

CARLETON CANOES



1919 CATALOG

Of Canvas Covered Canoes "CARLETON" is the PIONEER
1919 CATALOG



Address all communications to

CARLETON CANOE COMPANY

OLD TOWN, MAINE, U. S. A.

Carleton Canoes

Duplicate

Indian Models



THE use of canvas covered canoes has spread so widely in the last few years as to place one or more and sometimes scores of them on every stream, river, pond, lake, and ocean bay. This popularity is not hard to understand when one considers that the advantages of this kind of water craft, both for pleasure and for work, have been tried out through centuries of use by the native American Indians, who, beginning with the hollow log type, at last evolved the birch bark canoe, in its day so dependable and so practical as to be the only water conveyance for its builders, and which needed, to make it generally usable and available, only the advent of the inventive white man with his improved materials, methods of construction, and his ability to manufacture in large quantities.

The adaptability of canoes for use on any and every kind of water way is attested to alike by pleasure-seekers, sportsmen, explorers, hunters, prospectors, vacationists, etc., who make up the great army of folks-out-of-doors. This twentieth century is permeated with a desire on the part of old and young to get into the "open" and "back to nature." A canoe is the practical embodiment of this spirit and comes nearer than anything else to providing everybody with a means of enjoying the great out-of-doors. The first cost is practically the only cost, while in the case of motor-boats, automobiles, and other vehicles of outdoor pleasures there is, after



an antique and ready for the scrap heap. Our models were produced by the Indians. They did the experimenting and left us the product of their centuries of trial. They were masters in designing models, and their aim was for speed, steadiness and carrying capacity. We can build a model of more steadiness at the sacrifice of speed, or of more speed at the sacrifice of carrying capacity, but for producing a combination of all these essential features we have to acknowledge the Red Man's excellence.

The Carleton Model Canvas Covered Canoe is a reproduction from a birch bark canoe belonging to the Penobscot or Tarratine tribe of Indians. It has been on the market for more than thirty years, being the pioneer in the modern canvas canoe. During all this period the continuing commendation of canoe users in general, including professional guides and Indians themselves, has kept us firm in the belief that our model in every detail is perfection and it has remained unchanged.

The only features in which it seemed that improvement was desirable lay in methods of manufacture, and in that direction we have put the entire stress of our efforts. At first, it was not easy to put canvas over a wooden hull fashioned of ribs and thin planking without getting wrinkles and puckers. Nor could the canvas be waterproofed and then highly surfaced and finished. Experience and continuous experiments have evolved methods

purchase, a steadily increasing cost of maintenance. The comparison in favor of canoes may be carried still further, for the model we build today is the same as last year's, the same as ten years ago, the same as the Indians themselves used, while with motor-boats, autos, etc., the model of a year or two ago is

in construction and in finish as well as choice of superior materials which assure, for Carleton Canoes, dependability in all particulars, for all sorts of uses, in all kinds of water ways.

Carleton Canvas Covered Canoes represent in model the test of centuries, and in construction the test of more than thirty years of universal use over the entire country. Time has wrought changes in styles of finish and equipment and brought variations in type, such as Sponson Canoes (see page 12), Open Gunwale Canoes (see page 8), Indian Princess Canoe (see page 9), etc., but the foundation for all of these rests on the model of the Indian Birch Bark Canoe, and it is by strict adherence to the original in model and by excellent and modern methods in manufacture that Carleton Canoes have consistently kept in the forefront of popularity. Other Canoes have come and some have gone, but Carleton Canoes for more than thirty years have received from canoe users unvarying approval and stand today as a conspicuous example of what practical white men, with modern materials and methods of manufacture, can accomplish in producing a water craft built on lines suggested by native Indian ingenuity.



Description of Materials and Construction

AFTER the foregoing assurance of the correctness of our model, the next thing for you to examine is the kind and quality of the materials we use in Carleton Canoes.

First of all come the ribs and planking. These are of selected cedar free from destructive and unsightly knots, unsound or shaky imperfections. The ribs are of native State of Maine cedar, chosen for lightness, strength, elasticity in bending, and for its natural tendency to hold accurately and permanently the shape into which ribs made of it are molded by steaming and bending over a solid form. The planking is in long lengths and is fastened to the ribs securely with copper tacks, solidly clinched. Gunwales and finish rails are selected, straight grained Eastern spruce. Stems are shaped from white ash. Seat frames, thwarts, and decks from ash, birch, and maple. Bow seats are dropped on 4 inch bolts. Bow and stern seats of cane, detachable, and two thwarts, detachable, furnished with each canoe. Third thwart, in center, removable, at no extra charge if specified when order is placed. Copper, brass, and galvanized iron fastenings throughout. Hulls are soaked with oil to keep out moisture. Canvas No. 8, seamless, close woven. Brass bang plates. Hardwood keel $\frac{3}{8}$ " deep runs entire length of all Carleton Canoes.

Special paint of our own formula is employed in filling the canvas, and by its use the pores of the canvas are thoroughly filled and a smooth surface built up, obliterating entirely the texture of the canvas, and enabling us with the use of the highest grade of Japan color and Spar Varnish to produce a smooth, glossy, almost glassy surface, the same as seen on high-grade carriages, automobiles, bath tubs, etc., a truly enamel finish. This finish wears marvelously well under the most exacting service and can, when entirely worn off, be restored by using our refinishing materials. Stock colors of canoes, Dark Green (always in stock), Dark Red, Light Green, Light Red. Any color will be furnished in eight days' time if we are provided with sample of shade, at no extra cost except for White Enamel, the added charge for this being \$3.00.



Suggestions About Selecting Canoes

IT is hard to offer a universally accepted rule about the lengths of canoes best suited for different uses. The demand for the fifteen-foot length is very small. Because of its shortness its capacity is limited, and to overcome the usual unsteadiness in this length we have made the model wider than the longer lengths in proportion. This length is used mainly where a canoe must be of light weight for frequent portaging. Its capacity is figured on a basis of two men, or one man and camp equipment, but we recommend longer lengths.

The sixteen, seventeen, and eighteen footers when used for pleasure on moderately smooth bodies of water take two, three and four people respectively. In some cities, such as Philadelphia, we believe the municipal authorities have made the foregoing a fixed rule in the carrying capacity of these lengths. The growing tendency is toward longer canoes, for they paddle and handle more easily than shorter lengths; are suitable for one, two, three, or four people; have more steadiness and consequently greater safety; can better withstand heavy seas and rough weather; and because of their greater bearing surface on the water, they do not draw as much water as the shorter lengths carrying the same load, which makes them better suited for shallow streams.

Carleton Canoe

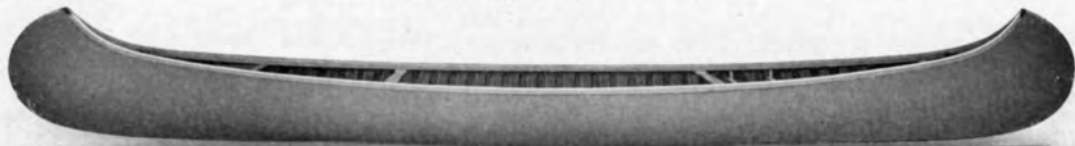


Length	Width	Depth	Approximate Weight	Approximate Weight Packed	Price With Keel
15 ft.	34 in.	12 in.	58 lbs.	90 lbs.	\$48.00
16 ft.	34 in.	12 in.	65 lbs.	100 lbs.	49.00
17 ft.	35 in.	12½ in.	70 lbs.	115 lbs.	50.00
18 ft.	35½ in.	13 in.	75 lbs.	120 lbs.	52.00
19 ft.	36½ in.	13 in.	80 lbs.	130 lbs.	54.00

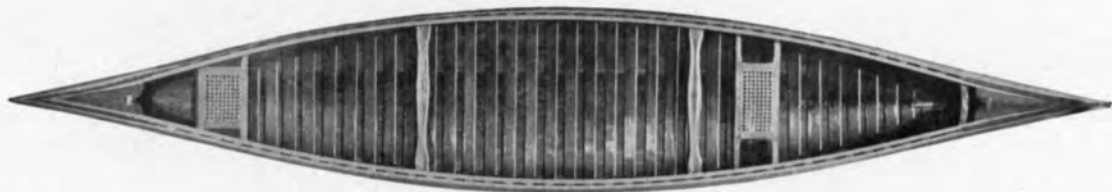
For paddles, extras, and terms, see page 15. For colors, see page 5.

Immediate Shipments

Brass bang plates on all canoes.



Carleton Open Gunwale Canoe



IF your canoe is to be used on a muddy or sandy shore, equip it with open gunwales for ease in cleaning out. Open gunwales are the newest thing in canoe construction, having been generally used only during the last few years. We make this style in the strongest possible construction and, if anything, this type canoe will stand more banging than the canoe of regular finish.

Immediate Shipments



Length	Width	Depth	Approximate Weight	Approximate Weight Packed	Price With Keel
16 ft.	34 in.	12 in.	65 lbs.	100 lbs.	\$53.00
17 ft.	35 in.	12½ in.	70 lbs.	115 lbs.	54.00
18 ft.	35½ in.	13 in.	75 lbs.	120 lbs.	56.00
19 ft.	36½ in.	13 in.	80 lbs.	130 lbs.	58.00

For paddles, extras, and terms, see page 15. For colors, see page 5.



Open Gunwale
Bow View

Carleton Indian Princess Canoe

IN former days, when the Indian tribes held sway over our water ways, we can readily imagine that the chief and his family journeyed in a canoe put together from the finest materials at command and fashioned with all the care and elaboration of Indian dexterity.

A few dollars added to the cost of our regular type canoe will provide you with just such a regal craft as the most pompous chief could have asked for, and in courtesy to his daughter we call it the "Indian Princess."

Genuine mahogany is used for the decks, thwarts, seat frames, gunwales and finish rails, and it is this luxurious wood with its rich color which gives this canoe its undeniable distinctiveness. The ribs and planking are picked from our big stock for their clearness, strength and uniformity of color and grain. Materials, workmanship, and finish are the best, and we guarantee each canoe to be first-class in every detail. This model has same dimensions as canoe shown on page 7.



PRICE, WITH KEEL AND FLOOR, RACK

16 ft. Carleton Indian Princess Canoe	\$59.00
17 ft. Carleton Indian Princess Canoe	60.00
18 ft. Carleton Indian Princess Canoe	61.00

For 42 in. long decks of mahogany, add \$12.00. For 30 in. long decks of mahogany, add \$8.00. For open gunwales of mahogany, add \$4.00. Paddles, extras, and terms, page 15. Colors, page 5. Middle thwart (as illustrated) removable, if specified in order.

Immediate Shipments

Carleton Guide's Canoe



WE make a special Carleton Guide's Canoe which gives the best of satisfaction wherever used. This canoe is constructed particularly to withstand the hard usage which inevitably comes on long hunting and fishing trips in scraping over rocks or dragging in very shallow water. It is unusually capacious, and has been the canoe preference of hundreds of Maine guides for a great many years. For an outside finish we use a lead and oil preparation of our own special formula. It can be had in gray or yellow "dead grass" color, is extremely durable and will show but few scratches even after an unusually hard trip. The inside finish is natural wood. Each canoe is equipped with detachable cane seats at bow and stern for paddlers' use.

For furnishing this canoe with varnish enamel finish on the canvas the added charge is \$3.00.



Immediate Shipments

Length	Width	Depth	Approximate Weight	Approximate Weight Packed	Price Without Keel	Price With Keel
18 ft.	35 1/2 in.	13 in.	75 lbs.	120 lbs.	\$49.00	\$50.00
19 ft.	36 1/2 in.	13 in.	80 lbs.	130 lbs.	51.00	52.00
20 ft.	37 1/2 in.	14 in.	90 lbs.	141 lbs.	53.00	54.00

For paddles, extras, and terms, see page 15.

Carleton Sailing Outfit

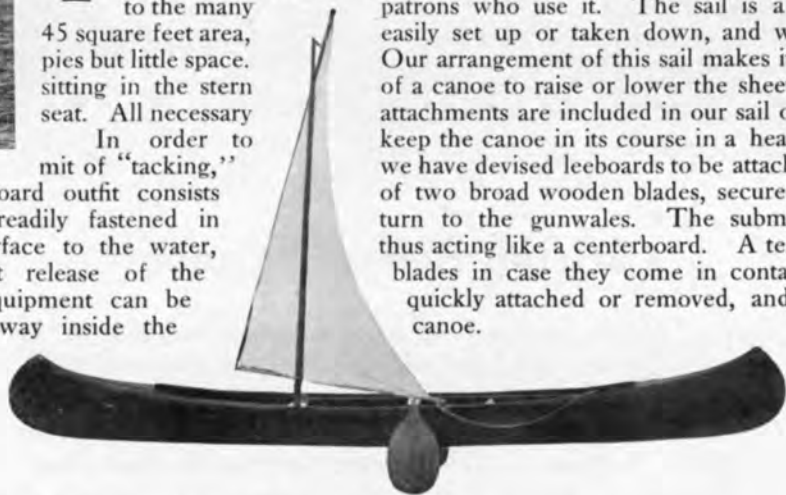


THE joys of canoe sailing are becoming widely appreciated, and we offer the following carefully devised sail equipment. It has proved eminently satisfactory to the many patrons who use it. The sail is a lateen rig of about 45 square feet area, sitting in the stern seat. All necessary

In order to mit of "tacking,"

sailing. This leeboard outfit consists of a broad, lateral surface to the water, which is readily fastened in a crossbar which is readily fastened in a broad, lateral surface to the water, which presents the instant release of the water. The equipment can be snugly stored away inside the

keep the canoe in its course in a heavy wind and to prevent we have devised leeboards to be attached to the craft when of two broad wooden blades, secured by thumb nuts to a turn to the gunwales. The submerged blades present thus acting like a centerboard. A tension thumb nut prevents the blades in case they come in contact with any object in quickly attached or removed, and when done up can canoe.



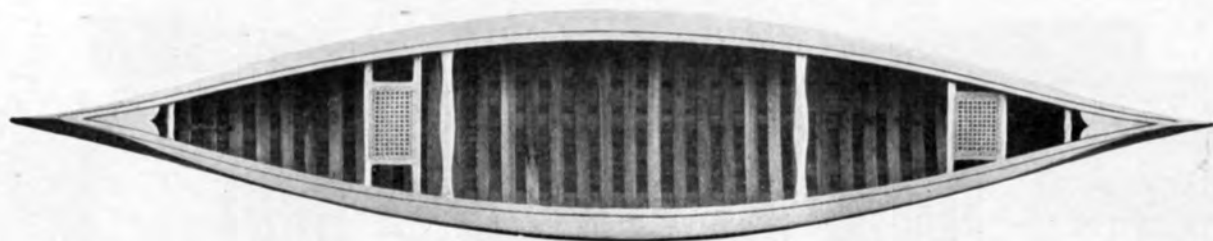
Sail complete in lateen rig, with booms and mast (about 45 square feet area)	. . . \$10.00
Sail complete as above (area 55 square feet)	. . . 12.00
Mast seat and step for supporting mast	. . . 1.50

Leeboards for regular canoe	\$6.00
Leeboards for Sponson canoe	6.50
Rudder	2.50



Carleton Sponson Canoe

FOR those who desire a "double assurance" of safety in canoes, we offer our Sponson model, a craft which it is practically impossible to upset, and which, even though filled with water, will easily support the weight of three or more people. The sponsons are long air chambers of wood construction covered with canvas. They are built onto the sides of our Carleton Canoe (shown on page 7) just below the gunwale and extending from bow to stern as illustrated on following page. They are not bulky or conspicuous, and in following the lines of the canoe do not detract from its gracefulness. The sponsons do not touch the water unless the canoe is canted; so they do not retard the craft's progress. Rowlocks may be added and the canoe used as a rowboat if desired. These sponson canoes have already won wide popularity, and their use under all conditions has proved them thoroughly dependable and safe.



Carleton Sponson Canoe

	Price with Keel Regular Gunwales	Price with Keel Open Gunwales
16 ft. Carleton Canoe with Sponsons	\$61.00	\$65.00
17 ft. Carleton Canoe with Sponsons	62.00	66.00
18 ft. Carleton Canoe with Sponsons	64.00	68.00

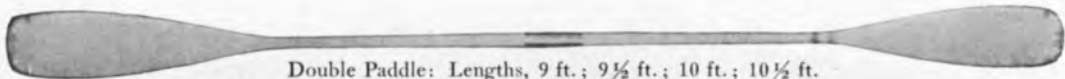
For paddles, extras and terms, see page 15. For colors, see page 5.

Immediate Shipments

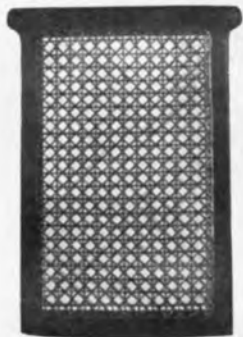
Rowlocks, polished brass, per pair, attached to canoe	\$3.00
Rowing Seat	2.50
Oars, spruce, 6½ ft. or 7 ft., per pair, tipped, leathered, and varnished	3.50



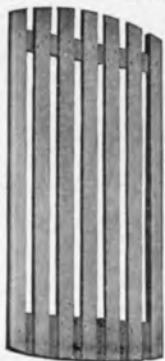
Sponson Canoe, Bow View



Double Paddle: Lengths, 9 ft. ; 9½ ft. ; 10 ft. ; 10½ ft.



Cane Back Rest



Slat Back Rest



Slat Back Rest Double Width



Folding Slat Canoe Chair



Folding Cane Canoe Chair

Prices are on page
Fifteen



Adjustable Rowing Seat



Single Paddle: Lengths, 4 ft. 6 in. ; 4 ft. 9 in. ; 5 ft. ; 5 ft. 3 in. ; 5 ft. 6 in. ; 5 ft. 9 in. ; 6 ft.

Terms: Shipment

ALL prices in this catalog are net with packing charges (except for export) and delivery to transportation company in Old Town included.

Remittance, in any form most convenient to the purchaser, should accompany the order.

In the case of orders for future shipment, no money need be sent until a few days before you desire delivery. On order requiring special work 25 per cent of the amount of the order should accompany it. Full shipping directions should be given with every order. Canoes are packed in hay and burlap. For export, a canoe must be crated, for which there is an additional charge of \$3.00.

Every canoe we put out is guaranteed. Prompt delivery, usually the day the order is received, can always be given of every craft and equipment shown in this catalog. We have exceptional facilities for turning out any special work in the canoe line which you may want, and will gladly quote prices on inquiry.



Extras and Equipments for Carleton Canoes

Paddle, 1st quality spruce or maple (lengths, page 14)	\$1.75	Outside stems, allow 8 days	\$2.00
Paddle, 1st quality spruce or maple, 8" blade	2.00	Hardwood long decks, allow 8 days	6.00
Paddle, 2nd quality spruce or maple	1.25	Floor rack	1.00
Copper tip on paddle	.30	Galvanized iron air tanks for bow and stern	8.00
Paddle, spruce double with joint	4.00	Gold stripe 1/2"	2.50
Rubber drip cups, per pair	.50	Gold stripe 1/2" turned down ends	3.50
Setting pole with iron pick	1.50	Color stripe 1/2" to 4" wide	2.50
Slat back rest, spruce	1.00	Color stripe 1/2" to 4" wide turned down ends	3.00
Slat back rest, double width, spruce	1.25	Color stripe edged with 1/8" gold lines	3.50
Slat back rest, double width, mahogany	1.75	Names in gold letters, 2 1/2" per letter	.12
Caned back rest, hardwood frame	1.50	Flag pole, mahogany	.60
Caned back rest, mahogany	2.00	Flag pole socket, flush	.45
Slat chair, folding, spruce	1.50	Flag pole and socket, nicked	1.15
Caned chair, folding, hardwood frame	3.00	Life preserver cushion, 14" x 14"	1.50
Caned chair, folding, mahogany frame	3.50	Repair outfit	1.00
Carrying yoke	2.50	Color coat for refinishing	} one canoe outside } .75
Painter ring	.50	Varnish coat for refinishing	
Sailing outfit, see page 11		Varnish coat for refinishing one canoe inside	.50

Carleton Batteaux



WE make a batteau for river and lake use of the famous Maynard pattern, a design we own exclusively. These boats, being exceptionally strong and having exceptional carrying capacity, are in great demand among lumbermen, river drivers, contractors, and others whose work calls for a stout, swift craft and one that draws little water. They are built in several sizes, of the best old growth pine boards, strengthened by solid knees, and modeled along lines which long experience has proved will give the very best service. They handle easily and are built to stand an enormous amount of rough usage.

Sizes and prices of batteaux, also batteaux oars and paddles, will be sent on request.

War Canoes

Length	Beam	Depth	Capacity	Price
25 ft.	43 in.	14 in.	10 paddlers	\$100.00
35 ft.	41 in.	14 in.	20 paddlers	175.00

Every Carleton Canoe is sold under a guarantee of complete satisfaction

What Users Say About Our Canoes



Winchester, Mass.,
Sept. 15, 1917.

Carleton Canoe
Company,
Old Town, Maine.

Gentlemen:—All my
life I have been going
into the woods on both
business and pleasure.
For a number of years

I have been using your canoes, my usual method of procedure being to purchase a canoe for the trip and sell it afterwards at reduced price. Usually I have been dealing through Abercrombie & Fitch Company, New York.

Last year I made an extremely hard trip single-handed to Hudson Bay, using one of your 13 ft. models. This year I have just returned from a few months' voyage, on which I used one of your 17 ft. models. Really I have been so impressed by the good handling and generally fine points of your model, that I cannot refrain from writing you a few words of commendation, with the hope that you will continue to put out this line for many years. They come as near to the Chippewa birch bark model as any white man's canoe that I have seen, and it is a pity that more manufacturers do not realize the desirability of this standard.

Very truly yours,

L. A. MILLER.

New York City, February 5, 1916.

Carleton Canoe Company, Old Town, Maine.

Gentlemen:—Please find enclosed herewith a newspaper clipping. The Canoe used by Mr. Wm. Aue and Mr. John C. Eiehleman was a Carleton which we sold them. The clipping may interest you.

Very truly yours,

GREENHUT CO., INC.,

J. C. Tanty,

Mgr. Sporting Goods Dept.

TWO COME HERE FROM BUFFALO IN CANOE

A 2500-mile trip in a canoe was completed when William Aue and John C. Eiehleman, two young men from the Bronx, New York, paddled up to the landing at the head of Canal Street last Saturday. They had come all the way from Buffalo, N. Y., in a sixteen-footer, having taken the inland waters route.

They left Buffalo on the early morning of May 13, bound for New Orleans. They paddled up the Allegheny River to Pittsburgh, entered the Ohio and followed it to Cairo where they came into the Mississippi. They traveled leisurely, stopping at all cities and towns of any consequence. When near Cincinnati they were caught in the storm of July 7, and narrowly missed losing their frail craft.

Though it required six months for them to make the trip, Aue and Eiehleman did so with the modest capital of \$50, living on simple but substantial food. At night they rigged a small tent on the bank of the river, built a fire, and slept.

Auburn, N. Y., June 10, 1918.

Carleton Canoe Company, Old Town, Maine.

Gentlemen:—I received the canoe June 5th and I am more than pleased with it. Mr. B. M. Smith, your agent in Auburn, attended to unpacking it and putting it in the water.

The canoe is very easy to handle in the water and I have already had several compliments on my Princess Canoe. I took a long trip yesterday on Owasco Lake with a party of four other people. One couple of the party also had a Princess Canoe, Mr. Smith, your agent.

I believe that you forgot to place the nameplate of the Carleton Canoe Company on the bow of the canoe. Mr. Smith will be pleased to put it on the canoe if you will forward it to me.

Thanking you for way in which you filled my order, I am,

Very truly,

MRS. BRUN KENYON.

Erie, Penna., August 18, 1916.

Carleton Canoe Company, Old Town, Maine.

Gentlemen:—I received both your letter and catalog, and I thank you. I have not quite made up my mind whether to get a canoe this year or not, as the season is getting late, but assure you if I do get one next Spring I would surely place my order with your Company. There is a gentleman in this town who has used a Carleton for twenty years, and I think that is recommendation enough.

I have been unable to discover what a 17-foot Carleton Sponson with open gunwales would cost.

Thanking you, I beg to remain

Yours very truly,

FLORENCE SCHUMANN.

P. S. Can you give me an idea how many days after order is placed, a canoe could be delivered at Erie? Also, have you a sample of the dark red?

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Norfolk, Va.,

June 3, 1916.

The Carleton Canoe
Company,
Old Town, Maine.

Gentlemen:—Four years ago I purchased one of your Carleton Sponson Canoes from

O'Neill-Barry, this city. I have used this canoe throughout each entire Summer, and have taken some very long as well as interesting trips, but notwithstanding the bad storms and rough weather which I have at times had to contend with my canoe has always given entire satisfaction.

My friends and I are anticipating taking a very long trip this summer from Balcony Falls, via Lynchburg, Richmond, Petersburg, and Norfolk and using another Carleton Canoe. We expect this trip will take at least eight days, and will cover about 250 miles. If you would care to send us an advertisement which we could use to put on these canoes which would help you we would be very glad to do so. Of course, it would have to be something light so that it would not interfere with our trip too much. For instance: "Carleton Canoe Trip from Balcony Falls to Norfolk, Va."

Yours very truly,

CLAYTON M. R. WIGG.

343 Fox Street, Aurora, Ill., July 15, 1918.

Carleton Canoe Company, Old Town, Maine.

Dear Sirs:—I received the Carleton Open Gunwale Canoe you sent me about three weeks ago and I wish to tell you how much I like it.

From now on my motto shall be "If you want a Canoe that is a Canoe, buy a Carleton Canoe."

I have been stopped on the river by fellows who paid as high as seventy-five dollars for their canoe and have heard them say, "Gee, I wish we had one like that! She sure is a peach."

Yours truly,

FREDERICK CLAPP.



Buffalo, N. Y., July 22, 1913.

Messrs. Carleton Canoe Company, Old Town, Maine.

Dear Sirs:—Feel that I must write to tell you how well pleased my friend and I are with the 18-foot Sponson canoe with long decks which we ordered through your agent, Howard H. Baker, of this city.

It has the three qualities which are everything to a canoe; namely, appearance, stability and speed. The workmanship appears to be the best also.

We intend to give it a thorough test this week in regard to how many it will hold under water, etc. Will send a report and also photographs.

Kindly enlighten me as to the materials used in the construction of the Sponsons.

My brother has had a Carleton for five years.

Yours sincerely,
434 East Street.

EDWARD H. WARREN,
RALPH T. RYCROFT.

Allentown, Pa., Nov. 6, 1917.

Carleton Canoe Company, Old Town, Maine.

Gentlemen:—I am taking the pleasure to inform you that my CARLETON, which I keep at Mack's Canoe House, Bethlehem, and which has stood the wear and tear of several years of strenuous service, is still as staunch as when she came from the factory. The only thing is, she needs a coat of paint.

Very truly yours,

STANLEY E. SCHNABEL,
Associated Press Opr.

New York, Aug. 3, 1911.

Carleton Canoe Company, Old Town, Maine.

Gentlemen:—Will you kindly send me one of your canoe catalogs, also give me an approximate idea as to what it would cost to have my canoe re-covered.

The canoe was purchased in the spring of 1904, and I had one of your make for four or five years prior to that, having purchased the first one at your exhibition in Madison Square Garden.

They have given the best satisfaction in every respect, and after comparing them with most every make I would not hesitate to recommend your product to any one contemplating purchasing a canoe. For stability, appearance and wear I am confident they cannot be beaten for the price.

Respectfully yours,

(Signed) J. M. FORTUNE, JR.

Chicago, Ill., Oct. 12, 1911.

The Carleton Canoe Company, Old Town, Maine.

Gentlemen:—I notice in your catalogue you are able to supply sail equipment, and will be obliged if you will kindly inform me as to the cost, weight, size of sail, etc., also whether same would work satisfactorily on my canoe which is a Carleton 18-foot Guide Model purchased about five years ago; same is in as good condition now as it was when first put into the water. I keep it at Riverside, Ill., which is a little town about fifteen miles out of Chicago, on the Des Plaines River, and am proud to say it has been so often mentioned and commented upon for its excellent carrying capacity (drawing so little water) and its stability. When taking our jaunts we usually have enough to fill the canoes, and I have noticed time and time again that when we were about to start some one had been slow, or rather some one seemed overloaded, and the first thing I heard was: "Ask Davies to take it: his canoe will carry it." And it sure did, even though we have been heavily laden, and so carried this extra weight without putting any more energy into the paddles, thanks to the fine lines of our Carleton.

I well remember one instance some time ago; there were three canoes and ours, and during our battle with the waves the men paddling in the front of the other three canoes were drenched from the water breaking over the front, and they were very much surprised when we landed to find that we hadn't any such trouble, which again speaks well of our Carleton's lines.

Yours truly,
2430 W. Adams Street.

WM. T. DAVIES.

Pentwater, Mich., July 27, 1914.

Carleton Canoe Company, Old Town, Maine.

Dear Sirs:—Pardon the delay in acknowledging receipt of the painter ring, etc.; thanks for your trouble. I feel it is only right you should know how satisfactory the canoes is. It seems to weather most any sea and as you know, Lake Michigan can kick up quite a wave. We have had her in the surf time and again, and can beach her, and put out into the sea with perfect safety. We have rigged up a temporary sail and she still acts like a perfect lady. A little later I wish to try one of your sailing outfits. It would add very greatly to the summer's pleasure. She takes in a very little water occasionally in a heavy breaker, but only very seldom. There are now two other canoes here, which certainly *suffer* by comparison with the Carleton. The Life Saving Crew next door who are usually dead set against canoes have endorsed this one, and that certainly helps SOME.

Yours truly,

B. M. RUICK.

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Pottsville, Pa., Feb. 17, 1917.

Carleton Canoe Company, Old Town, Maine.

Gentlemen:—In the early fall the American Express Co. of South Bethlehem, Pa. sent to your factory for repairs my canoe. You can identify it by the name "The Water Wagon."

As I have since left S. Bethlehem and will not be there upon its return, could you tell me about what time you will have it repaired and ready for return, that I can make arrangements to have it taken care of upon arrival there?

You may also be interested in knowing that the Express Co. broke the canoe as I was going away to take a cruise, and that with the nine ribs, three planks and gunwale all smashed. I made a cruise together with my wife, of a hundred and twenty-five miles down the Susquehanna River. Nothing but a good strong canvas would have enabled us to go on with our vacation. Thanks to the Carleton canvas.

Yours very truly,

C. A. DYER.

659 W. 183d St., N. Y. City, Jan. 20, 1915.

Carleton Canoe Company, Old Town, Maine.

Dear Sirs:—I would be very greatly pleased if you could send me your catalogue of canoes, especially a 17-ft. boat and quote me the cost delivered at my home. I have seen and used your boats and find your models the easiest going and fastest made in canvas boats. In fact yours are the only canvas boats I would recommend for racing. By the way, how much extra would it be to have an open gunwale? It helps so much in cleaning out a boat or emptying her that if I were to order one I would desire the open gunwale.

I hope that I will hear from you shortly.

Yours very sincerely,

ERNEST B. SPENCE.

Member Cannibal Canoe Club.

Remember Carleton Canoes have been manufactured continuously for more than thirty years, during all of which period they have given uniform satisfaction. And remember, further, every canoe we sell is guaranteed to be satisfactory in design, materials and workmanship. Look for the name CARLETON.

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Harrison, Maine, July 8, 1914.

Carleton Canoe Company, Old Town, Maine.

Gentlemen:—For the past two years I have been paddling one of your 18-foot Specials. I have found the canoe most satisfactory in every particular. The canoe is more stable and seems speedier than any other canoe on the lake. I have had it out in weather when men running launches were afraid to put their noses out of the boat houses and not only failed to capsize but shipped little or no water even when taking the waves sideways.

The purpose of the present communication is to find out how much it would cost to convert my boat into a sailing canoe, i. e., how much would leeboards, mast seat and step and lateen sail complete, cost? In how short a time could I have same?

Yours very truly,

Class of 1916 Princeton.

HENRY MELOSH.

264 Laurel St., Buffalo, N. Y.,

Feb. 10, 1915.

Carleton Canoe Company,

Old Town, Maine.

Dear Sirs:—Please send me your latest catalogue and tell me whether you can furnish a new keel and bang plates for a 19-ft. Carleton Canoe. I have had a Carleton for three years and have had the utmost satisfaction with it.

Yours truly,

HOWARD C. WEBER.

