

*Old
Town
Canoes*



1917 CATALOG



TRADE-MARK REGISTERED U. S. PATENT OFFICE

Canvas Covered CANOES, BOATS and Equipments

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.

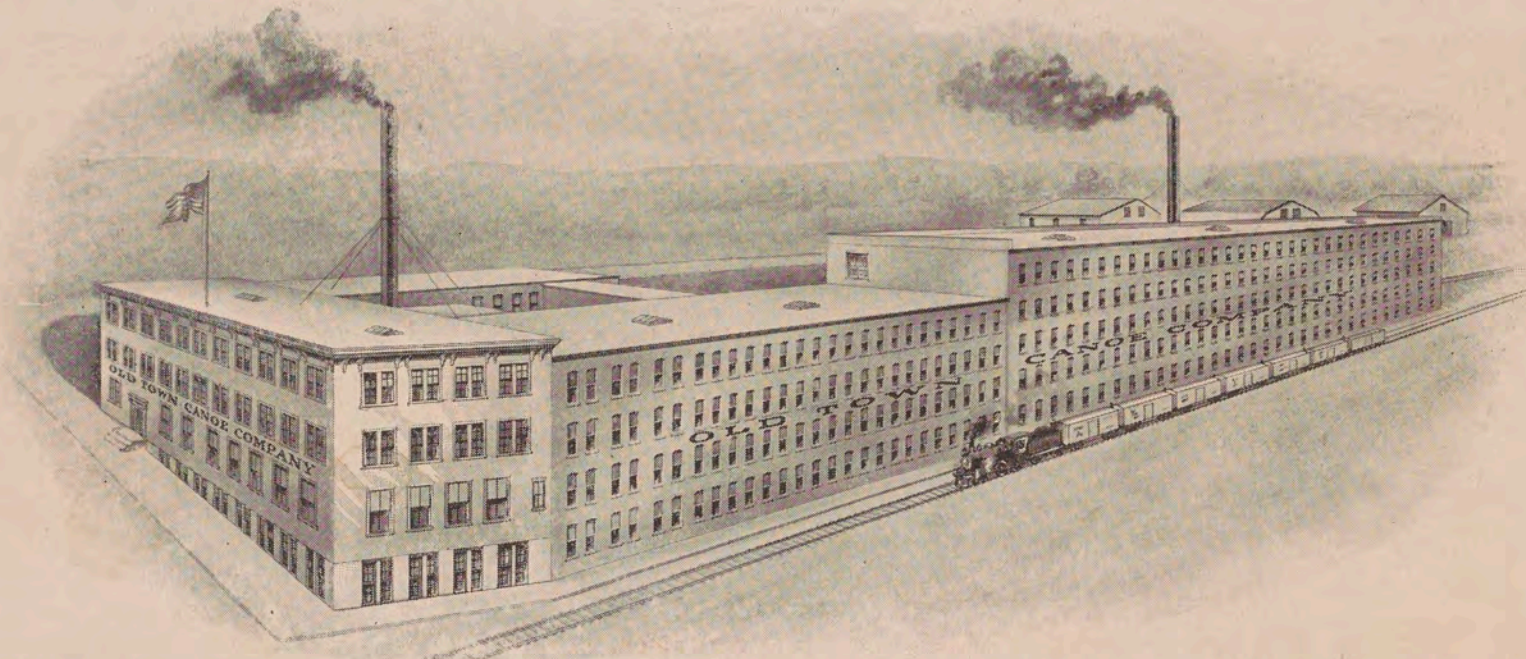
"OLD TOWN CANOES" Were Awarded the GOLD MEDAL at the Panama-Pacific Exposition.

OLD TOWN CANOE COMPANY

DEALERS EVERYWHERE Factory and Office OLD TOWN, MAINE, U. S. A.

PACIFIC COAST AND FOREIGN AGENCIES

San Francisco, Cal.	Weeks-Howe-Emerson Co.	ENGLAND	FRANCE
Portland, Oregon	The Beebe Co.	London	Paris A. A. Tunmer & Co., 27 rue du 4 Septembre
Quebec, Can.	Holt, Renfrew Co.		Paris Fenwick Freres & Co., 15 rue Fenelon
Montreal, Can.	Henry Morgan Co.	London	Le Perreux, Seine G. Desvignes, 3 Chemin du Halage
Toronto, Can.	T. Eaton Co.	London	
Ottawa, Can.	Hurd & Co.	London	GERMANY
Hudson's Bay Co.	At their various posts	London	Hamburg Walther G. Spate, Monkedammhof
North Bay, Can.	Cochrane Hdwe Co.		HOLLAND
Sault Ste. Marie, Can.	Cochrane Hdwe Co.	Richmond	Haarlem N. V. Haarlemsche Jachtwerf



Office and Factory, Old Town, Maine

THIS shows you the plant where "OLD TOWN CANOES" are made. It is the largest factory in the world manufacturing canvas-covered craft and it is operated the year around for producing only canoes and equipment. Our preparedness for the coming season is evidenced by a stock of more than 4,000 canoes on February 1st, which will be supplemented by a daily production equal to maintaining nearly this size stock throughout the year. No other manufacturer can offer such a stock; no other factory has as much as one-half our daily production; no other canoe so consistently satisfies its users. More than 42,000 "OLD TOWN CANOES" are in use to-day and wherever canoes are known the name "OLD TOWN CANOE" has become standard. Our plant has grown to more than 150,000 square feet of floor space, including as shown three factory buildings, four stories high; a new five story factory building 300 feet long; storehouses capable of housing more than 3,000 canoes; land and lumber sheds holding nearly a million feet of seasoning lumber and our own railroad siding.

The Maine Cedar used in "OLD TOWN CANOES" is bought in the log, taken into our own mill, which is separate from our canoe plant, the best qualities sawed into canoe stock and the balance into shingles. The waste from canoe stock produced more than twenty million shingles last year. Our factory runs steadily the year round and every canoe is built by an experienced workman, insuring perfection in every detail. 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.

Every item in this catalogue carries our guarantee of quality—you take absolutely no risk—and with our record of more than 42,000 satisfied "OLD TOWN CANOE" owners you can know that this guarantee protects you fully.



Canoes First Made by Indians



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.

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.

Development of Canvas Canoes

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 here on the Penobscot River it comes as a natural and appropriate sequence that the invention should be personified in the "OLD TOWN CANOE." And the propinquity of the Penobscot Indians—but a river's breadth away, who are equally as well known as "OLD TOWN INDIANS"—makes the name we have selected particularly apt.

By our Indian workmen—and a number are included in our employees—there is infused into our canoe all that is possible of the old Indian romance such as Hiawatha felt 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 watercraft.



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, acme 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 ten 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.



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."

Some Reasons for "Old Town Canoe" Dependability



Method of Planking

WE doubt if any manufacturer of canoes has ever given you a picture of the wooden shell before it is canvased. It is in an out-of-sight place like this that things occur which determine a canoe's life and worth; and 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 provincially here in Maine by guides and users of canoes in general which aptly expresses 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.

Method of Tacking

Then, too, 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.

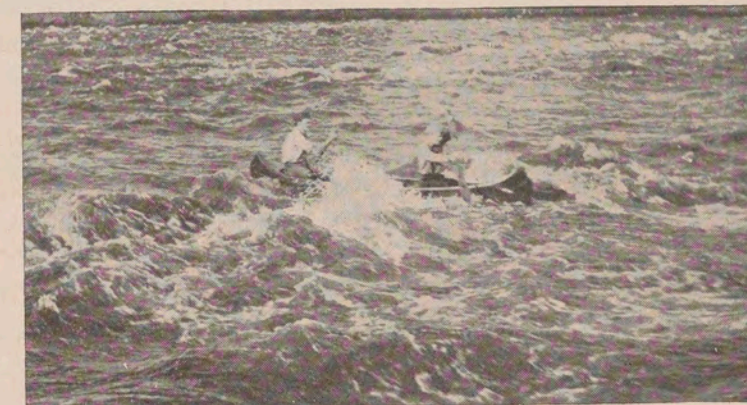
Method of Preservation

One more process we wish to speak of, *i. e.*, the thorough oiling of the hull before the canvas is drawn on. Then, if ever you are caught out in a shower, your hull will not absorb all the water which collects in the bottom of the canoe. Any wood is porous, and cedar in particular absorbs water almost like a sponge, but a coat of linseed oil effectually keeps the hull from soaking water, thus preventing increase in weight and attendant decay or rotting of the wood.

Substantiation

The closing paragraph of Dr. Robt. T. Morris' article "To Hudson Bay by Canoe," appearing in *Forest and Stream*, begins: "For freedom from accident of any sort we give credit to our tough and shapely 'Old Town Canoe';" and the author by letter advises us that "The canoes had very rough usage in the trip of over 1,000 miles and came through with hardly a scratch. I do not know of any other canoe which has pleased me so much I have used many kinds of canoes in various exploring trips and the 'Old Town Canoe' is the best yet."

AN "OLD TOWN CANOE" MAY BE DEPENDED
ON TO BRING YOU SAFELY BACK.



Here's where "Old Town Canoe" quality counts

Specifications

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 $\frac{5}{32}$ 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 much easier. Open gunwales cost \$3.00 extra. Gunwales illustrated page 17.

DECKS—16 inches long except "Otca" model (page 12.) Longer decks supplied to order (page 23.)

STEMS—ash, straight grained.

SEATS—wood frames with cane filling. Bow seat dropped below gunwales on 4 inch bolts. Stern seat bolted close to gunwales. Seats easily removable.

THWARTS—bow and stern thwarts secured by bolts in all canoes. Third thwart in center easily removable with thumb nuts in 17-foot, 18-foot and 20-foot canoes and to order without charge in 15-foot and 16-foot canoes. This third thwart is needed only if one person desires to carry his canoe alone.

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 bangplates.

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 of our own formula.

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 to purchasers. See page 23 for particulars.



Getting back to nature with an "Old Town Canoe"

MADE BY THE OLD TOWN CANOE COMPANY

A. A. Grade

This grade provides a genuine 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 mahogany; bangplates of polished brass and fastenings thruout 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.

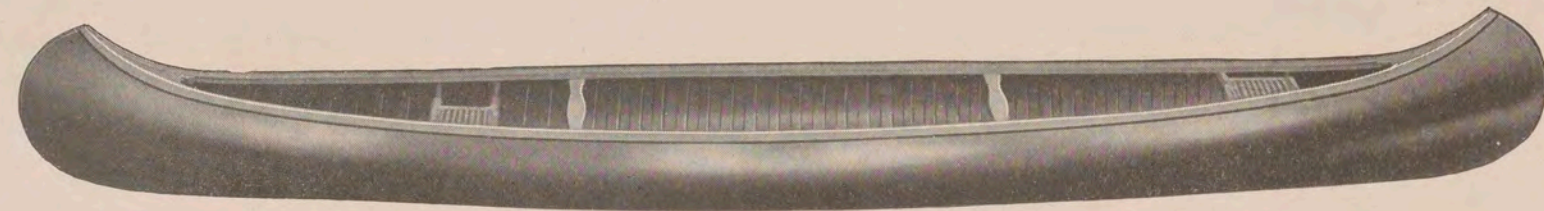
A. A. GRADE MEANS THE HIGHEST POSSIBLE QUALITY OF
MATERIALS AND OUR MOST EXPERT WORKMANSHIP

C. S. Grade

This grade provides a hardwood trimmed canoe. Our aim in this C. S. Grade is to produce a canoe of thorough construction, good finish, and with the omission of no detail essential to strength, serviceableness and long wear. There is not given, however, the same attention as in the A. A. Grade to produce fine finish. No shaky or unsound lumber is used, but the ribs and planking are subject to slight defects such as discolorations, small knots, etc. This grade supplies a good common-sense canoe, built as strong as we know how, and at a very moderate price. Planking and ribs are of cedar; gunwales and rails of spruce; decks, thwarts and seat frames of oak, birch or ash; bangplates of polished brass, and fastenings thruout of brass, copper and galvanized iron. Canvas of the same quality as in A. A. Grade.

For exacting service where superior finish is not desired C. S. Grade provides a canoe of guaranteed dependability.

BECAUSE OF ITS POPULARITY IN PRICE THIS
GRADE HAS BROUGHT "OLD TOWN CANOES"
TO USERS ALL OVER THE WORLD.



"Old Town 'H. W. Model' Canoe"



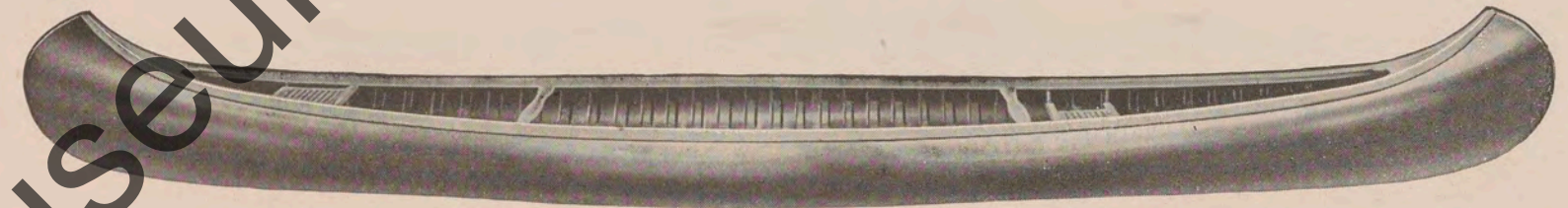
Still room for one more

INSTEAD 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. To the casual observer the bottom of this canoe would seem almost as flat as the Charles River Model, but one trial in windy waters would convince him of its superior handling qualities under such conditions. The lines are speedy and of graceful symmetry and the ends curve with that nicety given by the Indians to their bark canoes. Stock color dark green.

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

Length	Width	Depth	Approx. Weight	Approx. Weight Packed	A. A. Grade (See page 9) with keel				C. S. Grade (See page 9) 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.	90 lbs.	\$40.00	Hanging	\$43.00	Ahanging	\$32.00	Hefting	\$35.00	Ahefting
16 "	33 "	12 "	65 "	100 "	42.00	Hatching	45.00	Ahatching	34.00	Healing	37.00	Ahealing
17 "	34 "	13 "	70 "	115 "	44.00	Harbor	47.00	Aharboring	36.00	Hectoring	39.00	Ahectoring
18 "	34½ "	13 "	75 "	120 "	46.00	Halting	49.00	Ahalting	38.00	Helping	41.00	Ahelping

In writing order give length, grade, model, color, price and style of gunwales. Colors, extras, terms, etc., pages 22 and following.



"Old Town 'Charles River Model' Canoe"



Wouldn't you like to go along?

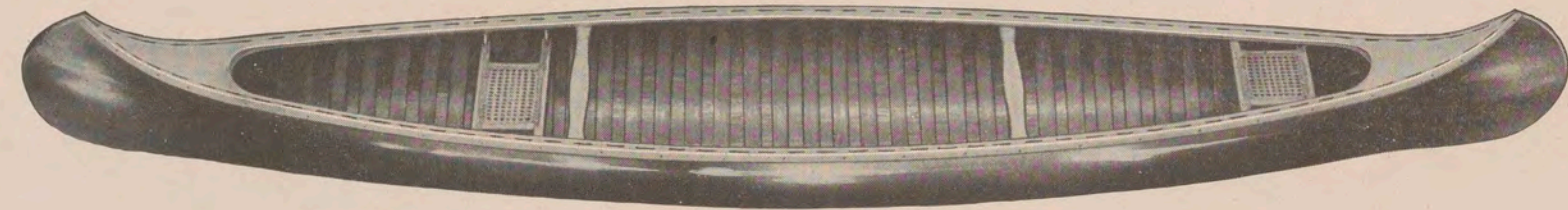
AS indicated by the name, this model is designed for use on rivers. Its flat floor gives the minimum draft and great steadiness. We do not recommend it for use on salt water or large lakes where heavy winds would be encountered, as it does not displace enough water to hold its course as well as a canoe 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 9) with keel				C. S. Grade (See page 9) 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.	100 lbs.	\$42.00	Ramping	\$45.00	Aramping	\$34.00	Rebuffing	\$37.00	Arebuffing
17 "	34 "	12 "	70 "	115 "	44.00	Raining	47.00	Araining	36.00	Recoving	39.00	Arecovering
18 "	35 "	12½ "	75 "	120 "	46.00	Ratching	49.00	Aratching	38.00	Returning	41.00	Areturning

In writing order give length, grade, model, color, price and style of gunwales. Colors, extras, terms, etc., pages 22 and following.



"Old Town 'Otca' 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.

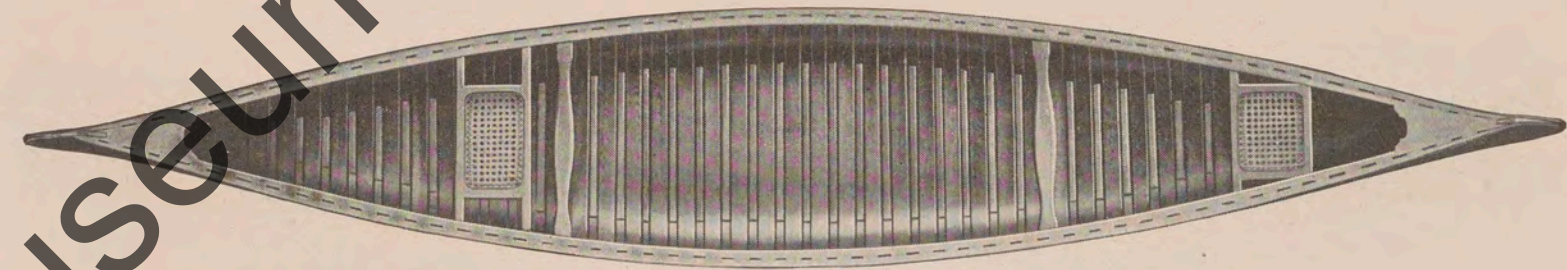


An 18-ft. "Otca"—Couldn't you be proud of it, too?

Immediate shipment in dark green color. For other colors, extras, terms, etc., see pages 22 and following. Other views of this model are shown on pages 17 and 26. Price includes keel.

Length	Width	Depth	Approx. Weight	Price A. A. Grade	Telegraphic Code Word
16 ft.	34½ in.	12 in.	75 lbs.	\$48.00	Otcam
17 "	35 "	13 "	80 "	50.00	Otcapt
18 "	37 "	13 "	85 "	52.00	Otcarr
Price C. S. Grade					
16 ft.	34½ in.	12 in.	75 lbs.	\$40.00	Otcaler
17 "	35 "	13 "	80 "	42.00	Otcasem
18 "	37 "	13 "	85 "	44.00	Otcaret

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



"Old Town 'Ideal' 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 a mahogany trimmed canoe of A. A. Grade thruout 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 as clearly shown in illustration. They stiffen and give additional backing to the planking and canvas. The originality of these features makes this canoe different from any on the market.

Stocked only as shown above. Dimensions same as Charles River Model described on page 11. Immediate shipment in dark green color. For other colors, extras, terms, etc., see pages 22 and following. This "Ideal" canoe will be built to order in H. W. Model at same price but we require four weeks' time.

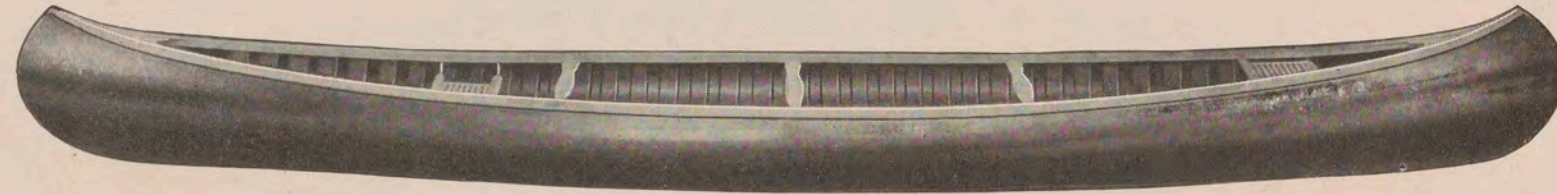
More words of praise have come to us for our "Ideal" canoe than any other one style we manufacture.

Length	Width	Depth	Approx. Weight	Price with Keel	Telegraphic Code Word
16 ft.	32½ in.	12 in.	67 lbs.	\$47.00	Geramping
17 "	34 "	12 "	72 "	49.00	Geraining
18 "	35 "	12½ "	77 "	51.00	Geratching

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



Under the open sky in an "Old Town Canoe"



"Old Town Guide's Special" Canoe (18 ft. \$33.00)

THIS canoe is planned thruout for the use of guides and sportsmen. It has broad lines carried thru 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.

This model is covered with No. 6 canvas, two numbers heavier than on other models and besides the A. A. and C. S. Grades is supplied in a third or G. S. Grade. This G. S. Grade is free from any expense of ornamentation but assures an honestly made canoe strongly built of good lumber and of same materials as in C. S. Grade except that tough enduring paint instead of varnish is used for the finish coat on the canvas. All woodwork is finished with varnish in natural wood color.

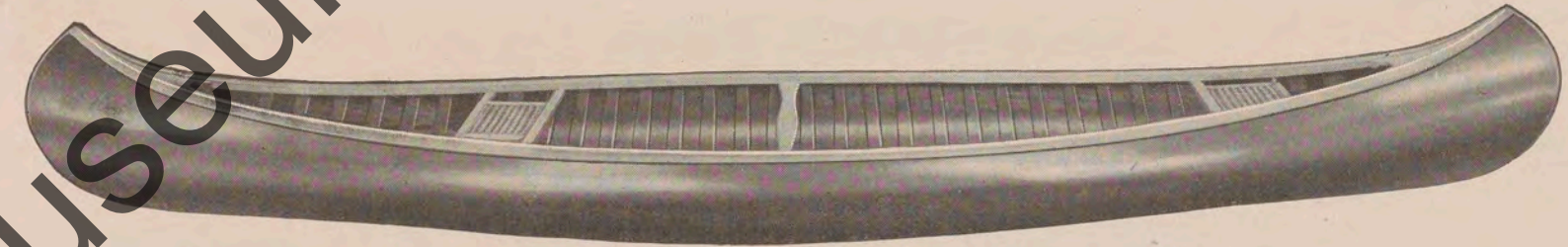
The G. S. Grade is ready for immediate shipment either with or without keel in slate or dark green color. The C. S. and A. A. Grades (page 9) are ready for immediate shipment with keel in dark green color. All three grades in stock with open gunwales for which add \$3.00. For extras, terms, etc., see pages 22 and following.



"Old Town Canoes" help catch the fish. (18-ft. Guide's Special)

Length	Beam	Depth	Approx. Weight	Grade	Price with Keel	Telegraph Code Word
18 ft.	36 in.	13 in.	85 lbs.	G. S.	\$34.00	Guiding
18 "	36 "	13 "	85 "	C. S.	38.00	Sporting
18 "	36 "	13 "	85 "	A. A.	46.00	Acquiding
20 "	39 1/2 "	13 1/4 "	94 "	G. S.	38.00	Toting
20 "	39 1/2 "	13 1/4 "	94 "	C. S.	44.00	Lugging
20 "	39 1/2 "	13 1/4 "	94 "	A. A.	52.00	Portaging
					Without Keel	
18 ft.	36 in.	13 in.	83 lbs.	G. S.	\$33.00	Guideus
20 "	39 1/2 "	13 1/4 "	92 "	G. S.	37.00	Guideto

If furnished with open gunwales, \$3.00 extra.
In writing order give length, grade, model, color and price.



Fifteen-Foot *"Old Town 50 lb." Canoe*

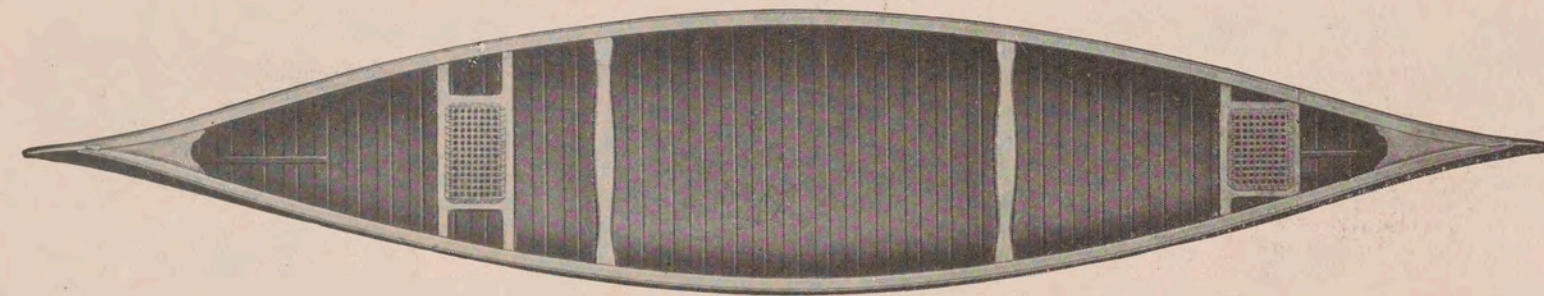
TO meet some requirements of camping, cruising, and exploring there is a growing demand for an extra-light, one-man canoe, i. e., a canoe not burdensome in portaging and at the same time capable of carrying one man and his equipment or two men with a light load. Such a canoe we have been building for 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 9). The planking is 1/8 inch thick and the ribs are 1/4 inch thick, tapered at the ends and spaced 1 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 shipments can be given with or without keel. In stock with open spruce gunwales \$3.00 extra. For other colors, extras and terms see pages 22 and following.

Length	Width	Depth	Approx. Weight	Price with Keel	Telegraph Code Word
15 ft.	34 1/2 in.	11 in.	52 lbs.	\$34.00	Lighting
				Price without Keel	
15 ft.	34 1/2 in.	11 in.	50 lbs.	\$33.00	Lightest

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



These boys go anywhere in their 15-foot "50 lb." Canoe



16 foot "Old Town Livery" Canoe

AMONG canoe users there is a goodly number which cares naught for speed but desires in a short canoe all the steadiness and carrying capacity of the long lengths. Steadiness in a canoe comes 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. 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 in its construction 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 other colors, extras, terms, etc., see pages 22 and following. For open gunwales allow one week and add \$3.00 to prices below.

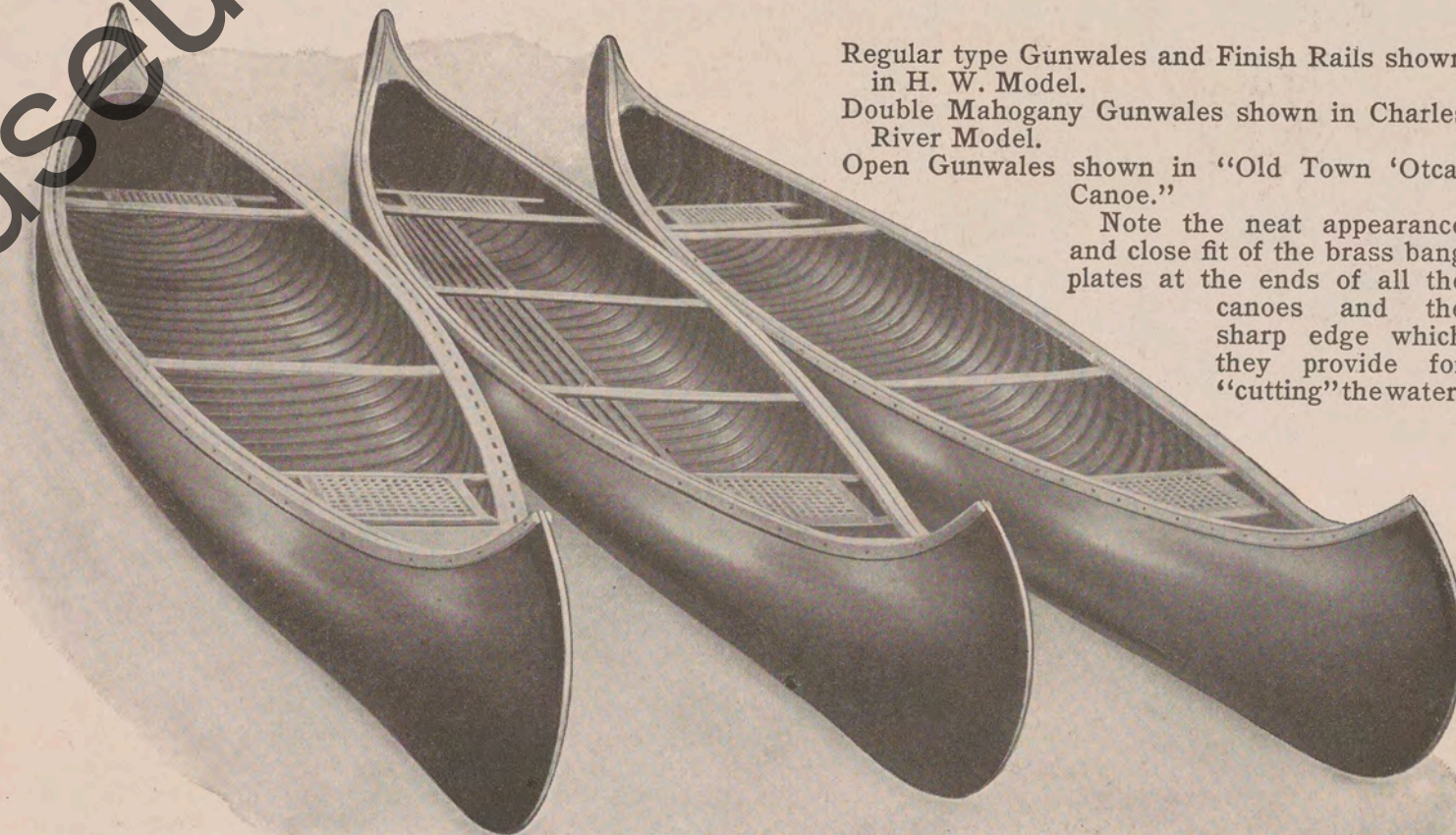


"Old Town Canoe" Chums

Length	Width	Depth	Approximate Weight	Grade	Price with Keel	Telegraph Code Word
16 ft.	36 in.	12 in.	67 lbs.	A. A.	\$44.00	Aliverying
16 "	36 "	12 "	67 "	C. S.	36.00	Cliverying

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

Interior Views Showing Also Top Outlines



Regular type Gunwales and Finish Rails shown in H. W. Model.
Double Mahogany Gunwales shown in Charles River Model.
Open Gunwales shown in "Old Town 'Otca' Canoe."

Note the neat appearance and close fit of the brass bang plates at the ends of all the canoes and the sharp edge which they provide for "cutting" the water.

17-Ft. "OLD TOWN 'OTCA' CANOE"

Description on page 12

17-Ft. A. A. GRADE CANOE
CHARLES RIVER MODEL
MAHOGANY DOUBLE GUNWALES
FLOOR RACK

Description of Canoe on page 11
Mahogany Double Gunwales, priced on page 22

17-Ft. C. S. GRADE CANOE
H. W. MODEL

Description on page 10



The only safe water craft for children is an "Old Town 'Sponson' Canoe"

"Old Town 'Sponson' 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 the canoe is submerged the confined air will support a heavy load as shown by illustration on the following page. For general 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.

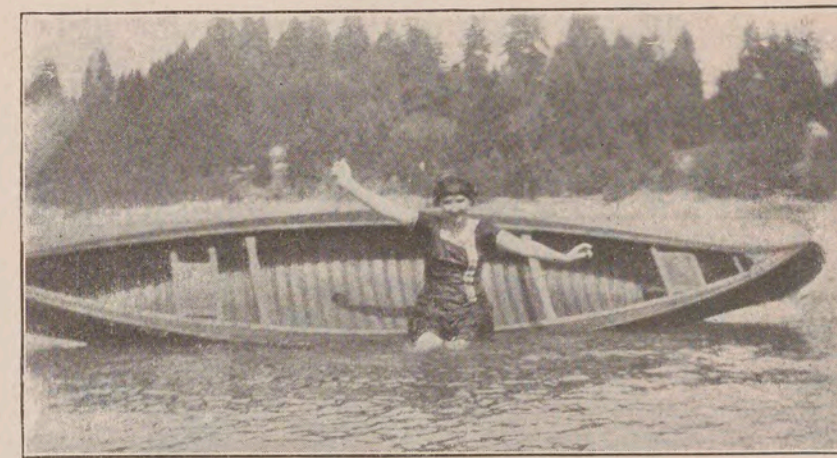
Sponsons are constructed after the same fashion as the canoe proper, namely, a substantial framework of wood having smooth close laid sheathing and covered with canvas. Each sponson is completely enveloped by a one piece canvas with joint set in white lead and is water tight. Amidships the sponsons are 4" wide, 5" deep and taper symmetrically to within a foot of each end. By making the sponsons of 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 28, and Dinghy, page 29, for \$12.00 except that for the 20 ft. canoe on page 14 the cost is \$15.00. 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.



Rowing a "Sponson" at Palm Beach, Florida



"Sponson" Canoe near Portland, Oregon

"Old Town 'Sponson' Canoes"



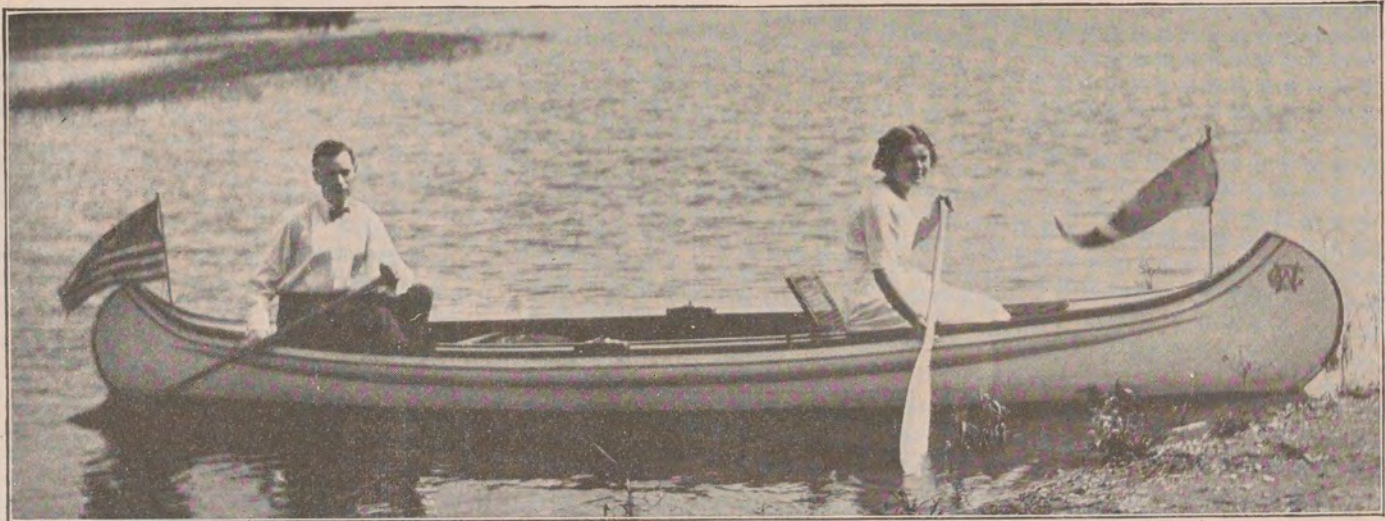
"Sponson" Canoe at Milford, Iowa

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.



"Old Town 'Sponson' Canoes"

Dark Green Color furnished unless otherwise specified Immediate shipment in this color	A. A. Grade (See page 9) with Keel				C. S. Grade (See page 9) 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	\$54.00	Sponal	\$57.00	Asponal	\$46.00	Sespon	\$49.00	Asespon
17-ft. " " " "	56.00	Sponainet	59.00	Asponainet	48.00	Seotspon	51.00	Aseotspon
18-ft. " " " "	58.00	Sponasah	61.00	Asponasah	50.00	Seinespon	53.00	Aseinespon

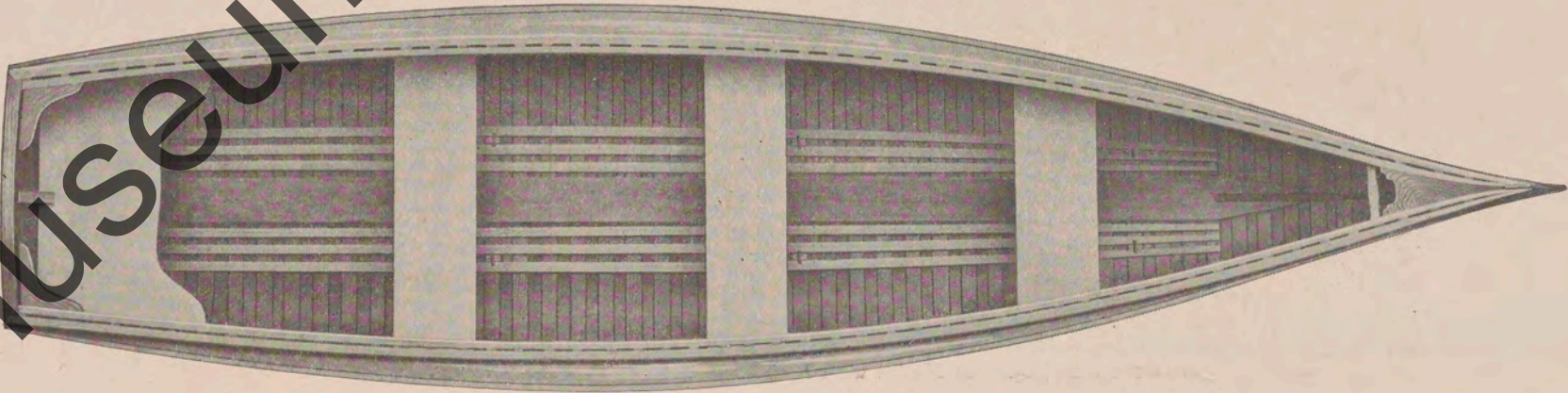
In writing order give length, grade, model, color, price and style of gunwales. Colors, extras, terms, etc., pages 22 and following.

Additions

Outside Stems	\$2.00	Spruce Oars, 7 ft., leathered, tipped and varnished, pair	\$2.10
Painter Ring	.35	Polished Brass Swivel rowlocks on blocks	2.50
Mahogany long decks, 30 inches for A. A. Grade Canoe	6.00	Rowing seat with foot brace, mahogany	3.50
Hardwood long decks, 30 inches for C. S. Grade Canoe	4.00	Galv. iron swivel rowlocks on blocks	1.50
Sailing Outfit (see page 26)		Rowing seat with foot brace, hardwood	2.50
Paddles, back rests, etc., (see page 30).		Mahogany panels on sponson tops	6.00

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.



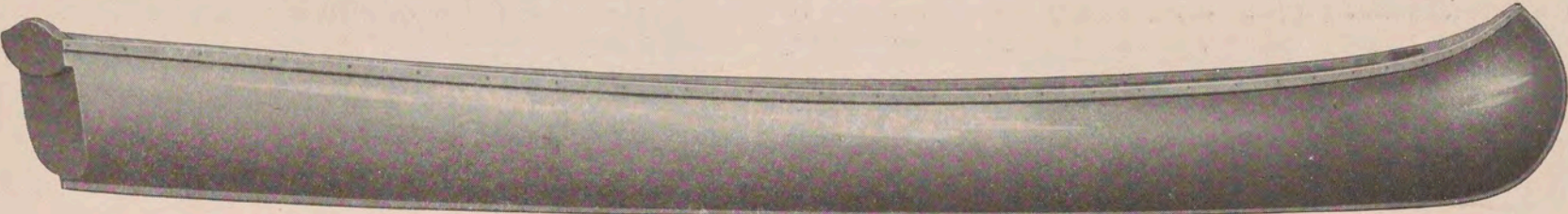
"Old Town 'Square Stern' Canoe"

The widespread use of portable engines has induced us to design a canoe which will be 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 Rowboat Motors. The breadth at stern gives a buoyancy which offsets the weight of the engine and the dragging down tendency of the propeller.

The ribs and planking have the same dimensions as the other canoes but the canvas is No. 6. The materials and finish thru-out are in C. S. Grade (page 9.) Open spruce gunwales of slightly larger dimensions are used. The bow is strengthened by an outside stem and usual brass bangplate. 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 31) substituted. Stock color dark green. For other colors, terms, etc., see pages 22 and following. For long deck in bow (allow eight days) \$2.00. Extra for crating for shipment \$3.00. Lower illustration shows regular canoe. Upper illustration the same canoe with sponsons. Often fitted with oars and rowlocks.

Length		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.	23 in.	13 in.	17 in.	25 in.	145 lbs.	\$45.00	Squarstern
16 "	"Old Town 'Square Stern Sponson' Canoe"	47 "	31 "	13 "	17 "	25 "	180 "	60.00	Sponstern





18-Foot Charles River Model with Mahogany Double Gunwales (York, Pa.)

Extras For "Old Town Canoes"

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 pages 30, 31 and 32. 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.

Brass painter ring	\$0.35	Mast thwart and step	\$1.00
Brass bang plate, full length of keel	1.50	Sailing outfit (see page 26).	
Floor rack in A. A. Grade canoe (except Ideal page 13) no charge		Rudder	2.25
Floor rack in C. S. Grade canoe	\$1.00	Copper Air tanks	15.00
*Outside stems, extension of keel encircling ends	2.00	Galvanized Iron air tanks	6.00
*Hardwood long decks 30 in., only in C. S. Grade canoes	4.00	Repair and refinishing items (see pages 33 and 36).	
*Mahogany long decks 30 in., only in A. A. Grade canoes	6.00	Crating for shipment	2.00
*Bird's-eye maple long decks 30 in.	6.00		
*Oak finish rails	1.50		
Half ribs (allow 4 weeks except Ideal canoe page 13)	2.00		
*Mahogany double gunwales (only on H. W. and Charles River models in A. A. Grades)	2.00		
Mast seat and step (illustrated page 31)	1.50		
Mast seat and step in place of regular bow seat	1.00		

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.



Long Decks

THESE give added attractiveness to a canoe and provide for dry stowage. The circle or inner end of the deck is fitted with a shapely, low coaming. Long decks add substantially to the appearance of any canoe, particularly the A. A. Grade where all the finish is mahogany. Prices on page 22 cover long decks in any length up to 30 inches, measured from tip to nearest point in circle (or 37 inches over all).

Colors, Names, Monograms, Stripings

We intend to carry in stock canoes colored Dark Green, 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 \$2.00. A card showing sample colors will be mailed on request.

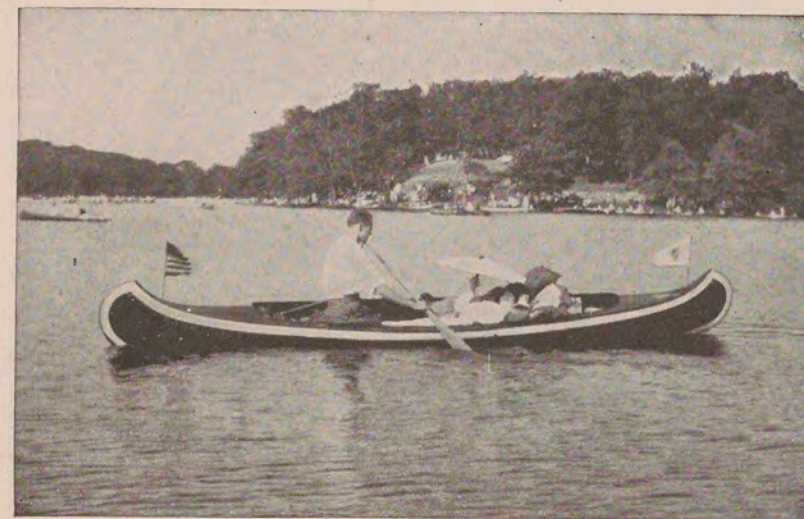
It's easy to wash out with open gunwales

Shaded gold transfer letters 2½" 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" 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
White color, enameled	\$2.00
Names in gold or color, usual lettering, per letter	.12
Special lettering 2" to 4" high, gold or colors	\$2.00 to 4.00
Monogram of two letters on one side of canoe	2.00
Monogram of two letters on two sides of canoe	3.00
Monogram of three letters on one side of canoe	3.00
Monogram of three letters on two sides of canoe	4.00
Gold stripe, ½" edged	2.00
Gold stripe, ½" edged	2.50
Gold stripe, ½" turned down ends	3.00
Color stripe, ½" to 4"	2.00
Color stripe, ½" to 4" edged with ⅛" gold lines	3.00
Color stripe, ½" to 4" turned down ends (see adjoining picture)	2.50

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.



A 17-foot "Old Town Canoe" on the Charles River near Boston

Rush Order

DARK GREEN is recognized as the standard popular color for canoes and we can always give shipment of any stock style canoe in this color the day order reaches us.

Terms

All prices include packing (except for export) and delivery to transportation company in Old Town. Remittance 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 average cost for crating is \$2.00. 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.

	Per cwt.
Approximate freight rates in New England	\$1.50 to \$2.75
Approximate freight rates to North Atlantic States	2.00 to 3.50
Approximate freight rates to points beyond above States and east of the Mississippi River	2.80 to 6.00
Approximate freight rates to points west of the Mississippi River to the Pacific	4.50 to 14.00



Filled to overflowing but still afloat. At Okaboji Lake, Iowa

Portable Motors

A PORTABLE canoe motor can readily be used with any "OLD TOWN CANOE." There are a number of efficient motors designed for propelling canoes and cost of preparing the canoe depends on the method of installation which a particular motor requires. On good installation depends the success of the outfit. Some installations require more labor and expense than others but an outlay of \$4.00 to \$10.00 will make any of our models ready for any standard type of portable motor. In writing for quotations please give name of motor desired. Quotations will be made if desired to include motor also. The model best adapted for motor is the "Old Town 'Sponson' Canoe" (page 18). See also "Old Town 'Square Stern' Canoe" (page 21).

2,000 to 4,000 Canoes Always in Stock

Our stock of canoes prepared for the opening of the season exceeded 4,000. This number included only canoes completely finished or within 50% of completion. Throughout the year we maintain the same uniform speed of production and even during the rush season our stock is not allowed to fall below 2,000 canoes in the various stock models, lengths, grades and colors.



A picture worth stopping for? (Otca Model)

When canoes are wanted varying in width or depth from the stock models it is necessary to build them as special orders, requiring about four 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.

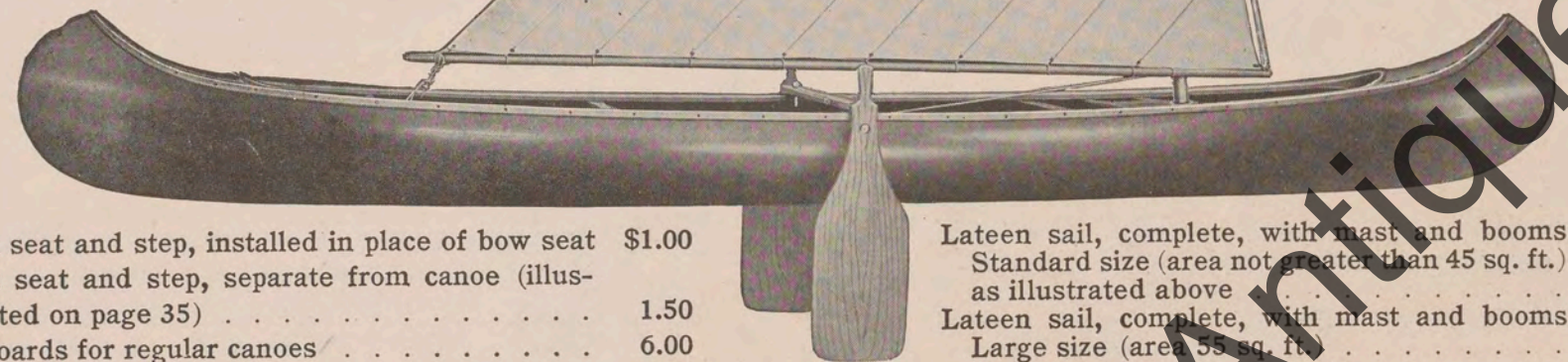
Dealers

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.



FOR sailing, this outfit consists of a lateen type use, with mast and booms lowering as illustrated; mast the mast; and leeboards pose as a center board. tened by pivot bolt, heavy metal angle screwed to the is adjustable to canoe or to and is se-

wales by hook bolts with thumb nuts. The entire instantly and when not in use can be taken apart. The blades swing on the pivot bolts like pendulums and enough tension blades perpendicularly should be put on the thumb nuts to hold the but permit of their swinging up if an ob- struction is encountered design and the new under water. The blades are of improved for swinging the blades handle shaped top provides an easy grip water to grasp them. up without reaching down into the iron. All metal parts brass and galvanized



Mast seat and step, installed in place of bow seat \$1.00
Mast seat and step, separate from canoe (illus-
trated on page 35) 1.50
Leeboards for regular canoes 6.00
Leeboards for sponson canoes 6.50
Rudder, complete 2.25

Lateen sail, complete, with mast and booms
Standard size (area not greater than 45 sq. ft.)
as illustrated above \$8.00
Lateen sail, complete, with mast and booms
Large size (area 55 sq. ft.) 10.50
Sails of greater area or in leg-o-mutton rig to order.
Prices on application.



"Old Town 'War' Canoes" (34-foot)

"Old Town 'War' Canoe"

DON'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.



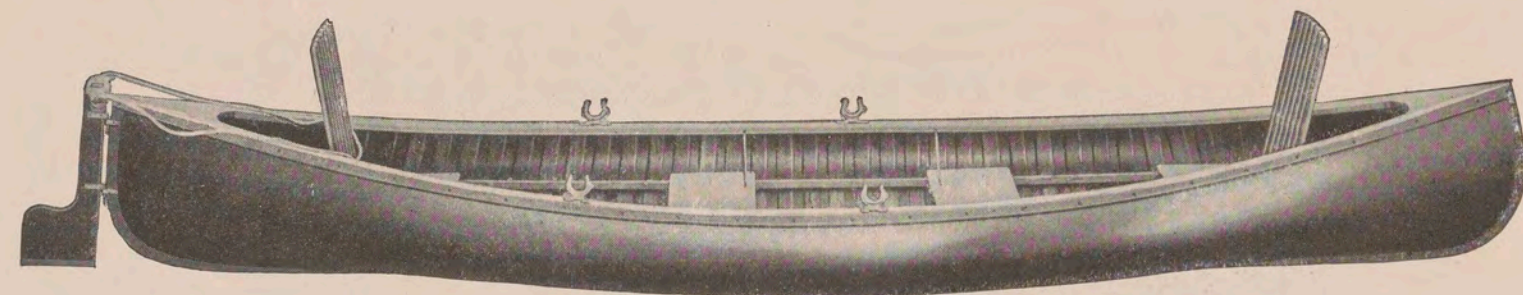
25-Foot "War Canoe" in Narragansett Bay

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	\$135.00
25 "	44 "	14 "	6 to 11 "	75.00

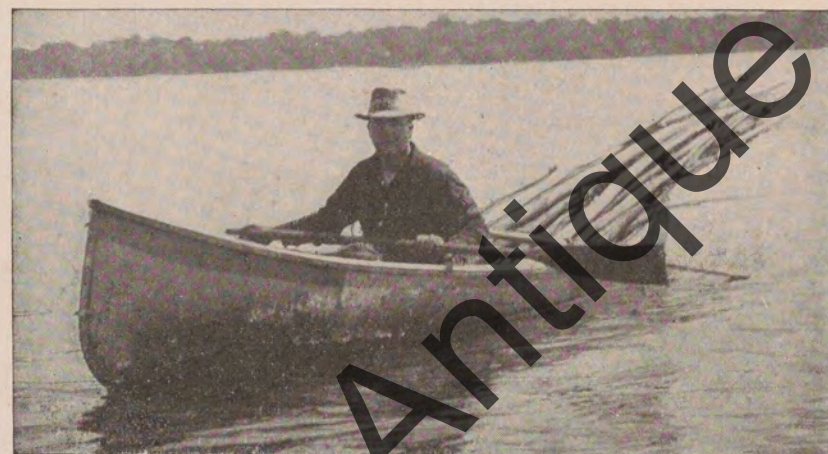


"Old Town" Canvas-Covered Double-End Boat

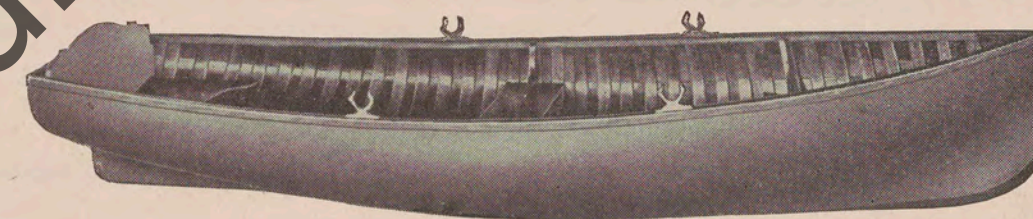
THE model and construction of this boat are first-class. It sits almost as lightly in the water as does a canoe, and handles easily. Paddles can be used as well as oars. It is of shallow draft and offers exceedingly slight resistance to the water. Very little effort is necessary for its propulsion, and 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	Seats	A. A. Grade	C. S. Grade
16 ft.	38 in.	$14\frac{1}{2}$ in.	100 lbs.	4	\$51.00	\$43.00

Prices include rudder, 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, \$0.15 per foot; spoon blades, \$0.25 per foot.



Double-end Boat with 600-lb. load, on Lake Darling, Minnesota



"Old Town" Canvas-Covered Dinghy or Yacht Tender

Designed by B. B. Crowninshield, Naval Designer, of Boston

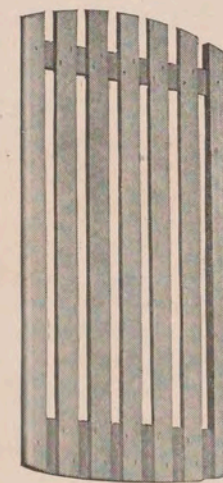
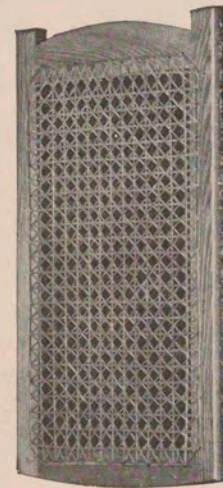
THE canvas-covered dinghy has a predominating advantage over one of all-wood construction from the fact that it is always water-tight. A wood boat often requires several days in the water for the joints to swell. A very light and satisfactory tender for a launch or yacht. It will carry a large load, 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.

Length	Width	Weight	No. Seats	Price	Telegraph Code Word
9 ft. "OLD TOWN" Dinghy	45 in.	82 lbs.	3	\$48.00	Crownin Tower
$11\frac{1}{2}$ ft. "OLD TOWN" Dinghy	50 "	125 "	3	53.00	

Above prices include rudder, two pairs polished brass rowlocks, with sockets secured to gunwales by bolts.

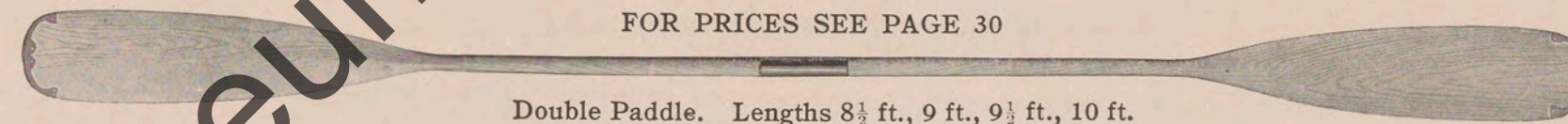
Five dollars additional will supply mahogany transom, gunwales, backboard, seats and deck.

Price List Miscellaneous "Old Town Canoe" Equipment



PADDLES, single, first quality spruce or maple 6" to 7" blades	\$1.50	each
PADDLES, single, first quality spruce or maple 8" blades	1.75	"
PADDLES, single, second quality spruce or maple	1.00	"
PADDLES, selected bird's-eye maple	\$2.50 to 3.00	"
COPPER TIPS on paddles	.20	"
PADDLES, spruce, double, with friction joint, first quality	3.50	"
RUBBER DRIP CUPS for Double Paddles	.40	pair
SETTING POLES with picks	1.50	each
OARS, spruce, straight blades, leathered, varnished, copper tipped	.15	foot
OARS, spruce, spoon blades, leathered, varnished, copper tipped	.25	"
ROWING SEAT AND FOOT BRACE, hardwood	2.50	each
CARPET, special material excellent for canoe use, edges neatly bound	4.50	
CANVAS COVERING to fit over top of canoe	10.00	each
ROWLOCKS, side plate, polished brass, (canoe rowlocks)	2.00	pair
CUSHIONS, awning stripe, cork filled, 14x14x2½	1.00	each
CUSHIONS, awning stripe, cork filled, 14x24x2½	1.25	"
CUSHIONS, life-preserver, covered with artificial leather, 14"x14"	1.50	"
FLAG POLE SOCKETS, flush	.35	"
FLAG POLE, mahogany, nickel-plated acorn end	.60	"
FLAG POLE, BRASS, with special socket (illustrated on page 31)	1.00	"
BACK REST, slat, light and good	.75	"
BACK REST, slat, mahogany	1.25	"
BACK REST, hardwood frame, caned, an excellent back	1.50	"
BACK REST, mahogany frame, caned, high finish	2.00	"
BACK REST, slat, spruce, double width (illustrated in use in picture page 12)	1.00	"
BACK REST, slat, mahogany, double width	1.75	"
CHAIR, folding slat, finished in varnish	1.25	"
CHAIR, folding cane, high finish, hardwood frame	2.50	"
CHAIR, folding cane, high finish, mahogany frame	3.50	"
CARRYING YOKE (illustrated on page 31)	2.25	"
RUDDER for canoe (illustrated on page 31)	2.25	"
FLOOR RACK (see center canoe page 17)	1.00	"
LANTERN HOLDER, SOCKET AND POLE	1.00	"
PENNANT, felt, with words, "Old Town Canoe" in script	.50	"

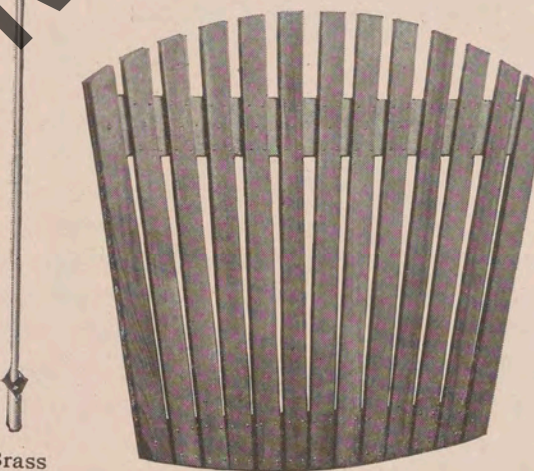
FOR PRICES SEE PAGE 30



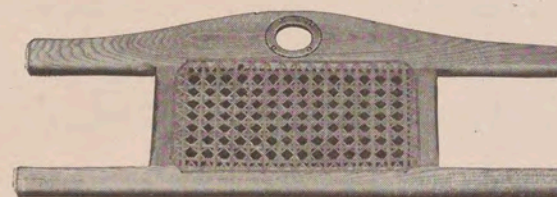
Double Paddle. Lengths 8½ ft., 9 ft., 9½ ft., 10 ft.



Single Paddle. Lengths 4ft., 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.



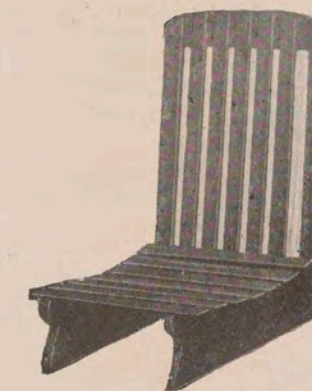
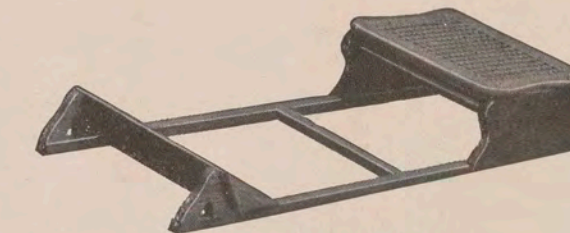
Double Width Slat Back Rest

Brass
Flag
Pole
and
Socket

Mast Seat



Sail Outfit and Rudder

Folding Caned Canoe Chair
back self supporting, tips forward
but does not go back beyond
present positionFolding Slat Canoe Chair
back tips backward—to be
leaned against canoe
thwart

Rowing Seat with Foot Brace



Carrying Yoke

Repair Items and Pneumatic Cushions

Repair Parts

BOW SEAT, hardwood	C. S. Grade	\$1.00 each
STERN SEAT, hardwood	" "	.80 "
FRONT, rear or middle thwarts, hardwood	" "	.60 "
DECK, 16-in. regular, hardwood	" "	.60 "
BOW SEAT, mahogany	A. A. "	1.25 "
STERN SEAT, mahogany	" "	1.00 "
FRONT, rear, or middle thwarts, mahogany	" "	.80 "
DECK, 16-in., 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.



The Victor shows here. The Vanquished was distanced by the speedy "Old Town"

Pneumatic Boat and Canoe Cushions

Covered with brown duck, life line attached. Each cushion is a perfect life-preserver. A cushion 12 inches square will support a grown person in the water.



No.	Double Pneumatic Cushions	Price
1	seat 12 x 12 in., back 12 x 12	\$ 5.50
2	seat 15 x 15 in., back 15 x 28	11.00
3	seat 12 x 14 in., back 12 x 20	7.00

No.	Single Pneumatic Cushions	Price
3	12 x 12 in.	\$ 2.75
4	12 x 14 in.	3.00
5	12 x 20 in.	4.00

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, Japan, 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, 25 cents. By mail, 30 cents.

Jeffery's Marine Canoe Glue for emergency repairs, 25 cents. By mail, 30 cents.

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. 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 coated with shellac. 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 follows:



Over there (where the paddle points) is an old Indian Camp Ground! Down the South Branch River in West Virginia

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 CANOES

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

FOR G. S. CANOES

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 32)	1.00

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. Should you wish advice as to care and maintenance or repair of your canoe we will gladly give you all the information we can.

Read These Letters

Gentlemen:

... The canoe (Charles River Model 17') you sent me was certainly a jim-dandy. My pal and I took a trip of about 300 miles down the Des Moines river from Ft. Dodge to Keokuk, Iowa, and bounced off several large rocks on the voyage, but outside of a few scratches in the canvas we came through with flying colors. Here's for Old Town Canoes, now and always.

Yours truly,

L. S. Burnam, Jr.

Ft. Dodge, Iowa, Sept. 30, 1916

Dear Sirs:

About two seasons ago I purchased one of your 16' Otca models and wish to tell you how enthusiastic I am about Old Town canoes. I have owned seven different makes of canoes and for beauty and serviceability can find nothing that can compare with an Old Town.

Please send me your latest catalog as I expect to purchase another canoe sometime this spring.

Yours sincerely,

(Rev.) E. K. Armstrong

112 S. Stewart Ave., Big Rapids, Mich., Feb. 2, 1915

Gentlemen:

I received my 17' A. A. Grade "Otca" No. 33226 Monday last, the 3rd inst., having arrived in first-class condition—not even a scratch of any kind on it.

You recall when I mailed my order I stated—"If my realization meets my expectation of what this canoe is like, you will have added another strong admirer and 'rooter' to your already apparently long list."

Well, gentlemen, I can most conscientiously and truthfully state that my realization exceeds my former expectation and I unhesitatingly recommend your product to anyone desiring anything you manufacture.

Wishing you indefinitely continued deserving success, and assuring you the liberty of referring your prospects to me at any time, I remain,

Yours very truly,

George S. Freeman

West Milton, Ohio, Mar. 23, 1915

Gentlemen:

I have recently purchased from G. W. Shroyer & Co., Dayton, O., one of your 18-foot Ideal Canoes, and want to tell you how well pleased I am with it. I have had four different canoes and this is the second Old Town I have owned. I will say that from now on, I will always buy the Old Town, as I know what service I can get out of them. West Milton is located on Stillwater River, which is very small and has numerous riffles, and is very hard on a canoe, but will say that my last Old Town is in excellent shape considering the hard knocks it has had, and hasn't a hole in it. I consider my new Ideal the perfect canoe, and indeed it is so pretty I hate to put it in the water, knowing as I do, that before the season is ended, it will have numerous scratches and bumps.

Respectfully,

Ralph Spitler

Dear Sirs:

Canoe came to-day and it's a dandy!

Yours truly,

F. A. Waugh

South Hero, Vt., July 21, 1915

Culebra, Canal Zone, August 25, 1916

Gentlemen:

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 catalog description of this model I can well believe it.

Sincerely,

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

4232 N. Keeler Ave., Chicago, Ill., August 14, 1916

Gentlemen:

I have been intending to write you for some time and tell you how satisfactory my canoe (17 ft. A. A. H. W.) is, but I have been too busy playing with it. The canoe is certainly lovely and I am very proud of it. It has attracted a great deal of admiration and all agree that an "Old Town" is the only canoe.

I greatly appreciate the attention you gave my order and shall be only too glad to always recommend the "Old Town" canoes most highly.

Yours very truly,

Miss Cassie M. Stickney

214 N. Palm St., Janesville, Wis., Mar. 20, 1912

Gentlemen:

... I don't think there is a better canoe here on the river of the same size (18' A. A. C. R., Dbl. mahogany gunwales) and the only canoe of any other size that could possibly come up to it is also an "OLD TOWN." It already has made records for speed, and as for safety I can take the waves from the biggest launches here (and we have some big ones) sideways, lengthwise or any old way. It is really a joke to watch the other canoes squirm and hustle around to get in position for the waves. I wish I could tell you more about it but time and space do not permit, so I will close, remaining,

Yours respectfully,

F. F. Shaler

Fairbanks, Alaska, May 3, 1914

Gentlemen:

Kindly send me one of your catalogs about canoes. Last fall I took a canoe of your make to the headwaters of the Tanana (Chisana). As I came back to Fairbanks over the trail I had to leave the boat behind. If I should not get it back this spring for some reason or other, I have to get a new one.

This one is 20 ft. long and the best ever. I "lived" against an eight mile current, "poled" through the stiffest riffles and cross currents, and with a load of 600 pounds; and it's a pleasure the way she answered to the paddle.

I am very sorry I could not stay until after the breakup. I certainly would have enjoyed that 500 mile ride down stream.

Yours very truly,

Geo. Weber

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

Dear Sirs:

The canoe boat (16' 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

Gentlemen:

Montreal, P. Q., Canada, Sept. 13, 1916

... The capacity of this 16 ft. square stern Sponson Canoe is only determined by the number of people you could get into it, and I have had eleven people which I have taken across the lake, though of course it would be too many in a rough sea. I have also been out on Shin Pond Lake during the time I had this boat this summer a couple of times, during the worse storms I have ever seen there, and so far as safety was concerned there was absolutely only one danger and that was this, had my engine stopped with the wind blowing as it was I certainly would have been blown on the shore, but so far as the boat was concerned there was no danger what-so-ever, and we certainly took advantage of all the storms we could get to go out and have a good time, and I must say as far as the engine is concerned that it carried us through each time without a skip and on the whole was a most satisfactory equipment right straight through.

This boat which you have furnished me, with any of the outboard motors which your customer might select, should prove to be a very popular arrangement for summer vacations, and I certainly will not be without one again.

You are at liberty to use any part of this letter, or refer your customer to me, regarding this boat as you see fit.

Very truly yours,

W. C. Elliott

Gentlemen:

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

Dear Sirs:

134 Conklin Ave., Binghamton, N. Y., Dec. 6, 1916

... It gives me pleasure to say, at this time, I have found The Old Town Canoe pre-eminently the canoe of satisfaction. It is the canoe of no regrets, to borrow a phrase. In my experience I have never found a canoe that combined all the points of the Old Town.

Its staunchness and durability as well as its grace, beauty and ease of handling, set it far above its competitors.

It may well be called THE MASTER CANOE.

With all good wishes for the coming season I am,

Very sincerely,

D. R. Skillman

Dear Sirs:

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

Gentlemen:

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

Gentlemen:

Hamilton, Ohio, Oct. 16, 1915

There came to my notice the other day a little incident which shows the strength of "Old Town" canoes.

Robert Schweitzer, of this city has a 17-foot "Otca." While he and three other persons were paddling along in the Great Miami river north of Hamilton they allowed the canoe to get too close to the edge of the State dam here, with the result that canoe and passengers went over the dam.

The four people escaped by swimming onto an island, but the canoe was carried down stream by the current. Schweitzer had about abandoned hope of ever seeing his boat again when he learned that it had been hauled ashore ten miles below the point where the accident occurred. He was surprised to find that after a ten mile trip over a number of shoals and under several bridges the canoe was still water-tight, and aside from a few scratches in the canvas was uninjured.

Yours very truly,

P. D. Fahnestock

Gentlemen:

Brownville, Maine, April 17, 1914

Kindly send me by Parcel Post at once, 1 pt. of Japan color coat N. H. Green and 1 pt. Special Spar Varnish.

Enclosed find P. O. order for \$1.25 in payment for above which is for re-finishing the 50 lb. 15-ft. canoe you built for me last spring. After a season's hard use canoe seems to be as good as new except for a few scratches and it seems only fair to add that of all the canoes I have owned or used (and I have either owned or used nearly every make and size of canoe built in the East) I have found none as satisfactory as my little 50 lb. "Old Town" for every day use, particularly where the load carried does not exceed 500 lbs. While the larger 18 and 20-foot craft, commonly used, are of course preferable where heavy loads are to be carried they are, in my estimation, completely outclassed by this easy handling 15-footer for use under average conditions.

Thanking you for building me such a bully little craft, I am,

Very truly yours,

J. B. C. Baker

Gentlemen:

27 William Street, New York, July 22, 1916

Please send me your canoe catalog for this season, also information and prices of paint. Have one of your canoes (17-ft. with sponsons) which I think a lot of.

Yours very truly,

D. M. Van Vliet

Gentlemen:

Waterford, Conn., June 2, 1916

My canoe reached here several days ago, in perfect condition. I am delighted with it. It is even better than I expected and the monogram is lovely. I'm sure I shall take great pleasure in it this summer.

Very truly,

Miss Alice R. Warren

CANVAS-COVERED CANOES AND BOATS

Dear Sirs:

Toronto, Can., September 9, 1916

I have your favour of 5th inst. enquiring if Sponson canoe supplied by you had met with my approval. I left Toronto on July 4th and have just returned this morning, having spent the summer at my cottage in McGregor Bay, which is one of the Bays off Georgian Bay and which lies between the Manitoulin Island and the main shore.

I used the canoe a very great deal during July and August. It was the only row boat I had and I used it for every purpose for which I would use a row boat. I also paddled it considerably, and it was used three days in deep water trolling for muskalunge and other large fish and I found it most satisfactory in every way and if I were to lose it in any way I would immediately order another. It was admired during the summer by every person who saw it. It was the only Sponson canoe in McGregor Bay and people were somewhat curious to inspect it.

Yours very truly, *M. K. Cowan*

Gentlemen:

402 Mahantongo St., Pottsville, Pa., Apr. 7, 1915

A year ago I purchased through Treman King & Co., Ithaca, N. Y. an Old Town sponson canoe, C. S. Grade, 17-ft. long, with special sail and leeboards. It was shipped to Union Springs, N. Y., where I received it safely June 20th. I used it all summer for paddling, sailing and fishing, and it gave splendid satisfaction as an all-around boat. I was out in several storms which drove large motor-boats to shelter, and got in safely with only a few drops of spray in the canoe.

Very truly yours, *Earl W. Haviland*

Gentlemen:

Philadelphia, Pa., Oct. 9, 1906

I intended writing you when at our camp in Maine about a month ago, in regard to the Sponson Canoe, but my only excuse is that I was having too good a time to stop to write letters. The canoe proved to be just as you recommended it to be. While it looked queer to us at first to see a boat that shape, after we used it a few days we grew to like it, and everybody at the camp agreed with us that it was the best one there. In regard to the buoyancy would say that two of us, weighing 175 pounds each, filled it with water, got in and sat down on the floor, each took a paddle and paddled around the lake with most of our bodies out of water.

Yours truly, *Hugh McIlvain*

Gentlemen:

Key West, Fla., April 22, 1911

Last October I purchased one of your H. W. Model, 18-ft. Canoes with full sailing attachments. Since then I have been all amongst the Florida Keys, sometimes taking two or three persons with me and have never had more pleasure out of any boat than I have had with my Old Town Canoe. It has stood very hard usage in fine shape, and as for sailing, I have been out in many a hard wind, even when larger boats have capsized, and can show my stern to many a large sail boat. If ever you have a prospect in this part of the country who wants to know the real value of the Old Town Canoe, send them to,

Yours very truly, *Chas. U. Chase, Jr.*

Dear Sirs:

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*

Rutland, Vt., July 25, 1910.

Gentlemen:

I think that I have the best canoe ("Otca") that there is made. I have used mine going on three years and it has not been over yet and it goes out in the roughest of weather. It is a dandy. I am called a canoe expert but am not; it is all in the boat. I don't see what any one wants of a Sponson; you can't tip this one over.

Respectfully, *G. M. Hascall*

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

Gentlemen:

..... 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

Gentlemen:

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' or 10'. 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*

Malone, N. Y., June 29, 1915

Gentlemen:

Am enclosing check in payment for canoe purchased June 1st. The first boat (16-ft. DE Boat) has reached us in fine condition and we are finding it all that you claim it to be.

Yours very truly, *L. Washburn*

Squam Lake, N. H., July 27, 1916

Dear Sirs:

I am enclosing check for the row locks I telegraphed for. Thank you most kindly for your prompt attention. The girls at my Camp are delighted with the canoes and row boats we bought this year.

Yours very truly, *Mary A. Elcock*

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

Gentlemen:

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, to-day that canoe is worth more to me than a new one. I have had it thru 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. Some times 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*

The Antique Boat Museum
750 Mary Street
Clayton, NY 13624

7-2003

Old
Town
Canoes

