



“OLD TOWN CANOES”
MADE BY THE
OLD TOWN CANOE COMPANY

CANVAS COVERED WATER CRAFT AND THEIR EQUIPMENTS

MANUFACTURED BY
OLD TOWN CANOE COMPANY, Old Town, Maine, U.S.A



This name plate is your guide to the genuine "Old Town Canoe." Look for it on the bow deck of the canoe you purchase

FOREIGN AGENCIES

Buenos Ayres, S.A.

DONNELL & PALMER

Paris, France

A. A. TUNMER & Co.

Hamburg, Germany

CHAS. LAVY & Co.

Abo, Finland

TREPANUS SETH

Firenze, Italy

IL MERCURIO INTERNAZIONALE

PACIFIC COAST AGENCIES

San Francisco, Cal.

WEEKS HOWE EMERSON Co.

Seattle, Wash.

SPELGER & HURLBUT

Portland, Ore.

REIERSON MACHINERY Co.

DID you ever think that of all the primitive implements of the Indian none have 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 birchbark 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. Improvization 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.



In Old World history there is almost a parallel instance of the survival of the Indian canoe in the gondola of Venice. In the two craft brought down through the ages there are points of semblance and the comparison begins with the identity of motion — both glide and in that ineffably languorous motion lies the charm of each. No thump of oars disturbs the quiet of a perfect summer's night, and one's craft moves on 'mid nature's music expressed in rippling water and sonorous breezes, in each instance incomparable to anything else, whether following the leafy ways of stream and river or drifting in the unfolding splendor of an Italian night.

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, as we can imagine, by the native red men a century and more back, to live by a camp-fire as he lived and to make shelter wherever night overtakes him, is to understand the independence of the savage and to know the truth of self-reliance.

" . . . a little river . . . where one could float in a *canoe* through mile after mile of unbroken woodlands, and camp at night in a bit of wilderness as wildly fair as when the wigwams of the Lenni-Lenape were hidden among its pine groves."

— "Days Off." VANDYKE.



THE birchbark 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 æsthetic, 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."

Because of our nearness to the Penobscot River sorting booms we are enabled to select carefully all the lumber we use, and particularly Eastern Cedar, the



Sorting Cedar Logs for Canoe Stock at Boom near Old Town

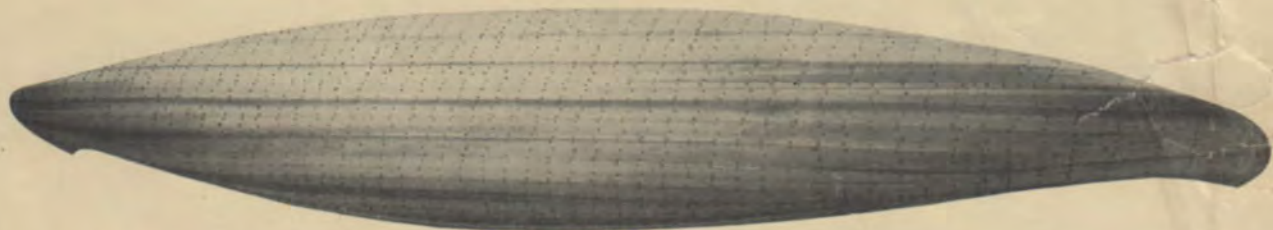
lightest and toughest wood obtainable. The illustration on preceding page shows a crew of our men at this work last September.

All of our employees are skilled workmen, men who not only know how to build canoes but who also have had experience in their use. They know what makes a canoe paddle easy, and if a faulty canoe escapes our inspector's eye it never gets beyond our finisher's hands.

We have taken the primitive canoe of the Indian, modernized it 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 have 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.

The success of canvas-covered pleasure craft was enigmatical when we began to construct them seven years ago. It has been, therefore, with the keenest pride that we have watched, and in no small way assisted, the growth of interest in canoeing. During the whole period there never has been a time in the canoeing season when we were ahead of our orders, and each year has necessitated an increase in our factory facilities. This season finds us better prepared than ever before to give efficient service, for in addition to nearly doubling our factory space and also our storage, we now have a spur railroad running directly into our plant so that canoes can be loaded into cars directly from our store sheds. The most beneficial result, however, to be obtained from all these betterments is in the assurance that from now on double the time heretofore given can be allowed for the hardening of varnish and the finishing coats, thereby obviating all possibility of imperfect finish, and, as has always been our rule, satisfactory work in every detail is guaranteed. Nearly to double facilities which last year permitted us to ship during one week in April two hundred and one canoes, indicates how well prepared we are to handle orders this year.

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 canvassed. 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 patch work, 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 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.

Method of Tacking

Then, too, see with what regularity the copper tacks are driven — a tack at 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 you ever 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 prevents the hull soaking water and thereby increasing the weight many pounds, at the same time hastening decay.

Substantiation

The closing paragraph of Dr. Robt. T. Morris' article "To Hudson Bay by Canoe," appearing in the June 16, 1906, number of *Forest and Stream*, begins, "For freedom from accident of any sort we give credit to our tough and shapely "OLD TOWN CANOES;" and the author by letter advises us that "The canoes had very rough usage in the trip of over 1000 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.



Charles River Model

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.

Through its beauty of outline, steadiness and speed this model earns its place as the most popular canoe on the market.



H. W. Model

THE reception accorded by canoeists to this model since its introduction justifies us in asserting that it is the criterion for an all-around canoe. It is a lake canoe and a salt water canoe, a pond canoe and a stream canoe.

Its displacement and depth are a little more than those of the Charles River Model. It is these features together with a little more fulness at the ends which adapt it for use in heavy winds and ocean swells. For such work more draft is required than for river use in order to give good riding qualities and ease in handling. A flat bottom boat is not very effective in such places and the same is true of a too flat bottom canoe. The lines are speedy and of graceful symmetry. The ends curve with that nicety given by the Indians to their bark canoes.

For cruising and camping and for use on salt water, large ponds, and lakes this is the canoe.

A. A. Grade

IN designating this grade the purchaser is assured of our very best production. All materials are of the highest order procurable. Planking and ribs are of cedar carefully selected, of uniform color, and without any imperfections; gunwales and finish rails are of straight grained piano spruce; stems of ash; decks, thwarts, and seat frames are of selected straight grained mahogany, guaranteed genuine; polished brass bang plates and copper and brass fastenings throughout. The canvas is of special manufacture and filled with the utmost care in order to produce an absolutely smooth surface for the color coats and varnish. The inside of the canoe is assiduously sandpapered and smoothed, then coated with a special varnish, prepared alike for wear and to withstand water and atmospheric changes. For the outside we use a Spar Varnish manufactured especially for us of the highest lustre and durability.



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

A floor rack as shown on page 22 is furnished at no additional cost in A.A. Grade, and variations in style of gunwales may be had as described on pages 17 and 19.

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

C. S. Grade


OUR aim in this 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 finish rails of spruce; stems of ash; decks, thwarts and seat frames of oak, maple, birch, spruce or ash; bang plates of brass, and fastenings throughout of brass and copper. Canvas of the same quality as in A. A. Grade, carefully filled, colored and varnished. The same materials are used but not so much care taken to produce fine finish as in the best grade.

As the worth of a watch depends not on the case but the works contained by it, so a canoe in this grade will give the best possible service without any additional investment in extra finish or expensive woods.

For exacting service where superior finish is not desired this grade provides a canoe of guaranteed dependability.

If a floor rack is desired in a canoe of this grade it will be furnished to order for \$1.00 additional.

A new model of increased beam and in C.S. Grade is described on page 



Canoe Price List

All prices are F.O.B. cars Old Town and cost of transportation is not included. Local agents add freight.

	Length	Width	Depth	Weight	Approximate Weight Packed	A.A. Grade	Code Word	C.S. Grade	Code Word
Charles River Model,	15'	31"	11 1/2"	60	90	\$36.00	Raft	\$28.00	Rebel
" " "	16'	32 1/2"	12"	65	100	38.00	Ramp	30.00	Rebuff
" " "	17'	34"	12"	70	105	40.00	Rain	32.00	Recover
" " "	18'	34"	12"	75	110	42.00	Ransom	34.00	Return
H. W. Model,	15'	31 1/2"	11 1/2"	60	90	36.00	Hang	28.00	Heft
" " "	16'	33"	12"	65	100	38.00	Hatch	30.00	Heal
" " "	17'	34"	13"	70	105	40.00	Harbor	32.00	Hector
" " "	18'	35"	13"	75	110	42.00	Hamstring	34.00	Hearken

Keel 7/8" deep, Code word, add-ing to name of canoe, i.e. Rafting									\$1.00
Outside stems, continuations of the keel encircling the ends									2.00
Mahogany long decks, extreme length 37"									6.00
Bird's Eye Maple long decks, extreme length 37"									6.00
Oak long decks, extreme length 30"									4.00
Mahogany finish rails									2.00
Oak finish rails				\$ 1.50					
Copper air tanks					10.00				\$6.00
Mast seat and step				1.50					.35
Mast seat and step (in place of regular bow seat)				1.00					.12
Mast thwart and step				1.00					\$2.00 to 4.00
Gold stripe 1/2"				2.00					Prices of paddles and equipments on pages 31 and 32.

In order that one price shall rule and to accord all purchasers of "OLD TOWN CANOES" equal consideration we have avoided the practice in vogue with most manufacturers of placing list prices high and allowing discounts, varying with the exigencies of the case, to consumers. The above are our net prices and no concessions are made except to dealers, liveries, our regular agents, and on quantity orders.

Terms

Cash with order, or satisfactory reference. On special order work a deposit of 25 per cent is required when order is placed. On C.O.D. express and freight shipments part payment must accompany order and, in the latter case, the balance is collectible by sight draft with endorsed Bill of Lading attached.

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 \$1.75, and we advise it for foreign shipments. Less than one 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.

Approximate freight rates to New England points	\$1.00 to \$2.75 per cwt.
Approximate freight rates to North Atlantic States	2.50 to 3.50 " "
Approximate freight rates to points beyond above states and east of the Mississippi River	2.80 to 9.00 " "
Approximate freight rates to points west of the Mississippi River to the Pacific	4.50 to 12.00 " "

Colors

We intend to carry in stock canoes colored dark green, light or New Haven green, dark or Tuscan red and bright red. If no color is specified we shall assume that dark green is desired unless we are instructed to ship any color. During the 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.

Always we are anxious to receive thoughtful criticism, and if in this catalog you do not find the canoe or equipment you desire, write us your requirements. We have every facility for turning out special work and give you the benefit of our experience. To the manufacture of canvas-covered craft and their equipment our whole attention is given. Our stock of canoes and boats never numbers less than five hundred during any part of the year, thus assuring you the most efficient service.

Keel and Outside Stems

A keel affords protection to the bottom of a canoe and gives increased steadiness. Especially is it advisable when canoe is to be kept at a livery where attendants are apt to be careless in dragging it out onto a float. More and more keels are attached each succeeding year and last season over four-fifths of the canoes sold were equipped with them. The regular keel is $\frac{3}{4}$ -inch deep. A shoe-keel $\frac{3}{8}$ -inch thick will be supplied to order. Outside stems improve the looks and add to the wear of a canoe. They are shaped to the ends of the canoe by steaming, and after being screwed in place the brass bang plates as usual are attached to them for further protection.

Bow Seats Dropped

As heretofore, unless otherwise ordered, the bow seats in all "OLD TOWN CANOES" will be dropped four inches instead of being fastened close to the gunwale. This is done to bring the center of gravity nearer the bottom of the canoe in order to effect greater steadiness. Mast seats are fastened close to gunwale.

Long Decks

These give greater attractiveness to the canoe and, from a practical viewpoint, provide for dry stowage. A low combing is used for finishing the ends of the decks, and complete they add very much to the appearance of any canoe, particularly the A. A. grade where all the finish is mahogany.

Names

Shaded gold letters are used by us for supplying names to canoes. Generally the name is placed on both sides of the bow or on the left bow and right stern. We can execute monograms of two and three initials, the price varying with the work involved but within the limits of the prices given in the list. Usually letters 4 inches high are used, but this particular can be changed to meet individual taste. Also sometimes a single initial letter is applied 4 inches high. These cost \$1.00 each if done in gold and shaded.



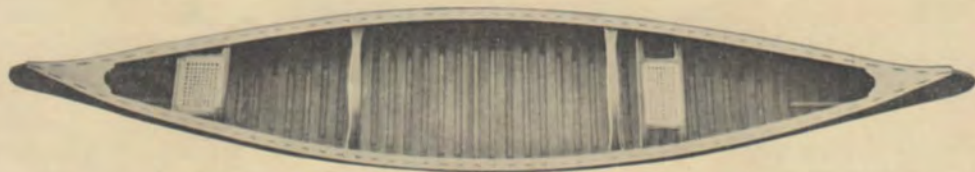
Guide's Special Canoe (18 feet, Thirty Dollars): I. F. Model

THIS canoe is planned throughout for the use of professional guides and sportsmen. It is built from our improved I. F. Model, which has a generous width for large carrying capacity, and a flat floor to give the smallest possible draft. The combination makes a very fast canoe. By extending the flatness of the bottom farther into the ends, greater stability and more speed have been given this canoe than it had formerly.

It is strongly built of good lumber, the ribs and planking being of selected cedar, with spruce gunwales and finish rails, and ash, maple or oak decks, seats and thwarts. All fastenings are copper and brass, seats caned, and the hull after being oiled is covered with No. 6 canvas carefully filled with a special filler that dries hard and firm. The inside is filled, rubbed down, and varnished. The outside has a fairly bright surface but is not varnished. An honestly built canoe with no money put into ornamenting, guaranteed to wear and be satisfactory. Stock color, slate. The above is a description of our G. S. Canoe. We can supply this model to order only in A. A. & C. S. grades and 17-foot lengths.

Length	Width across Gunwales	Depth	Weight	Grade A. A.	Grade C. S.	Grade G. S.
17 feet	35½ in.	12 in.	75 lbs.	\$40.00	\$32.00	
18 "	35½ "	13 "	83 "	42.00	34.00	\$30.00
19 "	37 "	13 "	88 "	45.00	37.00	32.00
20 "	39½ "	13¼ "	92 "	48.00	40.00	34.00

More words of praise have come to us for our "Ideal" Canoe than for any other one style we manufacture. In the words of one owner "It's Canoe Perfection."



"Old Town 'Ideal' Canoe" (Open Gunwales and Half Ribs)

16 ft. A. A. C. R.	\$38.00	17 ft. A. A. C. R.	\$40.00
Open mahogany gunwales	3.00	Open mahogany gunwales	3.00
Half ribs	2.00	Half ribs	2.00
Keel	1.00	Keel	1.00
	<hr/>		<hr/>
	\$44.00		\$46.00

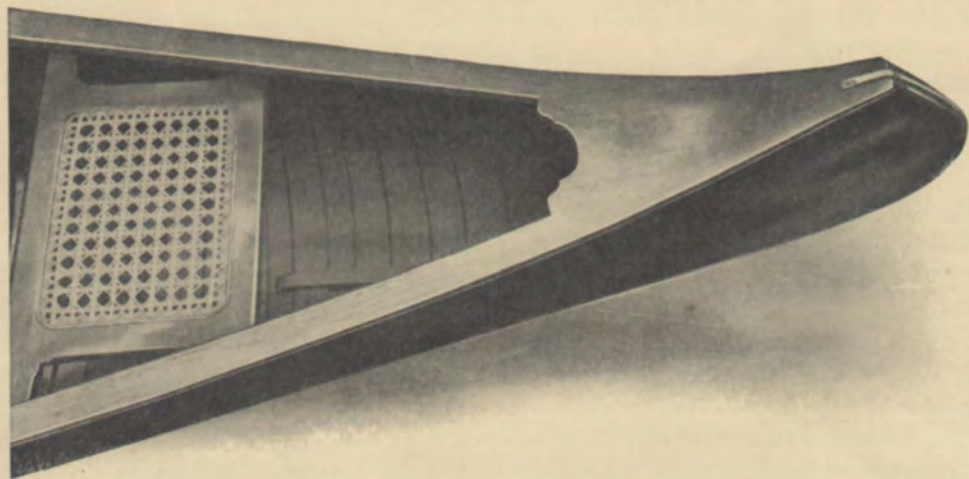
“Old Town ‘Ideal’ Canoe”

IF you wish a canoe with distinctive features this is built particularly to fill your want. It is the canoe without a peer, designed for the discriminating purchaser, and assures him exclusive ideas in canoe construction.

Open gunwales of mahogany and half or short ribs give originality, beauty and utility. The open gunwales accomplish ease in washing out where, in canoes of regular construction, dirt gathers beneath the gunwales when the canoe is turned over to remove water, etc., and is cleaned out with difficulty if at all. Half ribs add strength to the bottom of the canoe, making a floor rack unnecessary. Their lengths are graduated from amidships to the ends of the canoe and conform to the flatness of the bottom. The ends of the ribs as shown in the illustration are cut off square and held in place by two gunwales which are screwed and doweled together, the rib ends being finished flush and smooth with the top surface. A small pocket is made in the lower inner edge of the outside gunwale to receive the planking and canvas. This canoe will satisfy the critical purchaser and it begins its second season with unexampled prestige. We shall carry it in stock only in A. A. Grade, Charles River Model, 16 and 17-foot lengths, colored dark green; for different color allow one week's time. This construction can be accommodated to any canoe we make for the additional charges as noted, but four weeks time will have to be allowed for the work. *Get your order in early.*

Specify if keel is wanted.

Code Word, prefix Ge to word for Canoe as given in price list p. 12. Example: Geramp would be 16 A. A. C. R. Dark Green with Open Gunwales and Half Ribs.



Double Gunwale Construction

Double Gunwale Construction

MAHOGANY double gunwale construction represents the acme in canoe-building art. This style finish is supplied only in A. A. Grade from both our Charles River and H. W. Models and it not only produces a most attractive canoe but at the same time even more strength is obtained than in the regular finish. The construction is as follows: The ordinary gunwale of spruce is replaced by one of mahogany, to which are attached the ribs, planking and canvas. In another gunwale, also of mahogany, by rabbetting the lower inside edge a pocket is made to receive the ribs, planking and canvas. The two gunwales are screwed and doweled firmly together at intervals of six inches, making a tight joint, and when finished and varnished they appear to be but one piece of wood.

The inclination of canoe lovers for canoes of exclusive and attractive finish is fulfilled in this style canoe, and the fact that the sales of it last year more than doubled those of the preceding season clearly indicates its growing popularity.

The cut shows only one end of a canoe having mahogany double gunwales and but poorly illustrates the beauty of its construction.

The additional charge for these is \$2.00.

Code Word, prefix Ro to code word for Canoe, as given in price list. Example: *Rorain* would be 17 A. A. C. R. with Double Mahogany Gunwales.

"Old Town 'Otca' Canoe"

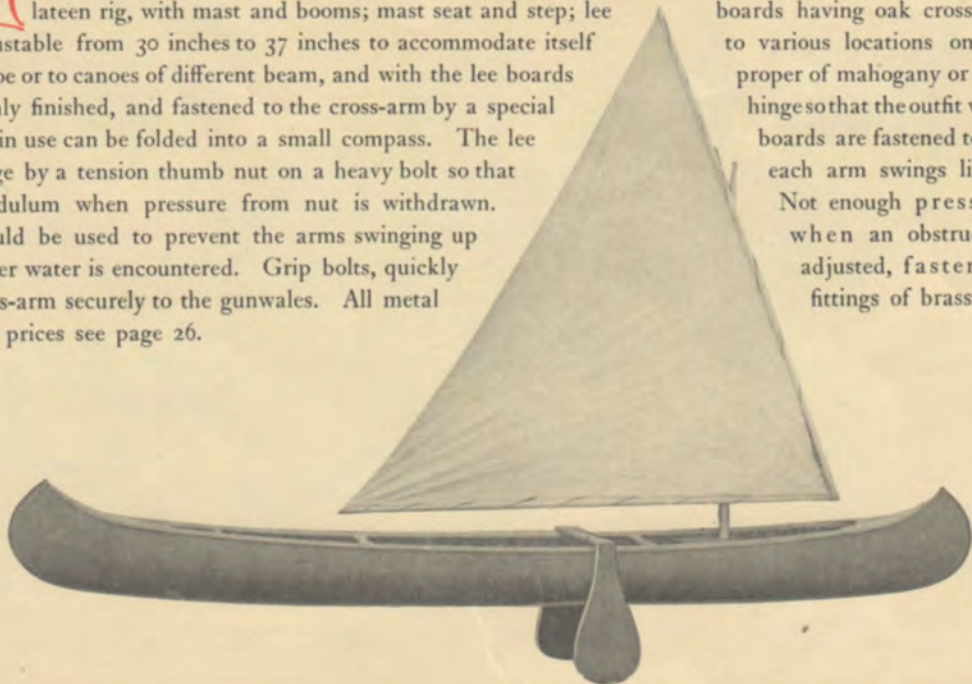


IN our "Otca" model are comprised dimensions which are distinctive in our other models and the style of finish includes open spruce gunwales and 20-inch long decks with low combing. The bows are full as in our H. W. model, the floor is flat like our Charles River model, while increase of beam provides a maximum of steadiness without proportional loss of speed. It's a fast canoe. We know the model will make as many friends as it has users, while the originality in finish provides a canoe in C. S. grade of relative attractiveness to our "Ideal Canoe." This is a coming canoe and we are preparing for a large sale. Stock color Dark Green. (Another view of this model is shown on page 21.)

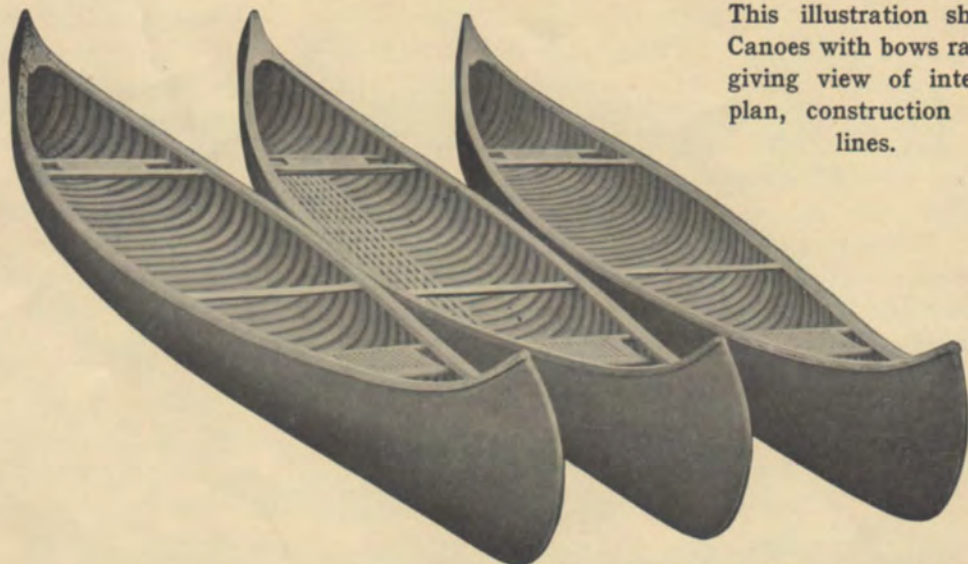
Length	Beam	Depth	Weight	Price	
16 ft.	34½ in.	12 in.	70 lbs.	\$36.00	With keel, \$37.00
17 "	35½ "	13 "	75 "	38.00	" " 39.00

FOR sailing we recommend the outfit illustrated, which includes the following: sail complete, lateen rig, with mast and booms; mast seat and step; lee adjustable from 30 inches to 37 inches to accommodate itself canoe or to canoes of different beam, and with the lee boards highly finished, and fastened to the cross-arm by a special not in use can be folded into a small compass. The lee hinge by a tension thumb nut on a heavy bolt so that pendulum when pressure from nut is withdrawn. should be used to prevent the arms swinging up under water is encountered. Grip bolts, quickly cross-arm securely to the gunwales. All metal For prices see page 26.

sail complete, boards having oak cross-arm to various locations on the proper of mahogany or oak, hinge so that the outfit when boards are fastened to the each arm swings like a Not enough pressure when an obstruction adjusted, fasten the fittings of brass.



CANVAS COVERED BOATS AND CANOES



This illustration shows
Canoes with bows raised
giving view of interior
plan, construction and
lines.

17-foot C. S. Grade
Canoe Charles River
Model

17-foot A. A. Grade
Charles River Model
with Mahogany
double gunwales and
floor rack

17-foot C. S. Grade
Canoe H. W. Model

Details of Construction

IN the construction of the hulls of our canoes and boats, cedar ribs 5-16 inch thick and cedar planking 5-32 inch thick is used. The ribs in the Charles River Model have a uniform width of 2 inches. In the H. W. Model the ribs are two inches wide, tapering, as they leave the bottom, to 1½ inches at the ends. By placing the ribs near together the necessity of a bottom rack is avoided. This, however, to meet the requirements of many we regularly supply in A. A. Grade canoes, but only to order and for additional cost (\$1.00) in C. S. Grade. The planking is smooth laid with square joints, and by thoroughly *oiling the hull before canvassing* all possibility of *absorption of moisture* and consequent *decay* is *annulled*.

In canoes of stock specifications the decks are 16 inches in length. Long decks (illustrated on page 18) supplied to order only. All canoes have two caned seats and two thwarts as shown in cuts. A third thwart in center for carrying will be put in when ordered. Seats and thwarts are attached to gunwales by bolts and are removable. Thumb nuts will be used for securing middle thwart if desired.

Number 8 canvas is used for the outer covering. This is drawn tight and fastened, and its pores filled with a waterproof composition. After this has hardened the imperfections are removed by rubbing with sand-paper and steel wool. Then a smoothing coat is applied which must set thoroughly before the canoe is colored and varnished.

The materials for the last two processes have been selected by experimenting and elimination and have been found to be the best adapted for our use and requirements.

If you wish to refinish your canoe or at any time desire information as to care and maintenance we will appreciate your writing us. The cost of material for refinishing will be nominal.

Sponson Canoes

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.



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”

FOR family use and for those who are inclined to be cautious upon the water we particularly recommend the SPONSON CANOE. This canoe is so-called from the air chambers built out from each side and extending from stem to stern. In ordinary use it is next to impossible to upset a sponson canoe. Even when filled with water the confined air will support a heavy weight. By the addition of rowlocks this may be made a satisfactory all-round craft. It may be either rowed or paddled and oars and paddles may be used together. For general use we unreservedly recommend a sponson canoe. It is light (the sponsons add about 25 pounds), staunch, safe, easily handled and fast. It is the canoe best adapted for sailing.

Sponsons are of the same construction as the canoe proper and are enveloped entirely by canvas, thereby rendered water-tight. Amidships they are four inches wide and taper symmetrically to within a foot of each end of the canoe. They are five inches deep amidship and do not touch the water unless the canoe is careened.

Sponsons will be built upon any canoe we list, but we recommend the H. W. Model as best adapted and carry only this model in sponson canoes in stock. The additional cost is \$12.00.

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 accompanying folder.

Examples of Cost of Sponson Canoes

16 ft. C. S. Grade canoe	\$30.00	17 ft. A. A. Grade Canoe	\$40.00
Sponsons attached	12.00	Sponsons attached	12.00
	<hr/>		<hr/>
	\$42.00		\$52.00
For keel add	\$1.00	For keel add	\$1.00
For outside stems	2.00	For outside stems add	2.00
For polished brass rowlocks	2.50	For polished brass rowlocks	2.50
For medium decks 30 in.	4.00	For mahogany long decks	6.00
Finish rails, of spruce, unless otherwise ordered, are fastened to the outer edges of the sponsons for their entire length and serve also as protections to the canvas covering.		For mahogany finish rails	3.00
		For mahogany panels on sponsons	5.00
		This is the highest grade canoe we make and one its owner may justly be proud of.	
Rowing seat and foot brace			\$2.50
Spruce oars 7ft., leathered, tipped and varnished			2.10

Cost of Sailing Outfit

Mast seat and step, in place of regular bow seat	\$1.00
Mast seat and step, extra	1.50
Leeboards, as described on page 21	6.00
Leeboards as described on page 21, but with cross arm adjustable from 37" to 45" for Sponson canoes	6.50
Sail complete with mast and boom (area not greater than 50 ft.) either leg-o'-mutton or lateen rig	8.50



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 streaks, rudder, etc., ash, maple, or oak; copper fastenings; wood-work 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 inside, and it has been lightened and improved by using light spruce seats, narrower keel, and shorter bilge keels.

Length	Width	Weight	No. Seats	Price
9 ft.	45 in.	82 lbs.	3	\$45.00
11½ "	50 "	125 "	3	50.00

Above prices include rudder, 1 pair polished brass rowlocks, 2 pairs sockets. Five dollars additional will supply mahogany trimmings throughout.



“Old Town ‘War’ Canoe”

"Old Town 'War' Canoe"

DON'T you think these boys are getting all the pleasure possible from their summer outing? This picture represents one of our "War Canoes" on a lake in New Hampshire, and when fully manned it has passed every launch it has encountered for a short sprint. It is built from a special model, the planking and ribs are of extra thickness, it is 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. It is 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.

This craft we build to order only, and four weeks' time is required to complete it. The price includes crating and loading for shipment, and, as it is generally forwarded on open flat-cars, we use great care in packing, so as to avoid any possibility of damage in transit.

We shall be pleased to correspond with you in regard to this canoe and if the length does not fill your requirements will submit quotations on any length canoe you may desire. Our experience, however, has shown this length to meet nearly every requirement and we have supplied them particularly for the use of canoe clubs.

Length	Width	Depth	Price
34 ft.	40 in.	14 in.	\$135.00

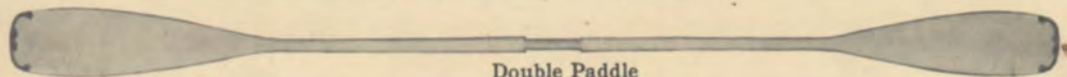


Canvas-Covered Double End Boat

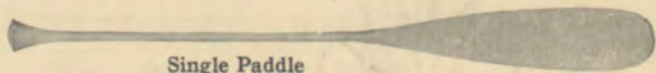
THE model and construction of this boat is first class. It sits almost as lightly in the water as does a canoe, and handles easily. Paddles can be used as well as oars. It is of shallow draft and offers exceedingly slight resistance to the water. Very little effort is necessary for its propulsion, and for this reason it is a desirable craft for children and for women. The shape is right for a steady, staunch 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 hard wood to correspond with other trimmings. Its lines follow the well-known Adirondack skiff, but this boat is offered at a much more reasonable cost.

Length	Width	Depth	Weight	Seats	A. A. Grade	C. S. Grade
16 ft.	38 in.	13 1-3 in.	100 lbs.	4	\$53.00	\$45.00

Prices include rudder, 2 back rests, 2 pairs galvanized rowlocks, keel and outside stems as illustrated. Spruce oars, leathered, varnished, copper tipped; straight blades \$0.15 per foot; spoon blades, \$0.25 per foot. Rowlocks common, swiveled: polished brass, \$2.50 per pair; galvanized iron, \$1.25 per pair.



Double Paddle



Single Paddle

Single Paddle Lengths

4', 4' 3", 4' 6", 4' 9", 5', 5' 3", 5' 6", 5' 9", 6'

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.

Double Pneumatic
Cushions

No.	Price
1 seat 12x12", back 12x12	\$5.50
2 " 15x15", " 15x28	11.00
3 " 12x14", " 12x20	7.00

Single Pneumatic
Cushions

No.	Price, \$2.75
3 12 x 12"	
4 12 x 14"	3.00
5 12 x 20"	4.00

Rowing Seat with foot
brace

Folding Slat Canoe Chair

back tips backward—to be leaned against canoe thwart.

Folding Caned Canoe
Chair

back tips forward but does not go back beyond present position.

For prices see page 32

Miscellaneous Price List



Paddles, single, first quality spruce or maple	\$1.50 each
Paddles, single, second quality spruce or maple	1.00 "
Paddles, selected, bird's eye maple	\$2.50 to 3.00 "
Paddles, spruce, double, with friction joint, first quality	3.50 "
Setting poles, with picks	1.50 "
Oars, spruce, straight blades, leathered, varnished, and copper tipped15 foot
Oars, spruce, spoon blades, leathered, varnished, and copper tipped25 "
Carpets to cover bottom of canoe, good quality, special lot	1.00 yard
Canvas covering for canoe30 foot
Rowlocks, common, swivel, malleable iron, galvanized	\$1.25 pair
Rowlocks, common, swivel, polished brass	2.50 "
Rowlocks, pin, polished brass	2.50 "
Rowlocks, pin, galvanized	1.25 "
Cushions,awning stripe,cork filled,14x14x2 1/2	1.00 each
Cushions,awning stripe,cork filled,14x24x2 1/2	1.25 "
Flag pole sockets, flush35 "
Flag pole complete, nickel-plated acorn end60 "
Back rests, slat, light and good75 "
Back rests, hardwood frames, caned, an excellent back	1.50 "
Back rests, mahogany frame, caned, high finish	2.00 "
Chairs, folding slat, finished in varnish	1.25 "
Chairs, folding caned, high finish	2.50 "
Chairs, folding caned, high finish, mahogany frame	3.50 "
Carrying yoke \$2.25 each	Rudder for canoe 2.25 "
Sail, extra light material special, with mast and boom, maximum area	8.50 "
50 feet, lateen or leg-o'-mutton rig	
Specify length canoe and we will furnish sail it will best carry	



THIS NAME PLATE
SHOWS THIS TO BE A
GENUINE

Old Town Canoe

MANUFACTURED BY
OLD TOWN CANOE CO.
OLD TOWN, MAINE, U.S.A.