



Chestnut
Canoes

The illustration depicts a traditional chestnut canoe, shown from a side-on perspective. The hull is pointed at both ends and features a series of horizontal ribs or planks. The interior of the canoe is visible, showing a simple wooden structure. The canoe is surrounded by stylized, leafy foliage at its base, suggesting it is part of a natural setting. The entire illustration and text are rendered in a dark green color with a subtle drop shadow effect.

Chestnut Canoes

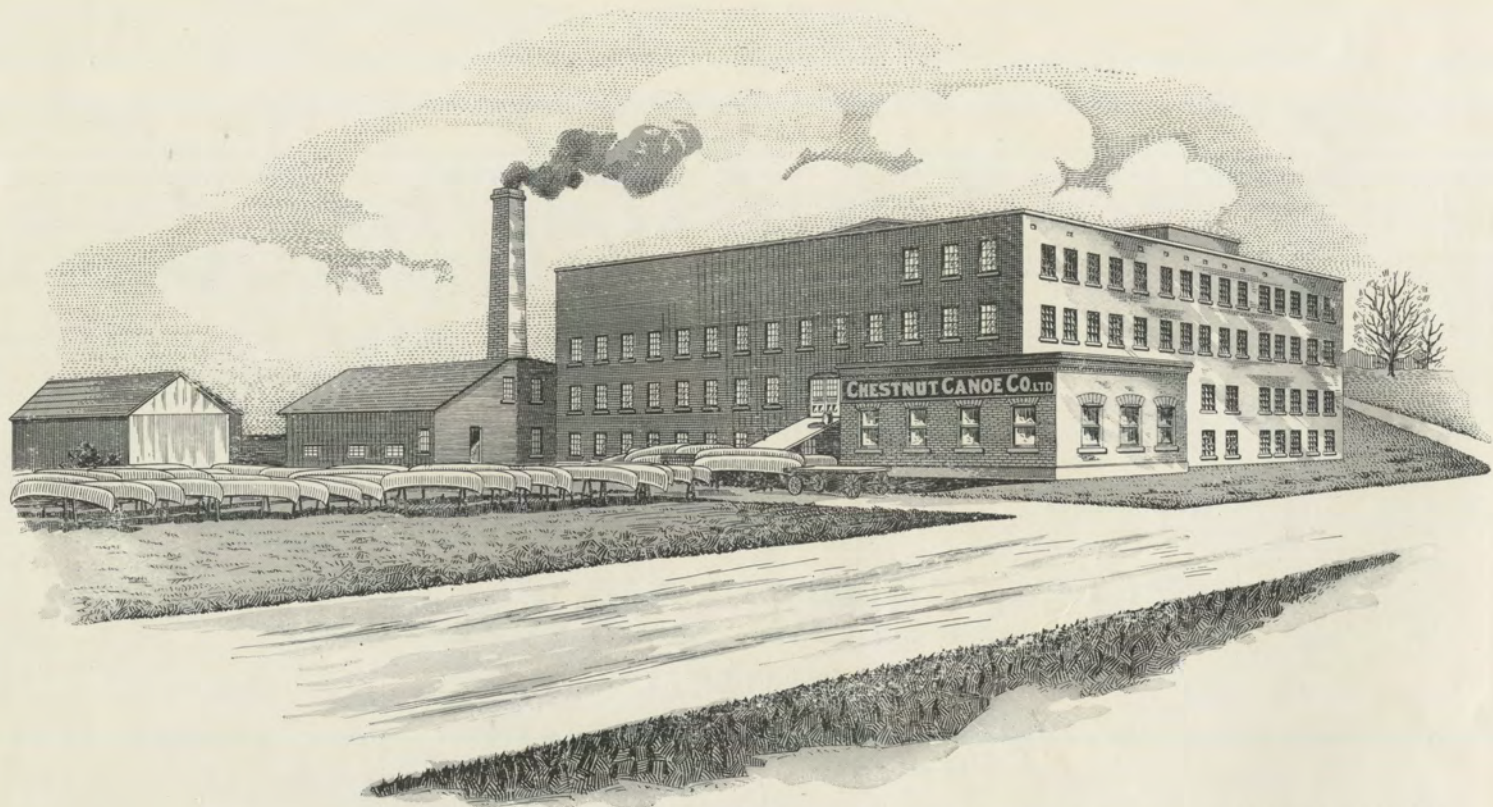
CHESTNUT CANOE CO

▪ ▪ ▪ LIMITED ▪ ▪ ▪

FREDERICTON, N.B.

CATALOGUE B

New Brunswick is where the good canoe cedar grows.



Chestnut Canoe Company Limited, Fredericton, N.B., Canada

Chestnut Canoes

LOOKING BACKWARD

Since we first put canvas canoes on the Canadian market and since our last catalogue was issued, this type of watercraft has come into such universal use that it hardly seems necessary now to describe or explain the construction.

Our earnest desire to constantly improve our goods together with the careful selection of materials, coupled with the best of workmanship has enabled us to retain our lead as manufacturers of canvas covered canoes, and we believe our line of models is larger than that of any other maker either in North America or elsewhere. Many of our models are made in two grades designated as first and second.

The **No. 1** or first grade is made of perfectly clear cedar finished natural and except in the special light weight canoes, canvas is No. 8. The filler in this canvas is brought to a very smooth surface and finished in varnish with bright colors, stock shades being red and green.

The **No. 2** or second grade is made from perfectly sound and good cedar but is not always clear. The finish inside is natural on the smaller canoes as well as on the Prospector models, but the Nestable, Freight and other large models have a painted finish inside.

The Chestnut Canoe Co., Ltd.
Fredericton, N.B.

October 26th, 1926

Dear Sirs :

Would you please send me your catalogue on your canoes. I have used Chestnut canoes during the gold strike at Red Lake, and found they were the only canoe for hardship.

Please send me freight rates to Northern Quebec.

Yours truly,

(Signed) CHARLIE GROLEAU

c/o Amulet Gold Mine,
Rouyn, P.Q.

Chestnut Canoes



Chestnut Featherweight

The acme of perfection has been reached in the construction of our featherweight canoe.

By eliminating every ounce of weight that can possibly be done away with and by using extra light wood, carefully selected as to strength, we are able to produce a strong, sturdy canoe that will carry two men and a load, the weight with light shoe keel being only $34\frac{1}{2}$ to 35 lbs. This weight is a mere nothing on a portage and this craft can easily be taken in to almost inaccessible lakes where the big fish hide and where it is quite necessary to have an easily handled craft to get them.

Built in the first grade only with our standard varnished finish, but can be supplied in dull finish to order at the same price. Has one cane seat in stern, centre bar and bar in bow.

CODE WORD	LENGTH, FT.	WIDTH, INS.	DEPTH, INS.	WEIGHT, LBS.	PRICE WITHOUT PADDLES
Featherweight.....	11	34	$11\frac{3}{4}$	$34\frac{1}{2}$	\$66.00

We will build any of our canoes except the above and our 50-lb. canoe, specially light to order, reducing the weight about 10 lbs. for an extra charge of \$5.

Chestnut Canoes



Our
12-Foot
Canoe



Originally designed for one man and his pack the width and depth are such that it is often used for larger loads. Its shortness is a great advantage in navigating crooked streams and in portaging through heavy brush.

A prime favorite with muskrat hunters. Carried in stock in two grades, both grades having bow and stern cane seats.

TELEGRAPH CODE		LENGTH	WIDTH	DEPTH	WEIGHT	PRICE WITHOUT PADDLES	
1ST GRADE	2ND GRADE					1ST GRADE	2ND GRADE
		FT.	IN.	IN.	LBS.		
Teddy.....	Trapper.....	12	34	14	55	\$66.00	\$60.00

Chestnut Canoes

The Chestnut 50-lb. Special

has been designed to meet a certain demand for an extremely light weight canoe of good carrying capacity and has proved very popular. Owing to its width and flat bottom it is very steady and the ends are low, making it easy to portage through the brush.

The wood for the hull of this canoe is very carefully selected and the canvas used in both grades is lighter than on our regular models and while the canoe is not as strong as our standard grade it will satisfy every reasonable demand and has given the best of service on many hard trips.

On account of the light framework we advise purchasing this canoe with a keel and all our stock is so equipped. Both grades have two cane seats and are priced with keel. Canoe without keel would be \$2.00 less and built to order only.

TELEGRAPH CODE		LENGTH FT.	WIDTH IN.	DEPTH IN.	WEIGHT LBS.	PRICE WITHOUT PADDLES	
1ST GRADE	2ND GRADE					1ST GRADE	2ND GRADE
Bobs.....	Bantam.....	15	37½	12	50	\$78.00	\$72.00



Our 50 lb. special on the Red River.—Courtesy Mr. H. H. Pickering

Mattawa, Ont., April 12th, 1926

The Chestnut Canoe Co., Ltd.,
Fredericton, N.B.

Gentlemen:

Some time last summer I purchased from you one of your canoes and a couple from Grant-Holden-Graham, Ltd., Ottawa. I had on hand at the time about twenty or thirty canoes of all kinds and makes. I have now decided to buy all your canoes this summer for my tourist trade. I will try to sell the other makes of canoes and store only Chestnuts.

I personally planned a trip for some people from Porto Rico. The trip was about five hundred miles—all canoe trip—over very rough water and dirty rivers. One canoe was 16 ft. and the other a 17 ft. Chestnut. The other two canoes were of a different make with the best men in them, and on the return we examined these canoes and found that the Chestnuts were in perfect shape and the other two had to have general repairs and a new canvas on each. One of the party bought the 17 ft. canoe and took it back to Porto Rico with him. This is why I have planned to buy nothing but Chestnut canoes.

I remain, yours very truly,

(Signed) PHILIP E. LAMOTHE.

Chestnut Canoes

Our Pleasure Model Canoe

is unexcelled for general purposes and all round use. All the essentials that go to make up a first-class canoe have been so beautifully embodied in this model that it never fails to please.

It is very roomy with great carrying capacity, safe, light draft, pretty lines, and a very easy paddler and looks well on the water.

TELEGRAPH CODE		LENGTH FT.	WIDTH IN.	DEPTH IN.	WEIGHT LBS.	PRICE WITHOUT PADDLES	
1ST GRADE	2ND GRADE					1ST GRADE	2ND GRADE
Little.....	Peach.....	14	32	11 $\frac{1}{4}$	55	\$ 73.00	\$67.00
Twozer.....	Gooseberry.....	15	33	11 $\frac{1}{2}$	60	76.00	70.00
Ajax.....	Moonlight.....	16	34	11 $\frac{3}{4}$	65	78.00	72.00
Aster.....	Winter.....	17	35	12	70	81.00	74.00
Alpha.....	Evening.....	18	36	12 $\frac{1}{4}$	75	85.00	78.00

Cleveland, Ohio, June 19th, 1928.

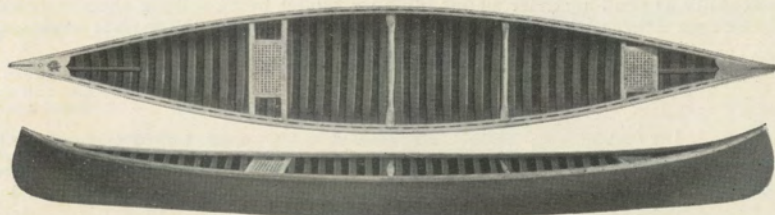
Chestnut Canoe Co., Ltd.,
Fredericton, N. B.

Gentlemen:

I was pleased to note that you published my letter of endorsement on one page of your last catalogue. Everything said there is absolutely true. The fact is—and I am ashamed to admit it—that we Yanks cannot make a canoe as good in this country as the CHESTNUT. We have tried out several and that is our conclusion.

Very truly yours,

(Signed) R. B. NEWCOMB



Chestnut Canoes



Our Cruising Model Canoe

is not quite as good a carrier as our pleasure model being a little sharper towards the ends. It is also a little rounder on the bottom making a fast canoe either with pole or paddle. It is a great favorite for river work and running rapids and is much used by expert canoeists.

Two cane seats are put in all sizes of this model.

TELEGRAPH CODE		LENGTH	WIDTH	DEPTH	WEIGHT	PRICE WITHOUT PADDLES	
1ST GRADE	2ND GRADE					1ST GRADE	2ND GRADE
		FT.	IN.	IN.	LBS.		
Premier.....	Kruger.....	16	34	12	65	\$76.00	\$70.00
Primus.....	Cronje.....	17	35	12¼	70	78.00	72.00
Leader.....	Stoessel.....	18	36	12½	75	81.00	74.00

Chestnut Canoes

Our Guides' Special

is the Cruiser model built with the ribs much closer together than standard making the strongest canvas canoe in the world.

We can close rib any model or grade of canoe to order as per charge in list of extras but aim to always carry the Guides Special in stock.

TELEGRAPH CODE	LENGTH	WIDTH	DEPTH	WEIGHT	PRICE WITHOUT
	FT.	IN.	IN.	lbs.	PADDLES
Boone.....	16	34	12	70	\$75.00
Crocket.....	17	35	12¼	75	77.00
Moses.....	18	36	12½	80	79.00

Sled Lake Forestry Cabin.
Via Big River, Sask.

June 12th, 1927

Dear Sirs:

Wrote you some years previous to this regarding a forestry canoe of which I had and still have charge.

This is the thirteenth year for that "Old Lizzie" and, in new canvas and new paint, she looks and is as good as when she came out of the factory and this district with its rapids and miles of portaging is not by any means an easy one on a canoe.

I have seen some fine canoes of other makes up here and appreciate their qualities, but here, where a canoe is more a beast of burden than a pleasure craft, I'll back my double ribbed Guides, Special CHESTNUT anytime and anywhere.

Sincerely yours,

(Signed) EARLE G. APPLEBY
Ranger



Chestnut Canoes

The Chestnut Sponson or Air Chamber Canoe

put on the market by us in 1905 is now the standard family canoe of Canada. With any ordinary usage it cannot be upset and even when filled with water will support the weight of several people.

The Sponsons or air chambers are strongly constructed and are built along the outside of the canoe, being widest at the centre and tapering gracefully towards the ends. They can be put on the First or Second Grade of any model but for stock we build them on all lengths of the Pleasure Model in the First Grade only.



When the canoe is tipped the sponsons immediately get a bearing on the water, preventing the canoe from going over but when the canoe is on an even keel the sponsons do not touch the water and, therefore, do not interfere in any way with the progress of the canoe.

These craft when equipped with oars and our adjustable rowing seat make a very fine outfit, as they can be either rowed or paddled, and we also fit them with sails and lea boards if desired.

For a family canoe and for use by ladies and children, nothing equals a **Chestnut Sponson Canoe.**

PRICE OF SPONSONS
WILL BE FOUND IN
LIST OF EXTRAS.



Chestnut Canoes



Winners of ladies doubles at Westfield, N. B. August 1922.

Miss Babbitt (bow) Miss Chestnut (stern)

The above canoe known as the **Indian Maiden** is primarily a craft for two for use at Summer Camps, Pleasure Resorts, etc. and is designed for those wishing a jaunty looking distinctive model. Stock canoes are attractively finished in bright colors. Special orders will be striped or finished or lettered according to instructions. This canoe has no centre bar, the whole space amidships being devoted to the comfort of the passenger. Owing to the excessive turn up at bow and stern the method of making the ends is a departure from our regular custom. In this canoe the inside gunwales are set into the decks for a distance of several inches and the outside gunwales are not soft wood for the entire length of the canoe being finished out in hardwood where the heavy curve comes. This arrangement makes an exceedingly strong canoe.

The Indian Maiden is only made in the first grade but is put up in two finishes, the code word Maiden designating spruce gunwales, cedar decks, hardwood bars, etc., and the code word Indian designating gunwales, bars, seat frames, decks, etc., of mahogany. Canoes with mahogany trim made to order only.

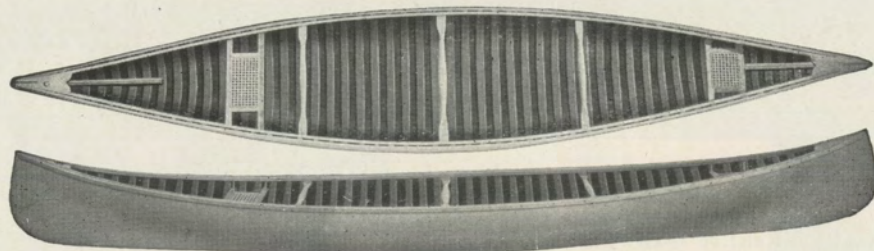
Telegraph Code	Length	Width	Depth	Weight	Price without Paddles.
Indian.....	16 ft.	33	12	75 lbs.	\$100.00
Maiden.....	16 ft.	33	12	70 lbs.	88.00

Chestnut Canoes

Prospectors Model

This is now one of our most popular lines, supplying a demand for canoes larger than our Pleasure or Cruiser models but not quite as large as our Freight canoes.

This model is now made in six sizes offering a most complete range that embodies the good points of both our Pleasure and Cruiser models. These canoes have large carrying capacity but are of light weight considering their size and are built with the second grade finish only, except to order. Canoes both close ribbed and with standard ribbing are carried in stock in all lengths. Each canoe has two cane seats hung well below the gunwales.



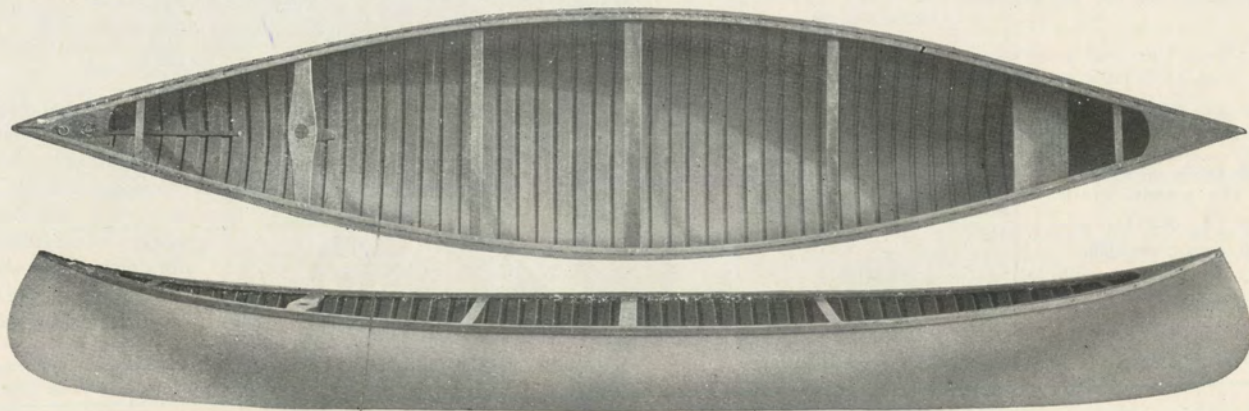
CODE WORD	LENGTH	WIDTH	DEPTH	WEIGHT	PRICE WITHOUT PADDLES
Forest	12 ft.	32 in.	12 in.	50 lbs	\$58.00
Fire	14 ft.	34 in.	13 in.	60 lbs	71.00
Ranger	15 ft.	35 in.	13½ in.	70 lbs	74.00
Fort	16 ft.	36 in.	14 in.	75 lbs	77.00
Garry	17 ft.	37 in.	14½ in.	80 lbs	81.00
Voyageur	18 ft.	38 in.	15 in.	85 lbs	85.00

Extra for close ribbing \$5.00, for keel \$2.00.

Chestnut Canoes

Chestnut Freight Canoes

We have achieved such success with our freight canoes that the transport men in the far North, where most of them are used, will buy no other if they can possibly obtain a Chestnut. These sturdy canoes are made with wide thick ribs, heavier planking than on the smaller canoes, have wood seat, hardwood bars and decks, and sail bar and mast step forward. As per list below we now make six lengths, the first five being made up for stock and the 25 ft. made to order only. Canvas on the first three lengths is No. 6 and on the others No. 4. All lengths are equipped with keel and the 22 ft. has three bilge keels on each side.



Telegraph Code	Lgth	Width	Depth	Weight	Price without paddles	Telegraph Code	Lgth	Width	Depth	Weight	Price without paddles
Hudson	17 ft.	45 in.	17 in.	115 lbs	\$ 88.00	Traffic	20 ft.	52 in.	20 in.	180 lbs	160.00
Bay	18 ft.	46 in.	18 in.	130 lbs	100 00	Daddy	22 ft.	62 in.	24 in.	260 lbs	250 00
Company	19 ft.	51 in.	19 in.	150 lbs	120.00	Rupert	25 ft.	50 in.	23 in.	250 lbs	250.00

Chestnut Canoes

Our "One-Man Canoes"

Our 15 ft. "One-Man Canoe" has proven so popular that we have recently brought out a 13 ft. craft as per dimensions below. In these "One - Man Canoes" the middle bar is placed about 12 inches back of centre so that when the paddler is seated on same, the canoe is on an even keel. Two other bars are placed in position for use with a paddler both bow and stern, but the canoe is put up without cane seats.

We build both lengths for stock in the second grade, using No. 8 canvas, and double open gunwales.



For city trade we will build them to order in the first grade with 24 inch decks and coaming. By sitting on the bottom a fair measure of safety and steadiness may be obtained and it should be a very speedy canoe when used with double paddle.

CODE WORD						PRICE	PRICE
1st GRADE	2nd GRADE	LENGTH	WIDTH	DEPTH	WEIGHT	1st GRADE	2nd GRADE
Robinson	Crusoe	15 ft.	28 in.	12 in.	55 lbs.	\$72.00	\$66.00
	Solitaire	13 ft.	26 in.	11¾ in.	45 lbs.	62.00

Chestnut Canoes

Our 22 foot Fishing Model



Taken at Indian House on the famous Restigouche River.

The canoe shown in the illustration is our 22 ft. Poling and Fishing model brought out by us in 1918. It is an easy running canoe with the paddle in quiet waters, and for poling up rapids, for anchoring and fishing in rapid waters, has proven so popular that we are enlarging the line and building in four sizes as per list below.

The 18 and 20 ft. lengths have bow and stern cane seat. Shoe keel and deep keel supplied to order \$2.00 extra.

The 22 and 24 ft. lengths have shoe keel and bow and stern seats of wood. These seats are easily removable when the guides stand up for poling, and are hung low so that when the guides are sitting down and the sportsman standing up to fish the canoe is safe and steady.

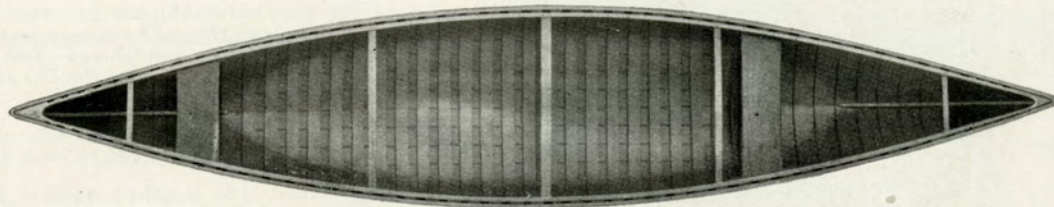
The thwarts in the 24 ft. length are very wide and hung several inches below the gunwales. The 22 ft. length is carried in stock with square stern for outboard motor. On other lengths this will be supplied to order. Extra for square stern is \$8.00

If canoe is to be used for fishing in rapid waters we supply open top anchor rope pulley, either bow or stern, right or left side as specified. Extra for same \$1.00. The finish on all four canoes for stock is our regular No. 2 in grey.

Telegraph Code	Length	Width	Depth	Weight	Price without Paddles.
Trout.....	18 ft.	33 in.	13 in.	80 lbs.	\$ 70.00
Grilse.....	20 ft.	36 "	14 "	95 "	85.00
Salmo.....	22 ft.	38 "	14½ "	140 "	100.00
Salar.....	24 ft.	41 "	15 "	160 "	120.00

Chestnut Canoes

Nestable Canoes



For shipment to remote points where the freight is at great consideration, we have designed a line of canoes that have no tumble home and will therefore, nest one within the other.

They are built with our standard grade of materials, the finish being a painted one, both inside and out. They have double open gunwales and can be nested without removing the decks. To take out or replace the seats and bars is only the matter of a few minutes' work and after the arrival of a shipment the canoes are soon ready for the water.

The lowest classification under which canoes not nested can be shipped by rail freight, is three and one half times first-class rate but, nested canoes, when crated, may be shipped at one and a half times the first-class rate or when boxed, at the first-class rate, the minimum weight, when so shipped, being figured at 800 lbs. On long hauls it is easy to see the great saving in favor of the Nestable Model, provided several canoes are shipped in one nest.

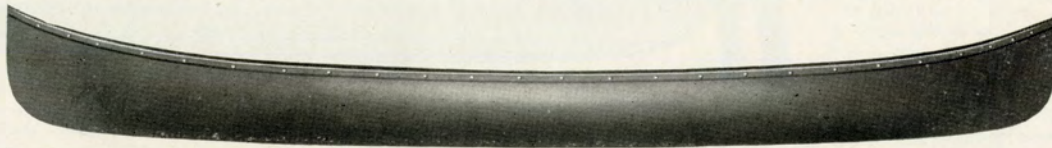
For stock, we only build these canoes in the Second Grade, but will build them in the First Grade on special orders.

Chestnut Canoes

Nestable Canoes—Continued

Owing to the flaring bows and lack of tumble home, the Nestable model is very desirable for use with motor or for towing behind boat equipped with motor. The several lengths have almost the carrying capacity of our regular Chestnut models of equal size, and the Egg and Nest make admirable freight canoes and for stock are equipped with keel, the shorter lengths being supplied without keel unless otherwise ordered. We now build the White, Egg, and Nest for stock with square stern and keel.

Telegraph Code	Length	Width	Depth	Weight	Price without Paddles.
Chicken.....	14 ft.	32 in.	12 in.	55 lbs	\$ 68.00
Yolk.....	15 ft. 3 in.	36½ in.	13½ in.	75 lbs	75.00
White.....	16 ft. 6 in.	41 in.	15 in.	95 lbs	82.00
Egg.....	17 ft. 9 in.	46 in.	17 in.	125 lbs	95.00
Nest.....	19 ft.	51 in.	19 in.	150 lbs	120.00



Chestnut Canoe Co., Ltd.
Fredericton, N.B.

Swastika, Ont., April 11th, 1927

Gentlemen:

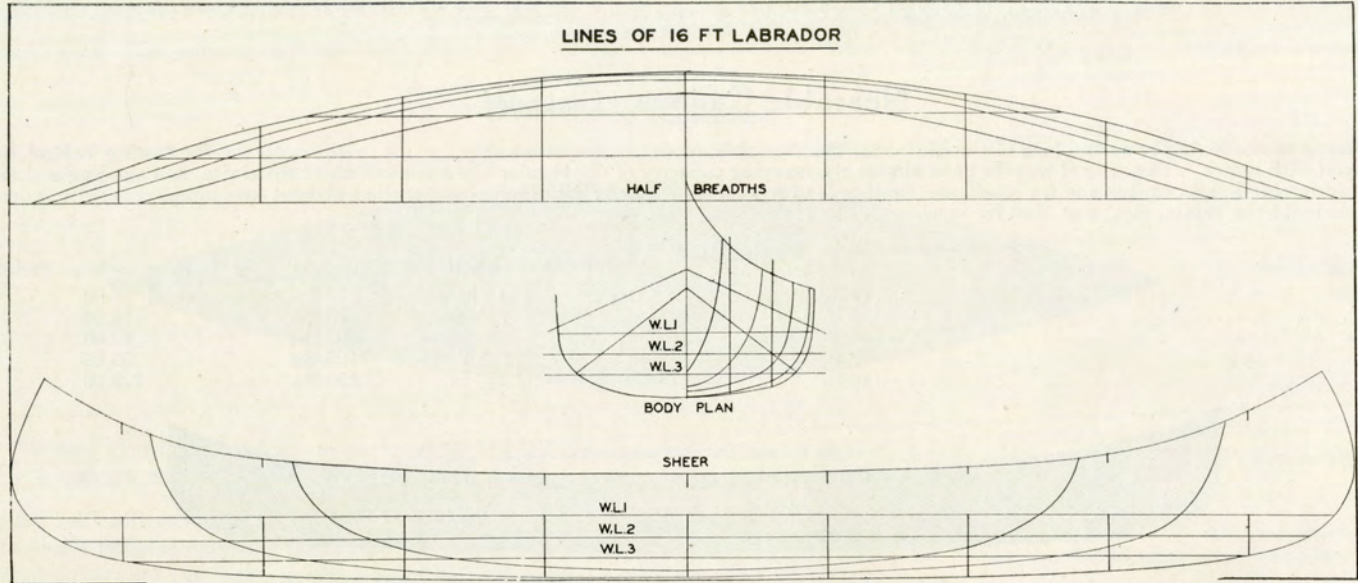
At your earliest convenience please send me your canoe catalogue with price list for 1927.

I might add that I have used your canoes all over Northern Ontario for the last twenty years as a prospector and find that for an all around canoe they can't be beat. Yes I have handled a lot of makes too but give me a Chestnut every time.

Yours respectfully,

(Signed) THOS. ELLISON

Our so called "LABRADOR" model brought out in 1929



This model is for expert canoeists and is essentially a canoe for rapids and crooked streams.

The bottom lines have considerable rise fore and aft thus enabling the course of the canoe to be changed very quickly.

A cross section of the center shows a rounding bottom that makes for speed rather than stability.

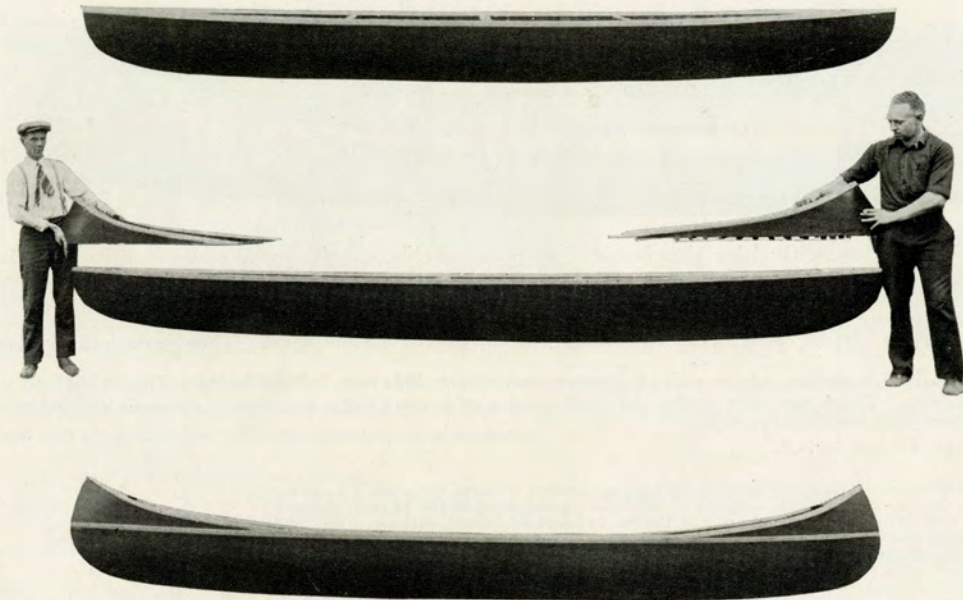
There is no tumble home at any point, and the flaring sides towards the ends throw off the waves in heavy rapids.

Sizes come between our Prospector model and Freighter models.

The 15 and 16 ft. Lengths have two cane seats, with the stern seat placed as far aft as possible. The 18 ft. length has hardwood thwarts only. Standard finish is a smooth green outside, varnished inside. No. 8 canvas on all lengths, and no keel unless to special order.

Telegraph Code Word	Length	Width	Depth	Weight	Prices without Paddles
Manitou.....	15 ft.	34 in.	15 in.	65 lbs.	\$74.00
Mingan.....	16 "	38 "	16 "	75 "	80.00
Moisie.....	18 "	40 "	17 "	95 "	88.00

Chestnut Canoes



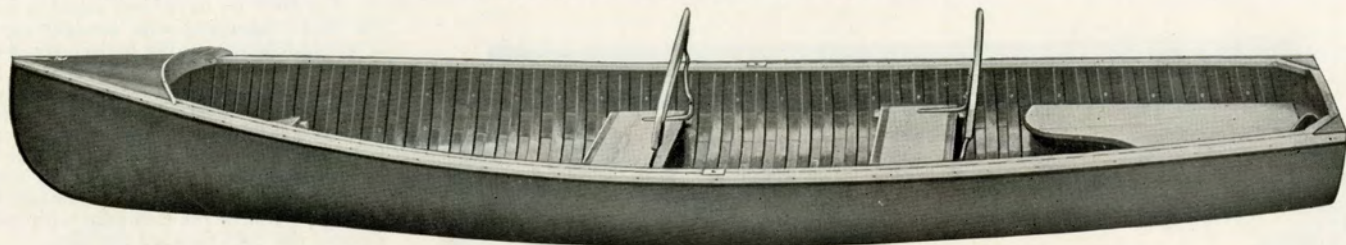
For 1930 we have been asked to build our 18 ft. Labrador with straight top so it will lash snugly to the underbody of the Fairchild hydroplane, cabin type. The illustrations show this canoe, also the removable ends or hoods. These ends are shipped securely fastened inside the hull and upon arrival at destination may be quickly and easily attached both bow and stern, converting the straight top canoe into the original shape of the Labrador with considerable rise both forward and aft.

No special instructions are necessary either to attach or remove the ends. Anyone looking at the outfit will see how the job is to be done, and with the use of a screw driver and a small monkey wrench the work may be accomplished in a very few minutes.

The canvas of the hood laps over the canoe canvas under the straight, outside gunwales, making a watertight and satisfactory joint hidden from the eye. The idea is not so much to provide a canoe for daily transport by air as to supply a craft that may easily be carried to destination by hydroplane, and then in a few minutes be converted to the original model with more or less permanent ends for riding waves, running rapids, etc. This same construction may be supplied on any of our models at an extra charge of \$24.00.

Chestnut Canoes

Chestnut Outboard Boat



We illustrate above a 16 ft. Rowboat designed for use with either oars or outboard motor. This craft is regular canoe construction with cedar ribs and cedar planking and canvas cover. There are seats at both bow and stern and also two seats amidships. These latter seats have folding backrests and when the boat is used with outboard motor the occupants of the centre seats face forward and have a comfortable support for their backs.

When the boat is to be used for rowing the backs may be easily detached as they just slip off the upright arms. These arms fold down on the seats to be out of the way of the rower.

The standard equipment of this boat is one pair of oarlocks and one pair of spruce spoon oars. This boat is built in the regular type and we also build it with invisible sponsons or air chambers. These sponsons render the boat particularly safe as it is practically impossible to upset it and even when filled with water it will support the weight of several persons.

Chestnut Canoe Co. Ltd., Fredericton, N.B.

Dear Sirs:—

For the past ten fire seasons this Association has been using over one hundred Chestnut Canoes for fire ranging purposes in the Ottawa River territory. We have standardized on the 14 foot Pleasure Model, the 15 and 16 foot Prospectors' Model and the 18 foot Prospectors' Model, with deep keel and cut-off stern for outboard motor and for freighting purposes.

Our Inspectors and rangers have, through their long experience, acquired an expert knowledge of canoes of various types and the writer has no hesitation in saying that the Chestnut Canoes seem to satisfy our men better than any other canoe they have used to date.

Yours truly,

THE OTTAWA RIVER FOREST PROTECTIVE ASSN. LTD.

ARTHUR H. GRAHAM, General Manager

Chestnut Canoes



One of our illustrations shows two adults sitting on the side and even then the boat shows considerable freeboard. This special feature for safety recommends the boat particularly to those looking for something safe for summer camps, etc., where the boat is often used by children or those not very familiar with the handling of watercraft.

Telegraph Code Word for boat	Length	Width	Depth	Weight	Price
without sponsons "Rowboat"	16 ft.	44"	15 in. amidships 30 in. bow	135 lbs.	\$110.00
With sponsons "Safety"	16 ft.	46½"	15 in. amidships 30 in. bow	200 lbs.	140.00

Chestnut Canoes



The canoe illustrated herewith is a distinct departure in model from the ordinary run of canvas canoes. It is straight on the sides like a log canoe and as it carries its full width almost from end to end it will carry much larger loads than canoes of the same length that taper quickly from the centre to sharp ends.

It is a particularly good model in the square stern for use with outboard motor. The 26 ft. length with 10 H. P. engine maintained an average speed of over 12 miles per hour when driven up heavy rapids with over 800 lbs. in the canoe.

Telegraph Code Word	Length	Width	Depth	Weight	Price
Dugout	20 ft.	33"	13"	110 lbs.	\$ 90.00
Pirogue	26 ft.	37½"	15"	170 lbs.	140.00

Both these canoes are made for stock with shoe keel. If anchor rope pulley is required same will be attached to order, price \$1.00 extra.

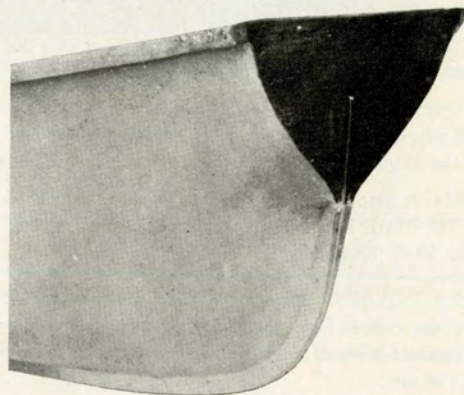
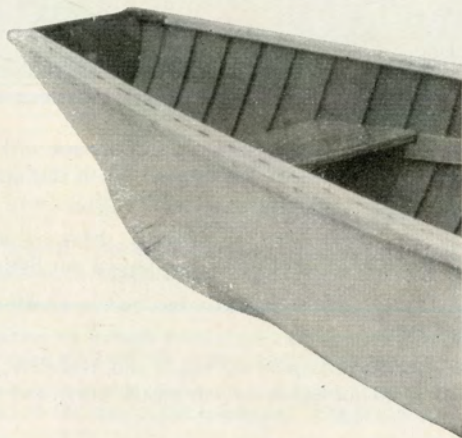
Chestnut Canoes

Square Stern Canoes

The wonderful development and improvement in outboard motors has created a great demand for square stern canoes. We have experimented with different styles of square stern and are now making all of these canoes with the type of stern illustrated herewith.

The advantage of this stern is that while it will handle any standard outboard motor, the canoe below the waterline is just the same as a sharp stern canoe and handles the same with either pole or paddle.

We can build any of our models to order with square stern but are stocking them in all lengths of Freights canoes and in the Prospector model in lengths of 16, 17 and 18 ft. The extra charge for square stern on any model is \$8.00.



Chestnut Canoes



The illustrations herewith show our 18 ft. Freight canoe made with square stern and converted into a pleasure canoe for use with outboard motor. We often take a square stern Freight canoe and put in same removable cross seats and full width back rests. With this arrangement one attains the acme of comfort, and, owing to the width and depth of these Freight canoes they are very safe as a pleasure craft.

The seats are supported on full length risers which have to be put in when the canoe is being constructed, hence these outfits are only put up to order. The extra for risers, removable seats and full width back rests is \$10.00 and they may be provided for in any of our Freight canoes although the 18 ft. length is the most popular.

If a No. 1 or varnished finish is required on the canvas, there would be another extra of \$10.00.

While these canoes have large carrying capacity, they are easily lifted out of the water and turned up on the beach and, therefore, constitute a most convenient style of craft for use with outboard motor, and, being canvas covered they do not leak when left on the beach and exposed to the rays of the sun.

Chestnut Canoes

Keels

We put keels on any canoe to order, also outside stems of hardwood. A keel can be attached to a canoe at any time, but a canoe for outside stems should be built accordingly from the very start.

If canoe is ordered with "keel" we supply a narrow hardwood keel, about one inch in depth. This stiffens the bottom very much, and we strongly recommend it for lively canoes as well as large sponson canoes.

If "shoe keel" is ordered what we supply is $\frac{1}{2}$ inch thick, 3 inches wide at the centre, and tapering towards the ends. This is a great protection in rocky waters, and unquestionably lengthens the life of a canoe very materially.

Our price for outside stems is \$2.50 per pair, for either style of keel, \$2.00, if attached to the canoe when it is being built. When keels are attached to canoes that have been warehoused, the charge will be \$3 as we have to cart the canoes back to the Factory, unpack same, attach keel, paint and re-pack canoe and re-cart to the Warehouse.



Style A



Style B

Maple and Spruce Paddles from 4 $\frac{1}{2}$ to 6 Feet

Style A or B, first quality \$2.00 each, 2nd quality \$1.50 each. Selected birdseye maple from \$3.00 to \$4.00 each. Ontario pattern paddles or any special style supplied to order.

All paddles are filled and varnished in first-class shape. The first grade are the best obtainable, and the second grade 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 with thumb screws, and can be removed in a few seconds.

For rowing sponson canoes we supply oars and detachable rowlocks. These rowlocks fit on plates and are screwed into hardwood blocks that are fastened on the tops of the sponsons. For prices see list of extras.

Chestnut Canoes

Canoe Chairs

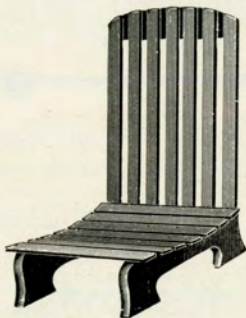
Our Canoe Chair has a folding back that in use is rested against a thwart. It and our slat back rest are both made of hardwood and will be found strong, comfortable and serviceable.

All our canoes have ring in bow deck for tying purposes. Towing rings placed nearer the water line will be attached to order.

All canoes are properly packed for shipment, free of charge. If crating is required in addition to hay or straw and burlap the crate will be charged for according to size, the average price being \$5.00.

Extras

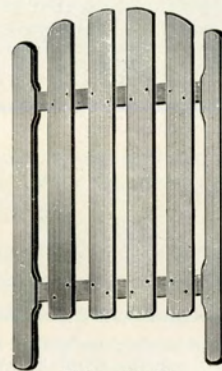
Sponsons, on Pleasure model canoes.....	\$20.00
“ “ Prospector model canoes	25.00
“ “ Freight model canoes	30.00
Close ribbing, any grade or model	5.00
Removable cross bar for sail, with brass fasteners.....	2.00
Mast step and screws.....	.80
Oars, brass rowlocks and blocks for Sponson Canoes.....	14.00
Medium or long decks.....	\$8.00-10.00
Building deeper than standard, per in. Prospector model or smaller	2.00
Building deeper than standard, per in. larger than Prospector models	4.00
Rowing Seat, adjustable.....	3.00
Sails, lateen or sprit.....	14.00
Spruce canoe poles	2.00
“ “ “ with steel socket	3.00



Price \$3.00



Cedar Neck Yoke 4.00



Price \$1.00

Chestnut Canoes

Repairs

One of the many advantages of our way of building over the ordinary method is that our canoe is much more easily repaired in case of damage.

It is difficult to break or cut the canvas but, should this happen, a temporary repair may be made of gum or pitch or any sticky substance. A permanent repair is best made with marine glue or surgeon's plaster, or both. If a very large hole is to be fixed a canvas patch should be used, which is best if put under the canoe canvas. It may be fastened with tacks or marine glue or both. When making a long trip away from civilization, we recommend taking surgeons' plaster or a repair outfit. We put these latter up consisting of canvas for patching, tacks of different length, and a can of marine glue.



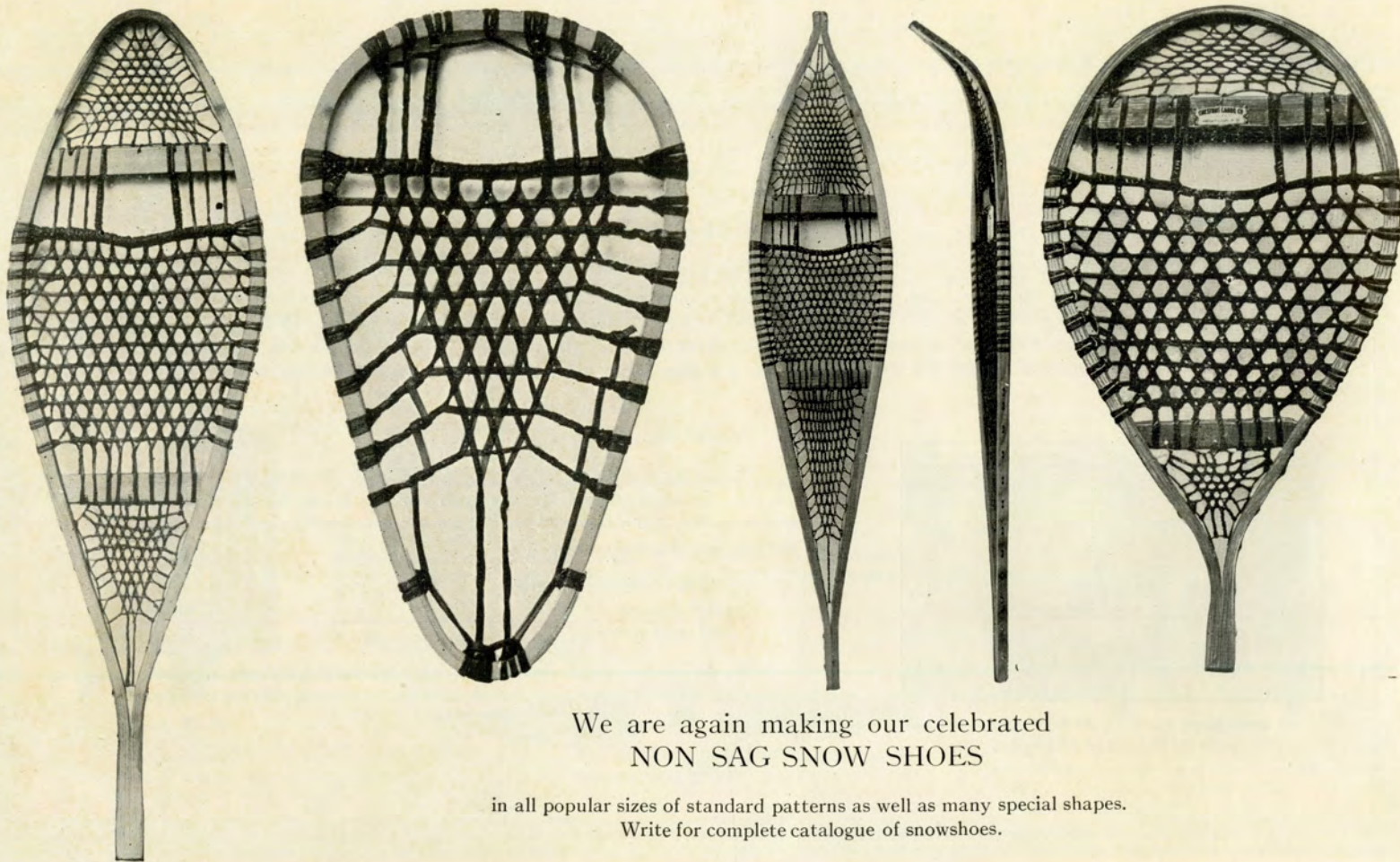
The above photo shows an old bark canoe, which has been discarded in favor of a "Chestnut Canoe"

Price of Repair Outfit.....\$1.00

For those wishing to finish their canoes with the same material that we use, we have put up in cans, both red and green, flat color for first grade canoes, spar varnish to cover same and best quality lead and oil paint for our second grade canoes.

1 pint flat color, red or green.....\$1.50
1 quart varnish..... 2.00
1 pint slate paint..... 1.00

We are pleased at all times to receive letters and criticisms from users of our canoes, and appreciate photos suitable for making cuts for catalogue work.



We are again making our celebrated
NON SAG SNOW SHOES

in all popular sizes of standard patterns as well as many special shapes.
Write for complete catalogue of snowshoes.





THE illustrations show our 18 ft. Labrador model canoe when lashed for transport to the Fairchild hydroplane, also the canoe after it has been transported and "set up" for use.

A canvas cover is fastened over the top of the canoe and around the hull, so that the waves from the pontoons cannot wash into the canoe.

Our 18 ft. Labrador model seems well adapted for aerial transport and we carry this canoe in stock with this special construction, but can make any other model to order if allowed about four weeks time.

INTERPROVINCIAL AIRWAYS LIMITED

LAC A LA TORTUE

COUNTY, CHAMPLAIN, P. Q.

P. L. JOBIDON,
Chestnut Canoes,
7, Rue Notre-Dame,
Quebec.

DEAR SIR:—

As promised, please find one set of six prints showing your 18 ft. canoe as carried on our aircraft.

It may interest you to know that this 18 ft. freighter can be attached to our aircraft with a minimum of trouble and that it only retards the speed of the aircraft about seven miles per hour. We have recently delivered several of these canoes by air into remote parts of the North Shore of the St. Lawrence, a distance of 228 miles in 2 hours and 10 minutes, you can readily see what a great advantage this means of transportation has over the old portage method.

Yours very truly,

K. F. SAUNDERS,
Mng. Flying Div.