

Aug 31, 1928

A detailed black and white illustration of a chestnut canoe, shown from a side profile. The canoe has a pointed bow and stern, a small cabin structure at the bow, and a rowing seat. It is surrounded by a decorative, leafy border.

*Chestnut
Canoes*

Chestnut Canoes

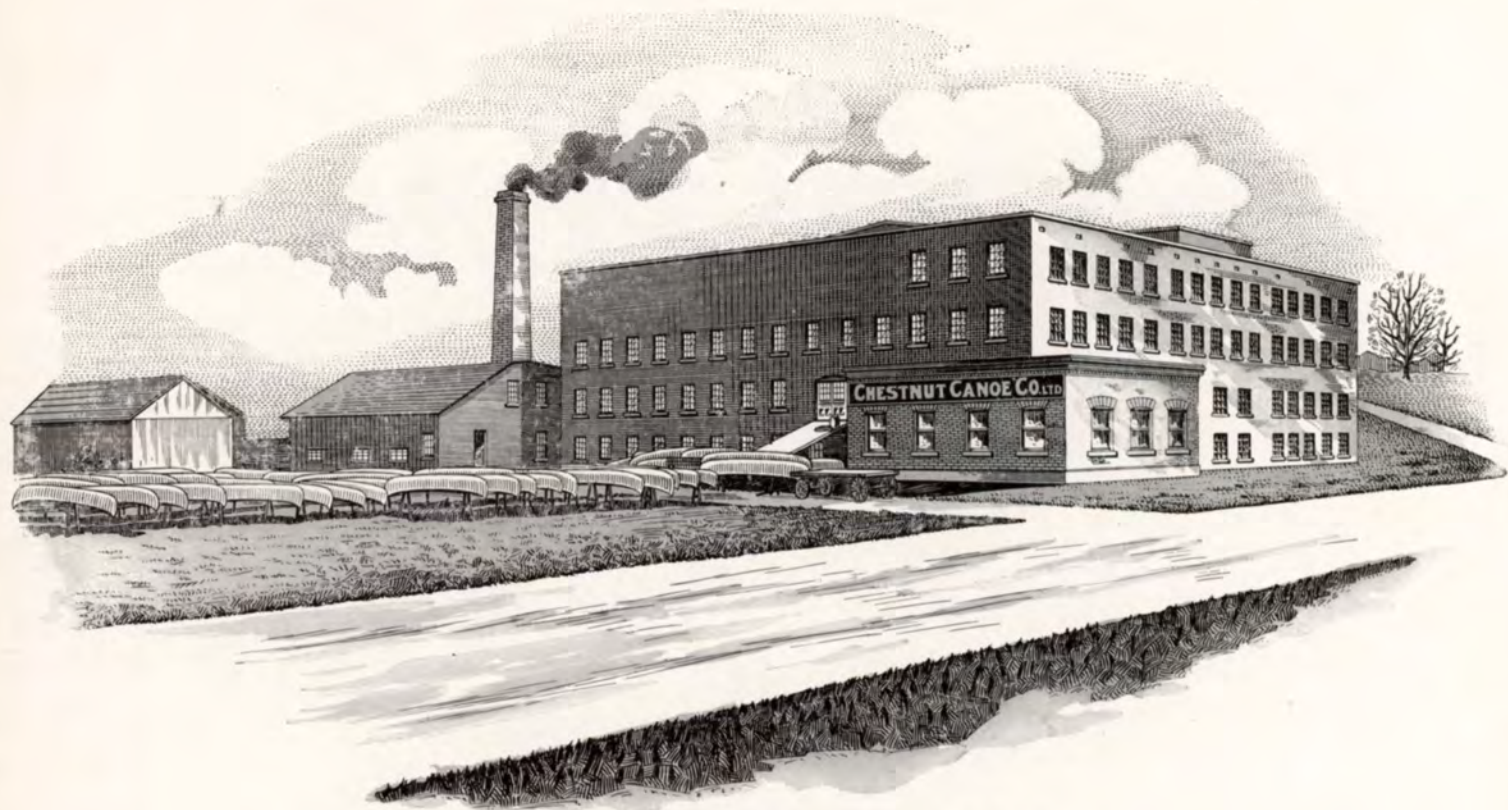
CHESTNUT CANOE CO

• • • LIMITED • • •

FREDERICTON, N.B.

CATALOGUE A

New Brunswick is where the good canoe cedar grows.



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

Chestnut Canoes

LOOKING BACKWARD

Since we first put canvas canoes on the Canadian market and since our last catalogue was issued, this type of watercraft has come into such universal use that it hardly seems necessary now to describe or explain the construction.

Our earnest desire to constantly improve our goods together with the careful selection of materials, coupled with the best of workmanship has enabled us to retain our lead as manufacturers of canvas covered canoes, and we believe our line of models is larger than that of any other maker either in North America or elsewhere. Many of our models are made in two grades designated as first and second.

The **No. 1** or first grade is made of perfectly clear cedar finished natural and except in the special light weight canoes, canvas is No. 8. The filler in this canvas is brought to a very smooth surface and finished in varnish with bright colors, stock shades being red and green.

The **No. 2** or second grade is made from perfectly sound and good cedar but is not always clear. The finish inside is natural on the smaller canoes as well as on the Prospectors models, but the Nestable, Freight and other large models have a painted finish inside.

The Chestnut Canoe Co., Ltd.
Fredericton, N.B.

October 26th, 1926

Dear Sirs :

Would you please send me your catalogue on your canoes. I have used Chestnut canoes during the gold strike at Red Lake, and found they were the only canoe for hardship.

Please send me freight rates to Northern Quebec.

Yours truly,

(Signed) CHARLIE GROLEAU

c/o Amulet Gold Mine,
Rouyn, P.Q.

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	$11\frac{3}{4}$	$34\frac{1}{2}$	\$66.00

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.

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 FT.	WIDTH IN.	DEPTH IN.	WEIGHT LBS.	PRICE WITHOUT PADDLES	
1ST GRADE	2ND GRADE					1ST GRADE	2ND GRADE
Teddy.....	Trapper.....	12	34	14	55	\$66.00	\$60.00

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.

On account of the light framework we advise purchasing this canoe with a keel and all our stock is so equipped. Both grades have two cane seats and are priced with keel. Canoe without keel would be \$2.00 less and built to order only.

TELEGRAPH CODE		LENGTH FT.	WIDTH IN.	DEPTH IN.	WEIGHT LBS.	PRICE WITHOUT PADDLES	
1ST GRADE	2ND GRADE					1ST GRADE	2ND GRADE
Bobs.....	Bantam.....	15	37½	12	50	\$78.00	\$72.00



Our 50 lb. special on the Red River.—Courtesy Mr. H. H. Pickering

Mattawa, Ont., April 12th, 1926

The Chestnut Canoe Co., Ltd.,
Fredericton, N.B.

Gentlemen:

Some time last summer I purchased from you one of your canoes and a couple from Grant-Holden-Graham, Ltd., Ottawa. I had on hand at the time about twenty or thirty canoes of all kinds and makes. I have now decided to buy all your canoes this summer for my tourist trade. I will try to sell the other makes of canoes and store only Chestnuts.

I personally planned a trip for some people from Porto Rico. The trip was about five hundred miles — all canoe trip — over very rough water and dirty rivers. One canoe was 16 ft. and the other a 17 ft. Chestnut. The other two canoes were of a different make with the best men in them, and on the return we examined these canoes and found that the Chestnuts were in perfect shape and the other two had to have general repairs and a new canvas on each. One of the party bought the 17 ft. canoe and took it back to Porto Rico with him. This is why I have planned to buy nothing but Chestnut canoes.

I remain, yours very truly,

(Signed) PHILIP E. LAMOTHE.

Chestnut Canoes

Our Pleasure Model Canoe

is unexcelled for general purposes and all round use. All the essentials that go to make up a first-class canoe have been so beautifully embodied in this model that it never fails to please.

It is very roomy with great carrying capacity, safe, light draft, pretty lines, and a very easy paddler and looks well on the water.

TELEGRAPH CODE		LENGTH	WIDTH	DEPTH	WEIGHT	PRICE WITHOUT PADDLES	
1ST GRADE	2ND GRADE					1ST GRADE	2ND GRADE
		FT.	IN.	IN.	LBS.		
Little.....	Peach.....	14	32	11 $\frac{1}{4}$	55	\$ 73.00	\$67.00
Twozer.....	Gooseberry.....	15	33	11 $\frac{1}{2}$	60	76.00	70.00
Ajax.....	Moonlight.....	16	34	11 $\frac{3}{4}$	65	78.00	72.00
Aster.....	Winter.....	17	35	12	70	81.00	74.00
Alpha.....	Evening.....	18	36	12 $\frac{1}{4}$	75	85.00	78.00

Sled Lake Forestry Cabin,
Via Big River, Sask.

June 12th, 1927

Dear Sirs:

Wrote you some years previous to this regarding a forestry canoe of which I had and still have charge.

This is the thirteenth year for that "Old Lizzie" and, in new canvas and new paint, she looks and is as good as when she came out of the factory and 'this district with its rapids and miles of portaging is not by any means an easy one on a canoe.

I have seen some fine canoes of other makes up here and appreciate their qualities, but here, where a canoe is more a beast of burden than a pleasure craft, I'll back my double ribbed Guides, Special CHESTNUT anytime and anywhere.

Sincerely yours,

(Signed) EARLE G. APPLEBY

Ranger



Chestnut Canoes



Our Cruising Model Canoe

is not quite as good a carrier as our pleasure model being a little sharper towards the ends. It is also a little rounder on the bottom making a fast canoe either with pole or paddle. It is a great favorite for river work and running rapids and is much used by expert canoeists.

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

TELEGRAPH CODE		LENGTH	WIDTH	DEPTH	WEIGHT	PRICE WITHOUT PADDLES	
1ST GRADE	2ND GRADE					1ST GRADE	2ND GRADE
		FT.	IN.	IN.	LBS.		
Premier.....	Kruger.....	16	34	12	65	\$76.00	\$70.00
Primus.....	Cronje.....	17	35	12¼	70	78.00	72.00
Leader.....	Stoessel.....	18	36	12½	75	81.00	74.00

Chestnut Canoes

Our Guides' Special

is the Cruiser model built with the ribs much closer together than standard making the strongest canvas canoe in the world.

We can close rib any model or grade of canoe to order as per charge in list of extras but aim to always carry the Guides Special in stock.

TELEGRAPH CODE	LENGTH	WIDTH	DEPTH	WEIGHT	PRICE WITHOUT
	FT.	IN.	IN.	lbs.	PADDLES
Boone.....	16	34	12	70	\$75.00
Crocket.....	17	35	12 $\frac{1}{4}$	75	77.00
Moses.....	18	36	12 $\frac{1}{2}$	80	79.00

Montreal, P.Q.,
June 24th, 1927

Chestnut Canoe Co. Ltd.,
Fredericton, N.B.

Dear Sirs:—

Last year I wrote you in regard to a canoe trip which my friend and I contemplated. We took trip and I might say it was a huge success and that the CHESTNUT Cruiser canoe we used made us feel glad that we had chosen such a strong and yet light canoe.

This year I bought a 16 ft. CHESTNUT Pleasure canoe and it certainly is a great canoe. Wherever I go it is admired. At the Club where I keep it (where there are about forty or fifty more canoes) my friends and others say it is the best, bar none, there.

I have recommended one to a friend of mine who has a CHESTNUT Guide canoe. I also gave him the catalogue you sent me last year and he has expressed his pleasure at having one of your canoes. He also is thinking of buying a CHESTNUT Pleasure canoe.

I shall be obliged if you will forward me another copy of your catalogue.

Again expressing my satisfaction with the service given by CHESTNUT canoes.

Yours truly,

(Signed) R. EDWARDS

31 Ryde St., Montreal, P.Q.



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 lee boards if desired.

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

PRICE OF SPONSONS
WILL BE FOUND IN
LIST OF EXTRAS.



Chestnut Canoes



Winners of ladies doubles at Westfield, N. B. August 1922.
Miss Babbitt (bow) Miss Chestnut (stern)

The above canoe known as the **Indian Maiden** is primarily a craft for two for use at Summer Camps, Pleasure Resorts, etc. and is designed for those wishing a jaunty looking distinctive model. Stock canoes are attractively finished in bright colors. Special orders will be striped or finished or lettered according to instructions. This canoe has no centre bar, the whole space amidships being devoted to the comfort of the passenger. Owing to the excessive turn up at bow and stern the method of making the ends is a departure from our regular custom. In this canoe the inside gunwales are set into the decks for a distance of several inches and the outside gunwales are not soft wood for the entire length of the canoe being finished out in hardwood where the heavy curve comes. This arrangement makes an exceedingly strong canoe.

The Indian Maiden is only made in the first grade but is put up in two finishes, the code word Maiden designating spruce gunwales, cedar decks, hardwood bars, etc., and the code word Indian designating spruce gunwales, bars, seat frames, decks, etc., of mahogany. Canoes with mahogany trim made to order only.

Telegraph Code	Length	Width	Depth	Weight	Price without Paddles.
Indian.....	16 ft.	33	12	75 lbs.	\$100.00
Maiden.....	16 ft.	33	12	70 lbs.	88.00

Chestnut Canoes

Prospectors' Model

This is now one of our most popular lines, supplying a demand for canoes larger than our Pleasure or Cruiser models but not quite as large as our Freight canoes.

This model is now made in six sizes offering a most complete range that embodies the good points of both our Pleasure and Cruiser models. These canoes have large carrying capacity but are of light weight considering their size and are built with the second grade finish only, except to order. Canoes both close ribbed and with standard ribbing are carried in stock in all lengths. Each canoe has two cane seats hung well below the gunwales.



CODE WORD	LENGTH	WIDTH	DEPTH	WEIGHT	PRICE
Forest	12 ft.	32 in.	12 in.	50 lbs	\$58.00
Fire	14 ft.	34 in.	13 in.	60 lbs	71 00
Ranger	15 ft.	35 in.	13½ in.	70 lbs	74.00
Fort	16 ft.	36 in.	14 in.	75 lbs	77.00
Garry	17 ft.	37 in.	14½ in.	80 lbs	81.00
Voyageur	18 ft.	38 in.	15 in.	85 lbs	85.00

Extra for close ribbing \$5.00, for keel \$2.00.

Chestnut Canoes

Chestnut Freight Canoes

We have achieved such success with our freight canoes that the transport men in the far North, where most of them are used, will buy no other if they can possibly obtain a Chestnut. These sturdy canoes are made with wide thick ribs, heavier planking than on the smaller canoes, have wood seat, hardwood bars and decks, and sail bar and mast step forward. As per list below we now make six lengths, the first five being made up for stock and the 25 ft. made to order only. Canvas on the first three lengths is No. 6 and on the others No. 4. All lengths are equipped with keel and the 22 ft. has three bilge keels on each side.



Telegraph Code	Lgth	Width	Depth	Weight	Price without paddles	Telegraph Code	Lgth	Width	Depth	Weight	Price without paddles
Hudson.....	17 ft.	45 in.	17 in.	115 lbs	\$ 88.00	Traffic.....	20 ft.	52 in.	20 in.	180 lbs	160.00
Bay.....	18 ft.	46 in.	18 in.	130 lbs	100 00	Daddy.....	22 ft.	62 in.	24 in.	260 lbs	250 00
Company.....	19 ft.	51 in.	19 in.	150 lbs	120.00	Rupert.....	25 ft.	50 in.	23 in.	250 lbs	250 00

Chestnut Canoes

Our "One-Man Canoes"

Our 15 ft. "One-Man Canoe" has proven so popular that we have recently brought out a 13 ft. craft as per dimensions below. In these "One-Man Canoes" the middle bar is placed about 12 inches back of centre so that when the paddler is seated on same, the canoe is on an even keel. Two other bars are placed in position for use with a paddler both bow and stern, but the canoe is put up without cane seats.

We build both lengths for stock in the second grade, using No. 8 canvas, and double open gunwales.



For city trade we will build them to order in the first grade with 24 inch decks and coaming. 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.

CODE WORD		LENGTH	WIDTH	DEPTH	WEIGHT	PRICE	PRICE
1st GRADE	2nd GRADE					1st GRADE	2nd GRADE
Robinson	Crusoe	15 ft.	28 in.	12 in.	55 lbs.	\$72.00	\$66.00
	Solitaire	13 ft.	26 in.	11¾ in.	45 lbs.	62.00

Chestnut Canoes



Taken at Indian House on the famous Restigouche River.

Vilmontel, Quebec, April 10, 1922.

Chestnut Canoe Co.,
Fredericton, N.B.

Dear Sir:—

Kindly quote prices for this season on your Guides Special 17 and 18 ft. and also on the Pleasure Models same lengths. Last year I got along with a cheaper grade of canoe, but have come to the conclusion that the Chestnut is the cheapest in the long run. A few years ago in going up river I met a couple of men paddling in the same direction in an xxx xxxx Canoe. At the time I had one of your 17 ft. Cruiser Models. I was alone in the canoe and paddling along leisurely and could keep up to the others without exertion. They did not like the idea so started paddling. I applied a little more energy and kept up with them. One fellow turned around and said "what kind of a canoe have you got there, you are not paddling hard and you keep up to two men who are paddling d. hard." The canoe that will cover the greatest distance with the least energy is the cheapest in the long run. Your canoes are also comfortable and durable and are the cheapest when one considers everything. I am,

Yours truly,

(Sgd.) C. S. RICHMOND
liw

Our 22 foot Fishing Model

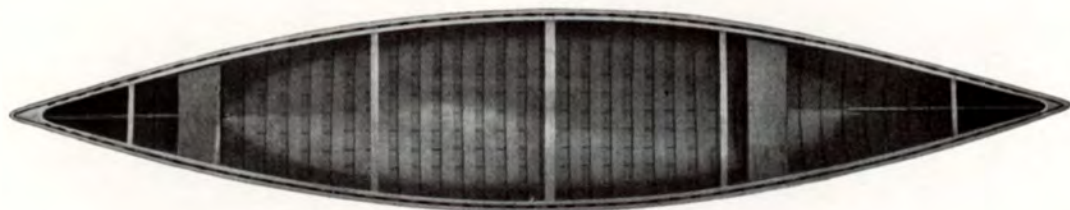
brought out in 1918 has been a great success and has proved not only a splendid poling canoe for either one or two polers but an easy paddler as well. When wanted for use as a fishing canoe in rapid waters we fit it to order with an open top anchor rope pulley, either bow or stern as specified. The extra charge for this is \$1 00.

It is strongly ribbed, with shoe keel to protect the bottom in shallow water. The two board seats at bow and stern are easily removable when the guides stand up for poling and are hung low so when the guides are sitting down and the sportsman 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.
Salmo.....	22 ft.	37½	14½	140	\$100.00

Chestnut Canoes

Nestable Canoes



For shipment to remote points where the freight is at 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 and one half 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.

Chestnut Canoes

Nestable Canoes—Continued

We consider our line of Nestable canoes superior to anything else on the market. They have nearly the carrying capacity of our regular Chestnut models of equal size and the Egg and Nest make admirable freight canoes and for stock are equipped with keel, the shorter lengths being made without keel unless otherwise ordered.

Telegraph Code	Length	Width	Depth	Weight	Price without Paddles.
Chicken.....	14 ft.	32 in.	12 in.	55 lbs	\$ 68.00
Yolk.....	15 ft. 3 in.	36½ in.	13½ in.	75 lbs	75.00
White.....	16 ft. 6 in.	41 in.	15 in.	95 lbs	82.00
Egg.....	17 ft. 9 in.	46 in.	17 in.	125 lbs	95.00
Nest.....	19 ft.	51 in.	19 in.	150 lbs	120.00



Chestnut Canoe Co., Ltd.
Fredericton, N.B.

Swastika, Ont., April 11th, 1927

Gentlemen:

At your earliest convenience please send me your canoe catalogue with price list for 1927.

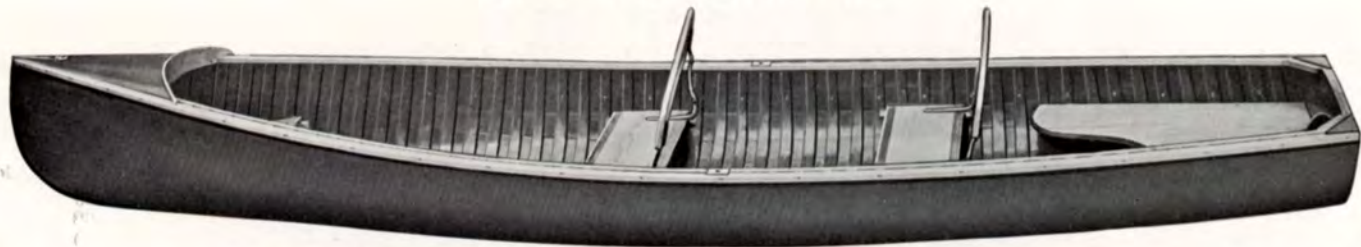
I might add that I have used your canoes all over Northern Ontario for the last twenty years as a prospector and find that for an all around canoe they can't be beat. Yes I have handled a lot of makes too but give me a Chestnut every time.

Yours respectfully,

(Signed) THOS. ELLISON

Chestnut Canoes

Chestnut Outboard Boat



We illustrate above a 16 ft. Rowboat designed for use with either oars or outboard motor. This craft is regular canoe construction with cedar ribs and cedar planking and canvas cover. There are seats at both bow and stern and also two seats amidships. These latter seats have folding backrests and when the boat is used with outboard motor the occupants of the centre seats face forward and have a comfortable support for their backs.

When the boat is to be used for rowing the backs may be easily detached as they just slip off the upright arms. These arms fold down on the seats to be out of the way of the rower.

The standard equipment of this boat is one pair of oarlocks and one pair of spruce spoon oars. This boat is built in the regular type and we also build it with invisible sponsons or air chambers. These sponsons render the boat particularly safe as it is practically impossible to upset it and even when filled with water it will support the weight of several persons.

Chestnut Canoe Co. Ltd., Fredericton, N.B.

Dear Sirs:—

For the past ten fire seasons this Association has been using over one hundred Chestnut Canoes for fire ranging purposes in the Ottawa River territory. We have standardized on the 14 foot Pleasure Model, the 15 and 16 foot Prospectors' Model and the 18 foot Prospectors' Model, with deep keel and cut-off stern for outboard motor and for freighting purposes.

Our Inspectors and rangers have, through their long experience, acquired an expert knowledge of canoes of various types and the writer has no hesitation in saying that the Chestnut Canoes seem to satisfy our men better than any other canoe they have used to date.

Yours truly,

THE OTTAWA RIVER FOREST PROTECTIVE ASSN. LTD.

ARTHUR H. GRAHAM, General Manager

Chestnut Canoes



One of our illustrations shows two adults sitting on the side and even then the boat shows considerable freeboard. This special feature for safety recommends the boat particularly to those looking for something safe for summer camps, etc., where the boat is often used by children or those not very familiar with the handling of watercraft.

Telegraph Code Word for boat	Length	Width	Depth	Weight	Price
without sponsons "Rowboat"	16 ft.	44"	15 in. amidships 30 in. bow	135 lbs.	\$110.00
With sponsons "Safety"	16 ft.	46½"	15 in. amidships 30 in. bow	200 lbs.	140.00

Chestnut Canoes



The canoe illustrated herewith is a distinct departure in model from the ordinary run of canvas canoes. It is patterned very largely on the type of a log canoe, being straight on the sides and carrying its full width almost from end to end. It is designed for poling on rapid rivers and has already met with much favor from those who have tried it out. We are building this canoe in two lengths as per dimensions below.

It is an easy canoe to pole and has been a great success for use with square stern and outboard motor. The 26 ft. length with the JOHNSON Standard Twin maintained an average speed of over 12 miles per hour when used up heavy rapids with over 800 pounds in the canoe.

Telegraph Code Word	Length	Width	Depth	Weight	Price
Dugout	20 ft.	33"	13"	110 lbs.	\$ 90.00
Pirogue	26 ft.	37½"	15"	170 lbs.	140.00

Both these canoes are made for stock with shoe keel. If anchor rope pulley is required same will be attached to order, price \$1.00 extra.

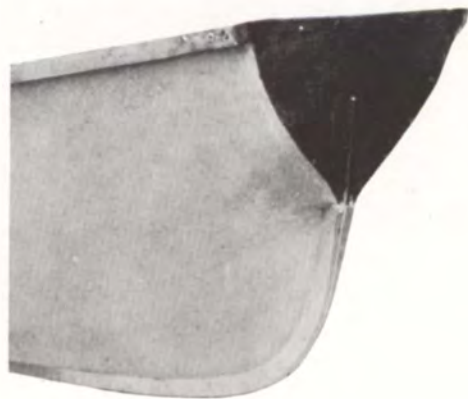
Chestnut Canoes

Square Stern Canoes

The wonderful development and improvement in outboard motors has created a great demand for square stern canoes. We have experimented with different styles of square stern and are now making all of these canoes with the type of stern illustrated herewith.

The advantage of this stern is that while it will handle any standard outboard motor, the canoe below the waterline is just the same as a sharp stern canoe and handles the same with either pole or paddle.

We can build any of our models to order with square stern but are stocking them in all lengths of Freights canoes and in the Prospector model in lengths of 16, 17 and 18 ft. The extra charge for square stern on any model is \$8.00.



Chestnut Canoes



The illustrations herewith show our 18 ft. Freight canoe made with square stern and converted into a pleasure canoe for use with outboard motor. We often take a square stern Freight canoe and put in same removable cross seats and full width back rests. With this arrangement one attains the acme of comfort, and, owing to the width and depth of these Freight canoes they are very safe as a pleasure craft.

The seats are supported on full length risers which have to be put in when the canoe is being constructed, hence these outfits are only put up to order. The extra for risers, removable seats and full width back rests is \$10.00 and they may be provided for in any of our Freight canoes although the 18 ft. length is the most popular.

If a No. 1 or varnished finish is required on the canvas, there would be another extra of \$10.00.

While these canoes have large carrying capacity, they are easily lifted out of the water and turned up on the beach and, therefore, constitute a most convenient style of craft for use with outboard motor, and, being canvas covered they do not leak when left on the beach and exposed to the rays of the sun.

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 \$5.00.

Extras

Sponsons, on Pleasure model canoes.....	\$20.00
“ “ Prospector model canoes	25.00
“ “ Freight model canoes	30.00
Close ribbing, any grade or model	5.00
Removable cross bar for sail, with brass fasteners.....	2.00
Mast step and screws80
Oars, brass rowlocks and blocks for Sponson Canoes.....	14.00
Medium or long decks.....	\$8.00-10.00
Building deeper than standard, per in. Prospector model or smaller	2.00
Building deeper than standard, per in. larger than Prospector models	4.00
Rowing Seat, adjustable.....	3.00
Sails, lateen or sprit	14.00
Spruce canoe poles	2.00
“ “ “ with steel socket	3.00



Price \$3.00



Cedar Neck Yoke 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.



The above photo shows an old bark canoe, which has been discarded in favor of a "Chestnut Canoe"

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.



We are again making our celebrated
NON SAG SNOW SHOES

in all popular sizes of standard patterns as well as many special shapes.
Write for complete catalogue of snowshoes.

Chestnut Canoes

April 19th, 1927

The Chestnut Canoe Co., Ltd.,
Fredericton, N. B.

Gentlemen:

Some twenty years ago I bought from you a fine 18 ft. canoe, Cruiser model, about two inches deeper than the catalogue dimension and furnished with a small oak keel.

I think I have used that canoe more than anyone ever used a canoe before. I have paddled in it from Ottawa to Quebec once, from Ottawa to Montreal six times, from Ottawa to St. Johns, P.Q., via Montreal and Sorel twice, from Ottawa up the Lievre to the lakes where that river takes its source, from Ottawa to Lake Temiskaming and then through a long series of lakes and rivers in Northern Ontario on a prospecting expedition, etc.

I have packed as many as ten children in it for picnics down the Ottawa river, and hundreds of times I have taken college boys out for an afternoon trip in it. After all this usage it is still in good condition. The cane of the seats is beginning to sag a little and the gunwale of the port side, which was broken two years ago by rough handling on the train, had to be repaired, but its shape is still perfect. Its sides are just as smooth as when I bought the canoe; not a rib projects on the outside to give it the looks of a lean old horse — a thing which you see in many canoes which have been used but three or four years.

I am sending you a couple of pictures of it which were taken last summer on Lake Nomingué, P. Q. Three years ago I was offered \$80.00 for that canoe. My answer to the prospective buyer was this:—That canoe has given me such good service, I have derived so much enjoyment from the numberless trips that I have made in it, so many of my dearest friends know it by name (Santa Lucia) and have passed most pleasant hours in it, that I shall never sell it. When it becomes useless I shall burn it and keep its ashes in an urn which I shall place over my fire-place as a souvenir of beautiful and happy days.

University of Ottawa,
Ottawa, Canada.



Yours very truly,
(Signed) Rev. A. J. LAJEUNESSE

Chestnut Canoes

The Chestnut Canoe Co. Ltd.,
Fredericton, N.B.

Cleveland, Ohio, June 3rd, 1926.

Gentlemen:

I have used your canoes faithfully for twenty-five years in Canada and have in service now probably fifteen.

May I ask whether or not you would be at all interested in the use of a Chestnut canoe for exhibition purposes at the Toronto Exposition next September? I have one of your canoes that has been in service for exactly twenty years. It is a small Pleasure model, especially made, and for the past ten years it has been out of doors every day and night of the year.

It is in perfect condition to-day insofar as its serviceability is concerned, does not leak and is good for another ten years and has probably averaged from one to two months' service every summer.

Of course I have given it good care, but it shows clearly why the Chestnut canoe beats anything in the canoe line that was ever made. If you can make any use of it will be very glad to send it to you this summer. It is at present resting on two skids in the Lost Lake country in the Timagami Forest Reserve.

With kind regards and best wishes,

Yours very truly,

(Signed) R. B. NEWCOMB



