



Detroit Boat Company

DETROIT
MICH.
U.S.A.

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CANOE
CATALOG



THE DETROIT CANOE

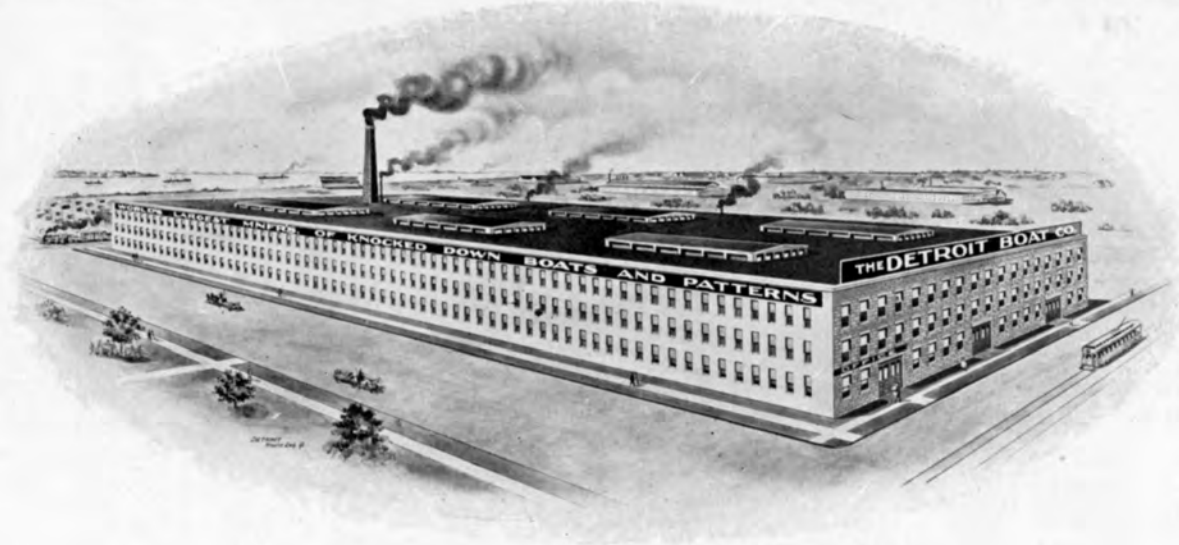
"THE TRIUMPH OF THE CANOE BUILDERS' ART"



Graceful in Design
Swift, Safe, Strong
Durable and
Easier to
Paddle

DETROIT BOAT COMPANY

CANOES, MOTOR BOATS AND MARINE ENGINES



HOME OF THE CELEBRATED DETROIT CANOES

WORLD'S LARGEST BOAT BUILDERS

Telephone Long Distance: East 406, 407, 408
Western Union and Cable Wires
Cable Address: Motorcar

DETROIT, MICHIGAN
U. S. A.



IN handing you this catalog we introduce our only salesman to describe as completely and briefly as possible our line of canoes. We are the largest manufacturers of canoes in the world, our yearly output running up into thousands; consequently we can offer you the BEST CANOE POSSIBLE TO BUILD, AT A LOWER PRICE. We buy more material, buy it cheaper, and have no branch stores to support.

¶ Our business is of such magnitude that we have gathered in our offices and factory the most expert canoe designers and the best canoe paddlers in the country. In placing your order in our hands you get the BEST that the MOST EXPERT CANOE BUILDERS on earth can build. You buy your boat at the manufacturer's price, and we ask only a chance to show you the elegant model and perfect workmanship of Detroit canoes.

¶ We do not try to reach the buyer of a low grade, cheap canoe, as our reputation depends altogether on the outfit we send to you, consequently you may be sure that your order if placed with us will be given our very best attention. Our factory located on the Detroit River, covers over eight acres of floor space and our stock of Hudson River, Yukon River, Tacoma Specials, power and sailing canoes is always complete.

¶ Every canoe we ship is guaranteed to be free from defects in material and workmanship, and we refer you to any Bank or Trust Company in Detroit, or to Duns Mercantile agency for our financial standing.

¶ We want your order and guarantee to give you the best to be had for less money.

Yours very truly, DETROIT BOAT CO.

GENERAL SALES MANAGER



forms that these boats are built over are as near perfect as it is possible to make them.

Our 1910 model canoes are the final result of one of the best canoe builders in the country, and embody all the features that the most experienced canoeist desires.

Our canvas covered canoes are divided in two grades. In order to fully identify them, we have named our "A" grade Hudson River Canoe, and our "AA" grade the Yukon River Canoe.

There is absolutely no difference in the models or workmanship. Only the Yukon River grade is made from selected material sorted from carloads of cedar. This gives you positively the best material possible to secure, and the workmanship of either grade canoe is guaranteed to be of the best.

Detroit Canoes

IT takes years of development and careful study, with all the necessary alterations, to produce a canoe with a perfect model, and at the same time have a handsome and graceful appearing canoe in the water.

Our canoes are considered in every part of the country to embody all the desired features in the model. They have every known advantage. The floors are flat, making the canoe steady, of light draft, and an excellent carrier.

Every canoe is built over a solid mold or form, thus insuring all canoes to be true to the designed model. The



Our 1910 "Hudson River" Canoes



Extreme Length	Greatest Width Amidships at Bilge	Width Amidships on Rails	Depth Amidships	Net Weight	Weight Packed for Shipment	Weight for Export	Cubic Feet for Export	Price with Regular Equipment	Telegraph or Code Word
14 ft.	32 in.	30 in.	12 in.	55 lbs.	65 lbs.	150 lbs.	80 ft.	\$31 00	Perch
15 ft.	32 in.	30 in.	12 in.	60 lbs.	70 lbs.	155 lbs.	90 ft.	38 50	Bass
16 ft.	33 in.	30½ in.	12 in.	65 lbs.	75 lbs.	170 lbs.	95 ft.	41 50	Pickeral
17 ft.	33 in.	31 in.	12 in.	70 lbs.	85 lbs.	190 lbs.	100 ft.	44 50	Gold
18 ft.	34 in.	31½ in.	12½ in.	75 lbs.	90 lbs.	195 lbs.	110 ft.	47 50	Sturgeon
20 ft.	36 in.	33 in.	13½ in.	80 lbs.	100 lbs.	200 lbs.	120 ft.	51 00	Whale

These prices include careful packing in hay, burlaped and delivered f. o. b. cars at Detroit, Mich.

Our "Hudson River" Canoe has always stood comparison with the best canoes in the world. It is in every respect a **first-class canoe**, being exceptionally well finished and a beautiful boat at every point. It combines all the features of merit found in any other canoe with the beautiful, practical distinction of the "Detroit." There is not a canoe on the market at **anywhere near** the price we ask for this Hudson River Canoe, that will compare with it in **any way** in material used or general workmanship.

For full description, equipment and method of construction, read pages 10 and 11. For paddles, keel and full line of extras, see page 9.

Carried in stock in regular colors **only**—Green and Red.

The "Yukon River" Grade



Extreme Length	Greatest Width Amidships at Bilge	Width Amidships on Rails	Depth Amidships	Net Weight	Weight Packed for Shipment	Weight for Export	Cubic Feet for Export	Price with Regular Equipment	Telegraph or Code Word
14 ft.	32 in.	30 in.	12 in.	55 lbs.	65 lbs.	150 lbs.	80 ft.	\$45 00	Pike
15 ft.	32 in.	30 in.	12 in.	60 lbs.	70 lbs.	155 lbs.	90 ft.	50 00	Shark
16 ft.	33 in.	30½ in.	12 in.	65 lbs.	75 lbs.	170 lbs.	95 ft.	53 00	Trout
17 ft.	33 in.	31 in.	12 in.	70 lbs.	85 lbs.	190 lbs.	100 ft.	56 50	Sun
18 ft.	34 in.	31½ in.	12½ in.	75 lbs.	90 lbs.	195 lbs.	110 ft.	60 00	Dog
20 ft.	36 in.	33 in.	13½ in.	80 lbs.	100 lbs.	200 lbs.	120 ft.	64 00	Cat

These prices include careful packing in hay, burlaped, and delivered f. o. b. cars at Detroit, Mich.

Our Yukon River Canoe, known as our AA or best grade of canoe.

There is no regular stock canoe made by any concern that will in any way compare with the Detroit Canoes of the Yukon River grade. It not only has all of the advantages of the ordinary canvas-covered canoe, but all the planking and ribs throughout the entire construction are **clear white** cedar carefully selected for color and evenness of grain. As far as workmanship is concerned, the workmanship on all Detroit Canoes is identically the same. Regardless of grade or price, we make no attempt to compete with or to produce a cheaper canoe. Our price is **low**, but the canoe will stand the most rigid inspection. For full description, equipment and construction, see pages 10 and 11. For extras, paddles, keel, etc., see page 9.

Decks regular length, 15-inch, made of mahogany.

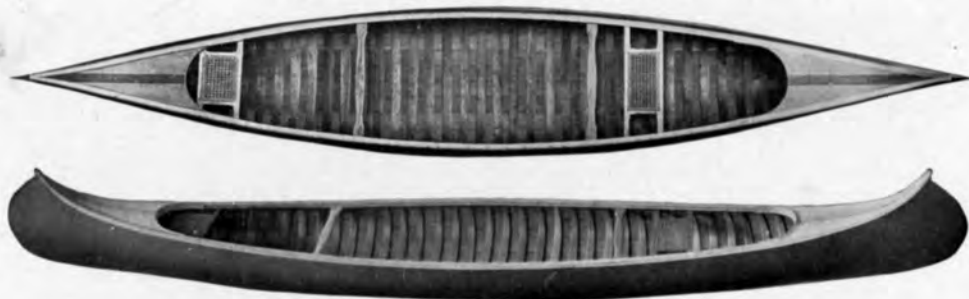
Thwarts—Two, as shown in cut, of mahogany.

Seats—Two, of mahogany, with hand caned centers. The seat in the bow may be raised or lowered, as desired.

Rails—You can have rails on this canoe of either white spruce or mahogany finish. If no mention is made in your order, we ship whichever we have the largest stock of.

Colors—Carried in stock in regular **colors only**—Green and Red.

Our "Takoma" Special



Positively the best and most elegant that money can buy

While our regular stock Canoe is the most up-to-date outfit that can be secured, there are a few enthusiasts in every locality who wish to have, and do, the extraordinary.

We received so many inquiries for an "Ultra-Ultra" Canoe that we decided to build a limited number of this type. Our "Takoma Special" represents the acme of perfection of canoe maker's art. They are hand-made, and only the most select of selected materials are used in their construction.

We will build, this year, only 100 "Takomas," and will not sell more than five in any one city. This Canoe is in a class by itself; no other Canoe can be compared with the "Takoma" for beautiful lines or elegant finish. We have spared no expense to make this the perfect Canoe, regardless of price, and to be the owner of a "Takoma Special" will guarantee your possessing the "extraordinary."

Construction, same as "Yukon River," except that the stems are higher, giving the Canoe more sheer; planking and ribs finest selected white cedar, decks either birdseye maple or mahogany, as ordered; 32 in. bow and stern; rails, mahogany or maple; wood used in seats and thwarts match decks, outside stems and keel. Air tanks will be placed in each end under decks, without extra charge, if ordered; flag pole socket and poles in both decks.

Color—The finish will be extravagant. The regular color is light olive green.

The inside, when birdseye maple decks are ordered, will be finished in natural white color. With mahogany decks inside, it is finished in rich mahogany color.

Made in one size only; length, 18 ft.; beam above water line, 33 in.; beam on rails, 30½ in.; depth, 12½ in. Price, \$70.00 complete.

What Sells Detroit Canoes

Michigan City, Ind.,
June 26th.
The Detroit Boat Co.,
Detroit, Mich.

Dear Sirs:—I have received the 16-ft. Hudson River Canoe which is entirely satisfactory. It is exactly what I want, and I feel confident it will answer my expectations for the different purposes and places where I intend to use it. I am very much pleased with the stability and weight-carrying capacity of this canoe, and shall always be pleased to show and recommend your work to anyone interested.

Thanking you for what I consider a great bargain and a "square deal." Believe me, yours very truly,

EMILENS NICHOLSON.

Box 573, Michigan City, Ind.



A Group of Detroit Canoes at Belle Isle, July 4, 1908

Rutherford, N. J., Sept. 24.
Detroit Boat Company, Detroit, Mich.

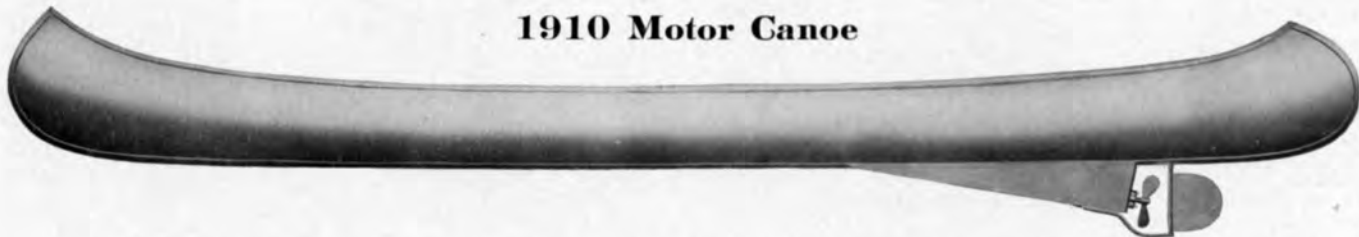
Gentlemen:—I received my "Hudson River" Canoe almost three weeks ago. I can honestly say that I am more than pleased with it. In my opinion it is the best canoe I have ever seen for anything like the money. I

can cheerfully recommend you to anybody who wishes to buy a good canoe. By the way, will you please let me know whether you furnish sailing outfits for your canoes, also please send me catalogue of canoes and extras, as I have lost mine. Wishing you the best of success, I remain,

Yours sincerely,

ROLAND E. WALLER.

1910 Motor Canoe



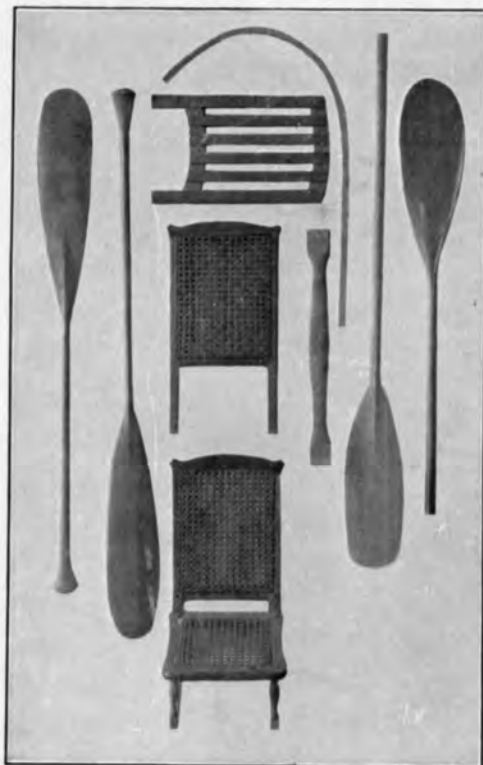
Length, 20 feet; extreme beam, 40 inches; depth at bow, 27 inches; weight complete with 2 H. P. engine, crated, 350 lbs. Price, including 2 H. P. engine, steering cable, seats, the outfit all ready to run, \$165.00; extra for 3 H. P. engine, \$22.50.

This 1910 speed motor canoe described above is the final result of a number of years of careful study and experience along the power canoe line. It is a boat that is very seaworthy and very safe and tremendously fast, for instance with a 3 H. P. engine we have been able to attain here at Detroit very close to fourteen miles an hour. The outfit combines the pleasure of canoeing with the luxury of auto-boats, and is the swiftest, most graceful and by far the most seaworthy boat of its class ever put together. It is specially built at every point to stand the engine, using outside stems and heavier keel, additional forward and after braces along the decks to add to its stiffness and stability. The construction is the same used in the production of all Detroit canoes, except that the ribs are heavier, closer together, and the planks of much heavier stock. The covering is the heaviest practical duck that should be used.

THE ENGINE.

We recommend strongly the Detroit reversible marine engine on account of its simplicity, reliability and economy. This outfit can be operated by a child as it starts without cranking and reverses without stopping. There are only three moving parts, no valves, springs, sprockets, etc., to continually require attention; the lubrication is automatic, and we furnish a speed control and reversing lever, and automatic type commutator; also the automobile type carburetor gas and air adjusting with a special throttle to control the speed.





Extras

TO SELECT A PADDLE—The most suitable single paddle for the average person should be about three inches less than their height.

Our paddles are all hand made, and first quality, made from the best selected stock only.

We have in stock both single and double paddles, in assorted sizes.

The Maple paddle is best where a strong flexible paddle is wanted.

The Spruce paddle is much lighter in weight, but not so flexible.

Keel	\$2.00	First quality Double Paddles	4.50
Floor	2.00	Single Paddles, first quality	
Air tanks in each end of canoe, these can be ordered in canoes having long decks only	5.25	spruce or maple.....	2.00
Outside Stems and Keel....	4.00	Selected birdseye maple....	3.50
Mahogany Outwales	3.00	Gold Stripe	3.50
Extra long decks of birdseye maple or mahogany 24 in. long, including outwales..	7.00	Name in shaded gold letters, per letter35
34-in. long, of same material	8.00	Monograms special. Write for prices.	
Flag Poles, complete with ball end, two.....	1.00	Folding Chairs, slat varnished	1.50
Flag Sockets, two.....	1.00	Folding Chairs, caned, varnished	3.00
Painter Ring, polished brass, with brass deck plate....	1.25	Back Rests, slatted and varnished	1.00
Canvas Cushions, cork filled, 14x14x2½	3.65	Back Rests, caned and varnished	2.00
14x24x2½	3.00	Folding Chairs, slatted and varnished	2.00
Cushions covered with corduroy or Pantasote leather, 14x14x2½	3.25	Folding Chairs, caned and varnished	3.00
14x24x2½	5.00	Carpet for Power Canoe...	15.00



Regular Construction and Equipment of all "Detroit" Canoes

MODEL—The most up-to-date, graceful, seaworthy, easiest to paddle and durable.

THE RIBS are of best quality, tough white cedar, steamed for bending and shaped over solid molds. They are $2\frac{1}{2}$ inches wide at centers, tapering to 1 inch at gunwales, are $\frac{3}{8}$ inch thick, and spaced from $1\frac{1}{2}$ to 2 inches apart. The special shaping of the ribs have certain actual advantages. By tapering the ribs, at the end, the strength is in no manner impaired, and there is not the tendency to round up at the bottom, as frequently happens when ribs containing full width throughout are used. Therefore, the "Detroit" Canoe always retains its original form and symmetrical lines, which is impossible with any canoe not using our special tapered ribs.

PLANKING— $\frac{3}{16}$ inch, tough, light northern cedar is used in long lengths, and suitable widths, and laid very close, making tight joints. It is copper fastened, special canoe tacks being used, which are clinched on inside of the ribs.

GUNWALES are $\frac{7}{8}$ x $11/16$ inch, made of best quality spruce, running full length. After decks are put in, finishing rails are also run full length, capping gunwales, and a neatly finished side rail gives the whole a very handsome effect.

STEMS are of select straight-grained white oak, steam bent to shape, and curving neatly at top to meet the gunwales and deck.

THE THWARTS are of best quality oak or ash, unless otherwise specified, two in each canoe, and when ordered specially an extra middle thwart can be installed at small extra charge, which may be found useful in carrying.

SEATS—There are two hand-caned seats, one in the bow and one in the stern of each canoe.

THE DECKS are regularly 15 inches in length, and are made of oak or ash, unless otherwise stated.

For longer decks, see "Extras," page 9.

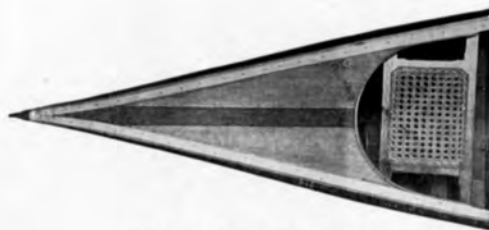
CANVAS AND FILLING—After the hulls have been carefully smoothed up and sanded they are thoroughly oiled inside and outside before canvassing. This prevents the wood from becoming watersoaked, and insures its retaining its lightness, besides preserving the wood and giving long life to the canoe. They are then covered with first-class heavyweight cotton duck, which is stretched perfectly tight and well fastened at ends and rails. Canvas is one seamless piece. The canvas is then treated with our special oil composition **ironed in, thoroughly filling the pores, and making the canoe perfectly waterproof.**

KEEL—Our regular stock canoes are not equipped with a keel (see "Extras"), as it is unnecessary if care is used in drawing a canoe out of water at landings. If your canoe is to be handled by an attendant at boat house, order a Keel.

FLOOR—We make a light, removable floor, or grating, for the bottom of canoe (see "Extras"). These are not necessary except from choice, as the ribs in "Detroit Canoes" are set close enough together to prevent the planking from being injured.



Showing Beautiful Lines of Bow
With High Freeboard of
"Detroit" Canoes



Showing Extra Long Decks

Packing: For shipments to points in United States and Canada we pack canoes in Loose Hay and wrap in Burlap. **We make no charge for this.**

Shipping: As our canoes are shipped to all parts of the globe, we know the importance of proper packing for shipment either by express or freight, and the shipment should arrive at destination in the same condition as when it left the factory.

We will, when requested, start tracers for shipments delayed in transit and use every effort to secure quick despatch for domestic shipment.


The following table is the freight rate per 100 pounds from Detroit to various points in every state. The rates are not guaranteed, as the classifications are often changed by the tariff committees, although no radical changes are made. Take the nearest town to your own, and rates to yours are about the same.

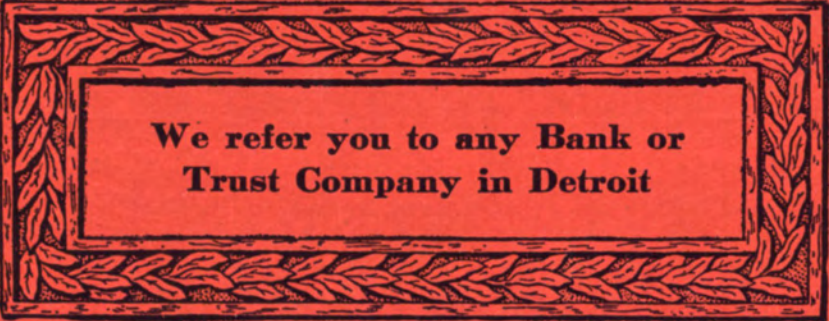
Terms

If full amount is not remitted with order it will be necessary to deposit Twenty-five per cent., balance collected by Draft attached to Bill of Lading. Prices quoted free on board cars at Detroit.

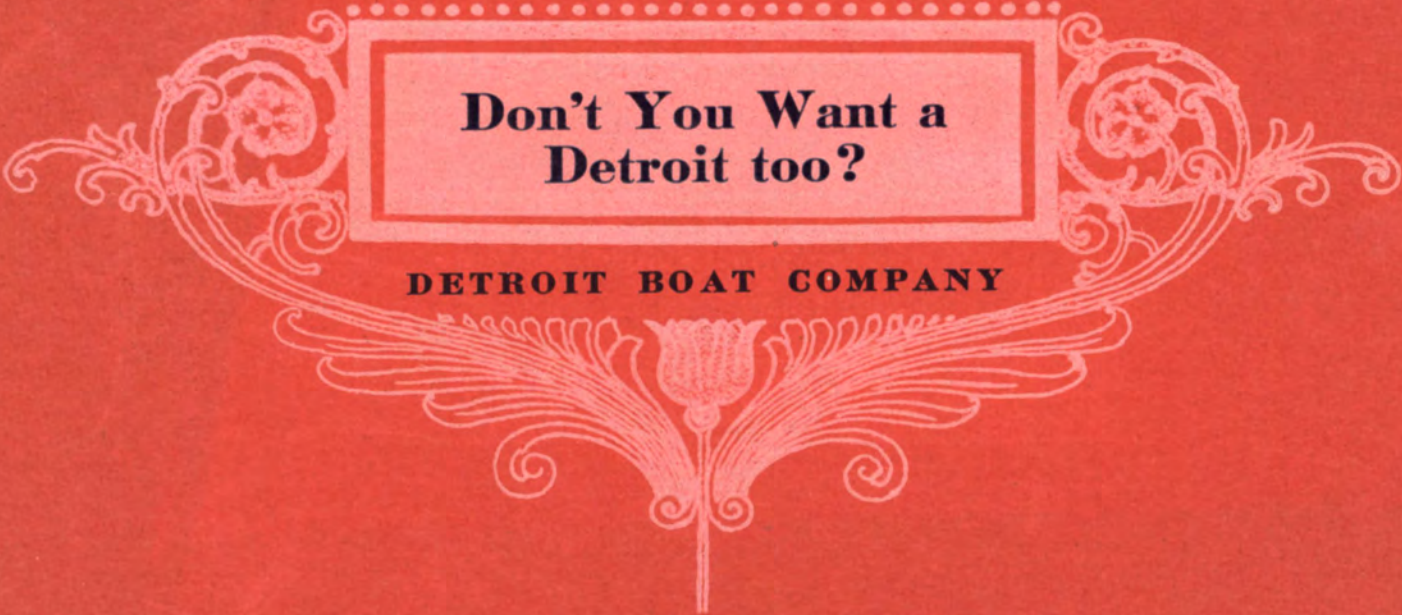
Freight Rates

	Less Carload	Carload		Less Carload	Carload		Less Carload	Carload
Mobile, Ala.	\$4.64	\$116.00	St. Paul, Minn.	\$3.32	\$ 70.00	Cleveland, Ohio	\$1.20	\$ 26.00
Denver, Colo.	9.20	184.00	Minneapolis, Minn.	3.32	70.00	Cincinnati, Ohio	1.54	33.00
Washington, D. C.	2.22	47.50	E. St. Louis, Mo.	1.80	39.00	Columbus, Ohio	1.26	27.00
Jacksonville, Fla.	5.52	131.50	Kansas City, Mo.	4.20	84.00	Youngstown, Ohio	1.44	31.00
Tampa, Fla.	7.33	178.00	Portland, Me.	2.62	56.50	Philadelphia, Pa.	2.26	48.50
Savannah, Ga.	5.52	131.50	Boston, Mass.	2.62	56.50	Pittsburg, Pa.	1.64	35.00
Aurora, Ill.	1.72	36.50	Baltimore, Md.	2.22	47.50	Scranton, Pa.	2.26	48.50
Bloomington, Ill.	1.72	36.50	Lincoln, Neb.	4.88	102.00	Wilkesbarre, Pa.	2.26	48.50
Chicago, Ill.	1.48	32.00	Omaha, Neb.	4.20	84.00	Providence, R. I.	2.62	56.50
Cairo, Ill.	2.02	44.50	Newark, N. J.	2.34	50.50	Charleston, S. C.	5.52	131.50
Dixon, Ill.	2.20	50.00	Albany, N. Y.	2.24	48.50	Nashville, Tenn.	3.84	89.50
Peoria, Ill.	1.72	36.50	Binghamton, N. Y.	1.78	38.50	Houston, Tex.	7.08	156.00
Springfield, Ill.	1.80	39.00	Buffalo, N. Y.	1.44	31.00	Norfolk, Va.	2.22	47.50
Indianapolis, Ind.	1.48	32.00	Elmira, N. Y.	1.78	38.50	Richmond, Va.	2.22	47.50
Terre Haute, Ind.	1.54	33.00	Ithaca, N. Y.	1.78	38.50	Parkersburg, W. Va.	1.68	36.00
Cedar Rapids, Ia.	3.06	68.50	New York City, N. Y.	2.34	50.50	Wheeling, W. Va.	1.64	35.00
Davenport, Ia.	2.20	50.00	Oswego, N. Y.	1.78	38.50	Ashland, Wis.	3.32	70.00
Dubuque, Ia.	2.20	50.00	Ogdensburg, N. Y.	1.62	56.50	Duluth, Wis.	3.32	70.00
Des Moines, Ia.	4.04	76.50	Poughkeepsie, N. Y.	2.34	50.50	Green Bay, Wis.	1.96	42.00
Sioux City, Ia.	4.20	84.00	Rochester, N. Y.	1.60	34.50	La Crosse, Wis.	3.08	65.00
New Orleans, La.	4.64	116.00	Schenectady, N. Y.	2.24	48.50	Madison, Wis.	3.08	65.00
Louisville, Ky.	1.72	36.50	Syracuse, N. Y.	1.78	38.50	Milwaukee, Wis.	1.72	37.00
Duluth, Minn.	3.32	70.00	Utica, N. Y.	2.04	44.00			

 Rates and points not shown above will be furnished by our traffic department upon application.



**We refer you to any Bank or
Trust Company in Detroit**



**Don't You Want a
Detroit too?**

DETROIT BOAT COMPANY