

188
189
190
191
192
193

Old Town Canoes

1923

K.D.O.W.



OLD TOWN CANOE COMPANY

OLD TOWN, MAINE, U. S. A.

DEALERS EVERYWHERE

TABULATED
CANOE PRICE LIST
FOR CONVENIENT
COMPARISON

Pages 22 and 23

TRADE-MARK
REGISTERED



UNITED STATES
PATENT OFFICE

COLOR
ILLUSTRATIONS
OF TWELVE
POPULAR MODELS
Pages 4 to 16 inclusive

NAMEPLATE—IMPORTANT

We urge all purchasers of "OLD TOWN" CANOES to assure themselves of the genuine by our trade-marked nameplate as shown. This nameplate is on the bow deck of every genuine "OLD TOWN" CANOE and the only way to avoid the substitution of an inferior canoe by unscrupulous dealers is to insist on the nameplate. REMEMBER the name, "OLD TOWN" CANOE, and the name of the manufacturers, OLD TOWN CANOE COMPANY.

PACIFIC COAST AND CANADIAN AGENCIES

PACIFIC COAST

San Francisco, Cal.	Weeks-Howe-Emerson Co.
Los Angeles, Cal.	 D. J. Daze & Son
Seattle, Wash.	 Piper & Taft
Portland, Oregon	 The Beebe Co.

CANADA

Quebec	Chinie Hardware Co.
Montreal	Henry Morgan Co.
Toronto	T. Eaton Co.

CANADA

Ottawa	Hurd & Co.
Hudson's Bay Co.	At their various posts
Winnipeg	Miller-Morse Hdwe. Co., Ltd.

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Printed in U. S. A.

"Water Ways for Pleasure Days"

Being the 1923 Catalog of

"Old Town"



CANVAS COVERED CANOES
BOATS AND EQUIPMENT

"Water Ways for Pleasure Days"

The INDIAN AND HIS Canoe



DID you ever think that of all the primitive implements of the Indian none has survived civilization in a recognizable form except his canoe? The test of time and the ingenuity of the white man have found nothing of comparable size superior to his model of a water craft, be it for pleasure or for service on stream, river, lake or ocean bay. Until, however, there was substituted cotton duck or canvas for his birch-bark covering, the use of canoes was restricted to those localities

where the materials could be easily obtained, and where there were Indian workmen to apply them. Improvisation of a better covering and improvement in methods of construction now provide the canvas-covered canoe, but fundamentally in lines and model the water craft of the red man survives.

It is the adaptability of the canoe which makes it so universally needed, and for some purposes, like cruising in the far reaches of our north country, no other craft can be used. Best of all the canoe furnishes means of enjoying that waterway or body of water which lies nearest each of us, and whether it be lake or pond, stream, river or bay, the pleasure of water travel is not denied. An afternoon's paddle can take one far from the toils and turmoil of the town, and affords association with nature than which nothing is more conducive to quiet thoughts, a happy mind, a good appetite and resultant red corpuscles. He who ever on a summer's night has dipped his paddle and pushed far out under the still moonlight to drift in the full freedom of quiet and-appreciation of nature's composure, realizes that the canoe

is the tangible cause for all his wonder and delight, and the charm of canoeing once partaken of holds its victim enthralled ever afterwards. It is in cruising, however, that the canoeist reaches the height of his hopes; and to follow the ways traversed by the native red man a century and more back, to live by a camp-fire as he lived, and to make shelter wherever night overtakes, is to understand the independence of the savage and know the truth of self-reliance.

The DEVELOPMENT of the CANVAS CANOE

THE birch-bark canoe, the Indian's water craft, early won the admiration of the whites because of its lightness (rendering portages less toilsome), its ease of propulsion and, for the aesthetic, its gracefulness on the water. Like almost all primeval implements, however, it was prone to defects. And particularly even when built in the most careful manner, one might spring a leak because of a severe bump or by the pitch running through exposure to the sun. Then, too, the difficulty of procuring bark restricted extensive manufacture. Obviously the whole trouble came from the covering, but it was not until within three decades that cotton duck or canvas was substituted.

As this innovation had its origin in the haunts of the "OLD TOWN INDIANS" it is appropriate that we should name our canoe the "OLD TOWN CANOE." These Indians still retain their cleverness in canoe building and the number of them in our employ seems to give to our

"in Old Town Canoes"

canoes something of the old Indian romance as felt by Hiawatha in the lines given us by Longfellow:

"I a light canoe will build me,
That will float upon the water,
Like a yellow leaf in Autumn,
Like a yellow water lily."



The "birch bark" (canoe) like the tomahawk, wigwam and bow and arrow is now only known in Indian tradition and museums, but the "OLD TOWN CANOE" will perpetuate gratitude to the Indian for his invention of this typically American water craft. The simplicity of an Indian's life is visualized to us when we understand how easy it is to own and use and maintain a canoe.

It is this primitive canoe of the Indian which we have modernized by substituting canvas for bark, metal fastenings for wood fastenings; we have added symmetry and perfectness in model where necessarily his lines lacked uniformity;

materials best adapted to canoe requirements have been selected; and a corps of workmen has been carefully trained all to the end that the "OLD TOWN CANOE" shall symbolize perfectness of model, top notch of quality, and the minimum of cost.

There no longer is any question of permanency in the use of this type of water craft. Canoe Clubs are being organized over the entire country and their commodious and sumptuous Club Houses indicate the deep hold this water sport has gained. While fifteen years ago except in a few localities canoeing was an unpracticed art, to-day there is hardly a water course without its devotees to the sport, and as the numbers increase organization is made into clubs whereby enthusiasm is accentuated by regattas, water carnivals and camping trips.

In practical work the canoe offers the best and in some cases the only means for exploration, hunting, etc. Scores of "OLD TOWN CANOES" have gone into Northern Ontario for miners' use in prospecting, while from Alaska the report reaches us that "OLD TOWN CANOES" can always be depended on in hard service.

To learn to paddle is as easy as to learn to row and the extreme simplicity in the means of guiding and propelling a canoe is what has made its use so popular and widespread. If you spend your summer near the water and have not experienced the exhilaration of canoeing you have a joy to look forward to. This year you can double the charm of your outing and make an inseparable, ever ready and inexpensive companion by acquiring an "OLD TOWN CANOE."



"Old Town 'OTCA MODEL' Canoe"

The "Otca" model is the widest, deepest and roomiest. These features make it the steadiest, safest and most capacious canoe that we build. The floor is flat and wide, and carried far into the ends. The sides are convex, thus producing a handsome tumble-home. Is equipped with 20" long decks having low combing or deck end finish, and only with open gunwales. Not built for speed but for comfort, safety and fine appearance.

The model is suited for any use under any conditions, anywhere. It paddles easily, will carry the largest load comfortably, can handle a maximum sail area. Prices page 22. Extras page 24. Above canoe in Special Color Design No. 11 (two weeks) costs \$10.50 extra. Dark Blue Body, Orange Border Stripe, ½" Gold Stripe, Turned Down Ends with Scroll Filling. Design adaptable to any other model or your choice of color combinations. Stock Color Dark Green.



"Old Town 'H. W. MODEL' Canoe"

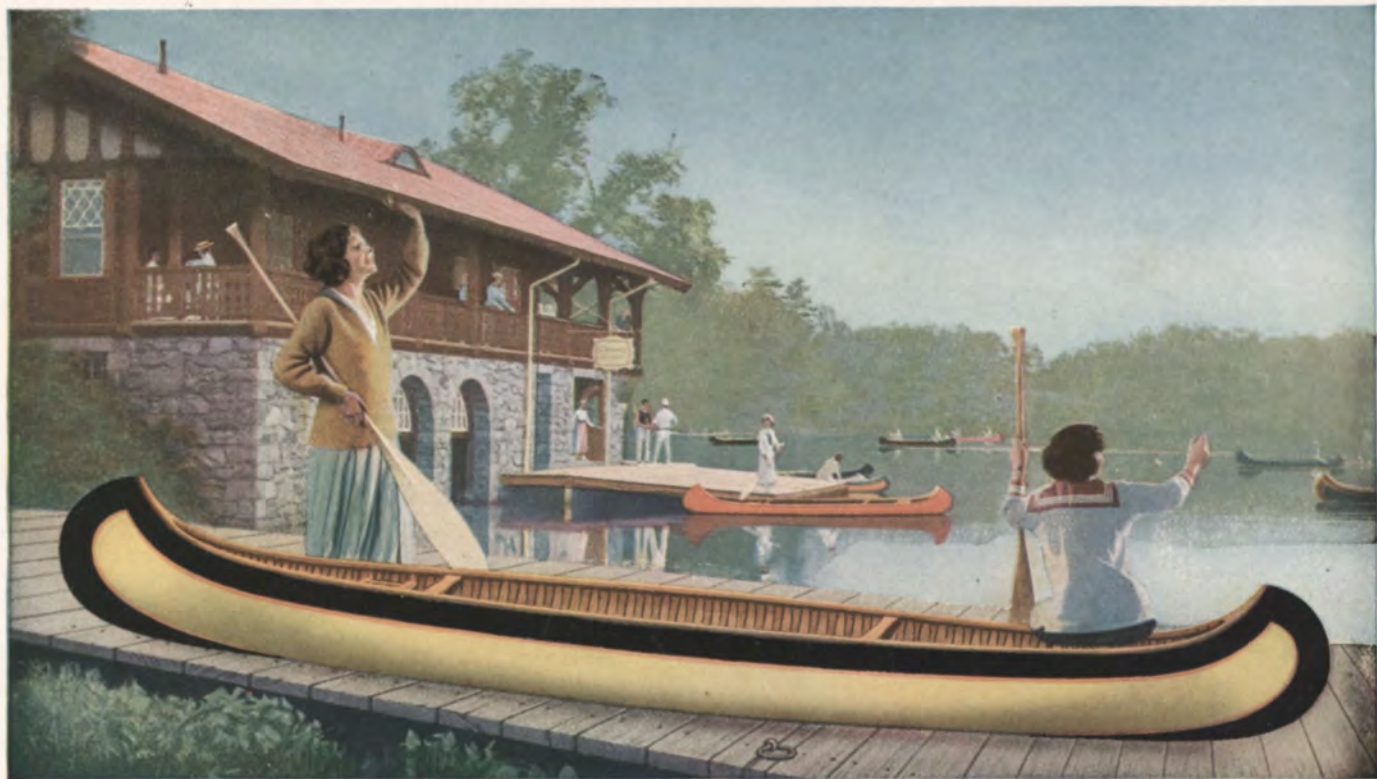
Instead of having a perfectly flat floor the H. W. Model tends toward the shape of the well-known salt water yawl boat below the water line. This shape gives more draft and hence greater steadiness in windy waters. In heavy winds and ocean swells more draft is required than for river use in order to give stability and ease in handling.

Extra fullness at bow and stern enables this model to ride over large waves instead of cutting through them as in the case of a canoe with sharp ends. For cruising, carrying heavy loads, for use on large rivers, lakes, ponds and salt water, this is an excellent canoe. It's a good sailer. Prices page 22. Extras page 24. Above canoe in Special Color Design No. 12 (two weeks) costs \$8.50 extra. Dark Brown Body, Light Brown Border Stripe, $\frac{1}{2}$ " Gold Stripe Turned Down. Design adaptable to any other model or your choice of color combinations. Stock Color Dark Green.



"Old Town 'CHARLES RIVER MODEL' Canoe"

As indicated by the name, this model is designed for use on rivers. Its flat floor gives the minimum draft and great steadiness. We do not recommend it for use on salt water or large lakes where heavy winds would be encountered, as it does not displace enough water to hold its course as well as a canoe not so flat. For any use but this, however, it has every requisite demanded by a canoe connoisseur. In its lines are speed and gracefulness, and it responds with ease and quickness to every movement of the paddle. The sides have a slight tumble-home. The ends curve with the gracefulness given by the Indians to their bark canoes. A canoe of shapely outline, steadiness, speed and popularity. Prices page 22. Extras page 24. Above canoe in Color Design No. 13 (two weeks) costs \$11.50 extra, adaptable to any model. Black Body, Blue, White, Red, White, Green, White and Yellow Stripes. Your choice of stripe colors. Stock Color Dark Green.



"Old Town 'YANKEE MODEL' Canoe"

Steadiness comes nearly as much from length as from width. Hence the seventeen and eighteen footers are steadier than the sixteen footers. To meet the demand for a sixteen foot canoe with as near as possible the stability of the longer canoes this "Yankee" model was designed. We recommend it to those who let canoes and prefer the sixteen foot length because it is so broad it can be entrusted to those who are not accustomed to handling water craft. It will behave admirably and vie with any canoe in beauty. Is an excellent fishing canoe and for carrying large loads.

Prices page 22. Extras page 24. Canoe above in Special Color design No. 16 (two weeks) costs \$8.00. Yellow Body, Ebony Border Stripe, $\frac{1}{2}$ " Orange Stripe Turned Down. Design adapted to any other model or your choice of color combinations. Stock Color Dark Green.



"Old Town 'IDEAL MODEL' Canoe"

Here is a canoe of surpassing refinement and distinction. It is the regular Charles River Model in A. A. Grade, with open mahogany gunwales and fitted with the special feature of Half Ribs. Embodies charm of beauty in appearance and utility. The practical features of open gunwales and half ribs, with high quality, stamp it as the canoe par excellence.

Page 20 shows diagram of Half Ribs. They are fitted between the regular ribs before canvassing and are secured by tacks driven from the outside and firmly clinched. The lengths of these half ribs conform to the flatness of the floor of the canoe. Supplied in any other model to order (four weeks) for \$4.00. Prices page 22. Extras page 24. Above canoe in Color Design No. 14 (two weeks) costs \$8.00 extra, adaptable to any model. White Enamel Body (\$4.00), $\frac{3}{4}$ " Yale Blue Stripe with Greek Ends (\$4.00). Any Body Color except White no charge. Stock Color Dark Green.



"Old Town 'SPONSON' Canoe"

If you keep away from the water because of distrust of the ordinary rowboat or canoe, try this canoe. Boys and men, because of its safety, use it even more readily than the regular canoe. Girls' summer camps have scores of them. It is named "Sponson" from the air chambers built out each side and extending from stem to stern. Amidships the sponsons are 4" wide, 5" deep. This ample size doubles the air space and buoyancy as compared with smaller designs. They add about 25 lbs. in weight. They are clear of the water and touch the water only when the canoe is careened.

Canoe above is Dark Red Color (oneweek). Stock Color Dark Green. Prices page 22. Extras page 24. Stock Sponson Canoes built on H. W. Model. Sponsons built to order (three weeks) on any models for \$20.00 except 20 ft. canoe (page 11) cost is \$25.00. Rowlocks can be added for use separately or at the same time with paddles. Rowing equipment page 26.



"Old Town '15-FOOT 50-LB. MODEL' Canoe"

To meet some requirements of camping and cruising there is a demand for an extra-light, one-man canoe, *i.e.*, a canoe not burdensome in portaging and capable of carrying one man and his equipment or two men with a light load. This canoe has been tried out for the past ten years under most exacting conditions from Newfoundland to California and from Hudson Bay territory to Florida. All materials correspond to the standard C. S. Grade (page 18). The planking is $\frac{3}{8}$ inch thick and the ribs are $\frac{1}{4}$ inch thick, tapered at the ends and spaced $1\frac{1}{2}$ inches apart. A removable middle thwart for carrying is included and the bow seat is bolted close to gunwales, thus permitting omission of the bow thwart. Canvas is No. 10.

Prices page 22. Extras page 24. Canoe above is illustrated in Stock Color Dark Green. Some users prefer this model without keel. If keel is to be omitted the order should so specify. No change in price for omitting the keel.



"Old Town 'GUIDE'S SPECIAL MODEL' Canoe"

This canoe is for the use of guides and sportsmen. Has broad lines through its entire length to give steadiness and carrying capacity and a flat floor far into the ends to make it float light and go easily over the shallow places. A fast, steady canoe that is never cranky. Many directors of boys' summer camps select the "Guide's Special" for their entire flotilla.

On this model No. 6 canvas, two numbers heavier than on the other models, is used. A third or G. S. Grade is supplied, differing from the C. S. Grade only in having for finish coat on the canvas a tough enduring paint in place of varnish. For fishing, hunting and woods camping trips this G. S. Grade is available at slightly less cost than next better grade.

Prices page 23. Extras page 24. Slate Color (above) or Dark Green, both G. S. Grade, ready for shipment with or without keel. A. A. and C. S. Grades stocked only with keel, Dark Green Color. Other colors any grade ten days.



"Old Town"

This outfit is adaptable to any canoe. Consists of booms and tackle for hoisting and lowering, Mast Seat and serve same purpose as centerboard. Each leeboard blade a heavy bronze angle bracket which in turn is screwed to the locations in the canoe or to canoes of different beams and is securely held to the gunwales by hook bolts with thumb nuts. The entire outfit can be installed instantly and when not in use can be taken apart and stored in the canoe. The blades swing on the pivot bolts like pendulums and enough tension should be put on the thumb nuts to hold the blades perpendicularly but permit of their swinging up if an obstruction is encountered under water. Prices page 24. All metal parts brass or bronze.

SAILING EQUIPMENT

Lateen Type Sail, completely rigged with mast and Step for supporting the mast, and Leeboards which is fastened by pivot bolt, with tension wing nut, to cross arm. The cross arm is adjustable to varying



"Old Town 'SQUARE STERN MODEL' Canoe" (For Motors)

The widespread use of portable engines induced us to design a canoe more practical for carrying such engines than the regular type of paddling canoe. The square stern is strongly fastened and braced with long-armed, sturdy knees. To it can be clamped the standard makes of Rowboat Motors. Breadth at stern gives a buoyancy which offsets the engine weight and the dragging down tendency of the propeller. Bow is strengthened by an outside stem and usual brass bang-plate. Keel is tapered from 3" wide at stern to 1" at bow and is $\frac{7}{8}$ " deep. Heavy No. 6 canvas is used. Prices page 23. Extras page 24. Canoe above is illustrated in Stock Color Dark Green. This model is stocked with sponsons as shown above. A few users prefer it without sponsons of which also prompt shipment can be made. Price includes seats, as illustrated, painter ring, floor rack and one pair brass rowlocks. Oars ($7\frac{1}{2}$ foot) cost \$4.50 per pair. Stern seat is adjustable to side location.



"Old Town 'WAR' Canoes"

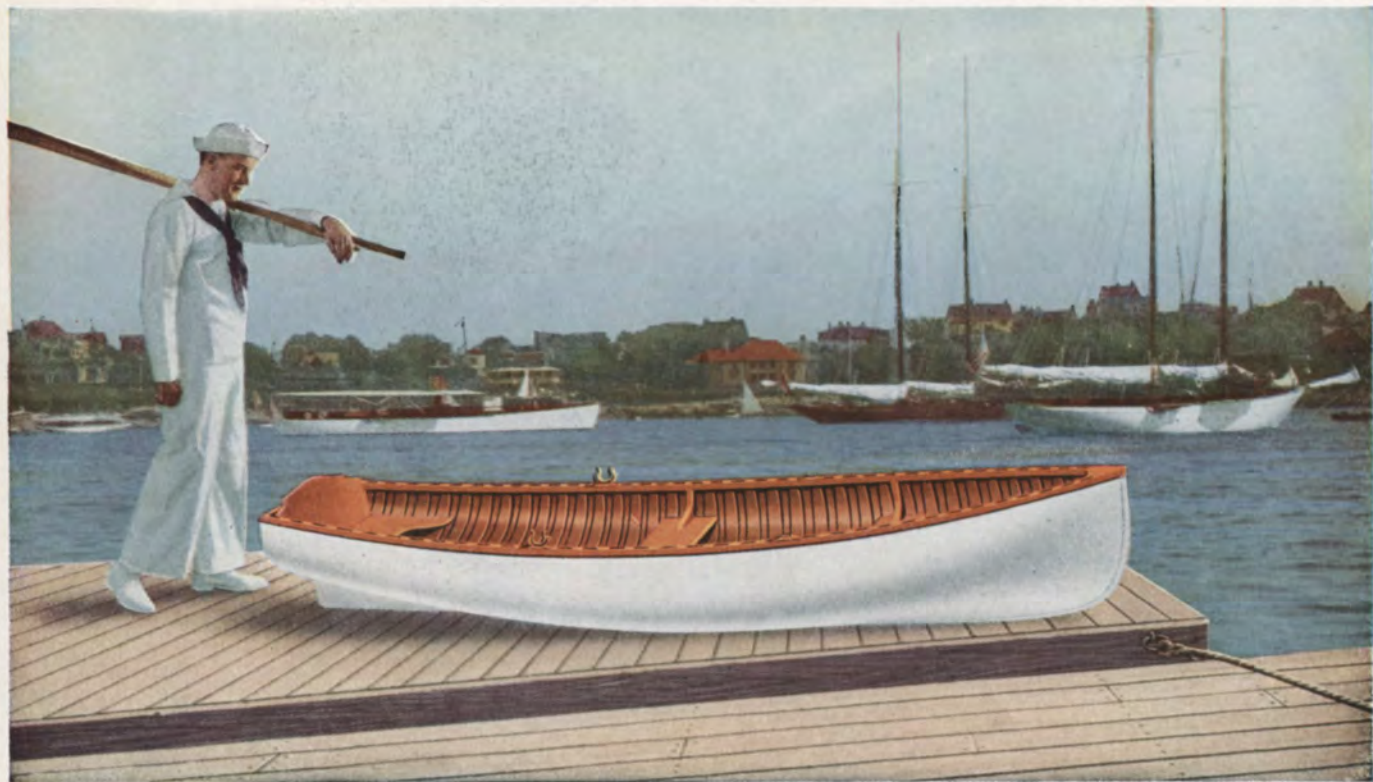
Boys' or girls' summer camps and canoe clubs in general are hardly complete now without one or more war canoes. They are always available for groups to go off on picnics and excursions even of several days' duration. Nothing is better in training for team work or unity of action and nothing is prettier than the even rhythmic sweep of a dozen or more paddlers driving a War Canoe with lusty strokes at top speed. They are strongly braced, equipped with keel and outside stems, 30" long decks, heavy spruce open gunwales, stern seat for coxswain, thwarts 4" wide spaced 27" apart for paddlers. Prices (page 23) include any Standard Color, and packing and loading for shipment. These canoes must be loaded in end door or wide side door cars, consequently they take a higher freight rate. Freight rates on request. Above canoe in Yellow Stripe edged in Black, costs \$5.00 extra. Body Color Bright Red. Allow three weeks for 25 ft. or 34 ft. length.



***"Old Town"* CANVAS-COVERED, DOUBLE-END BOAT**

Here are the good qualities of a wooden boat without the disadvantage of a wooden boat. There never is need of first swelling the wood to make the hull water-tight. The canvas covering of No. 6 canvas keeps out the water. The canoe style of construction with cedar ribs and planking makes for lightness. The width and flatness of floor assures steadiness. The depth gives ample capacity and freeboard. It's a good, practical, comfortable, family boat, steady and staunch.

Paddles can be used as well as oars. The shallow draft offers exceedingly slight resistance to the water, making it an easy boat for women and children to handle. It's an ideal boat for fishing. Frequently sponsons are added, costing \$20.00 extra (allow three weeks). Prices page 23. Extras page 24. Regular equipment includes Rudder, 4 Seats, 2 Back Rests, 2 pair Swivel Rowlocks, Keel and Outside Stems. Stock Color Dark Green. For price oars and paddles see page 26.



"Old Town" CANVAS-COVERED DINGHY OR YACHT TENDER

This dinghy is always water-tight. Can be left on deck or hung from the davits for days without affecting its non-leak canvas covering. Will carry a large load, handle easily and tow well. It has the same style of construction as in our canoes, *i.e.*, cedar ribs and planking covered with heavy No. 6 canvas in the 9 ft. and No. 4 canvas in the 11½ ft. All woodwork is finished natural color. Canvas is enamelled Dark Green in stock but any color furnished in ten days.

It is built with open gunwales to facilitate washing out and furnished with bilge keels for added protection to bottom. Prices page 23. Regular equipment includes Rudder, 2 pair Polished Brass Rowlocks attached (in C. S. Grade Galvanized Rowlocks), Seats, Back Board, Davit Rings and Towing Ring. In A. A. Grade trimmings are of mahogany, in C. S. Grade of hardwood and spruce. For price oars see page 26. For White Color as above add \$4.00.

Some REASONS for "Old Town Canoe" DEPENDABILITY

IT is under the canvas that things occur which determine a canoe's life and worth. In particular, the lengths of the planking, if they are in long pieces, or jointed here and there like patchwork, tell almost the whole story. There is a word used here in Maine that aptly describes as "hogged" a canoe which has gone out of shape because of patchwork planking. You perhaps recall the curve a teter-board takes when it is loaded at each end—this is the shape the bottom of a canoe takes when carrying a bow and stern paddler, if there is patchwork planking in the hull. The possibility of a canoe's "hogging" is also increased by using ribs sparingly to save cost. All "OLD TOWN CANOES" have their full quota of ribs, to which are fastened long lengths of planking. A "hogged" canoe drags water at the stern and paddles not much better than a raft.

See with what regularity the copper tacks are driven—one or more tacks in the center and a tack at each edge of every piece of planking in each rib—all firmly clinched on the inside. Attention to these details is what has given "OLD TOWN CANOES" their universal reputation for strength, rigidity and longevity.

In building a canoe all ribs are steamed to make them pliable, then they are bent over a form or mould. To insure

retention of shape in the canoe even after long use there must be allowed a full period for the ribs to dry out and set in before the hull is removed from the form. The allowance of this full period to "OLD TOWN CANOES" explains why they remain true to their original lines and never round down on the bottom or fall in at the sides after years of service.

To the manufacture of canvas-covered canoes, boats and equipment our entire attention is given, and should the variety we make—complete as we believe it is—not include the model or style in construction you wish to obtain, our equipment of experienced men, modern machinery and ample materials is at your service.

The uniformity of our products is protected by a fully maintained stock of raw materials. These are coming in to us at all times under purchases at the most favorable prices so that we are able to take advantage of quantity buying with resultant low selling prices. You get the benefit of this. Every item in the catalog carries our guarantee of quality—you take absolutely no risk—and with our record of more than 70,000 satisfied "OLD TOWN CANOE" owners you can know that this guarantee protects you fully.



SHOWING "Old Town Canoe" SYSTEM OF PLANKING AND TACKING

GRADES of "Old Town Canoes"

"OLD TOWN CANOES" are made in two grades, known as "A. A." and "C. S."; the distinction between the two being in the selection of materials, the wood trimming and the finish. There is also a difference in price.

A. A. GRADE

THIS grade provides a mahogany trimmed canoe and in designating A. A. Grade the purchaser assures himself of our very best production. All materials are of the highest order procurable. Planking and ribs are carefully selected, of uniform color, and without any imperfections; gunwales, decks, thwarts and seat frames are of straight-grained, selected, genuine mahogany; bang plates of brass and fastenings throughout of copper and brass. Stocked only with open gunwales.

Every detail in the matching of woods and in finish is accomplished with painstaking care to the end that the completed product will permit of no adverse criticism. This grade will satisfy the most exacting.

A. A. Grade means the highest possible quality of materials and our most expert workmanship.

C. S. GRADE

THIS grade provides a hardwood trimmed canoe of thorough construction, good finish, and with the omission of no detail essential to strength, serviceableness and long wear. No shaky or unsound lumber is used, but the planking and ribs are subject to slight discolorations, small knots, etc. Planking and ribs are of cedar; gunwales and rails of spruce; decks, thwarts and seat frames of oak, birch or ash; bang plates of polished brass, and fastenings throughout of brass, copper and galvanized iron. Canvas of the same quality as in A. A. Grade.

For general use where superior finish is not desired C. S. Grade provides a common-sense canoe of guaranteed dependability.

Because of its popularity in price this Grade has brought "Old Town Canoes" to users all over the world.

MODELS of "Old Town Canoes"

IN the foregoing pages there are shown in colors the different models of "OLD TOWN CANOES" and Boats with an appropriate setting for each illustration. The pleasing outlines shaped in true Indian form and the symmetrical dimensions are at once apparent. The pictures could not be made large enough to distinguish clearly between the broad ampleness of the "Otca" Model as compared with the slimmer, sharper, speedier "Charles River" Model and the intermediate general utility design of the "H. W." Model. Following these are the other models built each to fill an exact demand but with each capable of all around general service. Special features in "OLD TOWN CANOES" include lowered bow seats for comfort and increased stableness, and wide range of colors and decorative designs adaptable to any models. Above all else you are certain of getting a reliable dependable craft of which you always will be proud and which you never will have any regrets for having purchased.

SPECIFICATIONS of "Old Town Canoes"

RIBS

Of White Cedar, the toughest light weight wood obtainable, $\frac{5}{16}$ inch thick, 2 inches wide spaced $1\frac{1}{2}$ inches apart. Ends tapered.

PLANKING

Of finest quality straight-grained red cedar $\frac{5}{8}$ inch thick. Smooth laid in long lengths with tight joints.

GUNWALES

All canoes and boats are stocked with newest type of open gunwales, which make washing out easier. Some canoes also stocked with standard type of closed gunwales having side rails and top rails.

DECKS

Sixteen inches long except "Otca" model (page 4). Longer decks supplied to order (page 24).

STEMS

Ash, straight grained.

SEATS AND THWARTS

Seats have wood frames with cane filling. Bow seat dropped on 4 inch bolts. Stern seat and thwarts bolted close to gunwales. Thwarts located and spaced as shown in illustrations of each model. Middle thwarts where not

shown furnished without extra charge if specified when order is placed. Seats and thwarts easily removable.

KEEL

On all stock models except those shown otherwise on pages 10 and 11. Depth of keel $\frac{3}{4}$ inch. It runs full length of canoe and well under bang plates.

CANVAS

No. 8 seamless canvas on all "OLD TOWN CANOES" except the "50 pound" (page 10) has No. 10 to provide lightness and the "Guide's Special Canoe" (page 11) has No. 6 to withstand the heaviest and severest service. Be cautious about buying a 16-foot or longer canoe which hasn't No. 8 canvas on it.

FILLER

The canvas is made waterproof and smooth with all trace of texture removed by a hard drying, flint-like filler

FINISH

The woodwork inside and outside is finished in natural wood color with waterproof varnish. The canvas is finished to an enamel-like surface of high gloss with waterproof varnish. Variety in color with name, striping and similar decorations is available. See page 25 for particulars.

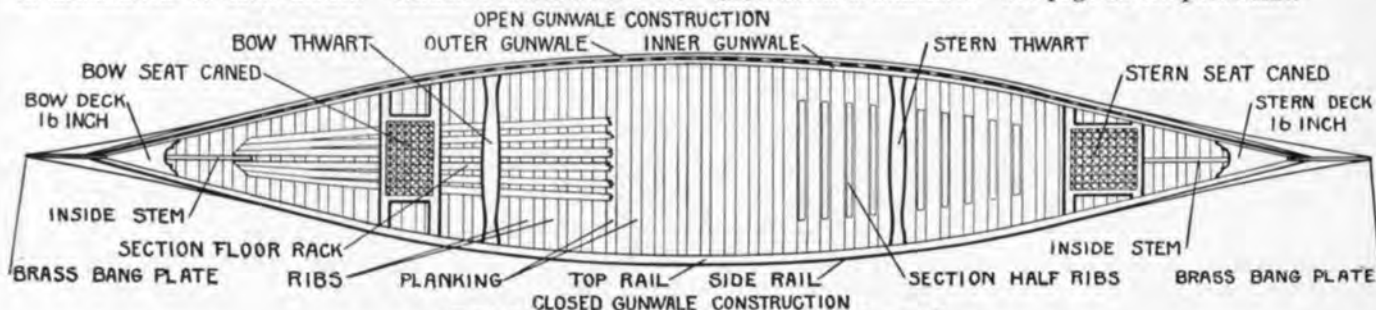
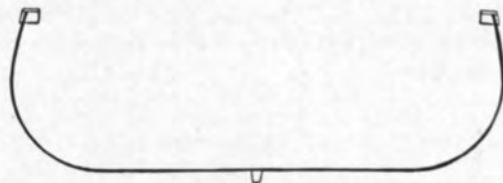


DIAGRAM of the "Old Town Canoe"

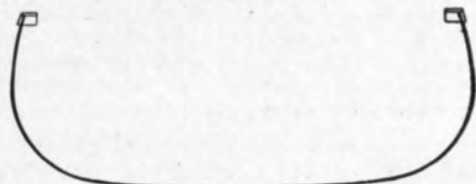
CROSS SECTIONS AMIDSHIPS of "*Old Town Canoe*" MODELS



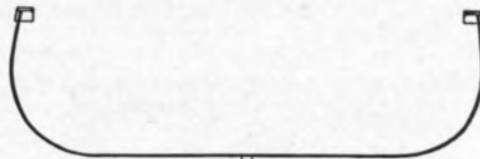
17 ft. "Otca" Model



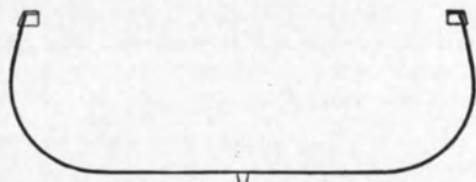
16 ft. "Yankee" Model



17 ft. "H. W." Model



15 ft. "50-lb." Model



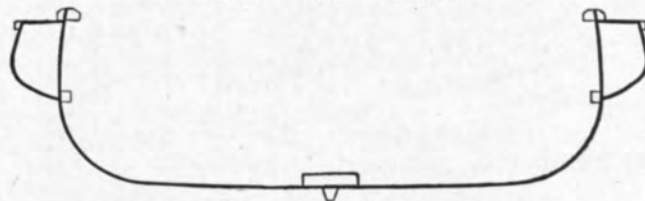
17 ft. "Charles River" Model



18 ft. "Guide's" Model



17 ft. "Sponson" Model



16 ft. "Square Stern Sponson" Model

INFORMATION FOR ORDERING "Old Town Canoes"

CANOES READY FOR IMMEDIATE USE

All canoes as priced are in complete readiness for use except for equipment. Paddles and other items of equipment are priced separately as shown on page 26. There are extras as enumerated on page 24 which may be incorporated in canoes to give beauty, distinctiveness

and utility. None of these extras delays shipment except those having this mark (*) before them (allow six to ten days) and except half ribs (allow four weeks) which must be secured to inside of hull before canvassing.

COLORS

Dark Green is recognized as the standard popular color for canoes. We aim to be ready to give shipment the day order reaches us of any stock model canoe or boat in this color. We intend also to carry a stock of canoes colored Light Green and Dark Red. During rush season it is well to give second choice. Any special color (allow ten

days) will be furnished to order, if sample of shade is supplied, at no extra charge except White for which see page 25. The usual colors are shown in preceding colored illustrations of the different models. For special decoration, striping, names, etc., see page 25.

SPECIAL CANOES

When canoes are wanted varying in width or depth from stock models it is necessary to build them as special orders, requiring about five weeks' time and extra cost. Our varied assortment of models

provides a particular canoe for almost every use but we are glad to quote prices on special canoes on receipt of specifications.

TERMS

Remittance in full should accompany order in form of certified check, bank draft, express or post office money order, payable to Old Town Canoe Co. Shipments will be sent under draft with Bill of Lading attached or by express C. O. D. if the order is accompanied by a

remittance of 25% or more of its value. If shipment is to go under draft, kindly give name of bank where you wish draft collected. The name of your bank is desired only for your convenience. We guarantee complete satisfaction and for our integrity refer you to any bank in Maine.

PACKING AND SHIPPING

Prices quoted for canoes and boats include packing in loose hay and burlap and delivery to the transportation company. For crating there will be a reasonable charge based on actual labor and material used. The usual cost for crating is \$5.00. Canoes for export must

be crated to meet requirements of ocean traffic. Less than 5 per cent. of the canoes shipped last year to points in this country and Canada were crated. Shipments are generally made by freight. Express charges are three to four times as much as freight charges.

DEALERS

In all cities and other canoeing centers representative dealers stock "OLD TOWN CANOES." You can place your order with your dealer and at the same prices as catalogued plus transportation charges.

If you wish to know the name of our agent in your locality or the one nearest to you please write us for it. If there isn't an agent to supply you, send your order direct to us and get immediate shipment.

APPROXIMATE FREIGHT CHARGES

Approximate freight rates to points in New England	Per 100 lbs. \$3.25 to \$5.00
Approximate freight rates to points in North Atlantic States	4.00 to 6.00

Approximate freight rates to points beyond above States and east of the Mississippi River	Per 100 lbs. \$4.50 to \$10.00
Approximate freight rates to points west of the Mississippi River to the Pacific	7.00 to 15.00

PRICES, DIMENSIONS AND WEIGHTS OF "OLD TOWN CANOES" AND BOATS

Length Extreme	Width Extreme	Depth Amidships	Approx. Weight	Approx. Weight Packed	For export. (see note page 23)		A. A. Grade (see p. 18) with keel		C. S. Grade (see page 18) with keel			
					Approx. Weight Crated	Approx. Cubic Measurements	With Open Mahogany Gunwales	Telegraph Code Word	With Open Spruce Gunwales	Telegraph Code Word	With Closed Spruce Gunwales	Telegraph Code Word
OTCA MODEL												
16 ft.	34½ in.	12 in.	75 lbs.	135 lbs.	255 lbs.	125 ft.	\$72.00	Otcam	\$62.00	Otcaler		
17 "	35 "	13 "	80 "	145 "	285 "	140 "	75.00	Otcapt	65.00	Otcasem		
18 "	37 "	13 "	85 "	155 "	310 "	155 "	78.00	Otcaret	68.00	Otcaret		
H. W. MODEL												
15 ft.	31 in.	11½ in.	60 lbs.	120 lbs.	225 lbs.	115 ft.	\$68.00	Ahanging	\$58.00	Ahefting	\$54.00	Hefting
16 "	33 "	12 "	65 "	130 "	250 "	125 "	68.00	Ahatching	58.00	Ahealing	54.00	Healing
17 "	34 "	13 "	70 "	140 "	275 "	140 "	71.00	Aharboring	61.00	Ahectoring	57.00	Hectoring
18 "	34½ "	13 "	75 "	150 "	300 "	150 "	74.00	Ahalting	64.00	Ahelping	60.00	Helping
CHARLES RIVER MODEL												
16 ft.	32½ in.	12 in.	65 lbs.	130 lbs.	250 lbs.	125 ft.	\$68.00	Aramping	\$58.00	Arebuffing		
17 "	34 "	12 "	70 "	140 "	275 "	140 "	71.00	Araining	61.00	Arecovering		
18 "	35 "	12½ "	75 "	150 "	300 "	150 "	74.00	Aratching	64.00	Areturning		
IDEAL MODEL												
16 ft.	32½ in.	12 in.	67 lbs.	135 lbs.	250 lbs.	125 ft.	\$71.00	Geramping				
17 "	34 "	12 "	72 "	145 "	275 "	140 "	74.00	Geraining				
18 "	35 "	12½ "	77 "	155 "	300 "	150 "	77.00	Geratching				
SPONSON MODEL												
16 ft.	41 in.	12 in.	95 lbs.	160 lbs.	300 lbs.	150 ft.	\$86.00	Asponal	\$76.00	Asespon		
17 "	42 "	13 "	103 "	175 "	325 "	160 "	89.00	Asponainet	79.00	Aseotspon		
18 "	43 "	13 "	110 "	195 "	350 "	175 "	92.00	Asponasah	82.00	Aseinespon		
YANKEE MODEL												
16 ft.	36 in.	12 in.	67 lbs.	140 lbs.	250 lbs.	130 ft.	\$70.00	Apanering	\$60.00	Apenoding		
50 Lb. MODEL												
15 ft.	34½ in.	11 in.	52 lbs.	120 lbs.	210 lbs.	115 ft.	\$68.00	Alamping	\$58.00	Alighting		

In Writing Order Give Length, Grade, Model, Color, Price, and Style of Gunwales. Also Extras and Equipment.

IN STANDARD LENGTHS, GRADES, MODELS AND GUNWALES

Length Extreme	Width Extreme	Depth Amidships	Approx. Weight	Approx. Weight Packed	Forexport.(see note page 23)		A. A. Grade(see page 18) with keel		C. S. Grade (see page 18) with keel			
					Approx. Weight Crated	Approx. Cubic Measurements	With Open Mahogany Gunwales	Telegraph Code Word	With Open Spruce Gunwales	Telegraph Code Word	With Closed Spruce Gunwales	Telegraph Code Word
GUIDE'S SPECIAL MODEL												
18 ft. 20 "	36 in. 39½ "	13 in. 13½ "	85 lbs. 94 "	150 lbs. 170 "	300 lbs. 350 "	155 ft. 180 "	\$74.00 80.00	Acader Ataging	\$64.00 70.00	Aspert Alegger		
This model is also stocked in a Third Grade, called G. S. Grade, as follows:												
18 ft. 20 "	36 in. 39½ "	13 in. 13½ "	85 lbs. 94 "	150 lbs. 170 "	300 lbs. 350 "	155 ft. 180 "				G. S. Grade (see page 11) with keel \$59.00 Aguidet \$55.00 Guiding 65.00 Atoter 61.00 Toting		
18 ft. 20 "	36 in. 39½ "	13 in. 13½ "	83 lbs. 92 "	150 lbs. 170 "	300 lbs. 350 "	155 ft. 180 "				G. S. Grade (see page 11) without keel \$59.00 Aguilu 55.00 Guideus 65.00 Aguidemt 61.00 Guideto		
SQUARE STERN MODEL												
16 ft.	40 in.	13 in.	145 lbs.	200 lbs.	300 lbs.	155 ft.	\$ 92.00	Starnsquar	\$80.00	Squarstern		
Square Stern Sponson Canoe												
16 ft.	47 in.	13 in.	180 lbs.	250 "	350 "	180 "	110.00	Starnspon	98.00	Sponsstern		
WAR CANOES												
25 ft. 34 "	41 in. 44 "	14½ in. 15 "	190 lbs. 300 "	320 lbs. 420 "	500 lbs. 600 "	256 ft. 370 "	6 to 11 paddlers 12 to 21 "		\$125.00 225.00	Remmac Cammer		
DOUBLE-END BOAT												
16 ft.	38 in.	14½ in.	100 lbs.	185 lbs.	300 lbs.	155 ft.	\$77.00	Taober	\$67.00	Berbac		
DINGHY												
9 ft. 11½ "	45 in. 50 "	16 in. 18 "	82 lbs. 125 "	150 lbs. 185 "	200 lbs. 250 "	95 ft. 130 "	\$84.00 92.00	Ninshield Rewot	\$74.00 82.00	Crownin Tower		

All prices are for canoes and boats in stock colors, see page 21. There is no extra charge for special colors except white, see page 25. Special colors delay shipments one to two weeks. All prices are F. O. B. Old Town, and include packing in loose hay and burlap but not crating. For specifications see page 19. For cross sections see page 20. For extras, fancy striping, monograms, names, etc., see pages 24 and 25. For equipments see page 26. For refinishing items see page 28. Approximate freight rates page 21. Note: Export shipments. Canoes for export can be crated in pairs at a saving of about 40% of the cubic measurements. Export crating charge is \$5.00 for each canoe whether crated singly or in pairs.

In Writing Order Give Length, Grade, Model, Color, Price, and Style of Gunwales. Also Extras and Equipment.

EXTRAS for "Old Town Canoes"

Although each canoe as priced in this catalog is equipped with every necessary feature, there are extras in the way of additional parts which many canoeists desire. These extras are desirable because of the greater utility, distinctiveness

and beauty which they provide. In the following list you may find several items which you wish incorporated in your canoe. Where added time is required to supply any item it is noted by the mark (*) indicating six to ten days.

Floor Rack in AA Grade canoe except Ideal . . .	No charge
Floor Rack in CS Grade canoe . . .	\$2.00
*Outside Stems . . .	3.00
Brass Painter Ring . . .	.75
Brass Bang Plate, full length of keel . . .	2.00
Half Ribs (allow four weeks, except Ideal Model) . . .	4.00
*Double Gunwales, Mahogany, instead of open . . .	4.00
*Closed Gunwales, Mahogany, instead of open . . .	No charge
*Rub Rails, Mahogany, only on AA Grade canoe . . .	5.00
*Rub Rails, Hardwood, only on CS Grade canoe . . .	4.00
Thwart, Mahogany, 5 in. wide for AA Grade canoe . . .	1.50
Thwart, Hardwood, 5 in. wide for CS Grade canoe . . .	1.25

*Long Decks, Mahogany, 30 in. only in AA Grade canoe . . .	\$12.00
*Long Decks, Mahogany, 42 in. only in AA Grade canoe . . .	17.00
*Long Decks, Mahogany, 48 in. only in AA Grade canoe . . .	23.00
*Long Decks, Mahogany, 60 in. only in AA Grade canoe . . .	35.00
*Long Decks, Hardwood, 30 in. only in CS Grade canoe . . .	9.00
*Long Decks, Hardwood, 42 in. only in CS Grade canoe . . .	14.00
*Long Decks, Hardwood, 48 in. only in CS Grade canoe . . .	20.00
*Long Decks, Hardwood, 60 in. only in CS Grade canoe . . .	28.00
*Long Decks, Birds-eye Maple . . .	Same prices as Mahogany
*Bilge Keels, one each side center keel, per pair . . .	4.00
Air Tanks, Copper, under long decks . . .	15.00
Air Tanks, Galvanized Iron, under long decks . . .	10.00

SAILING EQUIPMENT

On page 12 our standard sailing outfit is illustrated and this shows the rig which most canoeists use, as follows:— Mast Seat and Step in place of regular bow seat, Lateen Sail, and Leeboards. Steering may be done with a paddle

or rudder. If other types of sails are wanted we usually can quote price if full description and dimensions are given in inquiry. Any of these items also sold separately at prices shown.

Mast Seat and Step installed in place of bow seat . . .	\$2.00
Mast Seat and Step separate from canoe (illustrated page 27) . . .	3.00
Rudder complete with fastenings (illustrated page 27) . . .	4.00
Leeboards (same style fits both regular and sponson canoes) . . .	8.50

Lateen Sail complete with mast and booms, standard size area about 45 sq. ft.	\$16.00
Lateen Sail, as above, area about 55 sq. ft.	18.00
Lateen Sail, as above, area about 65 sq. ft.	21.00
Leg-o'-Mutton Sail, area about 65 sq. ft.	23.00

SPECIAL SAILING CANOE WITH CENTERBOARD

Some canoeists prefer a centerboard to leeboards. This device has to be built permanently into the canoe. The wellway is between the bow seat and middle thwart. It is handsomely made. Must be installed here at the factory.

The centerboard itself is of bronze, is hinged so as to be adjustable and swings clear up into the canoe. The maximum exposed area is 192 square inches. Stock outfit is as follows. All items adapted to other models of canoes.

17 ft. A. A. Grade, Otca Model, Dark Green, Low ends	
Keel 4 in. wide, $\frac{3}{4}$ in. deep	\$75.00
Mast seat and step	2.00

Centerboard complete	\$40.00
Rudder with rope and pulleys	5.00
Leg-o'-Mutton Sail, area about 65 sq. ft.	23.00

NAMES, MONOGRAMS, STRIPINGS

Shaded gold transfer letters $2\frac{1}{2}$ inches high are regularly used for applying names to canoes. Generally the name is placed on both sides of bow or on left bow and right stern. Names also put on in colors in plain letters at same price per letter. Monogram of your description or to sketch in either gold or colors at costs shown below. Usually letters 4 inches high are used for monograms.

Single initial letters in gold cost \$1.00 each.

The embellishment of canoes by monograms, names, stripes, etc., is increasing in favor every season. It permits of giving your canoe a touch of individuality obtainable in no other way.

Quotations on special lettering furnished on receipt of designs or descriptions.

Special color, except White	No charge
* White Color, enameled	\$4.00
Name in Gold or Color, usual lettering, per letter	.15
* Special Lettering, 2 in. to 4 in. high, Gold or Color	\$2.00 to 4.00
* Monogram, two or three letters, once	3.00
* Monogram, two or three letters, twice	5.00
* Color Design dark red canoe on front cover with checkered stripe and circular emblem (specify initial letter desired if any)	15.00
* Same Design with emblem omitted	12.00

Items with this mark (*) involve special work requiring 6 to 12 days before shipment.

* Color Design dark green canoe on front cover with dark blue border, gold stripe between with flower design	\$10.50
* Gold Stripe, $\frac{1}{2}$ in.	3.50
* Gold Stripe, $\frac{1}{2}$ in. edged	4.50
* Gold Stripe, $\frac{1}{2}$ in. turned down	4.50
* Gold Stripe, $\frac{1}{2}$ in. turned down, edged	5.50
* Color Stripe, $\frac{1}{2}$ in. to 4 in.	3.00
* Color Stripe, edged	4.00
* Color Stripe, turned down, or border stripe	4.00
* Color Stripe, turned down, edged	5.00

For illustrations see colored pages 4 to 16.



PRICE LIST Miscellaneous "Old Town Canoe" EQUIPMENT

PADDLE, single, spruce or maple 6" to 7" blade	\$ 2.00	CUSHIONS, Life Preserver	\$ 1.50
PADDLE, single, spruce or maple 8" blade	2.25	FLAG POLE SOCKET, flush	.50
COPPER TIP on paddle	.30	FLAG POLE, mahogany.	.80
PADDLE, double, spruce, friction joint	5.50	FLAG POLE AND SOCKET, nickel	1.00
PADDLE, double, spruce, friction joint, spoon	6.50	BACK REST, slat, spruce	1.00
RUBBER DRIP CUPS for double paddle	.40	BACK REST, slat, mahogany	1.50
SETTING POLE with Pick	2.00	BACK REST, slat, spruce, double width	1.50
ROWLOCKS, polished brass, swivel for sponson canoe	3.50	BACK REST, slat, mahogany, double width	2.25
ROWLOCKS, polished brass, side plate for regular canoe	3.00	BACK REST, cane, hardwood frame	2.00
OARS, straight blade, per foot (usually 7 ft.) leathered, varnished and copper tipped	.30	BACK REST, cane, mahogany frame	2.50
OARS, spoon blade, per foot (usually 7 ft.) leathered, varnished and copper tipped	.40	CHAIR, folding slat, spruce	2.25
ROWING SEAT WITH FOOT BRACE, hardwood	3.50	CHAIR, folding cane, hardwood	3.50
ROWING SEAT WITH FOOT BRACE, mahogany	4.50	CHAIR, folding cane, mahogany	4.50
CARPET, 12 ft. Axminster	10.00	CARRYING YOKE	3.00
CARPET, 14 ft. Jute	6.50	RUDDER	4.00
CARPET, 70" x 34", felt, woven multicolored	8.00	FLOOR RACK (specify length canoe)	2.00
		CANVAS COVERING for top of canoe	12.00
		CRATING CANOE for shipment	5.00

REPAIR PARTS

SEAT, bow or stern, A. A. Grade, mahogany	\$2.50
THWART, bow, stern or middle, A. A. Grade	1.00
DECK, 16", bow or stern, A. A. Grade	1.00
SEAT, bow or stern, C. S. Grade, hardwood	2.00
THWART, bow, stern, or middle, C. S. Grade	.80
DECK, 16", bow or stern, C. S. Grade	.80
BRASS BANG PLATE, bored and screws	.75
CANVAS for recovering hull (order 1 foot more than length of canoe) per foot of length	.50
BRASS TACKS for fastening the canvas	.40
CANVAS FILLER, per gallon (for one canoe)	4.00
SMOOTHING COAT, per quart (for one canoe)	1.25

In ordering repair parts it is well to give the number of the canoe for which they are desired. This number you will find on the stem inside the canoe.

REPAIR KIT

There are times when the canoeist cannot obtain near at hand suitable materials for permanently repairing tears and punctures in the canvas of his canoe, especially when he is on long cruises. In response to a demand for such items we have prepared a complete outfit with full directions as follows: White lead, dryer, pieces of canvas for patches, copper tacks, color and varnish—all packed securely in compact box. Price \$1.50. In ordering specify color of canoe.

AMBROID, the toughest cement for canvas we know of—for permanent and emergency repairs, 30 cents. By mail, 40 cents.

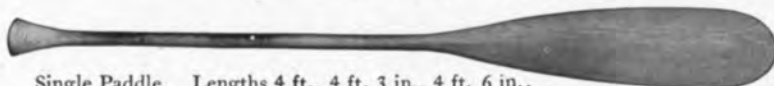
Jeffery's Marine Canoe Glue for emergency repairs, 35 cents. By mail, 45 cents.

SOME "Old Town Canoe" EQUIPMENT

FOR PRICES SEE PAGE 26



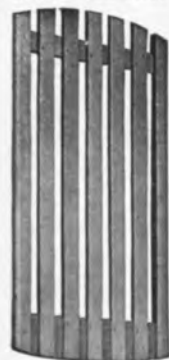
Double Paddle. Lengths 8½ ft., 9 ft., 9½ ft., 10 ft.



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



Cane Back Rest



Slat Back Rest



Rudder



Double Width Slat Back Rest



Rowing Seat with Foot Brace



Folding Slat Canoe Chair

Back tips backward—to be leaned against canoe thwart



Folding Cane Canoe Chair

Back self supporting, tips forward but does not go back beyond present position



Brass Flag Pole and Socket



Mast Seat



Carrying Yoke

CARE AND REFINISHING OF CANOES

TO insure continued good appearance to your canoe it should wherever possible, if not in use, be kept in a dry place under shelter and given the same care as a carriage or other vehicle. If out of doors on shore, place it bottom side up to keep out the rain and dampness or hot sun.

Every season or two, depending on the service it has had, it should be refinished so as to afford protection to the canvas and woodwork from wear and exposure. A new coat of varnish will brighten it up and make it look like new. To do this work properly the old varnish coat, both inside and outside, should be rubbed to a smooth, dull surface with fine sandpaper. Fill any deep scratches or bare places on the canvas with a pure white lead paint, and bare places on the woodwork should be touched up with varnish. Have the surfaces clean and apply the color coat on the canvas. After it is dry give the entire canoe a coat of the best Spar Varnish.

The same materials that we use, in quantities sufficient for one canoe, cost as below.

To locate hidden leak in canvas pour considerable water inside canoe and watch for it to come through. Ordinary white lead, glue or ambroid cement can be used to stop the leak.

PICTURES

A large number of "OLD TOWN CANOE" owners have sent us pictures of their canoes in service, some of which are shown in this catalogue. If you have been fortunate in getting some good negatives we should be very glad to receive copies to add to our collection. Should you wish advice as to care and maintenance or repair of your canoe we will gladly give you all the information we can.



FOR A. A. AND C. S. GRADE CANOES (Exterior)

- | | |
|--|--------|
| 1 pt. Japan color coat (except white) specify color..... | \$1.10 |
| 1 pt. Special Spar Varnish (usually takes 2 pts.)..... | .75 |

FOR WHITE COLOR CANOES

- | | |
|------------------------------|--------|
| 1 pt. white color coat | \$0.80 |
| 1 pt. white enamel..... | 1.25 |

FOR G. S. GRADE CANOES (Model page 11)

- | | |
|--|--------|
| 1 qt. Dark Green G. S. Paint (or any stock color)..... | \$1.25 |
|--|--------|

FOR THE INTERIOR AND WOODWORK OF ANY GRADE CANOE

- | | |
|--|--------|
| 1 pt. Special Spar Varnish (usually takes 2 pts.)..... | \$0.75 |
| Repair Kit for mending canvas (page 26) | 1.50 |



"Old Town Canoe" FACTORY

Here is where "OLD TOWN CANOES" are made. It is the largest Canoe Factory in the world. Continuous production is kept up. This makes trained men skilled in their work from years of application and assures a standardization of workmanship and quality safeguarding an "OLD TOWN CANOE" buyer against an uncertain product.

No outdoor sport is so cheaply available to everyone and none more healthful than Canoeing. The first cost of an "Old Town" and equipment is the only investment for a period of years. "Old Town" popularity can be met only by modern factory methods, and we are proud to be able to market a product made in a plant which has every advantage of newest machinery, approved methods, trained workmen and sprinkler protection against fire—a product as American as the aboriginal American who invented it.



Oxford-Print Boston