Spar Varnish.....	\$0.50
Repair Kit for mending canvas (page 28) .....	1.00

## Read These Letters

Drawer 262. The Pas, Manitoba, Canada, Oct. 30, 1918

During the last two seasons I have been conducting an extensive prospecting campaign throughout Northern Manitoba and Northern Saskatchewan. When outfitting my prospectors I obtained 3 Guide's Special Canoes A. A. grade from your firm, and it now affords me much pleasure to testify as to the excellence of these canoes. Each canoe has done thousands of miles on all kinds of inland waters and is still in perfect condition. They have been much admired by the Indians in the various localities traversed by my men, and the Indians say they are the best canoes they have ever seen. For an Indian to pass any remark means something. We find that for a canoe of its depth and size it will ride a greater sea than any other canoe. The two Sponson canoes have also given good service and are in excellent condition.

Thanking you for your courtesy and promptness on past occasions.

Yours faithfully, *Harold M. Paull*

Ishpeming, Mich., June 18, 1918

My canoe arrived today without a scratch. It is fully up to my expectations. Accept my thanks for your promptness and courtesy.

Yours, etc., *A. Wellesley Carson*

984 Simpson St., Bronx, N. Y., Aug. 19, 1917

I have paddled different canoes, and find none so steady and able to carry heavy loads like the Otca. The long decks are fine for storing duffle. The Half Ribs are the thing. Outside Stems and Brass Bang Plate full length of keel. These extras make a canoe strong. My friends here greatly admire my canoe.

Yours respectfully, *Robert Shapiro*

Garden City, Utah, June 25, 1917

... We wish to add that we were very much pleased with the canoes and the double ended row boats; they are all that we had hoped for and they prove to be quite an attraction in this part of the country. . . .

We remain, very truly yours,  
Ideal Beach Amusement Co.

Signed: *H. R. Howes*

Oil City, Pa., March 16, 1918

Used the Ideal canoe bought of you last year for three months in all kinds of inland water and we are delighted with it in every way.

Very truly, *F. J. Turnbull*

Traverse City, Mich., July 8, 1913

The canoe (18-ft. Otca) has been tried out and is all that the doctor could possibly order; it's certainly some boat! We load it up with a complete camping outfit nearly every Saturday afternoon, and the whole family get in and away we go, my wife and I and two children. We are right on a small lake and flowing into the lake is a fine trout stream, the Boardman River. We paddle up the lake and into the stream and up this, a trip of about three miles, camp over Sunday and back Monday morning. It's the finest canoe in these parts and every one who sees it or rides in it says so. Think you will sell some more in this vicinity.

Yours very truly, *R. S. Hastings*

1011 German St., Erie, Pennsylvania, January 21, 1917

... In conclusion I wish to state, that my canoe (Sponson) has been admired by every one who saw it, but I can frankly say that no person's admiration can excel my pride for this sturdy canoe. It has been a good and true friend, and many a happy hour has been spent in it on the bay and lake, in all kinds of weather, and at no time did I think my friends or myself in danger.

Very truly yours,

*Bernard V. Eickenlaub*

377 Main Street, Winsted, Conn., July 20, 1918

Enclosed please find Four Dollars (\$4.00), for which please send me a life preserver cushion at \$1.50 and a carrying yoke at \$2.50. The 18-ft. Otca Canoe came Wednesday. I couldn't ask for a better or finer looking canoe. Certainly it is the finest canoe on Highland Lake, and that is saying a good deal. Everybody else says it is, too.

Respectfully yours,

*Burton E. Moore, Jr.*  
per *L. M. R.*

Glenn Eyrie, Lake George, N. Y., Aug. 7, 1916

The canoe boat (16 ft. square stern) has been in constant use with my motor for the past two weeks. I find it very satisfactory and steady in rough water. Many have admired the boat and some have inquired as if they intended to order such a one for themselves. I recommend it.

Yours very truly,

*F. C. Scoville*

18 Toronto St., Toronto, Ont., March 15, 1917

... I have used an Old Town Canoe whenever I could get it for the past ten years, except for racing and have found it the best canoe I ever used. I have been on Lake Temagami in all sorts of weather and found the canoe absolutely dependable. It has the buoyancy of a birch bark without the disadvantages and I always found it very much superior to the basswood and cedar canoes. I have also used it a great deal in river work on the Sturgeon and Montreal rivers and found it stood the rocks and portages better than any other. It has offered a good roof to my head on many a trip. I also like it better than any of the other canoes on a portage as it balances easily, is very light for the size and can be carried a great distance without fatigue.

Yours truly,

*Norman D. Tytler*

1103-33rd St., Galveston, Texas, May 28, 1918

Canoe arrived in good condition on May 6. I am surely pleased with it. It is without doubt the prettiest canoe that I have ever seen. Everybody around here wants a ride in it but I am afraid that I would have difficulty in accommodating them all.

Very truly yours,

*Robt. L. Gross*

Route No. 1, Bunnell, Fla., Sept. 3, 1918

My 18-ft. "Charles River Model" canoe arrived in splendid condition. It is everything that I expected it would be. I wish to make special mention on the lettering. It is the nicest lettering I have ever seen on a canoe. I hope to be able to do some future business with you.

Respectfully,

*Edward Sawyer*

Memphis, Tenn., April 10, 1917

I have one of your River Models, and wouldn't take \$100.00 for it, if I couldn't get another just like it. It is the most serviceable and safest canoe on the river here. I have had five people in it and have gone in the most dangerous places on the river, and the "Old Town" quality sure counts, as it brought us back safe in every adventure.

Thanking you in advance for your Catalogue, I remain,  
Yours very truly,

W. E. Nolan

Arecibo, Porto Rico, May 30, 1916

It pleases me to inform you that per S.S. "BERWIND" of the New York & Porto Rico Line I received the Old Town Canoe ordered from you last month and she arrived according to expectations; the packing could not have been better and therefore she arrived without a scratch after a trip of 1800 miles by rail and sea.

The canoe has almost caused a sensation here, being the first craft of this kind to be seen and I expect that before long there will be others to follow suit, in which case, therefore, I shall highly recommend the Old Town make.

I thank you again for your kind attention to my order, and beg to remain,  
Yours very truly,

A. Torres Reyes

Batiscan Station, P. Q., May 16, 1918

We beg to thank you for your Catalogue for 1918, and take this opportunity to mention that the writer, last season, bought from you a 15-ft. C. S. Old Town 50 lb. Canoe; and have congratulated myself many a time for having been so lucky in obtaining such a safe and all-around serviceable canoe. We have given this canoe several hard trips, exploring, and following the log drives; and so far it does not show any signs of wear for the rough usage it has received.

We cannot too highly recommend this canoe to our fellow lumbermen.

Yours truly,  
Price Brothers & Co., Ltd.  
per A. C. Boyle, Manager

630 Second Ave., Williamsport, Pa., August 14, 1914

As you are probably aware, there are about 1000 canoes in this section of the state, and our records show that at least 80% are Old Town. The Four representing the Susquehanna Canoe Club of which the writer is Chairman of the Racing Board, has won the CLUB FOUR race for the past three years, in an 18-foot Charles River model Old Town, in the annual inter-city meet . . . .

Yours very truly,

F. R. Campbell

West Swanzey, N. H., June 30, 1912

The four war canoes arrived in good condition and we are highly pleased with them.

Sincerely yours,

Camp Jewell,  
by F. A. Stanley

Jacksonville, N. C., May 23, 1917

The canoe (18 ft. C. S. H. W.) that I ordered from you on the 18th inst. arrived yesterday by express in excellent condition and I am delighted with same.

Yours very truly,

H. R. Merry

Enosburg Falls, Vermont, June 30, 1917

The canoe ordered from you some time ago arrived a week or so ago in perfect condition. This particular model, "Old Town Livery," is as safe as a row-boat. I certainly am a booster of the Old Town Canoe, and think you will sell one or two more in this vicinity. Thanking you for your promptness in filling my order, I remain,

Yours truly,

Wilbur M. Judd

447 Main St., Winnipeg, Can., June 5, 1912

Please be good enough to ship me immediately one 18-foot Guide's Special Model A. A. Grade (not particular about color), 3 paddles, also two slat back rests. This canoe is to be used on a trip to Fort Churchill in which my wife accompanies me and she refuses to go in any but an "OLD TOWN CANOE." . . . .

Yours truly,

S. R. Fraser

New York City, April 27, 1914

Will you kindly quote me on one Old Town Canvas Covered Yacht Tender? The last one I bought from you was in 1904 or 5. It is 9 ft. or 10 ft. It is still in service and will last several years more. It has been towed many thousand miles and has never sprung a seam.

Respectfully,

H. G. Outwater

Box 373, Norfolk, Va., June 7, 1916

Inclosed please find some snapshots of an Old Town Canoe that is seven (7) years old; it has never had but one coat of varnish; today that canoe is worth more to me than a new one. I have had it through some hard weather, I have been Duck hunting, I have rode some pretty good rapids and I have yet to find fault with my boat. I want to say that without it I could not be as happy as I am. Many are the times that when I am all worn out with my office work have gone to my boat club and taken my Canoe for a long trip. Sometimes I go way up the river where the woods are the thickest and there pull my boat upon the shore and sit and dream and forget all my troubles. Then the work of paddling creates a good healthy appetite and sleep. Hoping that you will read this before you shoot it for the waste basket, I wish to remain,

Sincerely yours,

Robt. G. Coleman

Culebra, Canal Zone, August 25, 1916

This canoe (A. A. Grade Charles River Model) was delivered in good condition and at an early date. I wish to thank you for your extreme promptness in shipping it and for your good judgment in selecting exactly the right craft for the purpose in spite of my necessarily vague order. By the accounts of those who are using it the canoe must be about the finest in existence and from my own experience with your product and the catalogue description of this model I can well believe it.

Sincerely,

F. R. Fuller, 1st Lieut., 33rd Infantry

South Fairlee, Vermont, July 16, 1917

The two Guide's Special canoes arrived in good condition several days ago, have been tried very thoroughly and proved most satisfactory.

We are convinced that we have in them just what we want for our girls' camp; a safe and speedy canoe; and you may count on us for future orders as we have need.

Very truly yours,

Herbert J. Wyckoff

TRADE-MARK  
REGISTERED



UNITED STATES  
PATENT OFFICE

## NAMEPLATE—IMPORTANT

We urge all purchasers of "OLD TOWN CANOES" to assure themselves of the genuine by 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.