

**THE
BROWN BOAT
FACTORY**



**Builders of
Mastercraft Boats**



Lakefield, Ont.

THE "BROWN" CANOE

There's a whisper of life in the gray dead trees,
And a murmuring wash on the shore,
And a breath of the south in the loitering breeze,
To tell that a winter is o'er.
While, free at last from its fetters of ice,
The river is clear and blue,
And cries with a tremulous, quivering voice
For the launch of the "Brown" Canoe.

Oh, gently the ripples will kiss her side,
And tenderly bear her on;
For she is the wandering phantom bride
Of the river she rests upon;
She is loved with a love that cannot forget,
A passion so strong and true
That never a billow has risen yet
To peril the "Brown" Canoe.

So come when the moon is enthroned in the sky,
And the echoes are sweet and low,
And Nature is full of the mystery
That none but her children know.
Come, taste of the rest that the weary crave,
But is only revealed to a few:
When there's trouble on shore, there's peace on the wave,
Afloat in the "Brown" Canoe.

—With Apologies to Allan Sullivan

PREFACE

Is Fine Workmanship Disappearing ?

It has been said that during recent years the quality of the average canoe on the market has greatly declined. We believe that every unprejudiced person must admit, with some modifications, the truth of this statement. In fact to so great an extent has this deterioration gone, that some have begun to wonder whether in time the master workmanship, the superb craftsmanship of some of the old canoes will not finally disappear.

The Reason.

Various causes may be assigned for this. One of these has been the increased demand for a cheap article. Prices of canoes have not varied greatly during the last 25 years, in spite of the fact that the cost of materials has in some cases doubled. Happily to-day there seems to be a tendency to return to the high standards of workmanship, and in selling canoes we find the appeal to quality with a moderate price brings results. At any rate THE "BROWN BOAT" FACTORY is organized and operated with the conviction that there are enough people who desire and appreciate superlative workmanship in canoes to provide a market for our products.

Our Claim.

We affirm that a "Brown Boat" will give more pleasure and sport than any other make at no higher cost than you will gladly pay when you realize its overwhelming superiority. A "Brown Boat" possesses that elusive quality called "tone" created by the personality of the men who build it. Refinement of detail, exquisite harmony and symmetry of lines make it a work of art.

Our Career.

THE "BROWN BOAT" FACTORY has been doing business for a good deal more than a quarter of a century, and its career has been one of steady progress. Only absolute honesty and fair dealing has made it what it is. It is of immeasurable advantage to know that it is a Company in which you can feel absolute confidence—one that is in the business to stay and so takes care of its customers. You can order a canoe a thousand miles away and be just as sure of getting the best that money can buy as if you had come right to the Factory.

Our Policy.

We do not claim that we build every kind of boat that floats. Our policy has been to choose a variety, which our seasoned judgment tells us, will meet the real needs of the boat world and build that efficiently and economically. Everything described in this catalogue, you may depend upon is built by experts only and built well.

CONSTRUCTION

There are two main types of construction which we apply to both canoes and row-boats.

Rib and Batten Construction.

This is perhaps the oldest and most generally used type built. When an inexpensive, strong, easily repaired, tight boat is wanted, canoe or row-boat, the rib and batten boat will exactly suit.

The ribs are of good, straight grained rock elm—set $5\frac{1}{2}$ inches centres. In a 16 ft. canoe there are 33 ribs. The planking $\frac{1}{4}$ inch thick, is put on 3 or 4 boards to a side with closely fitted

bevelled joint which is covered on the inside with an elm batten. The nails in ribs and battens are spaced evenly $\frac{3}{4}$ inch apart and all nail holes are first bored. This careful nailing is a strong point with us. In "thrown together" canoes the nails are spaced in a hit and miss fashion and the planking warps away from the ribs. "Brown Boats" do not bulge and warp.

Close Rib Construction. (a) Metal joint canoes. The ribs are half round, straight grained rock elm 100 to a boat. Planking is put on in wide boards 3 or 4 to a side and the joints are covered by a strip of metal on the inside, between the ribs and the planking. When built carefully this is an absolutely water tight boat.

(b) Longitudinal strip canoes. The ribs are half round about a 100 to a 16 ft. canoe. The planking is of narrow strips about $1\frac{3}{4}$ inches wide in the centre and tapering towards the ends. The joints are ship lap. The advantage claimed for this canoe is that there is little shrinkage or swelling in the narrow strips and they are not so liable to split or check. This is a little more expensive construction than the wide board, but it is the very best style of canoe built.

DESIGN

Safety First. The design of all the stock canoes of THE "BROWN BOAT" FACTORY is of the "safety first" type—the idea being to produce a boat suitable for the average paddler whether for pleasure or for work. Consequently "Brown Boats" have all good flat bottoms which make them comfortable and roomy.

Speed. "Brown Boats" have lots of snap about them. It is on a big canoe trip that their easy paddling qualities are appreciated. Some canoes stop dead at the end of each stroke—but "Brown" canoes are scientifically designed to retain their impetus. Their resistance factor is the very least possible, consistent with stability and safety.

Racy Appearance. The graceful appearance of a "Brown" canoe will suit the most exacting connoisseur. It is up-to-date. All the good points, developed during preceding years in the boat building craft, are worked out in our latest canoe. The "Brown" way, is the painstaking way. "Brown" canoes are not rushed. Adequate time is taken with the finish to produce canoes of matchless charm and beauty—"Brown" canoes are always handsome and artistic, but never freakish.

Oiling Process. We cannot lay too much emphasis upon this point. "Brown Boats" are literally super-saturated with linseed oil—costs us more for oil and time—but it means vitality, long life, every day reliability to a canoe.

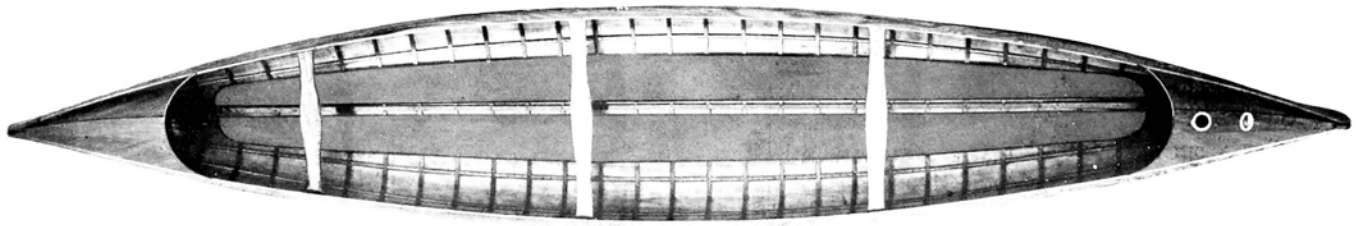
Our oiling process is carried out *consistently*. To get a "Brown" canoe is to get an oiled canoe that will last and give no trouble while in service.

In this catalogue only a few sizes are listed but we have moulds from which to build canoes from 14 ft. to 20 ft. the prices of which will be furnished on application.

The "Brown Boat" Factory

Lakefield, Ontario

Rib and Batten Construction



The "Brown" Varnished Basswood Canoe Oil Saturated

A unique specimen of fine craftsmanship is the proper description of this canoe. In the minutest details, the mechanical work is of the highest order—the aim being to produce the most beautiful canoe possible at moderate cost.

Copper fastenings are used throughout. All metal parts are brass or nickel. The trim is sometimes of mahogany, sometimes of oak.

It is a commodious, comfortable craft to have at your summer cottage. Hundreds of them are in use in the canoe clubs of Canada and United States. For renting purposes where appearance, comfort, moderate cost, and general efficiency count, our varnished rib and batten canoes are everywhere considered the standard.

You will be delighted by the remarkable simplicity, symmetrical appearance, harmony of colors, sturdiness of construction, ample capacity, that we have worked into this boat. It will come up to your highest expectations and under all working conditions give you long and efficient service.

Here is a letter received from an ardent admirer of "Brown Boats."

Gentlemen:

Having used one of your 16 ft. varnished basswood canoes since the summer of 1913, I am glad to say that as regards lightness, ease of paddling, and durability, I have found it the best I ever owned.

Although this canoe has been in use for the past three summers, I have never had it varnished, and so far it has not leaked at all, which speaks volumes for the way in which these canoes are finished.

I might further state I had just purchased a new Crusier model early in the spring of 1913 for club purposes, and had used it but two or three times when I learned of several fine points in your canoe enumerated above, through your representative. A trial satisfied me and the result was that I immediately purchased the canoe I own at present, which has given me the best of satisfaction.

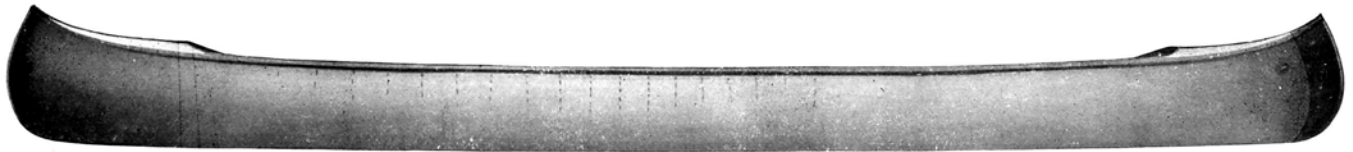
Very truly yours,

Brockville, Ont.

PAUL LANGE

16-ft. long, 31-in. beam, 12-in. deep, varnished inside and out	\$37.00
16-ft. long, 31-in. beam, 12-in. deep, varnished inside and painted outside	\$34.00
Torpedo decks extra	\$ 3.00

Rib and Batten Construction



The "Brown" Painted Basswood Canoe Oil Saturated

Here is a sturdy, light canoe, able to stand plenty of knocking around and always look well—a husky boat for real use.

It has three good coats of paint on each side, also a coat of marine varnish on the outside to give it a hard durable gloss. The stock color for the inside is pea green; for the outside French green or bright red.

Remember that the hull of this canoe is saturated with linseed oil. This reduces repair bills and triples the life of the canoe.

Remember too, that we use thoroughly seasoned lumber throughout our plant. We neither use it green nor bake it in a dry kiln till there isn't a bit of life or toughness left in it, and then expect our canoes to give you satisfaction.

Although this is a low price canoe, quality isn't left out anywhere. We put the same pains-

taking workmanship into this as into every other "Brown."

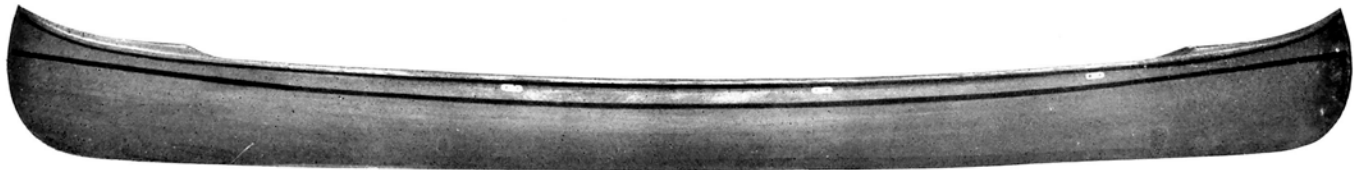
There are lots of canoes of this construction on the market and we often have to compete with lower prices. Careful investigation will convince you that these inferior boats have defects like the following: built of cull lumber that couldn't be used up otherwise; or they have two coats of paint, not three; or the painting and varnish is rough and unworkmanlike; or they are not thoroughly oiled.

If the price were the only consideration we could make a painted canoe and sell it for less than any other make, but we want the man who buys it to come back later on for one of our more expensive ones, so we build it honestly and well.

A small extra charge is made when this canoe is all copper fastened for use on salt water.

16-ft. long, 31-in. beam, 12-in. deep, price .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	\$30.00
Torpedo decks extra .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	\$ 3.00

Close Rib Construction



The "Brown" Cedar Strip Canoe Oil Saturated

For lightness, luxurious appearance, and durability we cannot say a word too good for our Cedar Strip Canoe.

But to be a success, it must be built with great precision and care, by workmen who know their business. Have a cedar canoe right at first and it is always right—wrong at first and it is always wrong.

You have only to see the "Brown" Cedar Canoe along side of the average "thrown together" craft that is on the market to be conquered by its luxurious appearance, its gently curving lines and its refinement in every detail.

Here is a weighty testimonial from the Commodore of Balmy Beach Club, Toronto, Jas. J. Dolan.

Gentlemen:

You will be interested to know what experience I have had with "Brown Canoes." I am very much pleased to state that I was one of the first of the Balmy Beach Club members to have a Brown Canoe. I purchased a Cedar Strip Brown Canoe in 1909 and used it for four seasons at the Beach and when I disposed of it the canoe was in first class condition and as good as new.

I was very pleased with the Brown Canoe. It is light and fast and built with such lines as to give comfort and safety. The Brown Canoe is very popular at the Club now and a great many are being used at the Beach.

Our very best salesmen and advertisers are owners of "Brown Boats." The following letter is from another very prominent canoeist.

Toronto, March 1st, 1915.

The Brown Boat Company,
Lakefield, Ontario.

Dear Sirs:

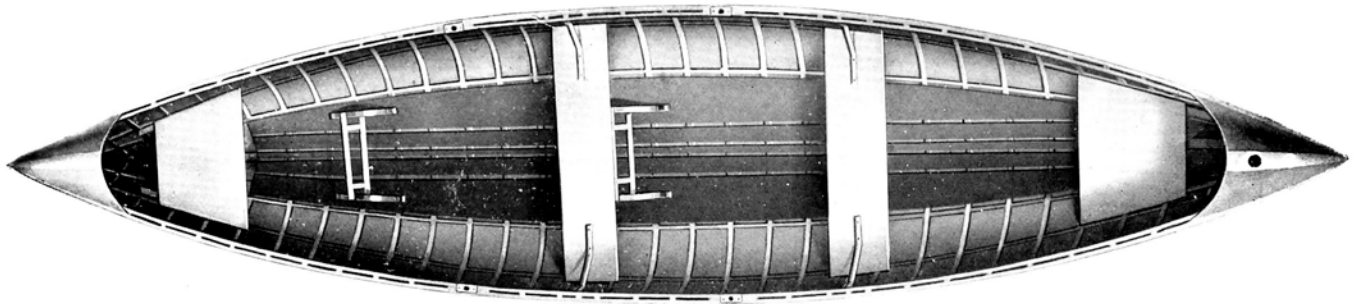
Kindly mail me your latest catalogue of row-boats, and canoes as a friend of mine desires to purchase one of your boats, upon my recommendation. Some three years ago I purchased a cedar strip canoe from you and I am pleased to state that this boat is as sound, light and in as good a condition as the day I received same, outside of varnish being worn off by wear and tear. Accept my congratulations upon your ability to construct a boat that will stand up under very heavy usage.

R. G. ROSS,
Vice-President.

Balmy Beach Club.

16-ft. long, 31-in. beam, 12-in. deep, varnished inside and out, copper fastened	\$50.00
16-ft. long, 31-in. beam, 12-in. deep, varnished inside, painted outside	\$43.00
Torpedo decks extra	\$ 3.00

Rib and Batten Construction



The "Brown" Basswood Row-Boat Oil Saturated

One of the best evidences of the strength of the superiority of the Rib and Batten Row-Boat is that it is used exclusively in the larger boat liveries in the Kawartha Lake district.

The advantages over the lapstreak boat are obvious. The Rib and Batten boat is smooth outside and therefore gives less resistance to the water. It is much easier to keep clean than the lapstreak, which has a large number of inaccessible corners. The importance of this to fishermen is easily seen.

Rib and Batten boats are tighter. When a lapstreak boat leaks it is practically impossible to stop it, but when a Rib and Batten boat leaks the remedy is very simple.

Our skiffs are built and designed on the solid comfort basis and have a good flat bottom. There is no safer and more comfortable, yet easily rowed boat built than the "Brown."

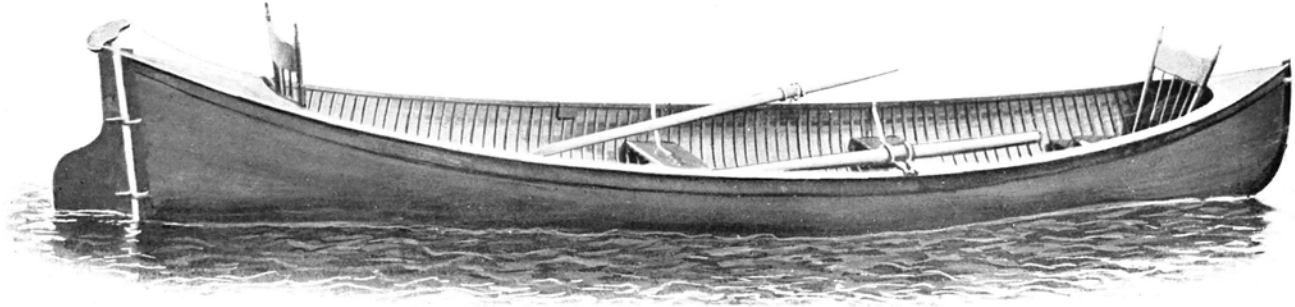
Note in the illustration the revolving foot braces which are attached to the foot boards. In the "Brown Boat" these supersede all the clumsy and unsatisfactory devices for this purpose put on the market.

One pair of oars, a rudder, and a back with each boat.

When the boat is painted, the stock color for the outside is white and the inside pale green.

16½-ft. painted basswood, iron fastened	.....	.....	.....	.....	.....	.....	.....	.....	\$40.00
16½-ft. varnished inside and painted outside, copper fastened	.....	.....	.....	.....	.....	.....	.....	.....	\$45.00
16½-ft. varnished inside and out, copper fastened	.....	.....	.....	.....	.....	.....	.....	.....	\$50.00

Close Rib Construction



The "Brown" Cedar Strip and Metal Joint Mastercraft Row-Boats

Oil Saturated

The longitudinal cedar strip boat is designed and built for the man who wants a quality boat.

Men will buy boats of various kinds for fishing and general work, and then besides they want an elite craft for special occasions and private use.

It is just to meet this demand that the "Brown" longitudinal strip row-boat is built. It is the row-boat De Luxe.

The trim of this boat is of solid mahogany or walnut, the metal parts are polished brass or

nickel. The workmanship is of the highest order throughout.

It has an appearance of richness, of distinction, of refinement. Decidedly it is the boat for the particular man.

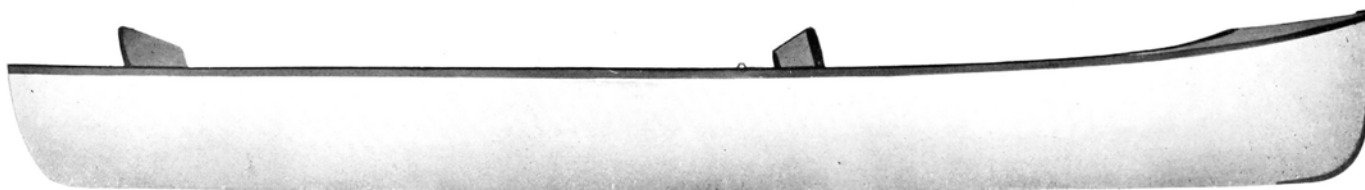
It is designed for solid comfort just as the previous boat. Although very light, the close ribs make it the strongest boat obtainable. The "Brown" cedar boat will last a life time with care.

Varnished inside and out, four coat work, piano finish, with one pair of oars, a back, and a rudder, 16½ ft. \$75.00

Our metal joint row-boat is constructed on the same principle as the metal joint canoe and

has all its advantages of strength and tightness. The planking is of oiled basswood.

Painted outside, varnished inside—4 coat work—copper fastened, 16½-ft. \$60.00



“Brown” Boats for Out-Board Motors

Oil Saturated

This boat is the result of a series of careful and honest experiments, made by THE “BROWN BOAT” FACTORY, to determine the best possible construction and design for detachable motor boats. The new engine presented difficulties to the boat builder that he had not met with before, and only repeated trials and painstaking work could solve them.

The boat we are now advertising was not put on the market at all until we believed we had met these difficulties, and could offer to the public an efficient, honest, reliable out-board motor boat.

This new boat is scientifically correct. We make this statement advisedly. The strength of materials used we KNOW to be more than sufficient. The displacement we KNOW to be correct. Everything has been worked out according to the soundest, most indisputable laws of hydro-dynamics. The “Brown Boat” is the only scientific boat on the market.

We have tested practically every construction known by boat builders. The one we have adopted and is here specified, is, in our seasoned judgment, the sturdiest, the one most free from vibration, the most comfortable and cleanest that can be devised.

When we started to build our out-board motor

boats, we were not anxious to be known as builders of the cheapest boats on the market. If price were the only consideration, THE “BROWN BOAT” FACTORY could build a boat to sell for less money than any other make, but we resolved that we would build the finest boats that float. The result is that never in our history has a “Brown” been returned for poor workmanship, bad materials, faulty construction, or design. “Brown Boats” are as near mechanically perfect as boats can be.

The “Brown Boat” for out-board motors gives more pleasure, and sport, more comfort, and luxury, more efficient service than any other boat on the market. Refinement of detail is apparent everywhere. It is luxurious, aristocratic, and comfortable.

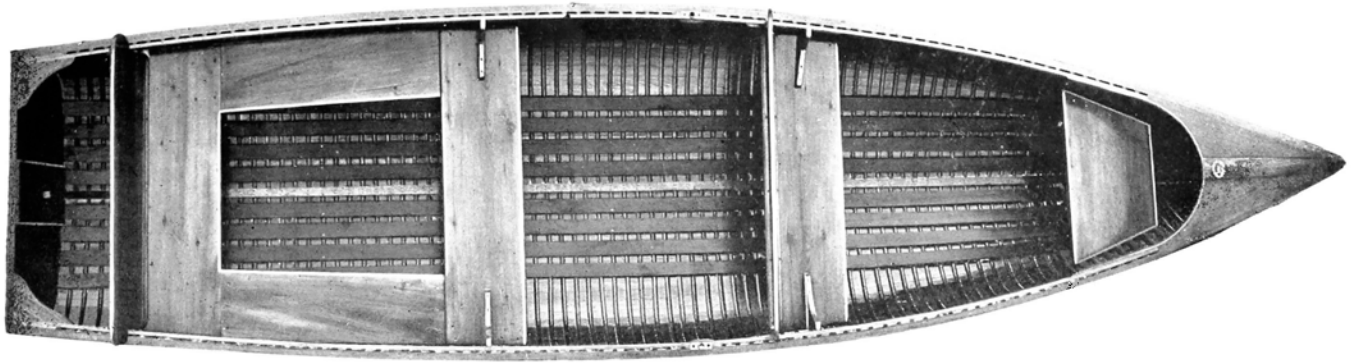
One of the greatest points of design is the long lines and broad stern. When one man sits in the boat with the engine attached, the boat rides perfectly for speed and comfort. The majority of boats are so built that the bow must be weighted down when only one passenger is being carried and he finds it impossible to travel into the wind with comfort. “Brown Boats” have overcome this difficulty and are as comfortable with one passenger as with six.

Specifications and Details

Dimensions . . . Length over all 16-ft., beam 4-ft.
Materials . . . Strictly first class in every respect.
Stem Of solid white oak, bent to form and securely fastened to keel and keelson.
Keel Of solid white oak, one piece running full length of boat—2-in. by 1½ -in.

Ribs Rock elm, moulded ¾-in. half round, running all the way around the boat—not spliced in the centre—2 inches apart, 96 in number.
Rubbing Strips . . . Two of them of oak—running on both sides of the keel well towards the bow.

Brown Boats for Out-Board Motors—*continued*



- Skeg** Of oak extending down sufficiently to protect the propeller.
- Stern** Of solid cypress—1 ½-in. thick re-inforced by strong knee at keelson and gunwales.
- Gunwales** Of white oak running full length of boat 2-in. by 1 ½-in. securely nailed through the ribs and in-wales.
- Inwales** Oak or elm—2-in. by 1-in. running full length of boat and securely fastened to the ribs and gunwales.
- Decks** Butternut or white pine fastened with brass screws to the gunwales.
- Seats** 4 in number of white cedar or pine—the two rear seats being connected by secondary seats at each side. The stern seat to be placed at a short distance from the stern to allow room for gasoline can, etc.
- Locker** A locker placed under bow seat for supplies, etc.

- Fastenings** Copper throughout.
- Planking** Selected white cedar or cypress, finished 5/16-in. thick. All planking running fore and aft in the usual manner. The strips narrow and tapered at the ends. Joints all ship lap.
- Flooring** To be of 8 strips 2 ½-in. wide by 3/8-in. thick fastened to the ribs with brass screw nails.
- Backs** Either removable or hinged.
- Painting** Three coats of white lead outside. Inside to be finished in natural wood with three coats of marine varnish.
- Oars** A pair of pine or spruce spoon oars included with boat.
- Capacity** Up to 6 passengers with comfort.
- Price** \$85.00
- (Note.) We have also a boat at \$55.00 another at \$60.00, particulars will be furnished on application.

Many testimonials have come to our office praising the high qualities of this boat—too many to reproduce. But here are two just to hand.

Franklin, N. J., Nov. 29, 1915

The "Brown Boat" Factory,
Lakefield, Ontario.

Gentlemen:

In answer to your inquiry regarding the square stern boat which I purchased from you this summer and on which I use a No. 2 "Evinrude" out-board motor, I can say that the boat is all that can be desired. It is strongly built, easy running and has very pleasing lines.

I did not have an opportunity to test the boat as to its carrying capacity and speed, but during unfavorable weather and with four passengers I was able to make eight miles per hour, which I think is sufficient to warrant its recommendation in that line.

When the motor is detached it makes an excellent

row-boat for family use, being very safe and easy to row.

Yours very truly,

ALFRED THOMAS.

The "Brown Boat" Factory,
Lakefield, Ontario.

Nov. 29th, 1915.

Gentlemen:

Having bought one of your square stern rowboats for detachable motors, would like to say that it is an ideal boat in every respect. I found it steady, roomy, capable of riding any ordinary sea, and free from vibration. It is a marvel for appearance and speed. I used to carry eight persons nearly all the time and found that the more I had the steadier it was.

Wishing you success, I am,

Yours very truly,

CHAS. G. HULL.

235 Lux St., Rochester, N. Y.

"Brown" Fast Runabouts



A "BROWN" MAKING 15 MILES PER HOUR.

"Brown" motor boats exhibit the same master workmanship and perfection of detail as "Brown" canoes. Our specialty is the fast V bottom runabout in various sizes. "Brown Boats" are real quality boats, built staunch and strong for real

service. There is nothing skimped about a "Brown Boat"—the construction, the finish and equipment are of the very highest order. Special designs and specifications will be furnished on application.

Terms All prices—F.O.B. Lakefield, 25 per cent. cash with each order. Balance, sight draft attached to bill of lading or C.O.D.

Shipping Single canoes are either crated in wooden crates or packed in burlap. They go at four times first class rate at a weight of 70 lbs. Three canoes in a crate go at three and a half times first class rate at actual weight.

For export and long distance shipment the practise is to nest the canoes—which can only be done when different sizes are ordered. The decks and thwarts are removed and the canoes packed inside of one another. No two canoes of the same size can go in one nest, but there may be a variation in kind.

It costs from \$5.00 to \$10.00 to nest canoes in this way but they go at actual weight at first class rate—minimum 800 lbs.