



*Chestnut
Canoes*

Chestnut Canoes

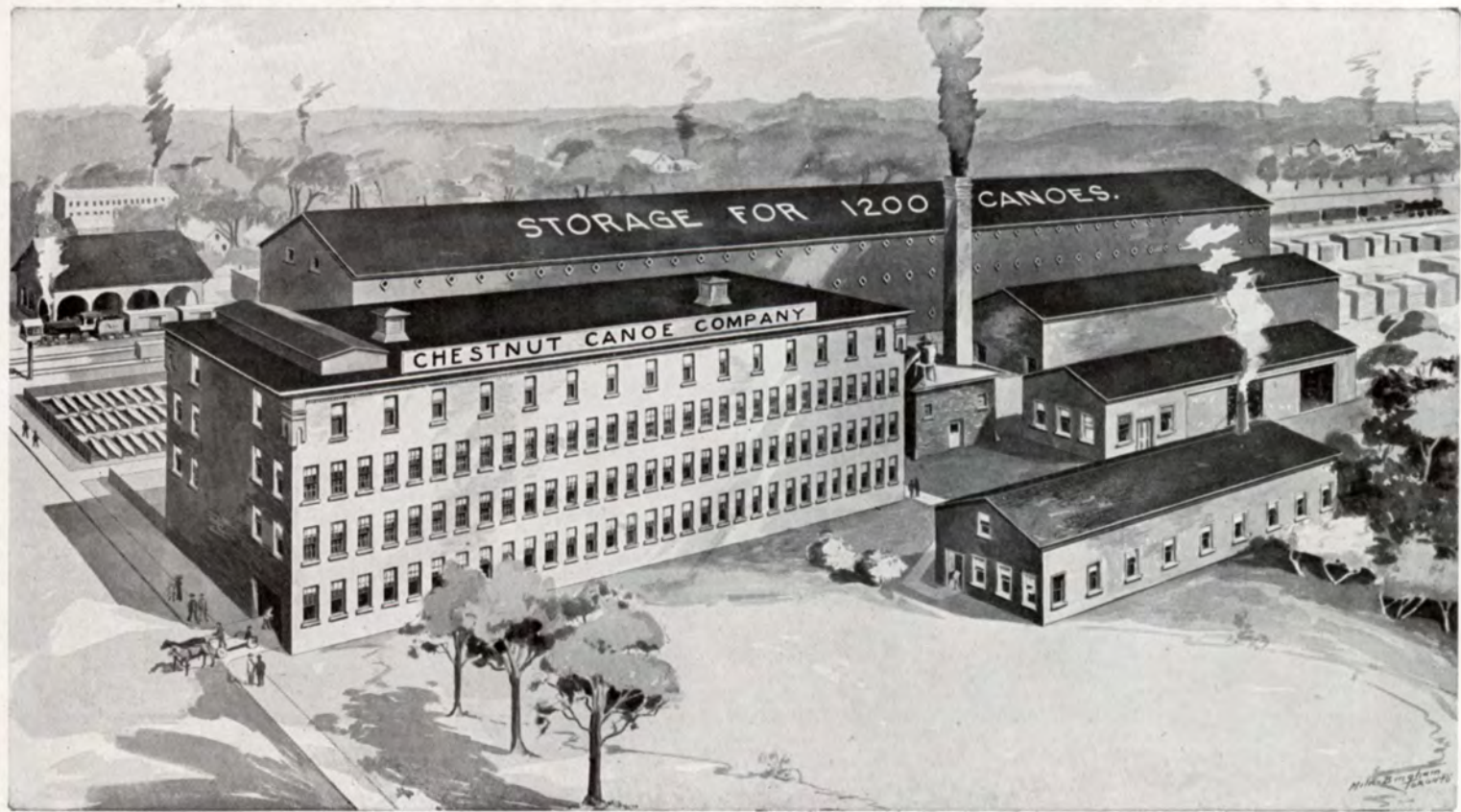
CHESTNUT CANOE CO

• • • LIMITED • • •

FREDERICTON, N.B.

35% discount





Chestnut Canoe Company Limited, Fredericton, N.B., Canada

Chestnut Canoes

Chestnut Canoes

RECREATION AND PLEASURE in various forms enables us to better grapple with the cares of life. Unless we indulge in some form of amusement we soon fall mentally and physically below par. In this generation, if we would succeed we must put forth every effort to promote a healthy body and keen brain.

Did you never wish, when the day's work was done to indulge in some kind of amusement, not too strenuous, but affording you pleasure and a certain amount of exercise? If so, have you tried **Canoeing**? Is it not just what you were looking for? We wish it were possible for us to convince every reader of our catalogue of the great pleasure to be derived from a canoe. What could bring greater peace and comfort to a weary brain or body than to idly drift along over still, smooth waters with the sun sending forth her beneficial rays and gradually lulling you to forgetfulness or to slowly paddle through moon-lit waters!

However, canoeing does not appeal only to the pleasure loving portion of the public as in some sections it is the only recognized method of travel. Away up in the "Great White North," when Nature with her fairy wand has transformed the frozen waters to glistening whirlpools, you will find that the trader, trapper and prospector reckon a canoe as an absolute necessity. Invariably you will find that the Canoe they one and all handle is a "**Chestnut**." Experience has taught them that these canoes are well adapted to their needs and requirements as they withstand the extreme cold, when stored for Winter, and the intense heat of Summer does not affect them in any way or cause them to leak.

Every article manufactured gains its reputation in the world of commerce by its ability to serve the Public. We have no hesitation whatsoever in saying that wherever they have been used **Chestnut Canoes** have won for themselves an enviable reputation, that has never yet been surpassed or equaled and they have carried off the palm at the great bar of Public opinion.

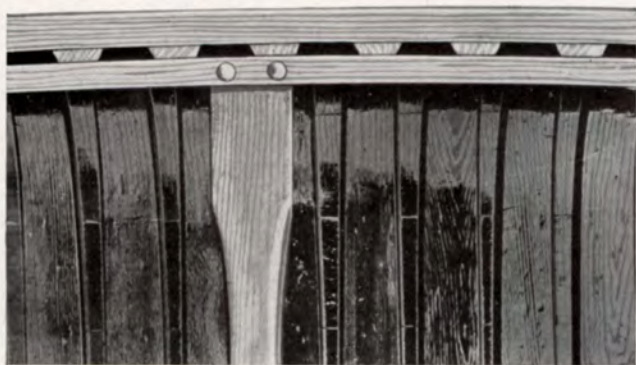
Our aim has always been to give the Public something better in the canoe line than they have yet had and the numerous letters of appreciation and recommendation received from satisfied customers throughout the World, and the Diplomas which our product has carried off wherever exhibited, prove to us that our efforts have been rewarded far beyond our expectations. We have never reduced the quality of our canoes in order to keep the price down, believing that the Public prefer a good article at a fair price rather than a poorer substitute at a little lower price.

Our models are all drafted by an expert canoeist and, when purchasing a Chestnut Canoe, no matter what model it is you are buying, you have the advantage of an expert's experience, and we are pleased at all times to help you select the model adapted to your particular needs.

Should you wish a canoe for pleasure purposes alone, one that will enable you to while away many happy hours throughout the canoeing season, or if you are looking for a canoe to take you into the unfrequented places of civilization, surveying, prospecting or trapping, we can furnish you with just the canoe, one that will please you in every way.

The one and only aim we have is **Perfection in Canoes** which incidentally brings utmost satisfaction to every user and when you once own a **Chestnut Canoe** we feel sure you will agree with us that we have gained our ultimate aim.

Chestnut Canoes



Open Gunwale

red and green. Double, open gunwales, such as our No. 2 canoes are built with, will be supplied to order free of extra charge.

The cedar in our No. 2 or second grade canoe is sound and good, but admits of a few small knots. The finish is natural with one coat less of varnish than in the No. 1. The canvas is two grades thicker than that on the No. 1 canoe, but is not finished with the same smooth surface. The finish is the best quality of lead and oil paint and stock shade is a light slate or grey. Red, green, dead grass and other colors will be supplied to order. The gunwales used are the double open style illustrated. Second grade canoes with single gunwales will be built to order without extra charge.

Dimensions

In the past we have measured our canoes for catalogue purposes as follows:—For width from inside to inside of ribs and for depth from top of rib to top of gunwales. We are now changing this method to agree with that in use elsewhere and in the future measurements will be for width, from outside to outside of canvas at widest point and for depth from top of gunwales to outside of canvas.

Many of our models are made in two grades, the difference being in the types of gunwales used, in the quality of the lumber, in the thickness of the canvas and in the finish.

The No. 1 or first grade canoe is made of perfectly clear cedar finished natural and has the regulation inside gunwale with finish rails. The canvas outside is brought to a very smooth surface and finished in varnish with bright colors, the stock shades being



Chestnut Canoes

Chestnut Featherweight

The acme of perfection has been reached in the construction of our featherweight canoe.

By eliminating every ounce of weight that can possibly be done away with and by using extra light wood, carefully selected as to strength, we are able to produce a strong, sturdy canoe that will carry two men and a load, the weight with light shoe keel being only $34\frac{1}{2}$ to 35 lbs. This weight is a mere nothing on a portage and this craft can easily be taken in to almost inaccessible lakes where the big fish hide and where it is quite necessary to have an easily handled craft to get them.

Built in the first grade only with our standard varnished finish, but can be supplied in dull finish to order at the same price. Has one cane seat in stern, centre bar and bar in bow.

CODE WORD	LENGTH, FT.	WIDTH, INS.	DEPTH, INS.	WEIGHT, LBS.	PRICE WITHOUT PADDLES
Featherweight.....	11	34	$11\frac{3}{4}$	$34\frac{1}{2}$	\$80.00

We will build any of our canoes except the above and our 50-lb. canoe, specially light to order, reducing the weight about 10 lbs. for an extra charge of \$5.

292 Nelson St., Ottawa, Ont.

Chestnut Canoe Co.,
Fredericton, N.B.

Dear Sirs:—

I received your catalogue and am very much pleased with it.

I have owned a Chestnut Canoe for the past three years and I think there is no better boat made. I have paddled different canoes but find that your make is the best in either calm or rough water and I am patiently waiting for the ice to break so I will be able to enjoy a trip in your beautifully made canoe.

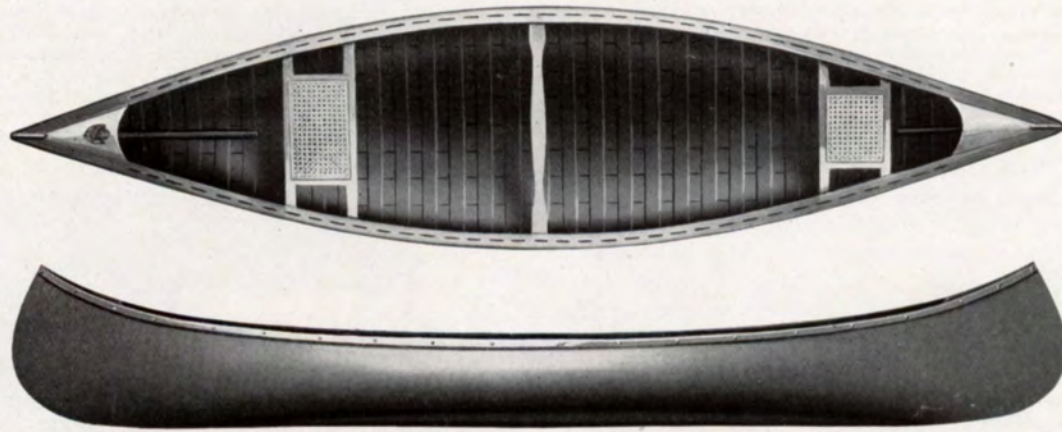
Yours truly,

(Sgd.) ARTHUR ARNOLD



Chestnut Canoes

Our 12-Foot Canoe



Originally designed for one man and his pack the width and depth are such that it is often used for larger loads. Its shortness is a great advantage in navigating crooked streams and in portaging through heavy brush.

A prime favorite with muskrat hunters. Carried in stock in two grades, both grades having bow and stern cane seats.

TELEGRAPH CODE		LENGTH	WIDTH	DEPTH	WEIGHT	PRICE WITHOUT PADDLES	
1ST GRADE	2ND GRADE					1ST GRADE	2ND GRADE
		FT.	IN.	IN.	LBS.		
Teddy.....	Trapper.....	12	34 $\frac{3}{4}$	14	55	\$82.00	\$72.00

Chestnut Canoes

The Chestnut 50-lb. Special

has been designed to meet a certain demand for an extremely light weight canoe of good carrying capacity and has proved very popular. Owing to its width and flat bottom it is very steady and the ends are low, making it easy to portage through the brush.

The wood for the hull of this canoe is very carefully selected and the canvas used in both grades is lighter than on our regular models and while the canoe is not as strong as our standard grade it will satisfy every reasonable demand and has given the best of service on many hard trips.

An account of the light framework we advise purchasing this canoe with a keel and most of our stock is so equipped. We stock this canoe in the 2nd Grade only, but will build it in the 1st Grade to order, time required being from four to five weeks. Both Grades have two cane seats.

TELEGRAPH CODE		LENGTH	WIDTH	DEPTH	WEIGHT	PRICE WITHOUT PADDLES	
1ST GRADE	2ND GRADE					1ST GRADE	2ND GRADE
		FT.	IN.	IN.	LBS.		
Bobs.....	Bantam.....	15	37 $\frac{3}{8}$	12	50	\$96.00	\$85.00



44 Pine St., New York, Nov. 1st, 1916.

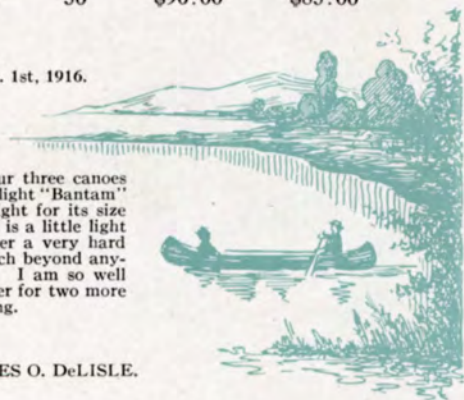
Chestnut Canoe Co.,
Fredericton, N.B.

Gentlemen:—

I wish to say that I have been using your three canoes with the greatest satisfaction imaginable. Your light "Bantam" is certainly a wonder and can carry more weight for its size than any canoe I have used. While in itself it is a little light for very heavy work it certainly stood up over a very hard trip to Northern Quebec this Fall and was much beyond anything I had looked for in a canoe of its size. I am so well pleased with it that I desire to give you an order for two more canoes of this same model for delivery next Spring.

Yours truly,

(Sgd.) CHARLES O. DeLISLE.



Chestnut Canoes



Our Pleasure Model Canoe

is unexcelled for general purposes and all round use. It is extremely roomy, very safe, has great carrying capacity with light draft, an easy paddler, and represents the acme of perfection in both design and construction.

The 14-foot is an ideal craft for two, or two and a light load. Has flat bottom, a good deal of tumble home and is light to portage.

The 15-foot has less tumble home than others of the Pleasure Model and is slightly lower at the ends. It is a speedy, easy paddling little craft with many friends.

The 16-foot is the standard Canadian canoe and all the essentials that go to make up a first-class craft have been so beautifully embodied in this model that it never fails to please the most fastidious. Has very pretty lines, a jaunty appearance on the water and is roomy, safe and comfortable.

The 17-foot and 18-foot lengths fill the bill for those wanting a canoe of larger capacity than the 16-foot. Two cane seats in both grades in all lengths.

TELEGRAPH CODE		LENGTH	WIDTH	DEPTH	WEIGHT	PRICE WITHOUT PADDLES	
1ST GRADE	2ND GRADE					1ST GRADE	2ND GRADE
		FT.	IN.	IN.	LBS.		
Little.....	Peach.....	14	33	10 ³ / ₄	55	\$ 92.00	\$82.00
Twozer.....	Gooseberry.....	15	32 ³ / ₈	11 ⁵ / ₈	60	96.00	86.00
Ajax.....	Moonlight.....	16	34 ¹ / ₈	11 ³ / ₄	65	100.00	90.00
Aster.....	Winter.....	17	35 ¹ / ₈	11 ¹ / ₂	70	106.00	96.00
Alpha.....	Evening.....	18	37	12 ¹ / ₄	75	110.00	100.00

Chestnut Canoes

The Chestnut Sponson or Air Chamber Canoe

put on the market by us in 1905 is now the standard family canoe of Canada. With any ordinary usage it cannot be upset and even when filled with water will support the weight of several people.

The Sponsons or air chambers are strongly constructed and are built along the outside of the canoe, being widest at the centre and tapering gracefully towards the ends. They can be put on the First or Second Grade of any model but for stock we build them on all lengths of the Pleasure Model in the First Grade only.



When the canoe is tipped the sponsons immediately get a bearing on the water, preventing the canoe from going over but when the canoe is on an even keel the sponsons do not touch the water and, therefore, do not interfere in any way with the progress of the canoe.

These craft when equipped with oars and our adjustable rowing seat make a very fine outfit, as they can be either rowed or paddled, and we also fit them with sails and lea boards if desired.

For a family canoe and for use by ladies and children, nothing equals a **Chestnut Sponson Canoe.**

Elk Lake, Ont., Jan. 3rd, 1917.
Chestnut Canoe Co.,
Fredericton, N.B.

Dear Sirs:—

We have one of your canoes with air chambers, and, after years of constant hard usage in the wilds of the remote mining regions of Northern Ontario, can safely say that for its size, etc., that there is not another boat that can compete with it. We have taken loads that larger boats have fallen down on. We cannot recommend it highly enough to do it justice.

Yours very truly,
(Sgd.) MCAULEY & POWELL



Chestnut Canoes

Our Cruising Model Canoe

takes you into the wilds, where the crystal rivers run riot among the rocks and boulders and the big fish lurk awaiting the lures of the angler.

While often used for lake work this model is designed chiefly for use on rivers and in running rapids. It is a fast, easily handled craft, a nice paddler and the best short length poling canoe known.

Two cane seats are put in all canoes of this model.

For those desiring larger canoes than our regular size, but something smaller than our Freight Models, we suggest our Cruiser Model, built 2 or 3 inches deeper than standard. We have had such a demand for these canoes that we now stock them in the three lengths, 2nd Grade, 2 inches deeper than dimensions in list. Charge for extra depth is \$2.00 per inch.



TELEGRAPH CODE		LENGTH	WIDTH	DEPTH	WEIGHT	PRICE WITHOUT PADDLES	
1ST GRADE	2ND GRADE					1ST GRADE	2ND GRADE
		FT.	IN.	IN.	LBS.		
Premier.....	Kruger.....	16	33 $\frac{7}{8}$	11 $\frac{1}{4}$	65	\$96.00	\$86.00
Primus.....	Cronje.....	17	35 $\frac{1}{4}$	11 $\frac{1}{4}$	70	100.00	90.00
Leader.....	Stoessel.....	18	35 $\frac{5}{8}$	12 $\frac{1}{2}$	75	106.00	96.00

Chestnut Canoes

Our Guides' Special

The tremendous strain of running rapids is easily borne by our Special close-ribbed craft, which is the strongest canvas canoe in the world.

We can close rib any size or model of canoe to order in either grade but for stock, close rib our second grade Cruisers and as these are a great favorite with the guides we call them OUR GUIDES' SPECIAL.

TELEGRAPH CODE	LENGTH	WIDTH	DEPTH	WEIGHT	PRICE WITHOUT
	FT.	IN.	IN.	lbs.	PADDLES
Boone.....	16	33 $\frac{7}{8}$	11 $\frac{1}{4}$	70	\$92.00
Crocket.....	17	35 $\frac{1}{4}$	11 $\frac{1}{4}$	75	96.00
Moses.....	18	35 $\frac{7}{8}$	12 $\frac{1}{2}$	80	100.00



Orville, Parry Sound Dist., Ont.,
April 5th, 1916.

The 16-foot Guides' Special canoe arrived the other day and I may say that I have used log canoes, bark canoes, and almost every kind of canoe made at all kinds of work, for the last forty years, and should know something about canoes. This canoe is the strongest, steadiest, safest canoe for its size I have ever seen and will prove, if I know anything about canoes, a fast, easy paddling one. As you know I have no object to serve in stating, what I know to be, merely the truth about this type of canoe. Your make of canoes are O.K.

(Sgd.) S.T. MALKIN



Chestnut Canoes



Little Current, White Station, Ont.,
Oct. 25th, 1915.

I have been using a Chestnut Cruiser Model, 17 feet, second grade, for three years and have nothing but praise for it and all others also praise it for being so steady in a heavy wind or sea and for its speed.

With best wishes for the continued success of your canoes, I am

Yours truly,
(Sgd.) James BOUSQUET

Our New Model

This is a new model introduced in 1918 and is not only a splendid poling canoe for either one or two polers but a very easy paddler. It is principally designed for a fishing canoe in rapid waters and is fitted with an open top anchor rope pulley at stern. It is strongly ribbed, and equipped with shoe keel to protect the bottom in shallow water. There is no centre bar but a sufficient space is left there for an angler to recline in his chair at leisure, with room between the chair and thwart, for him to stand up while casting and playing his fish. The two board seats at bow and stern are easily removable when the guides wish to stand for poling and are hung low so when the guides are sitting down and the sportsmen standing up, the craft is extremely steady and safe to fish from. The finish is our regular No. 2.

TELEGRAPH CODE	LENGTH	WIDTH	DEPTH	WEIGHT	PRICE WITHOUT PADDLES
	FT.	IN.	IN.	LBS.	
Salmo.....	22	37½	14½	140	\$125.00

Chestnut Canoes



The Chestnut Freight Canoes

for Freighters, Prospectors, Surveyors, etc., have proven so far superior to any others made that practically nothing else is now used. We build them in four lengths, the first three being to dimensions furnished by the Hudson's Bay Co.

The 17-foot and 18-foot models are built with $2\frac{1}{2} \times \frac{1}{2}$ ribs, and the 19-foot and 20-foot with $3 \times \frac{1}{2}$, placed close together. Canvas on the 17-foot, 18-foot and 19-foot is No. 6, and on the 20-foot No. 4, and the latter canoe has outside stems of hardwood.

All four models have hardwood keel, double gunwales finished open, wood seats, bars and decks of hardwood. The finish on the canvas is our regular No. 2 and the woodwork inside is also painted.

By using the well known Chestnut construction in these large as well as our smaller canoes we have produced the strongest freight canoes in the world and they are now famous all over the Great North Country where most of the freight canoes are used.

TELEGRAPH CODE	LENGTH	WIDTH	DEPTH	WEIGHT	PRICE WITHOUT PADDLES
	FT.	IN.	IN.	LBS.	
Hudson.....	17	$45\frac{3}{8}$	$17\frac{1}{4}$	120	\$112.00
Bay.....	18	$46\frac{3}{8}$	18	135	124.00
Company.....	19	$51\frac{1}{4}$	$19\frac{1}{4}$	160	146.00
Traffic.....	20	45	$19\frac{3}{4}$	180	160.00

Huntsville, Ont., March 8th, 1916

As I have not heard from your firm as yet I thought I would drop you a line to say I expect to be in the market again for a few of your canoes. I want to say right now that your No. 2 Cruisers can't be beat for either a livery canoe or for long canoe trips. It is wonderful how much rough usage they will stand and still be watertight and perfectly safe. I have now in stock for livery purposes half-dozen of these canoes and I intend to keep adding to these till I get a full stock of them.

(Sgd.) ABE McCANN.

Chestnut Canoes

Our Outboard Motor Canoes

have a flat bottom of the modern launch type and are very safe and steady. The wood in the framework has been so admirably distributed according to the Chestnut method, that the hull possesses the maximum of strength, without being unduly heavy.



For those desiring a light, roomy motor boat at low cost it fills a long felt want, as any standard outboard motor can be attached or detached in thirty seconds and these can be obtained in Canada at a price in the vicinity of \$100.00.



Chestnut Canoes

These canoes have our regular cedar hull, double gunwales of spruce, cover of No. 6 canvas with first grade finish, colour green. There is a cane seat in bow, strong bar in centre and a board seat at the stern that can be moved forward or backward to suit different sizes of motors. The canoe has a hardwood keel and square stern, also of hardwood, strongly braced to gunwales and securely fastened by hardwood brackets to both keel and ribs.



For rowing purposes we can supply oars, rowlocks and rowing seats and build these canoes to order with sponsors at an extra charge of \$25.

TELEGRAPH CODE	LENGTH FT.	WIDTH IN.	DEPTH IN.	WEIGHT LBS.	PRICE
Out.....	16	38	13	90	\$112.00
Board.....	18	40	14	110	125.00

Chestnut Canoes

Davenport, Iowa, U.S., Feb. 5th, 1917
Chestnut Canoe Co.,
Fredericton, N.B.

Gentlemen:—

I want to tell you my experience with your canoes. The first two trips I made into the Ontario woods was with a X—. The men who were with me were using a **** and paddle as we would, we could not keep up with them. I made up my mind that there was something wrong with the shape of the canoe and made inquiries, purchasing one of your Cruiser models. The next summer we paddled against these same men and they had trouble keeping up with us. No one has ever put it over me since using your canoes.

Sincerely,

(Sgd.) H. G. ROBERTS



Cut Square Stern Freight Canoe

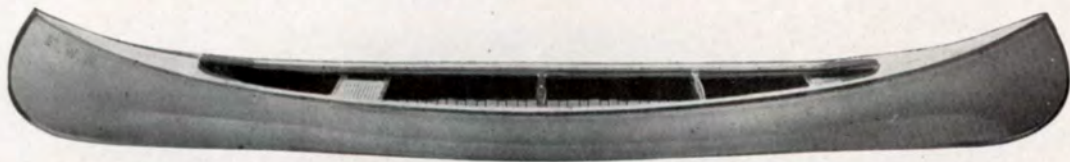
In freighting by canoe as well as in many other ways, modern mechanical power is taking the place of the old-time paddling. By building a freight model with the end cut square we obtain a strong boat that will carry a heavy load, stand a big sea and accommodate any make of portable motor or outboard engine.

We also build any of our smaller paddling canoes with square end and this construction detracts very little from the paddling qualities while admitting of the easy application of power.

The extra charge for building any canoe with square end, either large or small is \$5.

Chestnut Canoes

Canoes de Luxe



If you want the finest creation of the canoe master's art we would like your order for a Special de Luxe Canoe. These we get up in a variety of ways, the most simple elaboration being a color stripe or gold stripe running the full length of the canoe a short distance below the gunwales. Long decks, bars, seats and gunwales of mahogany add to the appearance of a canoe, also outside stems, as shown in cut, and keel.

For something extra fine we use our "not a crack" construction. In this method the joints of the longitudinal planking are entirely covered up and there is not a crack or seam in the entire canoe. No other style of canoe is as handsome as the **Chestnut Not a Crack**, and the owner of one of these has a craft entirely distinctive from anything produced elsewhere. We invite correspondence in regard to special de Luxe Canoes and can surely get up something that will please the most fastidious.

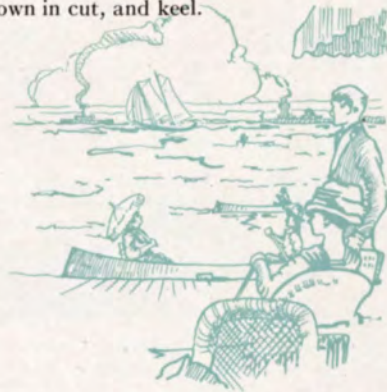
Chestnut Canoe Co.,
Fredericton, N.B.

Dear Sirs:—

Your letter and catalogue reached me safely. First I will say your canoes have given me every satisfaction. There is none better for durability, safety and economy. They are not the cheapest canoe one can buy according to catalogue, but as years slip by and one finds himself still in the old Chestnut, which has gone through enough to put half a dozen ordinary canoes out of commission, it is natural to look for another of the same make.

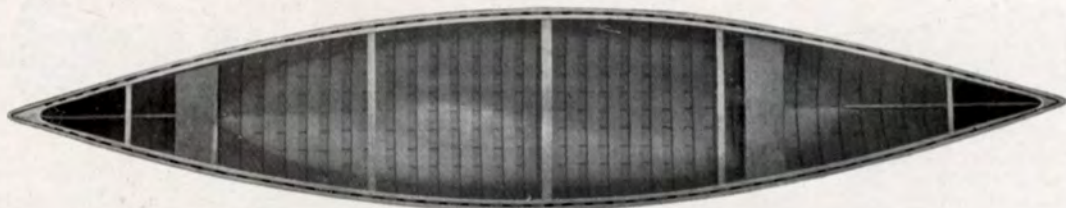
(Sgd.) C. S. RICHMOND.

Amos, Que.



Chestnut Canoes

Nestable Canoes



For shipment to remote points where the freight is a great consideration, we have designed a line of canoes that have no tumble home and will therefore, nest, one within the other.

They are built with our standard grade of materials, the finish being a painted one, both inside and out. They have double open gunwales and can be nested without removing the decks. To take out or replace the seats and bars is only the matter of a few minutes' work and after the arrival of a shipment the canoes are soon ready for the water.

The lowest classification under which canoes not nested can be shipped by rail freight, is three times first-class rate but, nested canoes, when crated, may be shipped at one and a half times the first-class rate or when boxed, at the first-class rate, the minimum weight, when so shipped, being figured at 800 lbs. On long hauls it is easy to see the great saving in favor of the Nestable Model, provided several canoes are shipped in one nest.

For stock, we only build these canoes in the Second Grade, but will build them in the First Grade on special orders.

The 18-foot and 19-foot lengths have keel, but the others will be shipped without keel, unless same is particularly specified.

We give herewith memo of the six lengths, only five of which may be shipped in a nest; either the 15-foot or 16-foot length has to be omitted, as the 15-foot canoe will not nest in the 16-foot length.

Chestnut Canoes

Nestable Canoes—Continued

When these canoes are shipped not nested, they are carried on the same basis as our other Models, viz: three and a half times first-class rate for a shipment of one or two, or three times first-class for a shipment of three or more.

Those who prefer a canoe with its greatest width at the gunwales appreciate our Nestable Model and we have many single orders for these craft, particularly for the 14-foot length which is a nice canoe for two and has considerable carrying capacity.

The 18-foot and 19-foot lengths are freight canoes and the 17-foot something between a freighter and the ordinary paddling craft.

TELEGRAPH CODE	LENGTH		WIDTH		DEPTH		WEIGHT		PRICE WITHOUT PADDLES
	FT.	IN.	IN.	IN.	LBS.	LBS.			
Chicken.....	14		33 $\frac{1}{4}$	13 $\frac{3}{4}$	70			\$82.00	
Yolk.....	15		36 $\frac{3}{4}$	15	80			90.00	
White.....	16		37 $\frac{1}{2}$	14	85			90.00	
Egg.....	17		41 $\frac{3}{4}$	16	100			108.00	
Nest.....	18		45 $\frac{5}{8}$	17 $\frac{1}{2}$	115			124.00	
Barn.....	19		51 $\frac{1}{4}$	19 $\frac{1}{4}$	140			145.00	



Chestnut Canoes

Our "One-Man Canoe"—Model 1921

At the request of the Hudson's Bay Co. we have brought out this season what they term a "One Man Canoe." The middle bar is arranged about 12 inches back of centre so that when the paddler is seated on same the canoe is on an even keel. This craft being light and narrow is very fast but is not safe in the hands of an in-experienced canoeist.

It is built for stock in the second grade with No. 8 canvas, our standard gray finish, and double open gunwales.

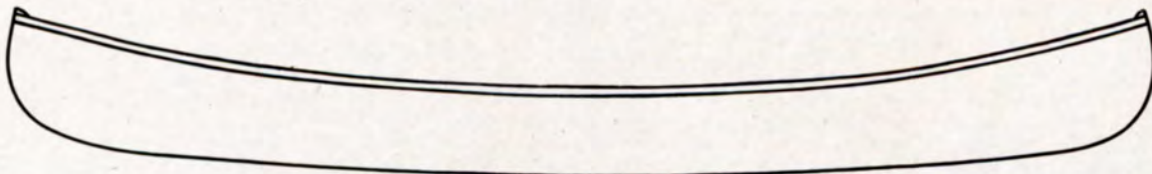


For city trade we will build it to order in the first grade with 24 inch decks and combing. By sitting on the bottom a fair measure of safety and steadiness may be obtained and it should be a very speedy canoe when used with double paddle.

TELEGRAPH CODE		LENGTH	WIDTH	DEPTH	WEIGHT
1st grade	2nd grade	15 ft.	28½ in.	11½ in.	50 lbs.
Robinson	Crusoe				
PRICE WITHOUT PADDLES					
1st grade.	\$92.00		2nd grade.....	\$82.00

Chestnut Canoes

Canadian Northern Railway Canoes



We have built for McKenzie & Mann two sizes of canoes in the special shape shown above. These canoes were designed by their chief engineer of surveys, Mr. Henry K. Wicksteed, a veteran canoeist, and embody fully his ideas as to the perfect shaped canoes for their survey work.

They are a radical departure from the lines of our own models as they rise very much more at the ends and are not so straight on the bottom.

Not having used them we cannot testify to their merits but print below Mr. Wicksteed's remarks after having used them for one season. We do not stock these canoes but build them to order only, the time required being from three to six weeks.

TELEGRAPH CODE	LENGTH FT.	WIDTH IN.	DEPTH IN.	PRICE WITHOUT PADDLES
Canadian.....	14	34	13 $\frac{3}{4}$	\$ 90.00
Northern.....	19	44 $\frac{1}{8}$	19 $\frac{1}{4}$	125.00

Chestnut Canoe Co.,
Fredericton, N.B.

MACKENZIE MANN & CO. LIMITED

Toronto, Ont., September 5th, 1912

Dear Sirs:—

The canoes, especially the 19-foot freighters, have been a huge success, quite the best we have ever had.

In reference to the 14-foot canoes: These are the fastest and handiest craft we have ever had to do with for North country traveling, and I think you should list them in your catalogue. The boys quote one instance after another when they have beaten the by hours in a day's traveling, and others where they have kept going in rough water when the other fellows had to lay up.

I have myself made four miles per hour for ten or twelve hours at a stretch, which I had not believed possible in so short a canoe. This very shortness is an immense advantage: 1st, in shipping on a baggage car, which often will not take in a 16-foot canoe, 2nd on a crooked portage or stream, where the longer model cannot negotiate the sharp bends.

Yours very truly,

(Sgd.) HENRY K. WICKSTEED,
Chief Engineer of Surveys

Chestnut Canoes

Keels

We put keels on any canoe to order, also outside stems of hardwood. A keel can be attached to a canoe at any time, but a canoe for outside stems should be built accordingly from the very start.

If canoe is ordered with "keel" we supply a narrow hardwood keel, about one inch in depth. This stiffens the bottom very much, and we strongly recommend it for lively canoes as well as large sponson canoes.

If "shoe keel" is ordered what we supply is $\frac{1}{2}$ inch thick, 3 inches wide at the centre, and tapering towards the ends. This is a great protection in rocky waters, and unquestionably lengthens the life of a canoe very materially.

Our price for outside stems is \$2.50 per pair, for either style of keel, \$2.00, if attached to the canoe when it is being built. When keels are attached to canoes that have been warehoused, the charge will be \$3 as we have to cart the canoes back to the Factory, unpack same, attach keel, paint and re-pack canoe and re-cart to the Warehouse.



Style A



Style B

Maple and Spruce Paddles from 4 $\frac{1}{2}$ to 6 Feet

Style A or B, first quality \$2.00 each, 2nd quality \$1.50 each. Selected birdseye maple from \$3.00 to \$4.00 each. Ontario pattern paddles, or any special style supplied to order.

All paddles are filled and varnished in first-class shape. The first grade are the best obtainable, and the second grade are good, sound paddles.

For sailing we furnish mast steps and screws all ready to attach to the ribs, and a detachable cross bar to hold mast. This is quickly fastened to the gunwales with thumb screws, and can be removed in a few seconds.

For rowing sponson canoes we supply oars and detachable rowlocks. These rowlocks fit on plates and are screwed into hardwood blocks that are fastened on the tops of the sponsons. For prices see list of extras.

Chestnut Canoes

Canoe Chairs

Our Canoe Chair has a folding back that in use is rested against a thwart. It and our slat back rest are both made of hardwood and will be found strong, comfortable and serviceable.

All our canoes have ring in bow deck for tying purposes. Towing rings placed nearer the water line will be attached to order.

All canoes are properly packed for shipment, free of charge. If crating is required in addition to hay or straw and burlap the crate will be charged for according to size, the average price being \$3.



Price \$3.00

Extras

Sponsons, any grade or model.....	\$20.00
Close ribbing, any grade or model.....	6.00
Removable cross bar for sail, with brass fasteners.....	2.00
Mast step and screws.....	.80
Oars, brass rowlocks and blocks for Sponson Canoes.....	14.00
Medium or long decks.....	\$8.00-10.00
Building deeper than standard, any grade or model, per inch.....	2.00
Rowing Seat, adjustable.....	3.00
Sails, lateen or sprit.....	12.00
Neck Yokes.....	4.00



Price \$1.60

Chestnut Canoes

Repairs

One of the many advantages of our way of building over the ordinary method is that our canoe is much more easily repaired in case of damage.

It is difficult to break or cut the canvas but, should this happen, a temporary repair may be made of gum or pitch or any sticky substance. A permanent repair is best made with marine glue or surgeon's plaster, or both. If a very large hole is to be fixed a canvas patch should be used, which is best if put under the canoe canvas. It may be fastened with tacks or marine glue or both. When making a long trip away from civilization, we recommend taking surgeons' plaster or a repair outfit. We put these latter up consisting of canvas for patching, tacks of different length, and a can of marine glue.

Price of Repair Outfit.....\$1.00

For those wishing to finish their canoes with the same material that we use, we have put up in cans, both red and green, flat color for first grade canoes, spar varnish to cover same and best quality lead and oil paint for our second grade canoes.

1 pint flat color, red or green.....\$1.50
1 quart varnish..... 2.00
1 pint slate paint..... 1.00

We are pleased at all times to receive letters and criticisms from users of our canoes, and appreciate photos suitable for making cuts for catalogue work.

Winnipeg, Man.
Sept. 2nd, 1915

Will you please send me your latest catalogue of canoes you manufacture. I may say that I am using a No. 1 Cruiser with keel you made to order for me about five years ago and have just returned from a trip to Northern Ontario. This canoe has given perfect satisfaction and does not leak a drop.

(Sgd.) WILSON HILL.



Chestnut Canoes

Chestnut Canoe Co.,
Fredericton, N.B.

Gentlemen:—

I have been an owner of one of your Chestnut 16-foot Canoes for the last four years and I may say I never paddled a better all-round canoe in my life. Last Summer she was badly shaken up by breaking away in a storm and she was pounding on the rocks which put a few holes in her.

Yours truly,

(Sgd.) HARRY J. SERVAIS

Big River, Sask.,
July 14th, 1916.

Gentlemen:—

Am using one of the canoes made by you for the Dominion Forestry Branch and can truthfully say it's the finest two-man canoe ever seen in the North Country and is greatly admired. I recently completed a round-trip of 154 miles of water, including rapids, and in all kinds of bad water she behaved splendidly and is very fast under a sail.

Respectfully yours,

(Sgd.) EARLE G. APPLEBY,
Dominion Forest Fire Ranger.

St. Marys Ont., April 16th, 1917.

Chestnut Canoe Co.,
Fredericton, N.B.

Gentlemen:—

The canoe you shipped to me some time ago has arrived safely. I am greatly pleased with it as a Pleasure canoe as the lines seem most graceful and the finish is excellent. I think it ought to answer well also for trips up North as it is certainly built to hold a big load.

Yours truly,

(Sgd.) W. R. BOCKING.

Chestnut Canoe Co.,
Fredericton, N.B.

Gentlemen:—

Your letter of the 21st ultimo and catalogue received.

I have used several of your canoes and must say that they are the acme of perfection, but I have never had a "Sponson" and unfortunately have never seen one.

Yours truly,

(Sgd.) F. B. PETIPAS.

Doucet, Que., May 3rd, 1917

H. G. Chesnut, Esq.,
Chestnut Canoe Co.,
Fredericton, N.B.

Dear Sir:—

I had the pleasure of trying one of your canoes that we received this Spring, and must say that it is the best canoe that we have ever tried. They are giving us entire satisfaction.

In fact many others have also found them to their taste, and I believe that the Brown Corporation of La Tuque are going to send in an order.

Yours truly,

(Sgd.) H. G. SORGIUS,

Manager of St. Maurice Forest Protective Association.

Three Rivers, Que., June 5th, 1916.

Ranier, Minn., June 22nd, 1917.

Mr. H. G. Chestnut,
Managing Director Chestnut Canoe Co.,
Fredericton, N.B.

Gentlemen:—

I have just seen and admired the specially light and deep canoe which you made for my friend, Mr. Roberts on my recommendation. My high opinion of the Chestnut Canoe was formed in 1912 when I used one of your extra deep Cruiser models for a 2,400-mile trip into a hitherto unexplored part of the barren grounds North-West of Fort Churchill. You will recall that I wrote you about a year ago concerning an extra light canoe for me.

Yours truly,

(Sgd.) ERNEST C. OBERHOLTZER

Chestnut Canoes



Chestnut Canoes

The Woodlands, Blackburn,
Lancashire, Eng., May 29th, 1916

Mr. Walter Illingworth presents his compliments and will be obliged if Messrs. Chestnut Canoe Co. will forward their canoe catalogue to him at the above address.

Mr. Illingworth begs to inform Messrs. Chestnut Canoe Co. that the canoe they supplied him with a number of years ago now, is still in use and in excellent condition. It is a great pleasure to him and to all who see and use it.

Chestnut Canoe Co.,
Fredericton, N.B.

Rochester, N.Y., June 6th, 1916.

Gentlemen:—

Last year you furnished me two canoes which I used on a very pleasant and successful trip in Temagami. They gave me complete satisfaction and I consider them the best canoes for that sort of a trip that I have ever met. I now wish to place an order with you for three of your fifteen-foot, fifty-pound canoes described in your 1916 catalogue, on page 7, as the "Bantam," second grade, each of the three canoes to be furnished with keel.

Yours truly,
(Sgd.) COGSWELL BENTLEY

Amos, Que., April 28th, 1916.

Kindly quote me prices on your canoes. I have used your canoes and they are the only canoes which give satisfaction. If you can give me an idea what the express rate would be to Quebec, I could figure on the cost landed here.

(Sgd.) C. S. RICHMOND.

Casper Hardware Co.,
Marshall, Mich., Jan. 31st, 1916.

The writer drove your canoe down a lot of rivers last Summer and Fall and it is the best canoe I have ever paddled, and this means "some," because it is just one of about twenty-five canoes I have owned.

(Sgd.) C. W. CASPER.

Blackshear, Ga., Feb. 24th, 1916

The canoe arrived day before yesterday in perfect condition and it is all that could be asked. I don't believe that there ever was a finer one.

(Sgd.) OSBORNE S. WATSON

The Pathfinder Camps, Algonquin Park, Ont.,
March 14th, 1916.

The ten canoes we purchased last year have given splendid service. I shall need more canoes this year, the number depending on the size of the Camp.

(Sgd.) FRANKLIN J. GRAY.

Danford Lake, Que., March 27th, 1916.

I am a good canoe man and have one of your 16-foot canoes for three years that cannot be excelled, either for running or rough waters, and will stand more hard usage than any canoe I have ever used, and I can certainly recommend them to the Public as a No. 1 canoe.

(Sgd.) ROBERT G. MAGEE.

Legislative Council, Quebec, Mar. 30th, 1916.

I have purchased from your firm, two years ago, a 17-foot Cruiser which has given me perfect satisfaction. You can use this testimonial if you so desire.

I wish now to get another one with keel and sponsons, rowing seat, oars, rowlocks, etc.

(Sgd.) ADELARD TURGEON.

Lancaster, Pennsylvania,
August 20th, 1915

I have just finished a hundred-mile trip following the tail of a flood in the canoe I recently purchased of you. My customer was more than pleased with the "Chestnut," its ease in handling being a big factor that made for safety in rapids and rips.

(Sgd.) C. W. DREPPERD,
c/o Lancaster Dray Co.

