

Peterborough Canoes

Skiffs
Sailing Dinghys
and
Accessories





NEW YORK
SPORTING GOODS CO.,
SELLING AGENTS,
17 WARREN ST.,
NEW YORK.

The Peterborough Canoe Co.
LIMITED
PETERBOROUGH, ONTARIO, CAN.



The PETERBOROUGH CANOE CO.
LIMITED



Manufacturers of

Canoes  **Skiffs**  **Dinghys**
Steam and Gasoline Launches

Established 1879

PETERBOROUGH, ONTARIO, CANADA

NINETEENTH CATALOGUE



The World's Best Sport



CANOEING is the summer sport of the American continent. What other sport is there so graceful, dignified and fascinating? What other pastime gives such excellent exercise for the body, brings one so much into the health-giving elements of fresh air and sunshine, and thrills one so delightfully with the wholesome pleasure that accompanies the gliding, silent swiftness of a *perfect* canoe? Canoeing was the mode of travel of the original red man, who had to thread the innumerable streams and traverse the lakes and bays of his savage world with noiseless, stealthy and swift locomotion. This was possible only with the canoe.

The white man adopted it, found it indispensable, and has continued using it to this day. While the inventive genius of the white man has never been able to find a substitute, it has been able to greatly improve the stability, capacity, beauty, lightness, strength and speed of the canoe, until we now see the old Indian bark canoe abandoned even by the Indians themselves, when they are fortunate enough to secure a Peterborough canoe from a traveller, camper or trader.

The Peterborough Canoes were not suddenly invented perfect, but they have been brought to perfection by us through thirty-one years of study, experience and practical use. We do not claim to be the first canoe-builders in Canada, but we were the first to produce a *perfect* Canoe. It was our success in the creation of the *perfect* canoe that gave the first great impetus to canoeing as a pastime. There is no pastime like it. The benefits and the pleasure of canoeing are appreciated by all; the canoe now appeals to the whole world. We ship canoes into many foreign countries. While we have a good trade with United States customers, we sell still more on the Continent. The Old World is taking up the New World's contribution to summer sports and has caught the fever for canoeing, which the *perfect* canoe has made so safe and so fascinating.



Our Equipment

THE City of Peterborough is admirably situated for the economical manufacture of canoes, skiffs, and launches. It is close to the source of supply of lumber, and gives us the chance of a first selection of the choicest logs before the general lumber trade gets on the ground. Any one who will examine the class of lumber we use in the Peterborough Canoe, and compare it with the lumber used by other makers, will be convinced of our right to claim superiority.

Our shipping facilities are excellent, as we are on the main line of the C.P.R. between Montreal and Toronto. Our factory is the largest boat building establishment in the Dominion, and is equipped with the most up-to-date steam power machinery, new machines being added every year as the business develops, and as new inventions come out that can add something to the perfection of the Peterborough Canoe Company's products. We have this year added 10,000 feet floor space to our plant, and put in a lot of improved machinery. We are able to turn out anything from a canoe to a steamboat, and our business is growing every year. We offer our advice freely to any inquirer, as to what size or kind of craft to order for any purpose.



Peterborough Canoes

OUR models have graceful lines, and their proportions leave nothing to be desired from the standpoint of art or of practical construction. Our Canoes give the least resistance to the water, and are scientifically designed to give speed and ease of paddling, as well as a beautiful appearance. We build them for every purpose, and for each purpose we have a distinct model, adapted to its peculiar requirements. Our designs are made for light work, great carrying capacity, paddling, sailing or racing. We do not confine our output to a few styles, claiming them good for all purposes, but have many patterns for as many uses, each pattern based on scientific principles. No matter what purpose you want a canoe for, you are sure to find something adapted to it among the styles shown in the following pages.

The "open" Peterborough canoe is the canoe for Canadians, for general use. For a summer resort canoe, for hunting, shooting or fishing, it is the best. It carries a good load; is easy to get into or out of; you can sleep in one or under one and can easily carry one. The "open" canoe is the most satisfactory all-round canoe, and the greatest favorite. It is made in "rib and batten," "flush batten," and "metallic joint," "cedar rib," "longitudinal strip," "canvas covered," "racing" "freight," and "war canoe" styles.



Rib and Batten Canoes

(See Colored Illustrations, pages 8 and 10. Price List, pages 9 and 11)

The "rib and batten" canoes are built of basswood, cedar, cypress, or mahogany; the boards, three or four wide strips to a side, are one-quarter of an inch thick, nailed and clinched to moulded ribs six inches apart. The joints are covered inside with a *batten*, well nailed or clinched in with copper or steel nails. They have maple gunwales, oak thwarts, and are decked about two feet from each end with butternut, elm, or other woods. The outside of this canoe is perfectly smooth; the "rib and batten" style is the cheapest method of construction, yet it makes a remarkably strong canoe, capable of standing a lot of rough usage. A section of a canoe built in "rib and batten style" is shown in cut.

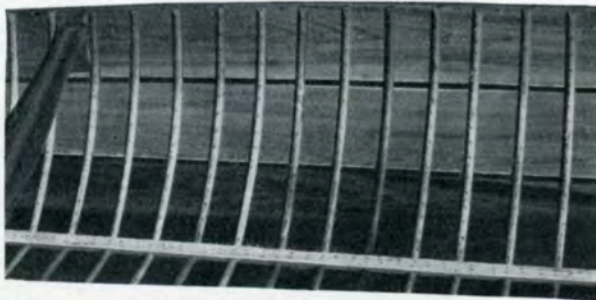


Section "Rib and Batten" Canoe

Metallic Joint Canoes

(See Colored Illustration, page 10. Price List, page 11)

The "metallic joint" canoes are built with a copper strip to cover the joints in the planking in place of battens. This method makes the canoe smooth inside between the ribs, allowing them to be easily cleaned out, which is an advantage greatly appreciated by some. This is a good canoe if taken care of. We show a section of our "metallic joint" canoe in cut.



Section "Flush Batten" or "Metallic Joint" Canoe

Flush Batten Canoes

(See Colored Illustration, Page 12. Price Lists, pages 9 and 11)

The "flush batten" canoes are built the same way as the "metallic joint" excepting that instead of the copper strip a wooden batten is halved into the planking to cover the joint.

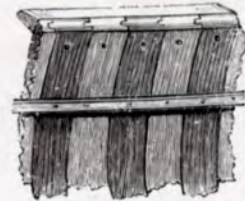
Cedar Rib Canoes (See Colored Illustration, page 14—Price List, page 15)

The "cedar rib" canoe is the triumph of the canoe-building art. It combines strength, rigidity, lightness and durability. The sectional view illustrated by cut shows the detail of our "cedar rib" construction. These canoes are built of cedar strips about an inch wide, running from gunwale to gunwale, and matched with tongue-and-grooved joint. It is a scientific fact that the arch is the strongest form of construction. We have adopted the "arch" principle in our "cedar rib" canoes, as you will see by noting that each rib is an inverted arch. This, we believe, makes our "cedar rib" canoe the **strongest in the world**.

The shrinkage of a piece of wood an inch wide, is slight, and even if it did shrink, the tongue-and-groove joint would prevent any leakage. The cedar we use is so thoroughly dried that the sun seems to have little effect upon it. It takes about a month to build a "cedar rib" from start to completion, but we always try to keep our moulds full, so as to have a goodly number dry and ready to finish. After years of experience we are more than ever satisfied with the "cedar rib" method of construction. We can produce "cedar rib" canoes that have been in constant use for twenty-five seasons, and are in first-class condition. We claim for our "cedar rib" canoe lightness, tightness, strength, and durability and beauty. They are the best and strongest canoe made, and require experience in building. They are canoes of the very highest quality, and have more strength for their weight than any canoe manufactured.

Longitudinal Strip Canoe (See Colored Illustration, page 12—Price List, page 13)

Next to the "Cedar Rib" Canoe the "Longitudinal Strip" Canoe is the best. We build our "strip" canoes of lengthwise strips, each strip grooved into the next with a ship lap joint and nailed to half round ribs, spaced three inch centres. These are stronger canoes than the "rib-and-batten" and cedar board canoes, and for the small difference in the price we recommend them. One of the features in favor of the "longitudinal strip" canoe is that the strips being narrow, there is no noticeable shrinkage, and they do not check, split or open up when exposed to sun and water, as some of the wide board canoes are apt to do when unduly exposed.



Section Cedar Rib



Section Longitudinal Strip Canoe



PAINTED QUALITY

Price List of "Rib and Batten" and "Flush Batten" Canoes
Painted Qualities

Number	Length	Beam	Depth	Weight About	Capacity with 6 inch Draft	Painted Basswood	Painted Cedar	Painted Basswood Flush Batten	REMARKS
	Feet	Inches	Inches	Pounds	Pounds				
61	14 1/2	26 1/2	11	60	395	\$26 00	\$32 00		Prices include 2 Paddles. For Canoes with larger carrying capacity, see page 22. We recommend the use of Air Tanks, (see page 36.) Painted Canoes can be built with copper nails, for \$2.00 and up <i>extra</i> . Torpedo Decks, instead of the ordinary style, \$2.00 per Canoe <i>extra</i> . Painting Canoes white, \$1.00 <i>extra</i> . Stripes or names painted, \$1.00 <i>extra</i> . Cane Seats, instead of thwarts, \$1.00 each <i>extra</i> .
62	15	28	12	65	425	27 00	33 00	\$31 00	
63	15 1/2	29 1/2	12	70	460	28 00	35 00	32 00	
64	16	31	12	75	480	29 00	37 00	33 00	
65	16 1/2	33	12 1/2	80	550	31 00	39 00	35 00	
66	17	35	13	85	600	33 00	43 00		
67	17 1/2	36	13 1/2	90	750	36 00	45 00		
68	18	37	14	95	820	38 00	47 00		
68 1/2	18 1/2	38	14 1/2	100	830	41 00	52 00		
69	19	39	15	105	850	44 00	55 00		
69 1/2	19 1/2	40	15 1/2	115	870	47 00	58 00		
74	16	30	12	75	440	29 00	37 00		
76	12	24	11	50	300	26 00	32 00		
77	12 3/4	25	11	50	350	26 00	32 00		
78	13 1/2	26	12	55	400	26 00	32 00		
79	14	28	12	60	400	27 00	33 00		
80	14 1/2	29 1/2	12	65	440	28 00	34 00		
81	15	31	12	70	470	29 00	37 00		
82	15 1/2	32 1/2	12 1/2	75	510	30 00	38 00		
83	16	34	13	80	540	32 00	40 00		
84	16 1/2	35	13 1/2	85	580	33 00	43 00		
88	13	34	13	70	500	29 00	37 00		
90	15	36	13	80	600	35 00	45 00		



VARNISHED QUALITY

**Price List of "Rib and Batten," "Metallic Joint," and "Flush Batten" Canoes
Varnished, Copper Fastened Qualities**

Number	Length	Beam	Depth	Weight About	Capacity with 6 inch Draft	Varnished Basswood	Varnished Cedar	Var. Bass. Metallic Joint	Var. Bass. Flush Batten	Varnished Mahogany	REMARKS
	Feet	Inches	Inches	Pounds	Pounds						
61	14 1/2	26 1/2	11	60	395	\$32 00	\$39 00				
62	15	28	12	65	425	33 00	40 00	\$39 00	\$37 00	\$50 00	
63	15 1/2	29 1/2	12	70	460	35 00	42 00	42 00	38 00	52 00	Extra Depth, \$1.50 per inch in Varnished Basswood.
64	16	31	12	75	480	37 00	44 00	44 00	41 00	55 00	
65	16 1/2	33	12 1/2	80	550	39 00	46 00	46 00	43 00	57 00	
66	17	35	13	85	600	43 00	49 00				
67	17 1/2	36	13 1/2	90	750	45 00	52 00				\$2.00 per inch in Varnished Cedar.
68	18	37	14	95	820	47 00	55 00				
68 1/2	18 1/2	38	14 1/2	100	830	52 00	60 00				
69	19	39	15	105	850	55 00	65 00				Cane Seats, \$1.00 each.
69 1/2	19 1/2	40	15 1/2	115	870	58 00	70 00				
74	16	30	12	75	440	37 00	44 00				
76	12	24	11	50	300	32 00	38 00				Torpedo Decks instead of ordinary, \$2.00 per Canoe.
77	12 3/4	25	11	50	350	32 00	38 00				
78	13 1/2	26	12	55	400	32 00	38 00				
79	14	28	12	60	400	33 00	40 00				
80	14 1/2	29 1/2	12	65	440	34 00	41 00				Use Air Tanks.
81	15	31	12	70	470	37 00	44 00	44 00	41 00	55 00	(See page 36).
82	15 1/2	32 1/2	12 1/2	75	510	38 00	45 00	45 00	42 00	57 00	
83	16	34	13	80	540	40 00	48 00	48 00	44 00	60 00	
84	16 1/2	35	13 1/2	85	580	43 00	52 00				
88	13	34	13	70	500	37 00	44 00				
90	15	36	13	80	600	45 00	50 00				



VARNISHED CEDAR STRIP

Price List of Longitudinal Strip Canoes

Number	Length	Beam	Depth	Painted Cedar	Varnished Cedar	Varnished Mahogany, or with alternate Strips of Cedar	REMARKS
42	Feet 15	Inches 28	Inches 12	\$40 00	\$45 00	\$57 00	
43	15 ½	29 ½	12	42 00	48 00	59 00	
44	16	31	12	44 00	50 00	60 00	Prices include 2 Paddles.
45	16 ½	33	12 ½	46 00	53 00	64 00	Extra depth, \$2.00 per inch.
46	17	35	13	48 00	56 00	67 00	Cane Seats, \$1.00 <i>extra</i> .
48	18	38	14 ½	52 00	64 00	75 00	
50	14 ½	29 ½	12	42 00	47 00	58 00	Torpedo Decks, \$2.00 per Canoe.
51	15	31	12	44 00	51 00	62 00	
52	15 ½	32 ½	12 ½	46 00	53 00	64 00	Use Air Tanks (see page 36).
53	16	34	13	47 00	55 00	66 00	
54	16 ½	35	13 ½	49 00	58 00	69 00	For larger Cedar Strip Canoes, see page 23.
88	13	34	13	44 00	50 00	60 00	
90	15	36	13	50 00	58 00	69 00	



VARNISHED CEDAR RIB

Price List of "Cedar Rib" Canoes

Number	Length	Beam	Depth	Weight	Capacity 6 inch Draft	Painted Quality	Varnished Quality	REMARKS
	Feet	Inches	Inches	Pounds	Pounds			
1	14 1/2	26 1/2	11	40	365	\$45 00	\$50 00	
2	15	28	12	45	425	48 00	53 00	
3	15 1/2	29 1/2	12	55	460	50 00	56 00	
4	16	31	12	60	480	55 00	60 00	
5	16 1/2	33	13	65	550	60 00	65 00	Prices include 2 Paddles.
6	17	35	13 1/2	75	600	65 00	70 00	
7	17 1/2	37	14	85	750	70 00	75 00	Extra depth, \$2.00 per inch.
8	18	39	15	95	820	80 00	85 00	
9	18 1/2	41	16	100	850	85 00	95 00	Use Air Tanks in your Canoe
10	19	42	17	105	900	95 00	105 00	(see page 36).
18	13	25 1/2	11	35	350	46 00	51 00	
19	13 1/2	27	12	40	380	47 00	52 00	Cane Seats instead of Ordinary
20	14	28 1/2	12	47	400	48 00	53 00	Thwarts, \$1.00 each net.
21	14 1/2	30	12	55	420	50 00	55 00	
22	15	31	12	60	440	55 00	60 00	
23	15 1/2	33	12 1/2	65	480	60 00	65 00	
24	16	34 1/2	13	70	550	65 00	70 00	

Canvas Covered Peterborough Canoes

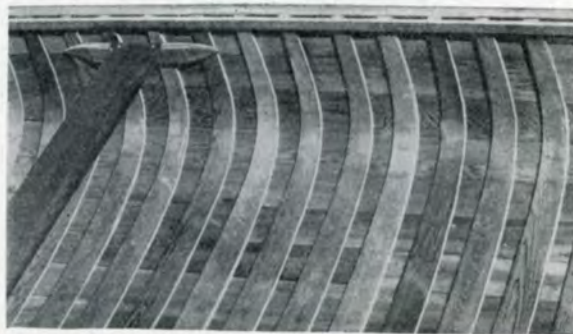


WE were the first builders of Canvas Covered Canoes in Canada. We build them on the same models as our other canoes, closely ribbed and with narrow cedar planking. The canvas covering is regarded by many as a most advantageous feature and in some respects it is very desirable, as this covering is so tough that though the ribs and planks inside the canoe may be cracked by the force of a shock or collision against rocks, the canvas usually comes through the accident unharmed, and the canoe does not leak or show any appreciable injury. Without this covering the canoe might be so damaged as to be necessarily laid up for repairs, or even abandoned. It takes great skill to make canvas covered canoes. We have a special machine for stretching the heavy cotton duck over the planked shell, and use a secret filler which we carefully work into and through the canvas. This mixture has to be of such a nature that it will not melt in the heat of the sun, will not crack in the cold of winter, and will be stiff and capable of resistance,

yet flexible and with sufficient "give" to save from breaking. After the filling is thoroughly dried the canoe is rubbed down and finished in any color, the inside is shellaced and varnished. This strong canvas covering, added to the strong, thoroughly well-built

shell, make the "canvas covered" Peterborough Canoe the best of its kind on the market to-day.

Grade A.—Our best grade of Canvas Canoes are finished with hardwood gunwales on the outside and long decks in the same way as our best grade cedar board canoes. The canvas is well painted and is given a varnish finish. We can supply this grade of canoe in any size that we catalogue the Basswood Canoes and quote prices for the sizes used mostly and which we try to carry in stock.



Section Canvas Covered Canoe

Canvas Covered Canoes—Continued

Grade B.—To meet the demand for a cheaper canoe for prospecting, etc., we are building a line of Canvas Canoes. The ribs and planking are the same as Grade A, the gunwales are of spruce and on the inside, the decks are short and plain. They are strongly built and well finished and are on the regular *Peterborough* models. We quote below prices for the sizes that we build in this grade.



16 Foot Canvas Canoe, No. 604 Grade A



Sponson Canoes

For those who want an extra safe, steady canoe, for the use of women or children, we recommend our "Sponson Canoe." This model has an air chamber running along the gunwale, not so wide as to cause any inconvenience to the paddler, or to give an ugly appearance. It gradually tapers to the ends. This air chamber makes tipping over a difficult matter. See illustration.

Price List of Canvas Covered and "Sponson" Canoes.

No.	Length	Beam	Depth	Weight	"A" Grade Price	"B" Grade Price	Sponson Canoes	REMARKS
	Feet	Inch	Inch	Pounds				
603	15 1/2	29 1/2	11 1/2	65	42 00			
604	16	31	12	65	44 00	40 00	60 00	
605	16 1/2	33	12 1/2	70	46 00			
606	17	35	13	75	48 00	44 00	65 00	
607	17 1/2	36	13 1/2	80	50 00			
608	18	38	14 1/2	85	53 00	48 00	70 00	
623	16	34	13	70	48 00			
624	16 1/2	35	13 1/2	75	50 00			
688	13	34	13	60	40 00			
690	15	36	13	70	50 00			

Cane Seats instead of Thwarts, \$1.00 each.
Prices include two paddles for each canoe.



Single or Tandem Racer

a canoe race. It is a great sport, and is at once a test of skill, strength and physical balance. Canoe racing is becoming more indulged in every year, and the keen competition for prizes and honors has kept designers busy evolving the fastest possible models. We have struck the best ideas yet embodied in any racing canoe in our racing models for the year 1911. We can arrange thwarts in any way to suit the paddles. Our No. 70, the Single and Tandem Racer, is our fastest canoe, and the fastest built anywhere. It is not necessary to say any more, as the racing results for years have proven the superiority of the Peterborough Racing Canoe.

Our Fours Racer is listed as No. 72, and what we have said of No. 70 applies in every way to this model. A trial of the Canoe by men who know will prove anything we may claim for it.



Racing Canoes

There is not a boatman whose eye does not kindle, his heart leap and his hands involuntary tighten, when he thinks of the thrilling moments of

WAR CANOES.—The great events at all regattas are generally the war canoe races. For some years we did not build a racing war canoe as the models were changing every year and we did not wish to sell a Canoe to a club, knowing that the next year we would probably come out with a new and faster model. We are now putting out a 30 ft. war canoe that cannot be improved on. It is fast, and will stand up to the work that is required.

We Quote Prices as Follows Without Paddles

Number	Length	Beam	Depth	Weight	Painted Basswood	Varnished Basswood	Painted Cedar	Varnished Cedar	Varnished Mahogany
	Feet	Inch	Inch	Pounds					
70	16	30	12	45	\$30 00	\$38 00	\$38 00	\$46 00	\$58 00
72	20	30	12	65	42 00	50 00	50 00	63 00	76 00
R	30	40 1/2	19	200	120 00	160 00	160 00	200 00	225 00

For those desiring a Semi-racing Canoe we recommend our model No. 74 listed on page 11. It is designed to combine the 16-ft. racing and the ordinary 16 foot paddling Canoe.

Decked Canoes

For those who prefer a canoe decked in more than the ordinary open canoes shown in the previous pages, we would suggest any of the styles here illustrated. These are very desirable if the canoe is to be used for sailing, especially in rough water, as the extra decking and coaming makes them dry.



Solid Comfort Decking

Our illustrations show the **SOLID COMFORT** Deck, which is about 30 inches long at each end and $2\frac{1}{2}$ inches wide along the sides, with the coaming $1\frac{1}{4}$ inches high around the cockpit.

The **JUNIPER** Deck is 3 feet long at each end, 3 inches wide along the sides, with the coaming $1\frac{1}{4}$ inches high around the cockpit.

The **ONTARIO** Deck covers the whole canoe, with the exception of the cockpit, which is usually 4 or 5 feet long.

We build these boats to order in any of the sizes listed for Open Canoes.

For Prices add the following to the prices quoted for Open Canoes in previous pages :

- “SOLID COMFORT” Decking \$8 00 *extra*.
- “JUNIPER” Decking 12 00 *extra*.
- “ONTARIO” Decking 20 00 *extra*.



Juniper Decking



Ontario Decking

Decked Sailing Dinghys

For sailing in small lakes and bays, or for short trips along-shore, a Sailing Dinghy is the ideal boat. Our Sailing Dinghys, while roomy, comfortable and safe, are built on speedy lines, and wherever they have



No. 489. Cedar Lapstreak Dinghy

raced, have carried off prizes. The decks are finished with canvas, well painted. This is the best deck, as it does not crack with the heat of the sun. The coamings are of oak, the hulls are cedar or cypress, and are built either "smooth" or lapstreak. The smooth skin or "Rib and Batten" Dinghys are especially fast, and are recommended for racing purposes. Prices quoted include one pair oars, centreboard box, large steel centreboard, and rudder.

Price List of Decked Sailing Dinghys

Number	Size	Rib and Batten		Lapstreak	Sails, made of Egyptian sail silk, and complete with mast, spars and rigging. 75 ft., \$25; 100 ft., \$30; 140 ft., \$35.
		Painted Cedar	Varnished Cedar	Varnished Cedar	
488	12 ft. x 54 in.	\$80 00	\$95 00	\$80 00	
489	14 ft. x 60 in.	90 00	105 00	90 00	
490	16 ft. x 70 in.	110 00	130 00	110 00	



Open Dinghy, with Centerboard and Rudder

Dinghys and Yacht Tenders

For general use at a Yacht Club, Summer Resort or on the Beach, for handy knock-about purposes, for rowing, for children, for comfort, steadiness and safety it is hard to beat a Dinghy. They are the recognized craft for fishing, and for a light sailboat, to be pulled up on shore when not in use, there is nothing to equal them. We build them "open" and "decked," "lap-streak," "rib and batten" or "canvas covered." The

canvas covered Dinghys are very light and are just the thing for Yacht Tenders. Air Tank and Fish Boxes can be built under seats at extra cost. We also build Dinghys for equipment with small gasoline motor, and have found the 14 ft. and 16 ft. sizes make excellent fishing boats equipped in this way. We quote prices for these boats with one pair of oars.



9 ft. Dinghy and Yacht Tender

Price List of Open Dinghys and Yacht Tenders

Number	Size		RIB AND BATTEN			Lapstreak Varnished Cedar	Canvas Covered	REMARKS
			Painted Basswood	Painted Cedar	Varnished Cedar			
	Feet	Inches						
486	9	x 44	\$33 00	\$40 00	\$48 00	\$40 00	\$48 00	Steel Plate Centerboard and Rudder on the Open Dinghys cost \$8 00 extra on Nos. 486 or 487; \$12.50 on No. 488, and \$15.00 on Nos. 489 and 490.
487	10 1/2	x 48	36 00	44 00	52 00	44 00	52 00	
488	12	x 54	40 00	50 00	60 00	50 00	60 00	
489	14	x 60	50 00	65 00	75 00	65 00		
490	16	x 70	60 00	75 00	90 00	75 00		

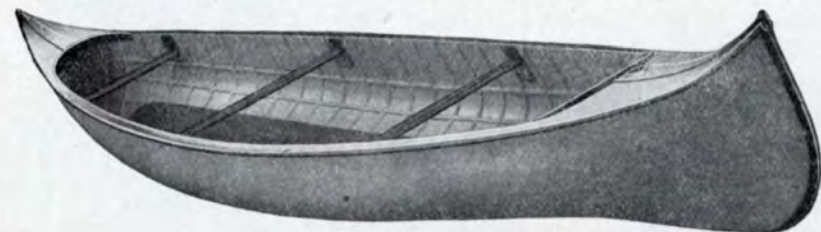
Freight Canoes

Freight Canoes test the skill of the canoe builder. They have to be *strong*, and they have also to be *light*. The combination of strength and lightness, both pronounced characteristics of Peterborough Canoes, is one of vital importance for use in explorations or travel where there are rough shores and frequent portages. A heavy canoe delays travel, and a weak spot in construction might mean not merely loss of canoe and baggage, but even the abandonment of the trip. We build a lot of



Freight Canoe, with Canvas Cover
For Prices of Covers, see List of Fittings

large canoes specially for heavy work, for Government survey, exploring expedi-



Large Rib and Batten Canoe



Heavy Canoe with Strips on Bottom



Carrying Capacity of 69xx Canoe

tions, etc. They are larger and more strongly built than ordinary canoes. We have built them for use in Alaska, different parts of the Hudson Bay country, Labrador and Newfoundland. The construction of our freight canoes differs from the other models mentioned in our catalogue in this way: the ribs are heavier, the thwarts are wider and the fastenings are heavier in proportion. They have inside gunwales, that is, a piece of maple $\frac{3}{8}$ in. x $1\frac{1}{2}$ in. running from one deck to the other, inside the canoe, and screwed over the ends of the ribs. This serves to stiffen the canoe. The keelsons are heavy, so as to give the canoe a solid backbone. When specially ordered we put iron bolts under the thwarts to help hold in the sides of the canoe. Our stock canoe is built in single X sizes of boards, "rib and batten" style, but the XX sizes are built of narrow strips, the same as the "Longitudinal Strip" Canoes previously described in this catalogue.

Price List of Freight and Heavy Canoes

War Canoes

In the "Freight Canoe" class are also to be included our largest canoes, known as "War Canoes" or "Club Canoes." They are strong and well constructed, on a special model constructed for the purpose. Size D is a very good freight canoe, and we have built several carloads for traders in the Hudson Bay country and other districts.

For Racing Club Canoes see page 18.

No.	Length	Beam	Depth	Weight About	APPROXIMATE CAPACITY			BASSWOOD	CEDAR STRIP	Canvas Covered	REMARKS
					10 in. Draft	12 in. Draft	15 in. Draft	Painted	Painted		
	Feet	Inches	Inches	Pounds	Pounds	Pounds	Pounds				
66X	17	36	15	95	950	1250	\$40 00	\$54 00	These Canoes can be built deeper, at a cost of \$2.00 per inch. Copper fastened, \$3.00 to \$5.00 extra. Rubbing Strips put on when ordered—50 cents per strip. Iron bolts under thwarts, \$1.00 per canoe. These Canoes are built to nest for shipment when necessary. Prices include two Paddles.
67X	17½	38	16	100	1000	1400	....	42 00	55 00	\$63 00
68X	18	38	16½	100	1100	1500	....	44 00	56 00	66 00
68½X	18½	40	17	110	1200	1600	....	46 00	58 00	69 00
69X	19	42	17½	120	1250	1700	....	49 00	60 00	72 00
69½X	19½	43	18	130	1300	1800	....	51 00	62 00	76 00
68XX	18	42	17	130	1250	1700	....	48 00	58 00	71 00
68½XX	18½	43	18	140	1300	1800	2500	50 00	61 00	75 00	
69XX	19	44	19	150	1400	1900	2700	54 00	65 00	81 00	
69½XX	19½	45	20	160	1500	2000	2800	56 00	68 00	84 00	
566	17	42	17	....	1250	....	....	46 00	56 00	.....
567	17½	44	17½	....	1300	....	....	50 00	60 00	.....
568	18	46	18	....	1400	1900	....	53 00	65 00	.....
569	18½	48	18½	....	1500	2000	....	56 00	69 00	.....
570	19	50	19	....	1750	2400	....	60 00	73 00	.....
571	19½	52	19½	....	2000	2700	3600	64 00	78 00	.....
572	20	54	20	....	....	3000	3900	68 00	85 00	.....

Club or War Canoes

No.	Length	Beam	Depth	Weight	CAPACITY		BASSWOOD		CEDAR		REMARKS
					12 in. Draft	15 in. Draft	Painted	Varn'd	Painted	Varn'd	
	Feet	Inches	Inches	Pounds	Pounds	Pounds					
A	30	50	18	350	3800	5500	\$110	\$ 130	\$130	\$175	Paddles are extra on the War Canoes.
B	30	50	20	400	3800	5500	120	140	140		
C	25	50	18	300	3200	4600	95	110	110	150	
D	25	50	20	350	3200	4600	105	120	120		

Cedar Lapstreak Skiffs

The output of this Department of our work has increased about 200 per cent in two years, all due to the fact that "Peterborough skiffs" have proved to be a superior craft when put to the test and when compared with others.

We take special care in the selection of lumber and in the workmanship and finish. The models are well designed and the boats are constructed so as to assure, with a minimum weight, all the strength necessary for this style of craft.



503. Lapstreak Skiff—Ribs 4 inch Centres

assure, with a minimum weight, all the strength necessary for this

These skiffs are built in three qualities as here described.

The best quality is made of selected cedar and also of mahogany, varnished. The ribs are of rock elm, half round and placed $2\frac{1}{2}$ inch centres. This is a very strong construction. The rowing seats are caned, the decks are of alternate strips of light and dark wood and the oarlocks and other fittings are polished brass. This boat is shown in the colored illustration.

The medium quality is also a varnished, copper fastened boat. The ribs are placed 4 inch centres, planking is selected cedar, the seats are of wood and the decks are butternut. The fittings are malleable iron, nickel plated. This high-class substantial skiff is a great favorite with the boat liveries. They have the required amount of strength and while plainer than the best quality boats they have the appearance that always makes them attractive.



Section of Lapstreak Skiff

Cedar Lapstreak Skiffs—Continued

The Painted quality is built exactly the same as the medium quality except that we use iron nails instead of copper. The seats and decks are varnished.

We wish to emphasize the fact that we put more ribs in our boats than the majority of makers do, consequently the planks are better fastened and they stand a far greater strain before a leak can be sprung in them. The general rule outside our factory in building a skiff is to use a rib about twice as heavy as ours, and put them seven or eight inches apart. This leaves the joint of the plank exposed, and when the boat is hauled out the pressure outwards, of persons stepping inside the skiff, is sure to cause a leak. So while other boats are as heavy as



Square Stern Skiff—Ribs $2\frac{1}{2}$ inch Centres



Lapstreak Mahogany Skiff, with Side Decks, Plated Rails, etc.

ours, they are not as strong, and do not give as good satisfaction. Another point in our favor is that many manufacturers use tinned nails, which make a cheaper boat, but they rust and inevitably spoil the appearance, while all our varnished skiffs are fastened with copper nails.

Price List of Cedar Skiffs, Lapstreak Build

Number	Length	Beam	Depth	Painted Cedar with Ribs 4 inch Centres	Varnished Cedar with Ribs 4 inch Centres	Varnished Cedar with Ribs 2½ inch Centres, Cane Seats, etc.	Varnished Mahog- any with Ribs 2½ inch Centres, Cane Seats, etc.	REMARKS
	Feet	Inches	Inches					
501	14	38	13	\$38 00	\$42 00	\$50 00	\$62 00	We build special sizes of Lapstreak Skiffs to order when required, and also build them for use with motors.
502	15	40	13	40 00	45 00	53 00	65 00	
503	16	42	14	43 00	50 00	60 00	75 00	
504	17	44	14	46 00	55 00	66 00	80 00	
505	18	46	15	50 00	60 00	72 00	86 00	
506	19	48	16	55 00	66 00	78 00	90 00	

Prices include one pair of oars and either a rudder or paddle.

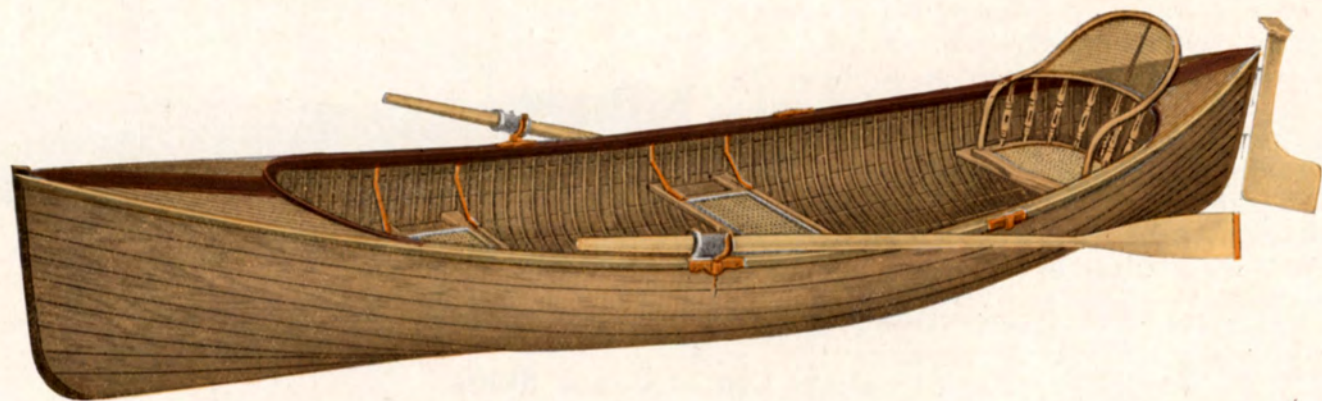
Extra Oars and fittings cost \$5.00 per pair on the two cheaper qualities and \$6.00 per pair on the two better qualities.

Cane Chairs for skiffs cost \$4.00 each extra.

Side decks and coamings can be built on any of the skiffs at \$10.00 extra.

Square Stern Skiffs. We build square stern skiffs, as illustrated, in any of the above sizes. They are built to order, and cost \$7.00 over the prices quoted for the double end skiffs.

For nesting orders, we can build the 503 short and long so as to make five sizes from 14 feet to 17 feet in one nest.



VARNISHED CEDAR LAPSTREAK

Canoe Skiffs

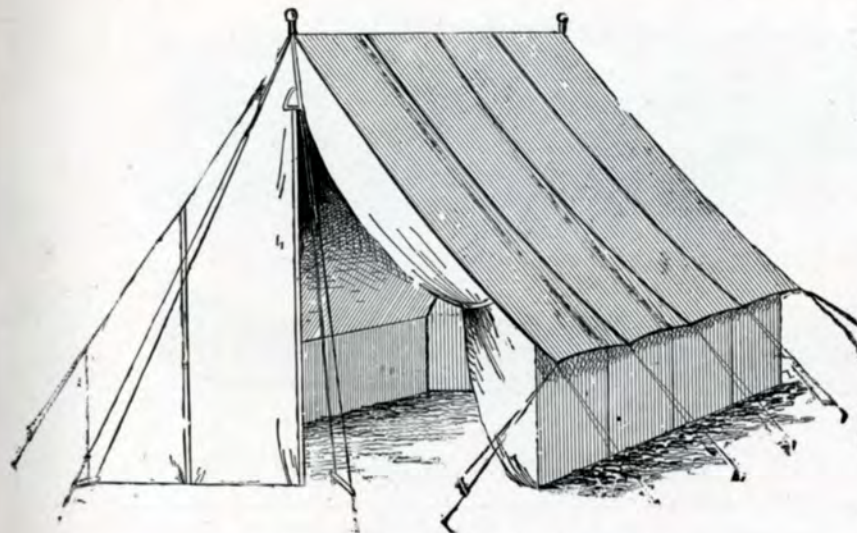
To combine the lightness of the canoe in handling with the easy method of rowing instead of paddling, strikes many as an ideal of comfort in boating. For such, we fit any of our larger canoe models for rowing, with seats instead of the thwarts. While our Basswood Canoe Skiff is as good as any Basswood boat can be, and with care will last for many years, still we recommend the Cedar Rib and the Cedar Board and the Cedar Strip styles in preference. We can build them in any of our regular sizes, from sixteen feet to twenty feet long.



Canoe Skiff

Price List of Canoe Skiffs

Number	Length	Beam	Depth	RIB AND BATTEN			Longitudinal Cedar Strip Varnished	Cedar Rib Varnished	REMARKS
				Painted Basswood	Varnished Basswood	Varnished Cedar			
	Feet	Inches	Inches						
374	16½	37	13½	\$40 00	\$50 00	\$60 00	\$65 00	\$75 00	Other sizes built to order. Prices include one pair Oars and Rudder or Paddle. Extra Oars and Fittings, \$5.00 to \$6.00 per pair, according to quality.
367	17	37	13	40 00	50 00	60 00	65 00	75 00	
368	18	39	14	45 00	54 00	64 00	70 00	85 00	
369	19	40	14	47 00	58 00	70 00	72 00	95 00	



Canvas Goods and Supplies

Dunnage Bage, white duck	\$1.00 to \$1.50
Dunnage Bags, waterproof	1.75 to 2.50
Pack Sacks and Straps.	Sleeping Bags.
Tarpaulins and Waterproof Sheets.	
Life Belts, cork	\$1.25 each
Life Buoys	4.00 to \$5.50

Prices according to size and quality.

Square Wall Tents

Catalogue No.	Size in Feet	7 oz. Duck	8 oz. Duck	10 oz. Duck	12 oz. Duck	Poles, Pegs Extra
1	5 x 7 $\frac{1}{2}$ x 6 x 2	\$6 75	\$7 50	\$8 75	\$9 50	\$1 50
2	7 $\frac{1}{2}$ x 7 $\frac{1}{2}$ x 6 $\frac{1}{2}$ x 2	8 00	8 75	10 75	12 75	1 50
3	7 $\frac{1}{2}$ x 10 x 6 $\frac{1}{2}$ x 2	9 25	10 75	12 50	14 75	1 50
4	8 x 10 x 7 x 2 $\frac{1}{2}$	10 00	11 75	13 50	16 50	1 75
5	8 x 12 $\frac{1}{2}$ x 7 x 2 $\frac{1}{2}$	12 15	13 50	15 75	18 25	2 00
6	10 x 10 x 7 x 3	12 50	14 00	16 26	18 75	2 25
7	10 x 12 $\frac{1}{2}$ x 7 x 3	14 30	16 00	18 75	21 50	2 50
8	10 x 15 x 7 x 3	16 25	18 00	21 25	24 50	2 75
9	10 x 17 $\frac{1}{2}$ x 7 x 3	18 50	20 50	24 00	28 75	3 00
10	12 $\frac{1}{2}$ x 12 $\frac{1}{2}$ x 8 x 3	17 50	19 75	23 25	27 25	3 25
11	12 $\frac{1}{2}$ x 15 x 8 x 3	19 25	22 25	26 00	30 50	3 50
12	12 $\frac{1}{2}$ x 17 $\frac{1}{2}$ x 8 x 3	21 50	24 75	29 00	33 75	3 75
13	12 $\frac{1}{2}$ x 20 x 8 x 3	24 50	27 50	32 25	37 50	4 00

If sod cloth is required, add 15 per cent. to the price of tent, based on 8 oz. Price List.

Silk Tents—Ridge Pole Outside

Catalogue No.	Size in Feet	Weight	Plain Silk	Green Silk	Plain Oiled Silk	Poles and Pegs
80	5 x 7 $\frac{1}{2}$ x 6 x 1 $\frac{1}{2}$	5 $\frac{1}{2}$ lbs.	\$9 50	\$10 50	\$11 00	\$1 25
81	6 x 7 $\frac{1}{2}$ x 6 $\frac{1}{2}$ x 2	6 $\frac{1}{2}$ lbs.	11 75	12 75	13 50	1 50
82	7 $\frac{1}{2}$ x 7 $\frac{1}{2}$ x 7 x 2	7 $\frac{1}{2}$ lbs.	14 50	16 00	16 75	1 75
83	7 $\frac{1}{2}$ x 10 x 7 x 2	9 lbs.	17 50	19 50	20 00	2 25
84	10 x 12 x 7 $\frac{1}{2}$ x 2 $\frac{1}{2}$	13 lbs.	24 50	27 50	28 25	2 75
85	10 x 12 x 8 x 3	14 lbs.	27 00	30 00	31 00	3 00
86	10 x 15 x 8 x 3	17 lbs.	31 00	34 00	35 00	3 50
87	12 x 15 x 9 x 3	20 lbs.	35 00	38 50	39 50	4 00

Prices include sod cloths. Mosquito Doors provided at 15 per cent. additional.

If preferred poles can be put inside to project out through ends

Folding Boats

To travellers, hunters and campers, who require a boat for occasional use that can be easily transported, exposed to rough usage, and the vicissitudes of the weather, we can confidently recommend the Folding Boat. It has a handsome model, and can be relied on to perform any service that may be required of a boat or canoe. It was patented in 1883 in Canada and the United States.

The boat folds flat, the length and depth of itself, and about six inches thick.

The gunwales are hinged to stem and stern pieces and the ribs hold them up, and keep the boat extended, and when the ribs are taken out the boat folds down flat.

Our prices include one pair of straight oars and rowlocks, or two paddles and canvas bag for carrying canoe in.



Folding Boat—Open



Folded

Prices of Folding Boats

Model	Length	Width	Depth	Weight (about)	Price
	Feet	Inches	Inches	Pounds	
299	7	36	13	35	\$30 00
300	9	36	13	40	30 00
301	9	42	14	50	32 00
302	12	30	12	46	32 00
303	12	36	13	55	33 00
304	12	42	14	65	35 00
305	15	42	15	80	40 00
306	15	48	15	90	43 00
307	18	48	15	100	52 00

Duck Boats



Duck Boat



12 ft. Duck Boat—\$32.00

Everybody loves Duck Hunting, but everybody who goes doesn't bring home Ducks. The best luck usually follows the man who gets the best equipment. It is all right to secure the best gun, the best ammunition and best guides, but it is just as important to be outfitted with the best Duck Boat.

Our Duck Boats are so light draft that they move in very shallow water; they are so flat that they can be covered with brush or be set with decoys. The breadth of the boat, too, allows one to shoot without danger of capsizing. They are painted a dull color, so as not to attract the attention of game. They are light and easily handled, and are well and strongly built of Basswood or Cedar, with hardwood coaming and painted all over. The shape and size of the cockpit can be changed if necessary, and the coaming made any depth. Price includes two single Paddles. Oars and oarlocks, \$4.00 extra.

Price List of Duck Boats

Number	Length	Beam	Depth	Cockpit	Painted Bass	Painted Cedar
	Feet	Inches	Inches			
317	12	32	7	5 x 22	\$32 00	\$40 00
318	13	36	7	6 x 24	37 00	45 00
319	14	40	7	7 x 24	40 00	50 00



Gasoline Launches



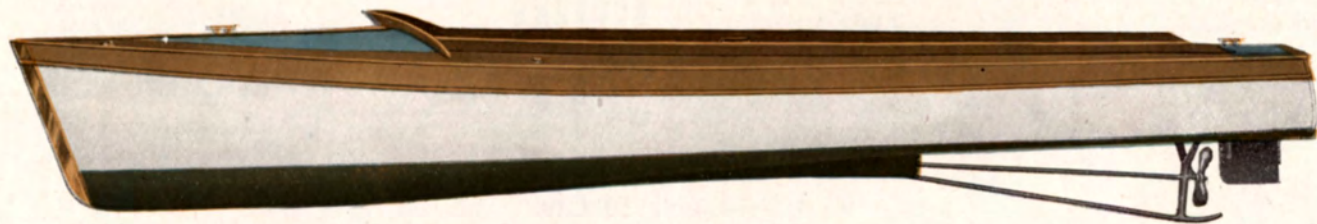
The perfection of the gasoline engine has revolutionized water travel on inland lakes and rivers. Gasoline Launches are safe, reliable, fast and comfortable in all models turned out by the Peterborough Canoe Company. We have recognized from the start the importance of the gasoline launch department of our factory, and have kept abreast of the times in adopting every invention and improvement that has come out and which experience has proved to be advantageous.

We build all sizes and styles of Gasoline and Steam Launches, and the boats that we turn out in this line are well built and staunch. Our reputation for building Canoes is well known to the boating world, and it is our desire to maintain the same standard in the Launches

that we manufacture. The cut shown here will give those who are interested an idea of the line of up-to-date models we are building, and as we have a catalogue devoted entirely to Launches, we will not attempt to describe or quote prices here. We can supply boats complete with any motor, or will sell the hulls ready to install machinery. We place at your disposal our experience along these lines, and if we can give you any information or useful hints in selecting a launch for any particular purpose we shall be very glad to do so. If you are interested write for our "Launch Catalogue."

Knock Down Frames

The motor boat appeals to many who do not feel that they can afford one. They would like to have one if it were not so expensive. To buy one set up and equipped requires a bit of outlay. The freight alone for shipping a complete launch would cost for some distances almost as much as the launch itself. For those who must study economy in motor boat buying, or who require it to be freighted some distance, we make a "half-way" offer in the Peterborough Knock Down Frames. We are not the only makers of Knock Down Frames, but amateurs will discover that the frames from some other makers entail a great deal of work, and unless skilfully put together a very unsatisfactory boat is the result. We have gone further than others in this line of business, for we fit all the pieces together practically, keel, stem, stem knees, transom, etc., bolt them each in its proper place, the keelson is notched for the ribs, and the ribs are bent on, each in its place. The frame work is dressed down to proper size and the first plank is fitted on each side of the keel. Then every part is numbered, and the frame, which now stands ready for the planking, is taken apart and packed. It will go together again like clockwork. Such is the carefulness in fitting the pieces before we ship that no one has a complaint over fitting them together again after we ship them. The boat can be put together and ready to plank in three hours. Ask for our special catalogue on Launches and Knock Down Frames.



26' x 4' 6" SEMI SPEED LAUNCH

Canoe Accessories, Etc.



CANOE SEAT Folded

With Carpet Cover..... **\$3.00**
 " Canvas " **2.50**
 Frame only..... **2.00**



WICKER CANOE
 SEAT with BACK
 REST

\$2.50

BACK REST
 ONLY - **\$1.25**



BACK REST

13 x 18 inch

50 Cts.



FOLDING SEAT

Back 13 x 18 inch
 Seat 14 x 15 "

\$1.00

Canoe Varnish

It is often difficult to get good boat varnish from your local dealer for re-varnishing your canoe, etc. We can supply the same quality as we use on our work and can guarantee satisfaction. It is put up in the following size tins and sealed at the factory.

1 Quart tins, **\$1.25** ; ½ Gallon tins, **\$2.25** ; 1 Gallon tins, **\$4.00**

Sails

We make all kinds of sails for canoes and small craft.

The sail that is used most on open boats is the Lateen, on account of their simplicity and ease in handling.

We rig these to hoist with a halyard and also to hook on top of the mast with a ring fastened to the boom.

We quote prices for the best sizes made of bleached cotton or grey cotton and fitted in either way. All booms are varnished and the fittings are brass. Larger sizes and special sails are made to order.



55 ft. Lateen Sail

Prices

No.	Quality	Area	Sail only	Complete to hook on Mast	Complete to Hoist with Halyard
5	Bleached Cotton	55 ft.	\$4 00	\$7 50	\$10 00
6	" "	45 "	3 50	7 00	9 50
7	" "	35 "	3 25	6 50	9 00
8	" "	25 "	3 00	7 00	8 50

Prices

No.	Quality	Area	Sail only	Complete to hook on Mast	Complete to Hoist with Halyard
0	Grey Cotton	55 ft.	\$3 50	\$6 50	\$ 8 50
1	" "	45 "	3 00	6 00	8 00
2	" "	35 "	2 50	5 50	7 50
3	" "	25 "	2 25	5 00	7 00

Dinghy Sails, complete, Egyptian Silk; 75 ft., \$25 00; 100 ft., \$30 00; 140 ft., \$35 00.

Prospector's Toboggans

We make a special Toboggan for this work. The "first grade" are built of selected maple, 3 pieces to the Toboggan. They are 7/16 inch thick at centre and tapered down to the back. They are 14 inches wide at front and tapered back to 12 inches. The hoods are held down with strong laces and the work throughout is the very best.

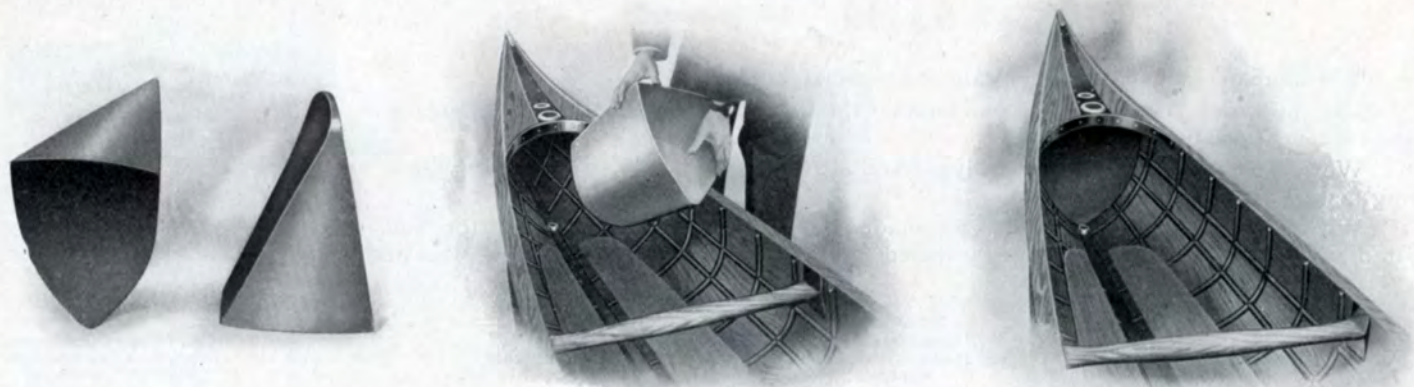
The "second grade" Toboggans are made of 1/4 inch maple or birch slats; 5 in. each, making it 14 inches wide. The hoods are the same shape as in first grade. This makes a good Toboggan but not quite as stiff and strong as the others.

6 foot, first grade.....	\$ 8 00	6 foot, second grade.....	\$ 6 00
7 foot, first grade.....	9 00	7 foot, second grade.....	7 00
8 foot, first grade.....	10 00	8 foot, second grade.....	8 00

Whiffletrees attached, 75 cents extra. Covers and lashings, \$3.50 extra.



Prospector's Toboggan



Showing How Peterborough Air Tanks are Put in Place

Get an Air Tank—Because—

If your canoe upsets, these tanks will convert your canoe into a life buoy capable of supporting three persons.

A Peterborough Air Tank has averted many an accident. These little tanks stored out of the way under the bow and stern deck of your canoe are always ready to assist you in case of mishap.

They are made in all sizes to fit any canoe. If you send us the size of your canoe we can supply the tanks to fit.

They are made in three grades; the cheapest is of wood, covered with canvas and painted several times in order to make them water tight.

The next grade is covered with tin, and these will stand more knocking around than the canvas covered.

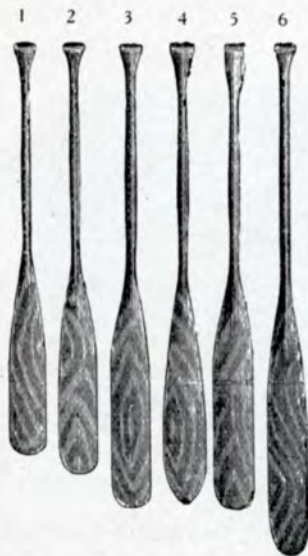
The best grade is of wood strips covered with copper. These will last a life time, as they will not rust and are very strong.

Prices of Air Tanks

Canvas Covered, to fit any size canoe.....	Per pair	\$3 00
Tin Covered, " " "	"	5 00
Copper Covered, " " "	"	8 00

Fittings, Etc.

- Anchors, folding, galvanized, 4 lbs. \$1.75; 6 lbs. \$2.00;
 8 lbs. \$2.50; 10 lbs. \$3.00.
 Blocks, brass, $\frac{1}{4}$ or $\frac{3}{8}$ inch, 40c.
 Blocks, galvanized, $\frac{1}{4}$ or $\frac{3}{8}$ inch, 20c.
 Blocks for centreboard, galvanized, 50c.
 Blocks for deck halyard, galvanized, 40c.
 Blocks for mast head, brass, 75c.
 Chain, small brass chain, 10c. per foot.
 Connecting Links, brass, 40c.
 Camp Beds, folding, \$1.75 to \$6.00.
 Camp Chairs, 75c. to \$1.25.
 Camp Umbrella Chair, \$1.75.
 Camp Stools, 50c. and 75c.
 Carrying Yokes for canoes, \$2.50.
 Canoe Covers without pockets, \$6.00 and up.
 Canoe Covers with pockets, \$10.00 and up.
 Canoe Rugs, fancy woven oilcloth, \$2.00.
 Carpets for canoes, \$4.00 and up.
 Cushions, cotton covered, cork filled, 75c.; waterproof
 cover, cork filled, \$1.00; carpet covered, \$1.00 and
 up, according to quality.
 Cushions for skiffs and launches, 50c. to \$1.25 per square
 foot.
 Centreboards for canoes, plate \$5.00 to \$10.00 according
 to size.
 Centreboards for canoes, folding galvanized, \$10.00 to
 \$15.00.
 Centreboards, folding brass, \$20.00 to \$25.00.
- Jaws for Booms, (Lateen sail) brass, 35c.
 Keels fitted to canoe, \$1.50 to \$3.00.
 Launch Fittings, (see complete list in Launch catalogue).
 Mast Plates, spun, $1\frac{7}{8}$ inch, 20c.
 Mast Plates for dinghys 75c. to \$1.00.
 Masts for canoes, 10c. per foot.
 Masts for dinghys, 30c. per foot.
 Mast Hoops, wood, 20c. each.
 Names painted on canoe, \$1.00.
 Names painted in goldleaf, \$1.50.
 Names in brass letters, 20c. per letter.
 Oarlocks, malleable iron, tinned, 50c. per pair.
 Oarlocks, polished brass with plate sockets, \$2.50.
 Oarlocks, nickel plated with plate sockets, \$3.00.
 Oarlocks, malleable iron with plate sockets to outrig 2
 inch, \$1.50 per pair.
 Oarlocks, malleable iron with plate sockets to outrig 5
 inch, \$1.75 per pair.
 Outriggers, folding and detachable, 10 inch outrig, \$3.50
 per pair.
 Oarleathers, 75c. per pair.
 Paddle Joints, nickle plated, $1\frac{1}{4}$ inch 90c.; $1\frac{3}{8}$ inch \$1.00.
 Rudders for skiffs or canoes, \$1.50; with fittings attach-
 ed, \$2.25; brass drop rudder, \$10.00; steel plate
 rudder, \$3.00 to \$4.00.
 Rudder Braces, malleable iron, 25c. per set.
 Rudder Braces, brass, 80c. per set.
 Varnish, special boat, in tins, see page 34.



Paddles

Our stock of paddles are made of hard Maple and Spruce.

We can supply paddles to order in Soft Maple, Butternut, Cedar, Cherry or Walnut.

Stock sizes are 4 ft. 10 in., 5 ft., 5 ft. 3 in., 5 ft. 4 in., 5 ft. 6 in., 5 ft. 8 in., 5 ft. 10 in., and 6 ft.

	Oiled	Varnished	Selected & Varnished
Hard or soft maple or spruce	\$1.00	\$1.25	\$1.50
Butternut, cedar or cherry	1.25	1.50	1.75
Walnut or birds eye maple		2.00	2.50

Double Blade Paddles

8 ft. long, maple, flat blade	\$3.50
8 ft. long, spruce, copper tipped flat blade	3.50
8 ft. long, spruce, copper tipped spoon blade	4.00
Handle to make single paddle .....	.75

Spruce Oars

Spoon blade, copper tipped, 8 ft. \$4.00; 8 ft. 6 in. \$4.75; 9 ft. \$4.50.

Flat blade, copper tipped, 8 ft. \$3.50; 8 ft. 6 in. \$3.75; 9 ft. \$4.00.

Leathers on oars, 75c. per pair extra.

Bow facing rowing gear, irons only \$6.00; fitted with oars, \$10.00.

Freight and Packing Information

For small shipments Canoes are usually crated or packed in burlap. They go at the first class rate but at four times their actual weight, except when packed three in one crate, when they go at three and one half times actual weight.

Express shipments go at three times their actual weight, regular rates.

Export and Long Distance Shipments.—The boats listed in our catalogue are built and the sizes arranged in such a way that by removing the decks and seats, one canoe can be packed or nested inside the next larger size. We can pack as many as ten canoes in one nest in this way. The canoes on page 11 from 61 to 69½, or the equivalent sizes in any of the other styles of construction, will nest, and numbers 79 to 84 or their equivalent sizes will also nest. It is

Freight and Packing Information—Continued

not necessary to have all the canoes built the same way to have them nested. For instance, No. 63 Painted Basswood will nest into No. 4 Cedar Rib and this in turn will nest into No. 45 Cedar Strip. The large freight canoes nest in the same way, from No. 66X to 69 1/2XX, and from 566 to 572. The lapstreak skiffs in sizes from 501 to 505 will also nest.

Boats packed in this way, closely boxed, can be shipped at their actual weight at the first class rate (minimum 800 lbs.) The parts removed can all be put back in place in a short time without trouble or expense.

It costs \$10.00 extra to have boats nested and boxed in this way.

For **Export** shipments the Ocean charges are based on cubic measurement (40 cubic feet to the ton) regardless of weight, so that our arrangement for packing makes it possible to lay the boats down in Foreign Countries at a very low cost. We give here some inland and foreign rates which will serve to give intending purchasers some idea of the cost of transportation. These rates are subject to change. The United States rates are four times actual weight on all boats, nested or otherwise.

INLAND POINTS—First Class Rates per 100 lbs.

Toronto, 26c.	Ottawa, 40c.	Sault Ste. Marie, 60c.	Winnipeg, \$1.39	Edmonton, \$2.94	Nelson, B.C., \$3.75
Hamilton, 33c.	North Bay, 42c.	Sudbury, 48c.	Regina, \$2.26	Prince Albert, \$2.54	Vernon, B.C., \$3.93
London, 41c.	Haileybury, 68c.	Port Arthur, 60c.	Calgary, \$2.94		Victoria, B.C., \$3.20

SEAPORTS—

Montreal, 40c.	Halifax, 64c.	New York, 58 1/2c.
West St. John, 62c.	Vancouver, \$3.20	

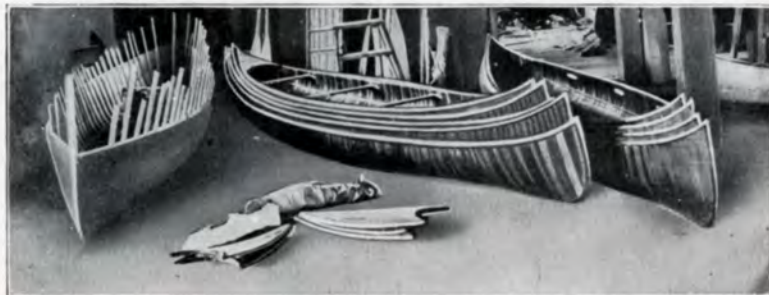
OCEAN RATES, per ton of 40 cubic feet, from Montreal or West St. John

To Liverpool, London or Antwerp, \$2.40; to Havre, Fr., \$3.60; to Hamburg, \$4.80; to Vera Cruz, \$4.00; to Cape Town, \$6.90; Durban, \$8.90; Delagoa Bay, \$9.60; to Sydney, N.S.W., \$10.80; Adelaide, S. Aust., \$11.40; Wellington, N.Z., \$12.00.

Shipments for Australian or New Zealand Ports can go via Vancouver, B.C., at rates based on actual weight, but the total cost is about the same as via Montreal.

A case of 4 canoes or less, 16 feet and under, measures about 3 tons (120 cubic feet.)

A case of 5 or 6 canoes, 17 feet and under, measures about 3 3/4 tons (150 cubic feet.)



Showing how we nest our Canoes for Ocean and Long Shipments

Cable Address, "Petercanoe," Canada

We give below Code Words for the various sizes of Canoes generally used for pleasure. These are the sizes we recommend for export orders.

Dimensions		Rib and Batten				Longitudinal Strip		Cedar Rib	
Length	Beam	Catalogue Number	Painted Bass	Varnished Bass	Varnished Cedar	Catalogue Number	Varnished Cedar	Catalogue Number	Varnished Cedar
Feet	Inches								
14½	26½	61	Pay	Van	Car	41	Sad	1	Ran
15	28	62	Pen	Very	Clerk	42	Seek	2	Reel
15½	29½	63	Pike	Vine	Climb	43	Slim	3	Rim
16	31	64	Pod	Voice	Cod	44	Some	4	Rome
16½	33	65	Pull	Vulcan	Cure	45	Surf	5	Ruby
17	35	66	Plow	View	Crew	46	Slow	6	Round
14	28	79	Part	Vat	Cat	..	....	20	Rat
14½	29½	80	Perth	Vent	Cleft	50	Seat	21	Rest
15	31	81	Print	Visit	Clint	51	Slit	22	Right
15½	32½	82	Plot	Vote	Comet	52	Slot	23	Rot
16	34	83	Punt	Vulture	Cut	53	Suit	24	Runt
16½	35	84	Proud	Vault	Clout	54	Snout	25	Route

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