

The CHESTNUT
CANOES



CHESTNUT CANOE COMPANY LIMITED
FREDERICTON, N. B., CANADA, *MAKERS OF*
HIGH GRADE CANVAS CANOES



Bronze Medal awarded at Toronto in 1905 in
competition with all Ontario manufacturers

THE CHESTNUT CANOE

Is made with wide cedar ribs, and thin planking or lining of the same material. The entire framework is covered with one seamless sheet of specially woven canvas. As the ribs are close together, the canoe is exceptionally strong, and our construction enables us to obtain very fine lines.

All of our canoes are copper fastened, and the ends are protected with brass. The gunwales and finish rails are of spruce, and the decks, stems, seats and cross-bars of hardwood.

New Brunswick grows the finest cedar in the world, and we use nothing but the very choicest stock, selected from the very best localities.

We are building a LIGHTER, STRONGER canoe than can be produced from wood only, and one that will last much longer, and stand more HARD SERVICE.

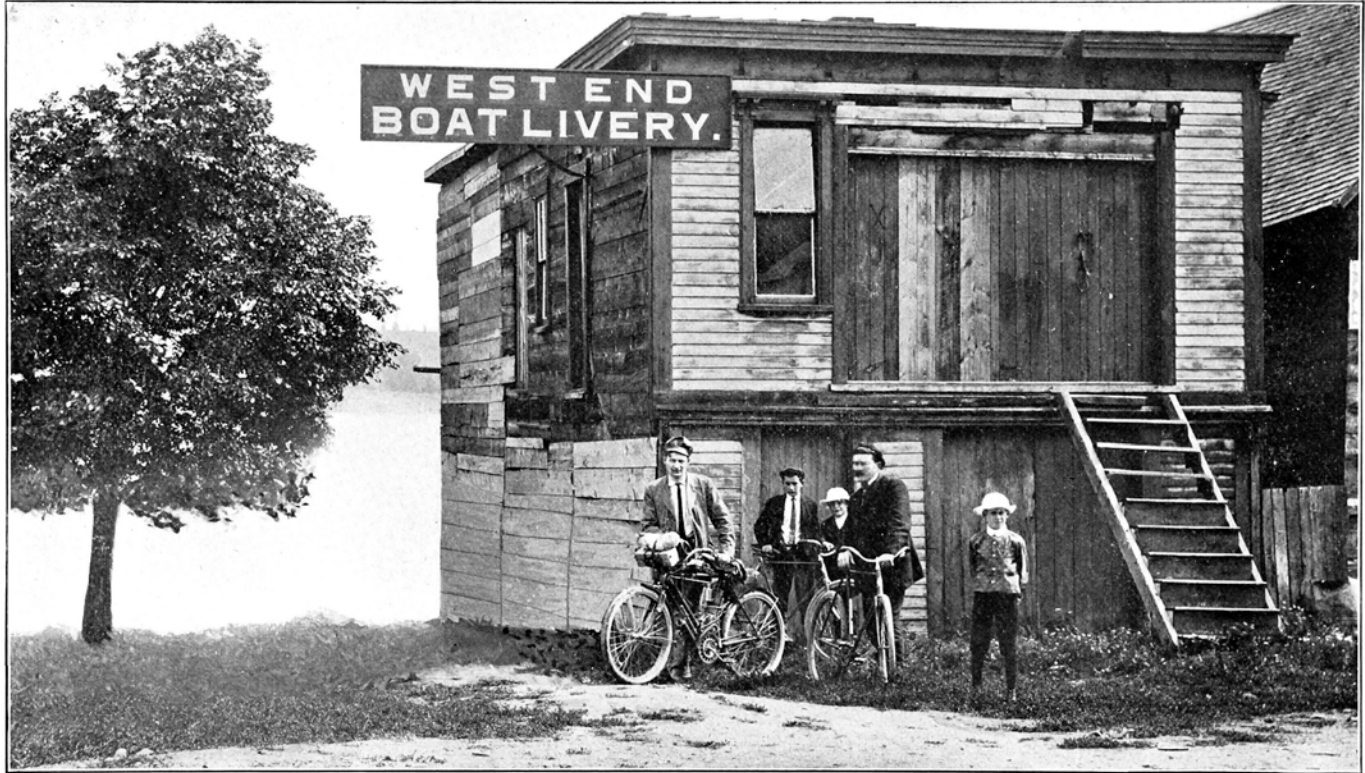
They outclass all wooden canoes in one important particular: THEY DO NOT LEAK. Heat or cold does not affect the canvas, and our canoes are ABSOLUTELY TIGHT under all conditions.

We use a special waterproof preparation to fill the pores of the canvas, which dries out as hard as stone, and will rub over almost any rock without damage.

Should the canvas be cut by jagged granite, it is easily repaired in the woods with gum or balsam and a piece of cotton, and a permanent repair is quickly made with white lead, a piece of canvas and a few tacks—copper preferred.

One who has never used our canoes has no ideas of the strength of the canvas. Two summers ago one was lifted off a sandbar by a hurricane, carried some distance, and smashed down on a raft of logs. The frame-work was damaged, but the canvas was not injured in any way, and has been in use ever since.

Our construction; transverse ribs, longitudinal planking and a canvas cover was fully patented by us on Feb. 28th, 1905, under patent number 91848. We hereby warn anyone in Canada against using our construction.

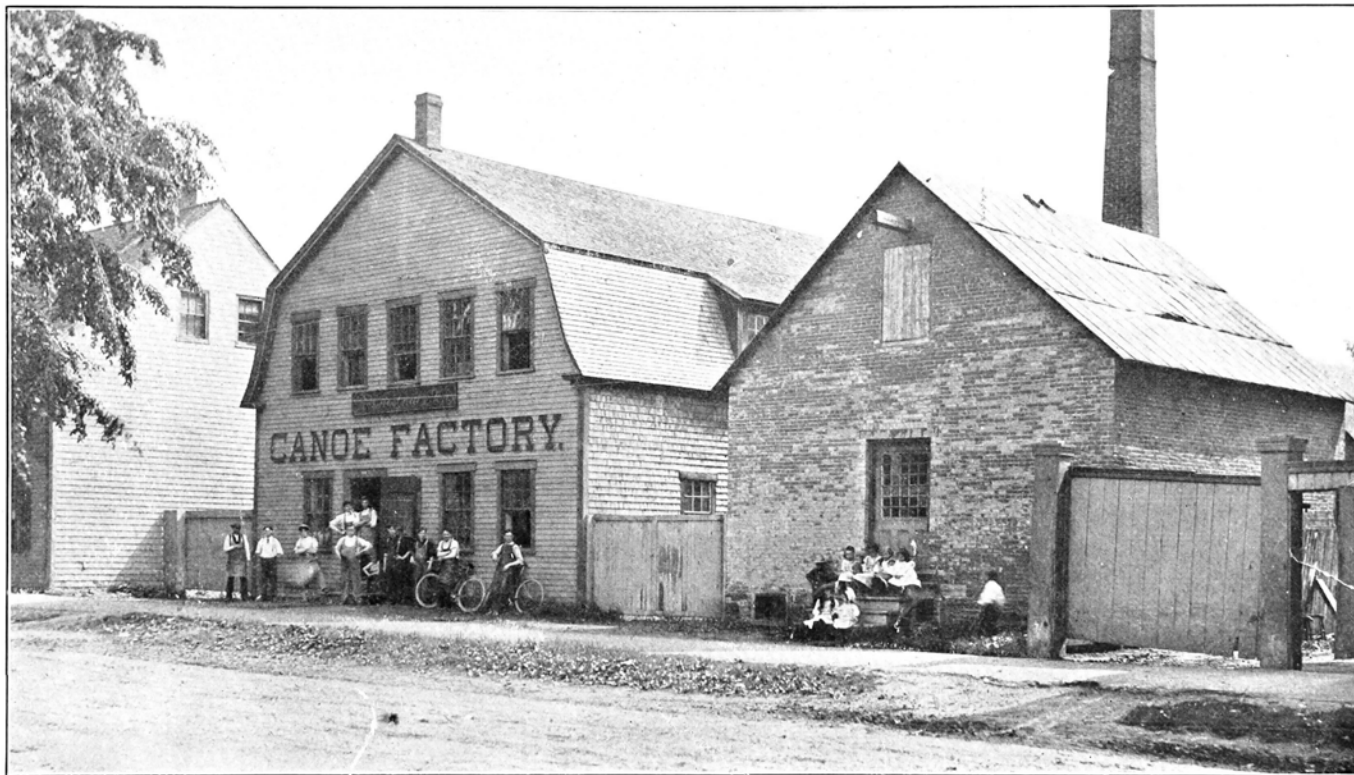


Where Chestnut Canoes were made previous to 1905.

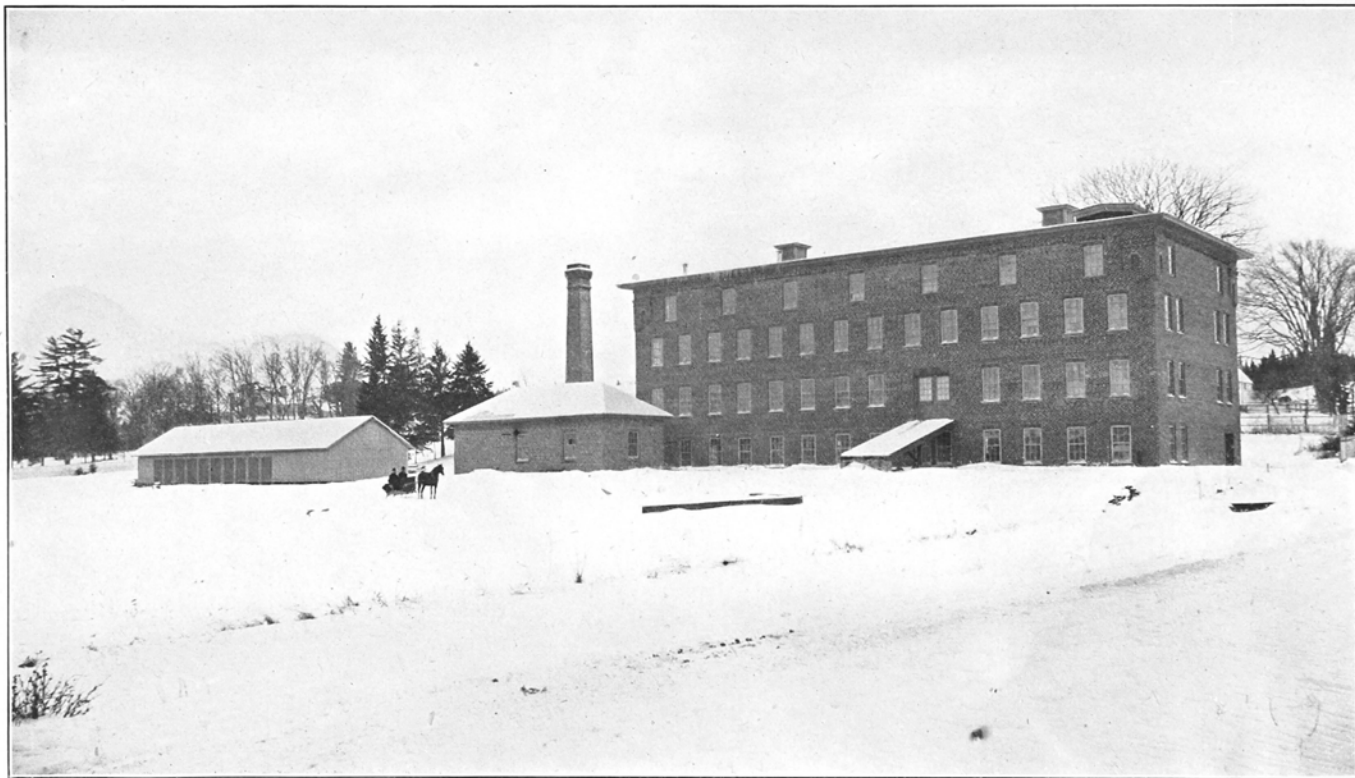
WATCH US: WE ARE GROWING

Up to 1905 we employed only one or two men, and built canoes in a small way for the local trade only.

Early in that year we started to introduce our canoes throughout Canada, and since that time the business has been a sort of triumphal march. We exhibited at Toronto, capturing diploma and bronze medal, and have since taken diplomas wherever we have shown our goods.



Where Chestnut Canoes were made in 1905, 1906, 1907.



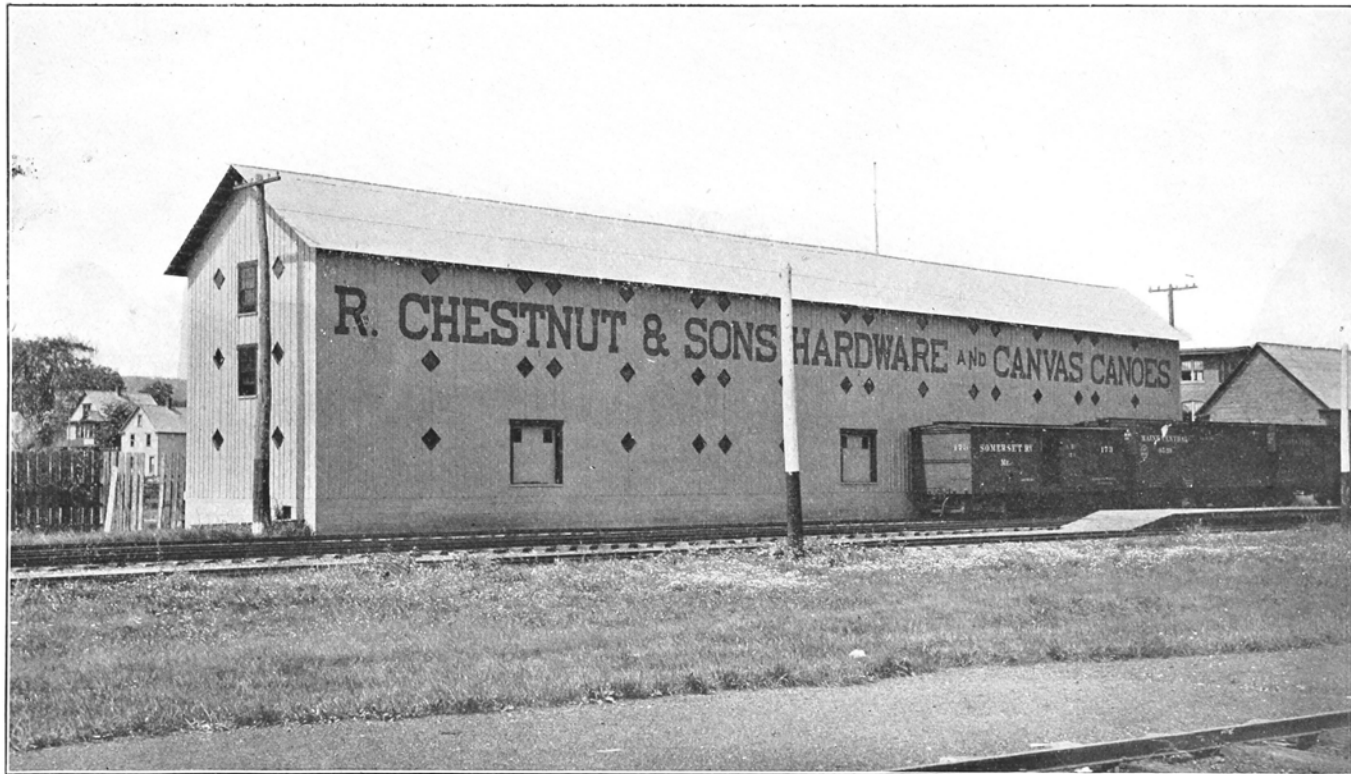
Factory, Power House and Lumber Shed, Chestnut Canoe Co., Limited, January, 1908.

ARCHITECT, W. E. MINUE, GIBSON, N.B.

The cuts of our factory previous to 1905, and that of our present structure, tell the story of the growth of our business more eloquently than can be done in words.

While owing to prosperous years and an expanding population, Canadian canoe manufacturers in general have had a growing business, we claim a far greater increase than can be shown by any other maker. This is due solely to the fact that we have a better canoe than is made elsewhere.

Our new factory is the most modern and best equipped canoe plant in the world, and the largest in Canada.



Warehouse and C. P. R. siding, where Chestnut Canoes are stored awaiting shipment.

A Few Letters and Extracts from Letters received in 1907.

“I used one of your canoes last year and found it perfect.”

(Signed) SEVERIN FERLAND, Cobalt, Ont.

Mr. Ferland is one of those who, having used a Chestnut Canoe in 1906, and wanting another canoe in 1907, preferred to travel all the way to Toronto to secure a Chestnut Canoe rather than buy any of the wooden canoes offered for sale in the Cobalt district.

“I used one of your 17-ft. first quality canoes all last summer in Northern Ontario, and had the pleasure of owning one of the best canoes on those waters. It was the safest, and could take a much larger load than any other the same length.”

(Signed) E. BRITTON, 229 Howland Ave., Toronto.

“Your canoes are all right, as I have been in them while away in the wilds of Quebec last summer. I never thought that a canvas canoe would stand the racket, but after what I saw last summer am fully convinced that THEY ARE THE ONLY CANOE.”

(Signed) GEO. S. BUCKMAN, Brockville, Ont.

“Am fully aware of the superiority of your canoes over the wooden ones, as I used one of your No. 2 Cruising Models last season in the Abitibi District, and six months' hard cruising had NO EFFECT ON IT.”

(Signed) A. C. WRIGHT, Ottawa.

“The canoe I bought of you arrived here in perfect condition, not even a scratch on it.

“I have seen and used a great many canoes, but I have never before seen one whose lines fill the eye so perfectly, and the workmanship on it cannot be beaten. I am more than pleased with it.”

(Signed) GEORGE FOX, Torresdale, Penn.

“The canoe arrived promptly and in first-class order, and it is the finest specimen of a canoe ever seen at Ossining, in the opinion of all who have seen her.”

(Signed) W. B. CLEMENTS, Ossining, N.Y.

“I received my Guides’ Special two weeks ago to-day, and have deferred acknowledgement of it until I could test it in all kinds of weather, and to say that I am delighted with it does not begin to express my satisfaction. It is a dandy in a sea, and the easiest canoe to handle that I have ever seen.

“I AM MORE THAN DELIGHTED WITH IT.” (Signed) C. McCALLUM, Cobourg, Ont.

“The other day I went for a day’s fishing in a wooden canoe, and that trip has finally decided me as to which is the best all-round craft. Give me the canvas canoe every time; they are light, and, above all, they are not LEAKY AND DIRTY after a day’s outing.

“I do not believe I shall ever own another wooden canoe now, after having a Chestnut for one season.”

(Signed) C. G. HOBSON, Sherbrooke, P.Q.

“Am using at my camp in the Laurentians four canoes at the present time—one birch bark, two canvas covered, and one wooden.

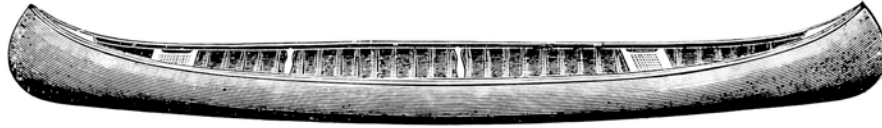
“I find the canvas covered boat stands MORE WEAR AND TEAR AND GIVES BETTER GENERAL RESULTS THAN ANY OTHER.” (Signed) C. F. PAUL, Montreal.

Mr. Alvin Phillips, one of the best known guides in the Lake of Bays District, Ontario, writes:

“The canvas canoe that I bought from you, No. 1 grade, gave PERFECT SATISFACTION IN EVERY RESPECT.

“I have used every kind of a canoe that is made, from the old birch bark up, but I can safely say that the canvas canoe is the best canoe for comfort and running and carrying a big load, also light to carry on portages. I have carried my 17-ft. canoe across a two-mile portage without laying it off.”

(Signed) ALVIN PHILLIPS, Dorset, Ont.



OUR PLEASURE MODEL CANOE

is straight on the bottom, has considerable "tumble home," is extremely safe, and very roomy and comfortable.

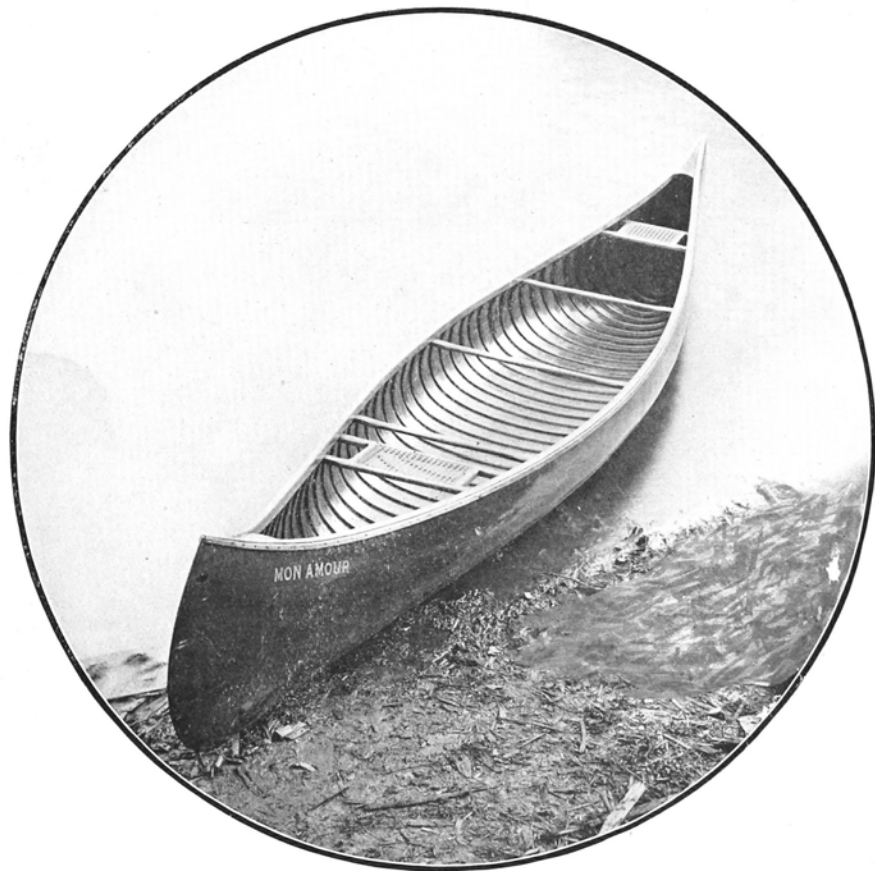
As it carries its width well towards the ends, it has great carrying capacity.

It is fairly straight on top, rising a little at bow and stern, and is quite straight on the bottom.

It has light draught, is very staunch and a jaunty appearing canoe on the water.

We recommend it particularly for pleasure purposes, lake work, and general all-round use in quiet waters.

Anyone not satisfied with this canoe is indeed hard to please.



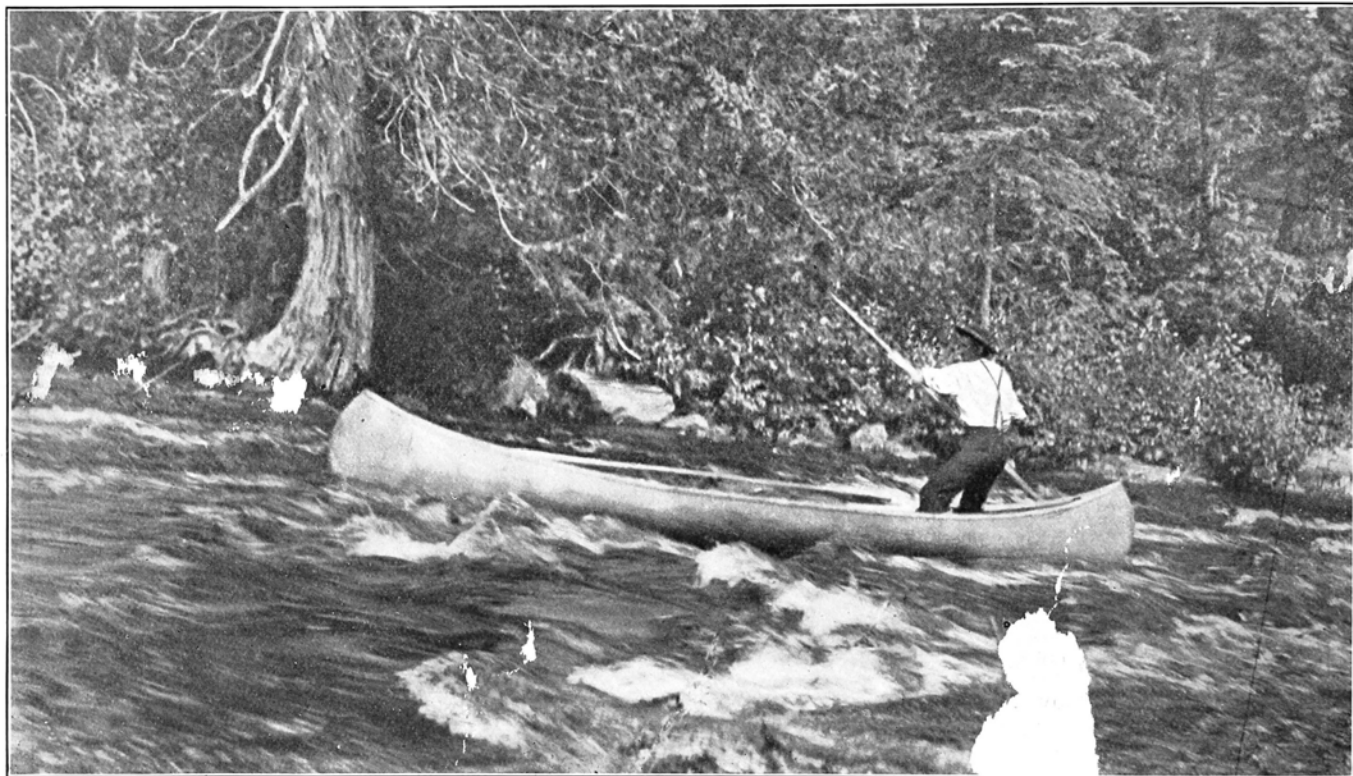
OUR CRUISING MODEL CANOE

Has been a revelation to the canoeists of Ontario and the Canadian West.

Wherever heavy rapids and swift running rivers have to be navigated, we can easily carry off the palm with this model.

We claim it is the best canoe ever draughted for rapid water and general river work, and a trial will convince the most skeptical.

It is not straight on the bottom, but rises a little towards the ends, and consequently can be twisted or turned quickly. This is of the utmost importance in running rapids. It is rounder on the bottom than the Pleasure Model, consequently slightly faster and not quite so steady. It is an easy paddler and the best poling canoe known.



**Our Cruiser Model tapers quickly and gracefully from the centre, and the ends
to pole up a rapid than any canoe made**

arp it is easier



**Where the water foams white, and one's life is sometimes at stake, those who KNOW
prefer the CHESTNUT CRUISER CANOE**



Charles Cremins, the popular guide of Fredericton, N.B., and one of our best canoeemen, running the Upper Pitch of Indian Falls, Nepisiquit River, in a Chestnut Canoe.

OUR CRUISER CANOE

has high ends and will run heavy rapids and ride large waves without shipping any water. One man handles it easily with pole or paddle.

GRADES

We build our Canoes in two grades, No. 1 and No. 2. The stock in our No. 1 canoes is very carefully selected, and free from knots and imperfections. It is filled and finished “natural,” with first-class varnish. The outside is beautifully smooth, with a surface like a fine piano or piece of patent leather, and is finished with bright colors and best spar varnish. Stock colors are green and bright red.

Our No. 2 Canoes are finished inside with the same stock as our No. 1, but the wood is not always clear, although no knots are admitted that would in any way weaken the frame-work. The canvas, however, is not brought to the same smooth surface as in the No. 1 Canoe, but is finished with lead and oil paint. We expect our No. 2 to receive many hard knocks and much rough usage, and build them with a heavier canvas than our No. 1.

Pleasure Model

Telegraph Code.		Length.	Width.	Depth.	Weight.	Price.	
1st Grade.	2nd Grade.					1st Grade.	2nd Grade.
AJAX	MOONLIGHT	16 ft.	31 ins.	11 ins.	65 lbs.	\$45 00	\$40 00
ASTER	WINTER	17 "	31 "	11½ "	70 "	47 00	42 00
ALPHA	EVENING	18 "	32 "	12½ "	75 "	49 00	44 00



Cruising Model

Telegraph Code		Length.	Width.	Depth.	Weight.	Price.	
1st Grade.	2nd Grade.					1st Grade.	2nd Grade.
PREMIER	KRUGER	16 ft.	32 ins.	11½ ins.	65 lbs.	\$43 00	\$38 00
PRIMUS	CRONJE	17 "	33 "	11½ "	70 "	45 00	40 00
LEADER	STOESSEL	18 "	34 "	12 "	75 "	47 00	42 00

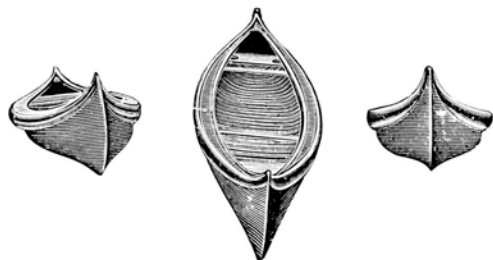
On rapid, rocky streams, where canoes are often heavily loaded, and then dragged over bars and shoal water by hunters, surveyors, etc., there is need of a canoe much stronger than the ordinary. To meet this demand, we build our Cruising Model canoe, in the 2nd grade, with half or "short" ribs, placed between the long ribs throughout the entire length of the canoe. This makes a splendid bottom, and one of these canoes will stand the extreme of hard usage. We aim to keep this canoe constantly in stock, and call it our

Guides' Special

Telegraph Code.	Length.	Width.	Depth.	Weight.	Price.
BOONE	16 ft.	32 ins.	11½ ins.	70 lbs.	\$42 00
CROCKET	17 "	33 "	11½ "	75 "	44 00
MOSES	18 "	34 "	12 "	80 "	46 00

We put short ribs in any model or grade of canoe to order, as per list of extras.

The Chestnut Sponson or Family Canoe



is now well known in many parts of Canada. These "sponsons" or air chambers were patented by us May 16th, 1905, under patent number 93181.

This canoe is the ideal family pleasure craft. It is light to paddle, and, like all our canoes, absolutely dry inside. The air chambers on the sides prevent it from upsetting, and it will not sink if filled with

water, but will support the weight of several people. When the canoe is on an even keel, the sponsons do not touch the water, and therefore do not interfere with its speed. When equipped with oars this makes a very light and fast rowing craft.

The sponsons are built on the outside of the canoe, the greatest width being at the centre, from which point they taper gracefully towards the ends. They add about 30 lbs. to the weight, and the canoe is thus lighter than any other craft of equal size and stability. They are best adapted to our Pleasure model, which is a straighter canoe on top than our Cruiser, and consequently when the canoe is careened they get a larger bearing on the water.

For stock we build sponsons on Pleasure models, chiefly No. 1 quality, in 16, 17 and 18 ft. lengths, both with and without keels. A keel is very desirable if a canoe is to be heavily loaded.

Sponsons will be built to order on any grade or model. For price see list of extras.



The canoe floats and can be paddled, even when filled with water.

Our Sponson canoe is an absolute guarantee of safety, and should be at the summer home of every man where the young people are allowed on the water.

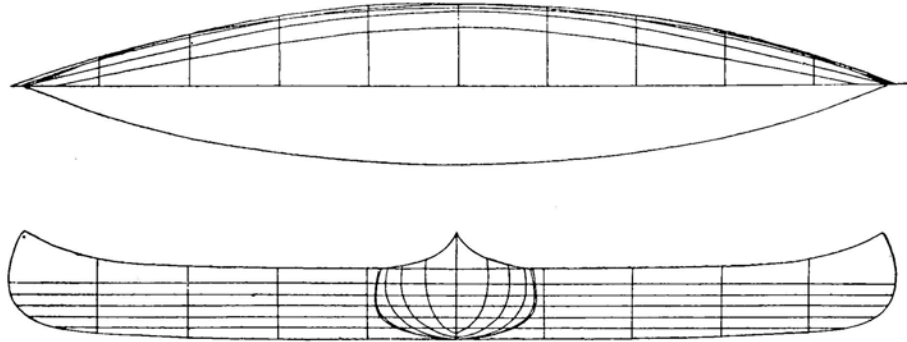
If you want a canoe that is positively safe for ladies and children, one that will not upset or sink, buy

CHESTNUT SPONSON CANOE



Until we introduced our Sponson canoe it was an unheard of thing to be able to sit on the gunwale of a small canoe without upsetting it. Our patent enables you to enjoy all the pleasures of canoeing without risk

FREIGHT CANOE



Telegraph Code	Length.	Width.	Depth.	Capacity	Weight.	Price.
TRAFFIC	20 ft.	42 ins.	19 ins.	12 in. Draft. 2,200 lbs.	180 lbs.	\$75 00

We have built this craft to meet a demand for a canoe of large capacity. It is an easy paddler and will handle well in any water.

The construction is slightly different in some few details than in our smaller canoes.

The ribs are 3 inches wide and $\frac{1}{2}$ inch thick, placed very close together. They do not taper towards the ends but are thinned slightly on the back. We use thick planking, and very thick canvas, and guarantee there is no canoe constructed anywhere as strongly as this.

The bottom is stiffened and protected by a hardwood keel, and we also use outside stems of hardwood. To give additional strength to the top we use double gunwales, finished open. The bars and decks are of best quality hardwood. The seat is of wood, dropped a little below the gunwales. Ribs and planking are cedar, all copper fastened. Gunwale screws are thoroughly galvanized. The finish on the canvas is our regular No. 2, stock color, being dead grass.

If you are in need of a canoe of LIGHT WEIGHT, TREMENDOUS STRENGTH AND GREAT CARRYING CAPACITY, buy a **CHESTNUT FREIGHT CANOE.**



OUR MOTOR CANOE

is the jauntiest little power boat we have ever seen. It is the regular canoe shape forward, but widens towards the stern and is flat underneath. This prevents it settling in the water when the propeller is started.

The bottom is protected by a hardwood keel, and the propeller blades by an iron shoe, thoroughly galvanized. All fastenings are brass or copper.

The sides of the canoe are prevented from chafing against wharves, etc., by hardwood rubbing strips, extending the entire length. The finish on the canvas is our regular No. 1, a beautiful glossy surface, covered with best spar varnish. Stock color is green.

The engine is placed at the back of the cockpit, and gasoline tank in the bow, under the deck. The flag-pole sockets, deck cleats, etc., are all of polished brass.

The comfort obtainable in this canoe can be readily imagined. Like all of our models, it is covered with one seamless sheet of canvas, and is always perfectly dry inside. One can carpet and cushion the bottom and loll about at ease.



We have designed our motor canoe for comfort and safety rather than speed, believing that the speed mania is but a passing craze, while comfort and safety are to be desired always.

For those who wish to supply or instal a different engine from that we are furnishing, we quote our canoe without motor. If an engine is sent to us to instal, we will do the work as cheaply as possible, but strongly recommend the purchase of the canoe complete, with everything ready to run.

For 1908 we are using the "Brockville" engine, made at that point by the St. Lawrence Engine Co. It is a high speed jump spark machine, and fully guaranteed in everp respect. No doubt our patrons will appreciate the advantage of buying a canoe equipped with a Canadian engine, made near at hand.

For the purpose of ascertaining the correct speed of our motor canoe with different sizes of engines. we sent a hull to the St. Lawrence Engine Co. late in 1907. They tried the canoe over a measured distance and report as follows:

With 2 h.p. Single Cylinder Motor, $7\frac{1}{2}$ to 8 miles per hour.

With 3 h.p. Single Cylinder Motor, $8\frac{1}{4}$ to $8\frac{1}{2}$ miles per hour.

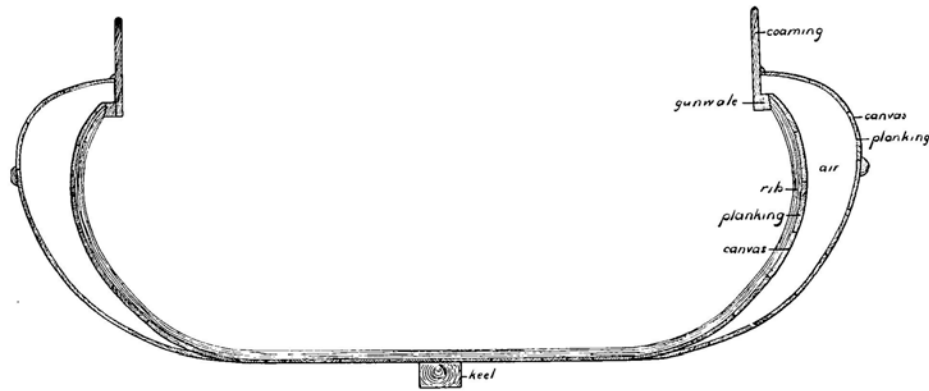
With 4 h.p. Double Cylinder Motor, $8\frac{3}{4}$ to 9 miles per hour.



The item of absolute safety is a very important feature of our power canoe. We use on this craft our patented Sponsons or air chambers, but apply them in a slightly different form than on our paddling canoes.

They extend below the water line, and are of such size that several people sitting on the side of the canoe do not begin to bring it down to the bottom of the coaming.

If filled with water the canoe cannot sink, and will support the weight of many more people than could possibly be put in it.



The above is a cross-section of our power canoe, showing shape of hull and construction of the air chambers. As the boat is built double it is particularly strong, and although of light weight there is no danger of damage.

The graceful lines of the **CHESTNUT MOTOR CANOE** appeal strongly to the lover of a pretty boat.



Taken at Longueuil, near Montreal, Sept , 1907.

Reproduced through the courtesy of our Montreal Agents, The Merchants Awning Co.



As the air chambers on our Motor Canoe reach below the water-line we thus have two bodies of air forced under water and extending the whole length of the boat. This renders the craft so steady that it is much harder to tip than a much larger boat, and the buoyancy of the Sponsons is such that the boat will hold up far more people than could be crowded into it.

It will seat very comfortably indeed up to five persons, and even seven can be seated in the cock-pit without undue crowding.

With all of our Power canoes we supply, free of charge, four chairs, two rowlocks, two flag-poles.

For awnings we have a light sun covering, made up in fancy colors of the same material as hammocks, also the celebrated Harlow adjustable awnings, and a waterproof cock-pit hood and cover.

Prices of these as well as carpets to fit the Power canoe will be found elsewhere.

Dimensions of our Motor canoe are as follows:

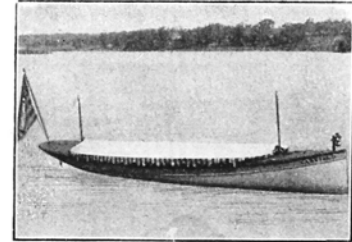
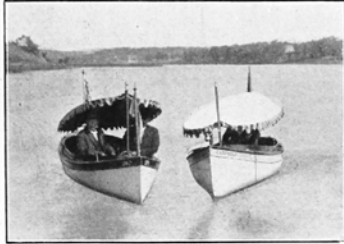
Length.	Width.	Depth.	Weight with 3 h.p. Engine.
20 ft.	52 in.	21 in.	500 lbs.

We quote them with the different engines:

TELEGRAPH CODE.	BROCKVILLE ENGINE.	PRICE.
Comfort	2 h.p. Single Cylinder	\$310.00
Triple	3 h.p. Single Cylinder	335.00
Twins	4 h.p. Double Cylinder	400.00

We also quote the hull only, with chairs, rowlocks, flag-poles, tank, piping, switch, etc., but without engine, spark coil or muffler.

Telegraph Code, "Incomplete"Price \$225.00



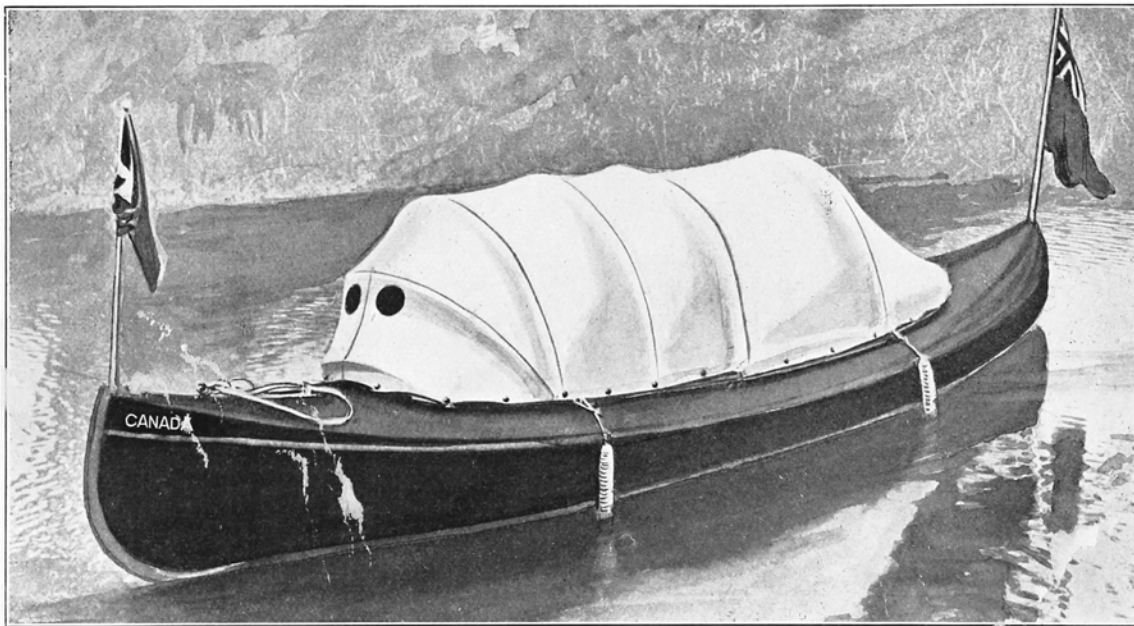
The illustration on this page show clearly the different positions in which the Harlow awning can be used.

This awning is hinged at the centre, and either side can be lifted quickly when getting in or out of the canoe.

It has a ridge-pole of wood running through the centre, and a light frame work of iron pipe. The entire canopy slides up or down on two polished brass stanchions, and is easily adjusted and held at any point.

It can be lowered to the decks to keep the canoe dry if anchored out in a rain, and will be found a most serviceable covering for every purpose.

PRICE, ALL COMPLETE, \$40



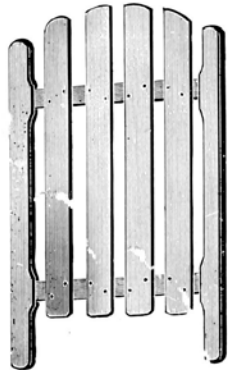
The spray hood shown above is waterproof and easily folded down on deck or detached. The hoops are of galvanized iron, and hinges and sockets are brass, making a very rigid hood.

Price, \$35.00.

KEELS

We put keels on any canoe to order, also outside stems of hardwood. Our regular keel is of oak, narrow, and about 1 inch in depth. This stiffens the bottom very much, and we strongly recommend it for livery canoes as well as large sponson canoes.

Our shoe keel is of hardwood, $\frac{1}{2}$ inch thick, 3 inches wide at the centre, and tapers towards the ends. It is a great protection in rocky waters, and unquestionably lengthens the life of a canoe very materially.



Our Slat Back Rest

is of hard maple, splendidly made, and very comfortable when used with cushion.

PRICE \$1.00.

Maple and Spruce Paddles, from 4 ½ to 6 feet

Style A or B, first quality, \$1.50 each. 2nd quality, \$1.25 each. Selected birds-eye maple, from \$2.00 to \$3.00 each.



Style A



Style B

All paddles are filled and varnished, ready for use. The first grade are the best obtainable. The second are good, sound paddles.

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

For rowing Sponson canoes we supply oars and detachable rowlocks. These rowlocks fit on plates that are screwed into hardwood blocks that are fastened on the tops of the Sponsons.

For prices see list of extras.

CANOE CHAIRS

We make for our paddling canoes two patterns of chairs, illustrated herewith No. 1 and No. 2.



Chair No. 1

The No. 1 chair is beautifully made from selected hardwood stock, and carefully finished. Has curved seat and back and is very luxurious.

Price, \$5.00.

The No. 2 chair is a good serviceable seat, well made and strong.

Price, \$2.00.



Chair No. 2

The chair for power canoe is made with perforated seat and back and is several inches higher than those shown above. For prices see list of extras.

EXTRAS

Sponsons on any grade or model	\$ 20.00
Medium or long decks	\$8.00 to 10.00
Short ribs, any model	4.00
Removable cross-bar for sail, with brass fasteners	1.50
Outside stems, per pair	2.50
Keels, either kind	2.00
Spruce setting poles75
Mast step and screws50
Rowing seat, adjustable	2.00
Oars, brass rowlocks and blocks, for Sponson canoes	6.00
Canoe chair for Power canoe	2.00
Sun awning, all complete, with poles, etc., for Power canoe	15.00
Carpet for Power canoe	12.00
Lettering, striping or decorating will be done to order at a reasonable charge.	

General Information

All of our paddling canoes have ring in bow, and two cane seats, unless ordered otherwise. List prices do not include paddles, which are extra.

We are sometimes asked if we can supply canoes of different dimensions than those listed. We build all of our canoes on solid moulds or forms, and while it is possible to build deeper canoes on these same forms, the lengths and widths cannot be altered to advantage.

American sportsmen visiting Canada and wanting canoes shipped by us should order as far ahead as possible.

Correspondence

We answer all letters the same day as received, but often get communications with the names and addresses very hard to decipher correctly. If you write us and get no reply, you may rest assured that your letter or our reply went astray, or that we could not read your name or address. Please write plainly.

Packing and Terms

All canoes are packed in hay or straw, and covered with burlap, free of charge. Crating or boxing for ocean transportation charged extra.

Our terms to parties not having accounts with us are cash with order.

We are anxious to obtain good, hustling agents in every district where canoes are sold. If we are not fully represented in your section and you are in a position to sell canoes write us.

Parties without commercial rating must furnish good references. We want reliable agents or none. Please note we do not send canoes on consignment, but sell our goods outright to all of our agents. If you have not sufficient capital to put in a stock of our canoes, do not write.

We are continually placing our goods at new points, but at this time (January, 1908) the list of places where our canoes can be purchased is as follows:

A. Nardini	Nardini's Crossing, Newfoundland.
A. M. Bell & Co.....	Halifax, N.S.
Charles G. Godfrey.....	Yarmouth, N.S.
A. D. Thomas.....	Milford, N.S.
T. S. Patillo & Co.....	Truro, N.S.
W. H. Thorne & Co.....	St. John, N.B.
R. Chestnut & Sons.....	Fredericton, N.B.
Hobson & Southwood.....	Sherbrooke, P.Q.
Merchants Awning Co.....	25-29 Notre Dame St. East, Montreal, P.Q.
Ketchum & Co.....	Ottawa, Ont.
Canadian Gas Power & Launches.....	145 Dufferin and Foot York St., Toronto.
John Leekie	76 Wellington St. West, Toronto.
George McKnight	Magnetewan, Ont.
W. B. W. Armstrong.....	Parry Sound, Ont.
W. H. Edwards.....	Sault Ste. Marie, Ont.
Upper Ontario Steamboat Co.....	Latchford, Ont.
Wright Bros.	Haileybury, Ont.
George Taylor Hardware Co.....	New Liskeard, Ont.
Charles Henderson	Sudbury, Ont.
William McLeod	Chapleau, Ont.
The Hudson's Bay Co.....	Biscotasing, Ont.
W. H. McDougall.....	White River, Ont.
The Marks-Clavet-Dobie Co.....	Port Arthur, Ont.
W. E. Bastedo.....	Bracebridge, Ont.
The Hudson's Bay Co.....	Temagami Post, Ont.
Charles Britton	Sturgeon Falls, Ont.
John L. Campbell.....	McDougall's Chutes, New Ontario.
The Hingston-Smith Arms Co.....	Winnipeg, Man.
Francis W. Orde.....	Kenora, and Transcontinental Railway Crossing of the
Revillon Freres	Edmonton, Alta. [Winnipeg River.
Charles E. Tisdall.....	Vancouver, B.C.
Alfred Tyree & Co.....	Christchurch, New Zealand.
Arkell & Douglass.....	Perth and Melbourne, Australia.

FREIGHT CHARGES

Freight on a canoe from Fredericton to any point is easily figured after obtaining the first-class freight rate. Canoes are billed at actual weight, and the rate is four times first-class. Our paddling canoes average about 80 lbs., and are usually billed accordingly. We give freight to a few points figured on this basis. Weights of motor and freight canoes have been previously given.

To Truro	\$1.22	To Temagami	\$3.58
Halifax	1.34	Latchford	3.71
North Sydney	1.47	Cobalt	3.77
Quebec	1.34	Haileybury	3.77
Montreal	1.54	New Liskeard	3.84
Ottawa	1.66	Englehart	3.90
Toronto	2.05	Winnipeg	6.85
North Bay	2.62	Vancouver	10.72

1908