

Old Town Canoes



OLD TOWN CANOE COMPANY

OLD TOWN, MAINE, U. S. A.

DEALERS EVERYWHERE

TRADE-MARK
REGISTERED



UNITED STATES
PATENT OFFICE

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 AGENCIES

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

CANADIAN AGENCIES

Quebec . . .	Chinic Hardware Co
Montreal . . .	Henry Morgan Co.
Toronto . . .	T. Eaton Co.
Hudson's Bay Co.	At their various posts
Winnipeg . . .	Miller-Morse Hardware Co., Ltd.

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Prices subject to change without notice

Printed in U. S. A.

The CANOE OF THE AMERICAN INDIAN

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 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 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. 10 (two weeks) costs \$9.50 extra. Dark Green Body, Brilliant Green Border Stripe, 1/2" Gold Stripe, Turned Down Ends. Monogram prices page 25. 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.

It is a general utility model, somewhat faster under the paddle than the Otca Model, sturdy and handsome in appearance—the kind of canoe that is always ready for any use.

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. 17 (two weeks) costs \$5.00 extra. Yale Blue Body, Gold Stripe with Greek ends. Design adaptable to any other model or your choice of color combinations. Stock Color Dark Green.



**"Old Town 'CHARLES RIVER MODEL' Canoe"
and IDEAL STYLE**

CHARLES RIVER MODEL.—This model is designed for use on rivers. Its flat floor gives minimum draft and great steadiness. Not recommended for use on salt water or large lakes where heavy winds are 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, how-

ever, 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. It's a speed model. The sides have a slight tumble-home. A canoe of shapely outline, steadiness, speed, and popularity. Prices page 22. Extras page 24. Above canoe in Color Design No. 18 (two weeks) costs \$12.00 extra, adaptable to any model. Bright Red Body, Black Border Stripe, 1/2" Chain Pattern gold stripe with turned down ends.

IDEAL STYLE.—The Charles River Model with the very practical and distinguishing feature of Half Ribs shown in diagram on page 18. They are fitted between the regular ribs before canvassing and secured by tacks driven from the outside and firmly clinched. They give maximum strength and stiffness to the bottom, are extremely pleasing in appearance and obviate need of a floor rack. Illustration above also shows 30" Long Decks which cost extra. (See page 24.)



***“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. 19 (two weeks) costs \$9.00. Brilliant Green Body, Bright Red Border Stripe. Design adapted to any other model or your choice of color combinations. Stock Color Dark Green. Above illustration also shows Dark Red Color in upper canoe. There is also a Yellow Color canoe with Black Arrow Stripe, (stripe costs \$4.50).



"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 Green Color which is stock color. Dark Red Color also shown (allow one week). Prices page 22. Extras page 24. Stock Sponson Canoes built on H. W. Model. Sponsons built to order (three weeks) on any models for \$22.00 except 20 ft. canoe (page 8) cost is \$27.00. Rowlocks can be added for use separately or at the same time with paddles. Rowing equipment page 26.



"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. Stock Color Dark Green in A. A. and C. S. Grades. Stock Colors Dark Green and Slate in G. S. Grade. This model regularly has keel which however can be omitted if order so specifies but without price allowance.



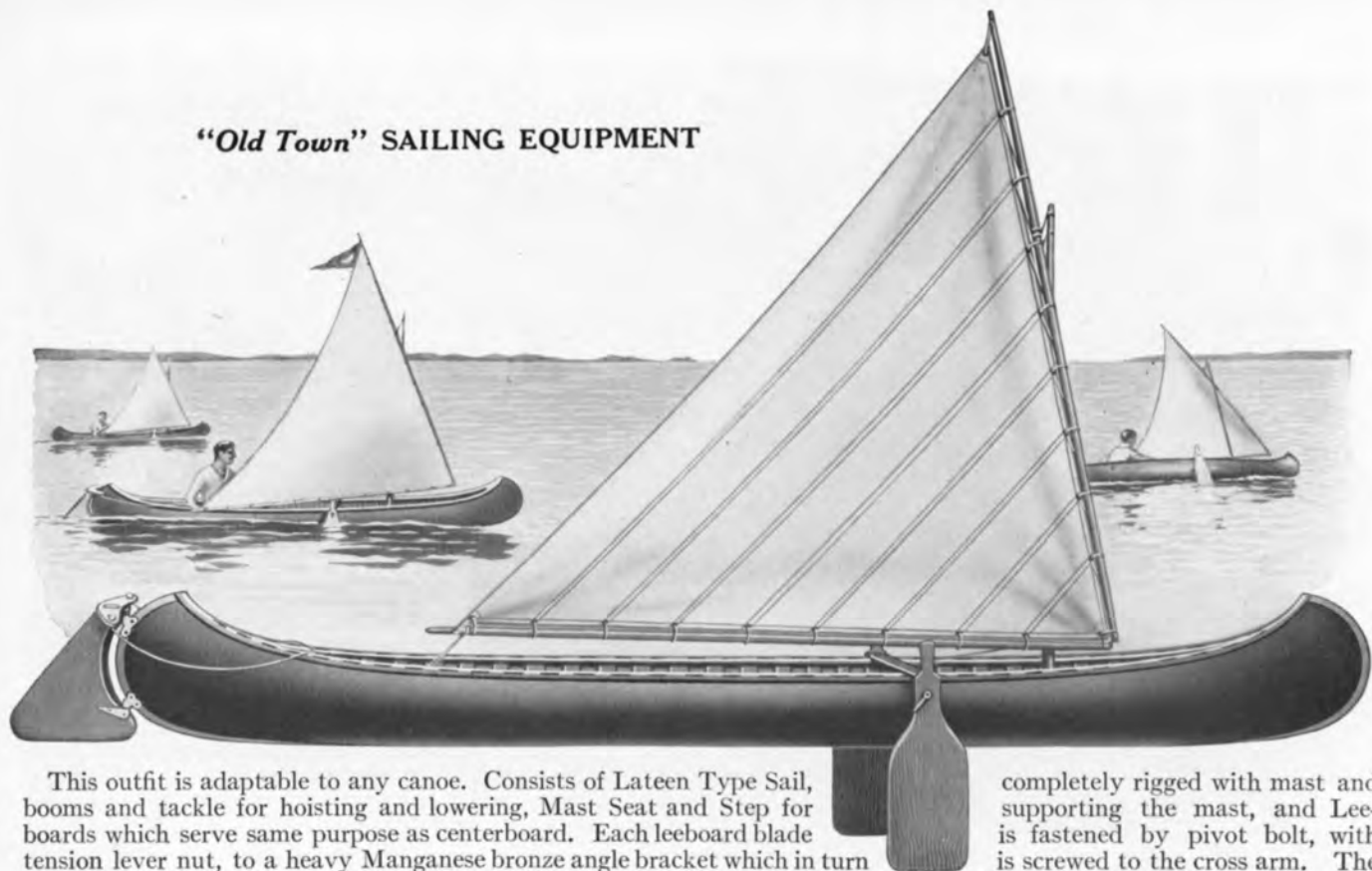
***"Old Town '15-FOOT 50-LB.
MODEL' Canoe"***

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 New-

foundland to California and from Hudson Bay territory to Florida. The planking is $\frac{1}{8}$ 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. This is the lightest and shortest canoe for strapping onto the side of an automobile as shown on page 28.

Prices page 22. Extras page 24. 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"* SAILING EQUIPMENT**



This outfit is adaptable to any canoe. Consists of Lateen Type Sail, booms and tackle for hoisting and lowering, Mast Seat and Step for boards which serve same purpose as centerboard. Each leeboard blade tension lever nut, to a heavy Manganese bronze angle bracket which in turn the cross arm is adjustable to varying 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 lever nuts to hold blades perpendicularly but permit of their swinging up if obstruction is encountered under water. Prices page 24. All metal parts brass or bronze.

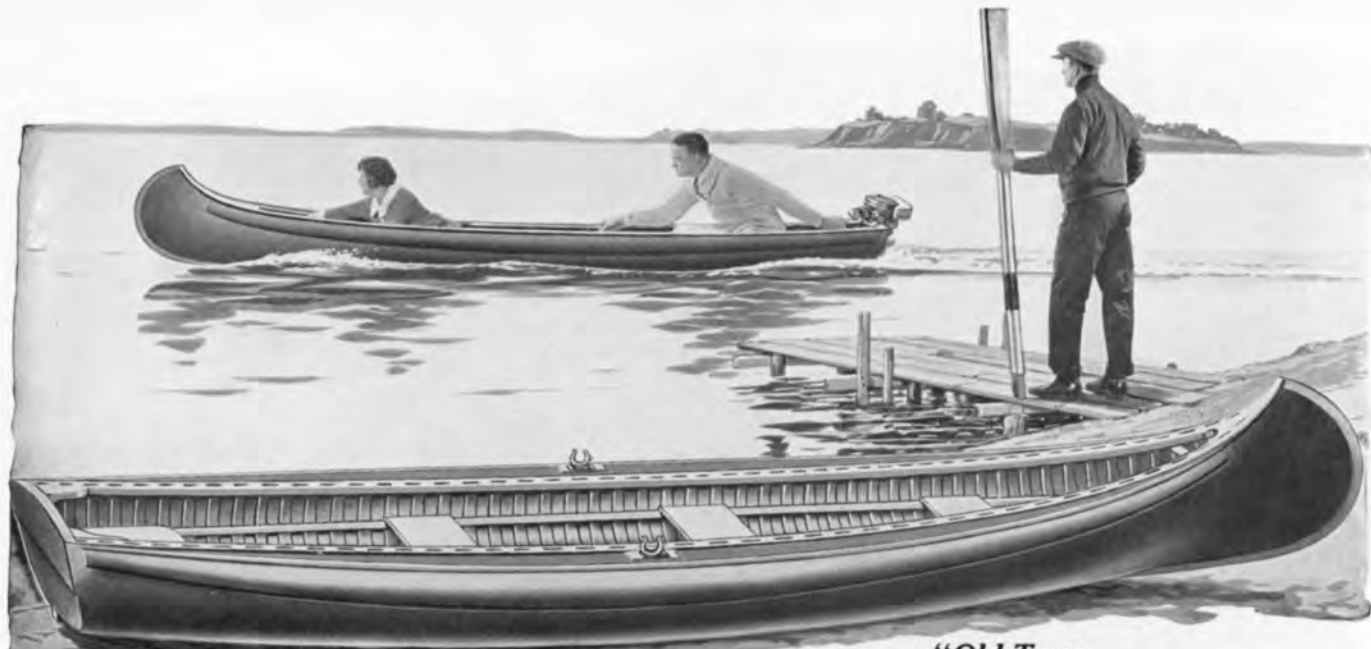
completely rigged with mast and supporting the mast, and Lee- is fastened by pivot bolt, with is screwed to the cross arm. The



“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 22) 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. Allow one to four weeks for either length. For prices monograms see page 25.



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

The widespread use of portable motors induced us to design a canoe more practical for carrying such motors 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 bangplate. Heavy No 6 canvas is used. Prices page 23. Extras page 24. 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. High grade spruce oars with leather buttons to prevent oars slipping through rowlocks priced page 26. Stern seat is adjustable to forward location for foot space.



***"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 \$22.00 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, 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 oars see prices page 26. For White Color see price page 25.



Color Design No. 1, \$16.50



Color Design No. 4, \$18.00



Color Design No. 7, \$16.50



Color Design No. 2, \$10.00



Color Design No. 5, \$16.50



Color Design No. 8, \$16.50



Color Design No. 3, \$14.00



Color Design No. 6, \$16.50



Color Design No. 9, \$9.50

COLOR DESIGNS

In these end sections of "OLD TOWN CANOES" are shown a wide range of designs for the whole length of the canoe. In ordering please specify the design number and price as indicated. These designs are susceptible of various color schemes, and can be executed in any combination of colors you may submit. The designs shown on the outside cover of the catalog are also available for your use and prices of these are shown on page 25.

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.

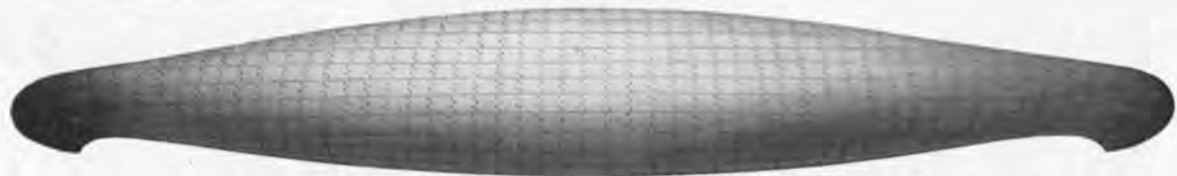
See with what regularity the copper tacks are driven—one or more tacks in the center and a tack at each edge of every piece of planking in each rib—all firmly clinched on the inside. Attention to these details is what has given "OLD TOWN CANOES" their universal reputation for strength, rigidity and longevity.

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 75,000 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.

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.



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 $\frac{5}{32}$ 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.

Only two models, H. W. and Guide's Special now stocked with standard type of closed gunwales having side rails and top rails.

DECKS

Sixteen inches long except "Otca" model (page 3). Longer decks supplied to order (page 24).

STEMS

Ash or oak, 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 8 and 9. Depth of keel $\frac{7}{8}$ inch. It runs full length of canoe and well under bang plates.

CANVAS

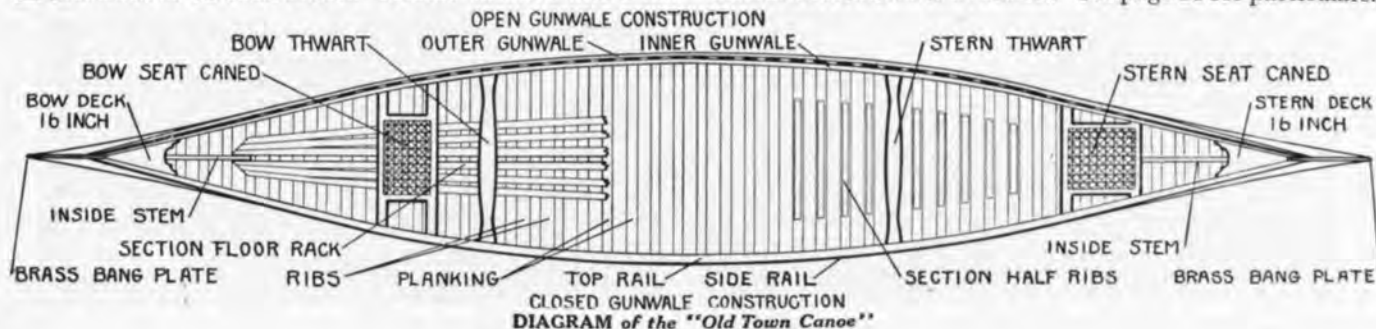
No. 8 seamless canvas on all "OLD TOWN CANOES" except the "50 pound" (page 9) has No. 10 to provide lightness and the "Guide's Special Canoe" (page 8) has No. 6 to withstand the heaviest and severest service. Be cautious about buying a 16-foot or longer canoe which hasn't No. 8 canvas on it.

FILLER

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

FINISH

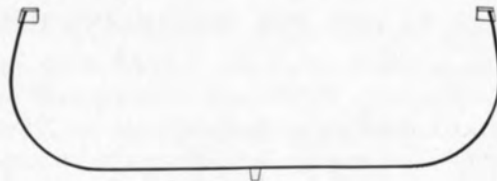
The woodwork inside and outside is finished in natural wood color with four coats of waterproof varnish. The canvas is finished to an enamel-like surface of high gloss with waterproof varnish. Variety in color with name, striping and similar decorations is available. See page 25 for particulars.



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



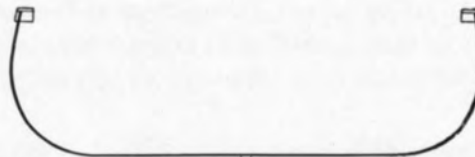
17 ft. "Otca" Model



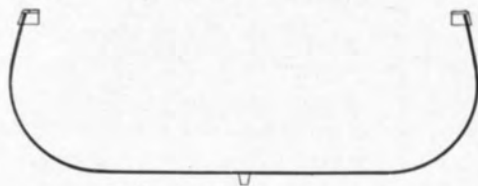
16 ft. "Yankee" Model



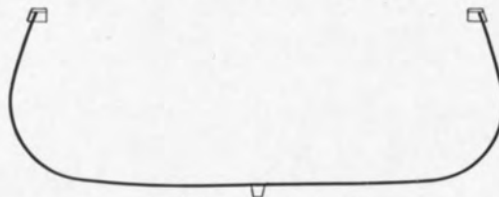
17 ft. "H. W." Model



15 ft. "50-lb." Model



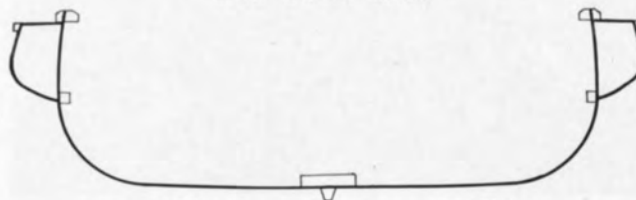
17 ft. "Charles River" Model



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.



Some speed this "*Old Town*" shows with an Evinrude Motor

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., and addressed to us at Old Town, Maine, U. S. A. Shipments will be sent under draft with Bill of Lading attached or by express

INFORMATION FOR ORDERING "Old Town Canoes"

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

	Per 100 lbs.
Approximate freight rates to points in New England	\$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	4.50 to 10.00
Approximate freight rates to points west of the Mississippi River to the Pacific .	7.00 to 15.00



On the Colentina, Bucharest, Roumania

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 21)		A. A. Grade (see p. 17) with keel		C. S. Grade (see page 17) 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.	\$82.00	Otcam	\$72.00	Otcaler		
17 "	35 "	13 "	80 "	145 "	285 "	140 "	85.00	Otcapt	75.00	Otcasem		
18 "	37 "	13 "	85 "	155 "	310 "	155 "	88.00	Otcaret	78.00	Otcaret		
H. W. MODEL												
15 ft.	31 in.	11½ in.	60 lbs.	120 lbs.	225 lbs.	115 ft.	\$78.00	Ahanging	\$68.00	Ahefting	\$64.00	Hefting
16 "	33 "	12 "	65 "	130 "	250 "	125 "	78.00	Ahatching	68.00	Ahealing	64.00	Healing
17 "	34 "	13 "	70 "	140 "	275 "	140 "	81.00	Aharboring	71.00	Ahectoring	67.00	Hectoring
18 "	34½ "	13 "	75 "	150 "	300 "	150 "	84.00	Ahalting	74.00	Ahelping	70.00	Helping
CHARLES RIVER MODEL							In A. A. Grade stocked only in Ideal Style which includes Half Ribs					
16 ft.	32½ in.	12 in.	65 lbs.	130 lbs.	250 lbs.	125 ft.	\$81.00	Geramping	\$68.00	Arebuffing		
17 "	34 "	12 "	70 "	140 "	275 "	140 "	84.00	Geraining	71.00	Arecovering		
18 "	35 "	12½ "	75 "	150 "	300 "	150 "	87.00	Geratching	74.00	Areturning		
SPONSON MODEL												
16 ft.	41 in.	12 in.	95 lbs.	160 lbs.	300 lbs.	150 ft.	\$ 98.00	Asponal	\$88.00	Aseson		
17 "	42 "	13 "	103 "	175 "	325 "	160 "	101.00	Asponainet	91.00	Aseotspon		
18 "	43 "	13 "	110 "	195 "	350 "	175 "	104.00	Asponasah	94.00	Aseinespon		
YANKEE MODEL												
16 ft.	36 in.	12 in.	67 lbs.	140 lbs.	250 lbs.	130 ft.	\$80.00	Apanering	\$70.00	Apenoding		
50 LB. MODEL												
15 ft.	34½ in.	11 in.	52 lbs.	120 lbs.	210 lbs.	115 ft.	\$78.00	Alamping	\$68.00	Alighting		
WAR CANOES							Capacity					
25 ft.	41 in.	14½ in.	190 lbs.	320 lbs.	500 lbs.	256 ft.	6 to 11 paddlers		\$125.00	Remmac		
34 "	44 "	15 "	300 "	420 "	600 "	370 "	12 to 21 "		225.00	Cammer		

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	For export.(see note page 21)		A. A. Grade(see page 17) with keel		C. S. Grade (see page 17) 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.	36 in.	13 in.	85 lbs.	150 lbs.	300 lbs.	155 ft.	\$84.00	Acader	\$74.00	Aspert		
20 "	39½ "	13½ "	94 "	170 "	350 "	180 "	90.00	Ataging	80.00	Alegger		
This model is also stocked in a Third Grade, called G. S. Grade, as follows:												
18 ft.	36 in.	13 in.	85 lbs.	150 lbs.	300 lbs.	155 ft.			69.00	Aguidier	\$65.00	Guiding
20 "	39½ "	13½ "	94 "	170 "	350 "	180 "			75.00	Atoter	71.00	Toting
SQUARE STERN MODEL												
16 ft.	40 in.	13 in.	145 lbs.	200 lbs.	300 lbs.	155 ft.	\$102.00	Starnsquar	\$ 90.00	Squarstern		
Square Stern Sponson Canoe												
16 ft.	47 in.	13 in.	180 lbs.	250 "	350 "	180 "	122.00	Starnspon	110.00	Sponstern		
DOUBLE-END BOAT												
16 ft.	38 in.	14½ in.	100 lbs.	185 lbs.	300 lbs.	155 ft.	\$89.00	Taober	\$79.00	Berbac		
DINGHY												
9 ft.	45 in.	16 in.	82 lbs.	150 lbs.	200 lbs.	95 ft.	\$ 94.00	Ninshield	\$84.00	Crownin		
11½ "	50 "	18 "	125 "	185 "	250 "	130 "	102.00	Rewot	92.00	Tower		

All prices are for canoes and boats in stock colors, see page 20. 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 18. For cross sections see page 19. 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.

While the various models are built to meet an exact demand each is capable of all-round general service.



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	*Long Decks, Mahogany, 30 in. only in AA Grade canoe . .	\$18.00
Floor Rack in CS Grade canoe	\$2.00	*Long Decks, Mahogany, 42 in. only in AA Grade canoe . .	23.00
*Outside Stems	3.50	*Long Decks, Mahogany, 48 in. only in AA Grade canoe . .	29.00
Brass Painter Ring	.75	*Long Decks, Mahogany, 60 in. only in AA Grade canoe . .	40.00
Brass Bang Plate, full length of keel	2.00	*Long Decks, Hardwood, 30 in. only in CS Grade canoe . .	14.00
Half Ribs (allow four weeks, except Ideal Style)	4.00	*Long Decks, Hardwood, 42 in. only in CS Grade canoe . .	18.00
Open Gunwales, Oak, instead of Spruce (4 weeks)	4.00	*Long Decks, Hardwood, 48 in. only in CS Grade canoe . .	24.00
*Rub Rails, Mahogany, only on AA Grade canoe	5.00	*Long Decks, Hardwood, 60 in. only in CS Grade canoe . .	32.00
*Rub Rails, Hardwood, only on CS Grade canoe	4.00	*Long Decks, Birds-eye Maple	Same prices as Mahogany
Thwart, Mahogany, 5 in. wide for AA Grade canoe	1.50	*Bilge Keels, one each side center keel, per pair	5.00
Thwart, Hardwood, 5 in. wide for CS Grade canoe	1.25	Air Tanks, Copper, under long decks	20.00
		Air Tanks, Galvanized Iron, under long decks	14.00

SAILING EQUIPMENT

On page 10 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	Lateen Sail complete with mast and booms, standard size	
Mast Seat and Step separate from canoe (illustrated page 27)	3.00	area about 45 sq. ft.	\$18.00
Rudder complete with fastenings (illustrated page 27)	5.00	Lateen Sail, as above, area about 55 sq. ft.	20.00
Leeboards (same style fits both regular and sponson canoes)	9.50	Lateen Sail, as above, area about 65 sq. ft.	23.00
		Lateen Sail, area about 75 sq. ft.	28.00

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		Centerboard complete	\$40.00
Keel 4 in. wide, $\frac{7}{8}$ in. deep	\$85.00	Rudder with rope and pulleys	5.00
Mast seat and step	2.00	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.

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

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.

On the cover of the catalog as well as in the various colored illustrations we have endeavored to help you find a coloring that you may like. The various designs permit of different coloring combinations adaptable to your preference. When colors vary from our standard shades in the illustrations we like to have samples sent for our guidance. Due time allowance should be given to execute these special colorings.

Special color, except White	No charge
*White Color, enameled	\$5.00
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 canoe on front cover, Blue Body with border pattern in white, yellow and black	16.50
*Color Design canoe on front cover, Bright Red with Gold Stripe, pointed ends	5.00

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

Single initial letters, 4 in. high, each	\$1.00
*Gold Stripe, $\frac{1}{2}$ in.	4.00
*Gold Stripe, $\frac{1}{2}$ in. edged	5.00
*Gold Stripe, $\frac{1}{2}$ in. turned down	5.00
*Gold Stripe, $\frac{1}{2}$ in. turned down, edged	6.00
*Color Stripe, $\frac{1}{4}$ in. to 4 in.	3.50
*Color Stripe, edged	4.50
*Color Stripe, turned down, or border stripe	4.50
*Color Stripe, turned down, edged	5.50

For illustrations see colored pages 3 to 15.



A complete hunting party. Northern Ontario



On the Grand Canal in China

PRICE LIST Miscellaneous "Old Town Canoe" EQUIPMENT

PADDLE, single, spruce or maple 6" to 7" blade	\$2.25	CUSHIONS, Kapoc Filled, Artificial Leather Covering	\$1.50
PADDLE, single, spruce or maple 8" blade	2.50	FLAG POLE SOCKET, flush	.50
COPPER TIP on paddle	.35	FLAG POLE, mahogany	.80
PADDLE, double, spruce, friction joint	6.00	FLAG POLE AND SOCKET, nickel	1.25
PADDLE, double, spruce, friction joint, spoon	7.00	BACK REST, slat, spruce	1.25
RUBBER DRIP CUPS for double paddle	.40	BACK REST, slat, mahogany	1.75
SETTING POLE with Pick	2.00	BACK REST, slat, spruce, double width	1.75
ROWLOCKS, polished brass, swivel for sponson canoe	3.50	BACK REST, slat, mahogany, double width	2.50
ROWLOCKS, polished brass, side plate for regular canoe	3.00	BACK REST, cane, hardwood frame	2.25
OARS, straight blade, per foot (usually 7 ft.) leathered, varnished and copper tipped, with buttons	.35	BACK REST, cane, mahogany frame	3.00
OARS, spoon blade, per foot (usually 7 ft.) leathered, varnished and copper tipped, with buttons	.45	CHAIR, folding slat, spruce	2.50
ROWING SEAT WITH FOOT BRACE, hardwood	4.00	CHAIR, folding cane, hardwood	4.00
ROWING SEAT WITH FOOT BRACE, mahogany	5.00	CHAIR, folding cane, mahogany	5.00
CARPET, 12 ft. Axminster	12.00	CARRYING YOKE	3.50
CARPET, 14 ft. Jute	8.00	RUDDER	5.00
CARPET, 70" x 34", felt, woven multicolored	8.00	FLOOR RACK (specify length canoe)	2.00
		CANVAS COVERING for top of canoe	14.00
		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	.55
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

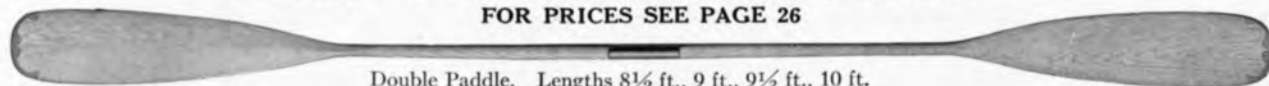
There are times when the canoeist cannot obtain near at hand suitable materials for permanently repairing tears and punctures in the canvas of his canoe, especially when he is on long cruises. In response to a demand for such items we have prepared a complete outfit with full directions as follows: White 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.

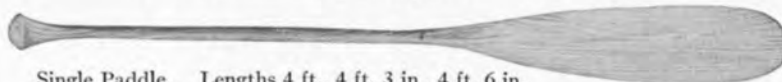
Jeffery's Marine Canoe Glue for emergency repairs, 35 cents. By mail, 45 cents.

SOME "Old Town Canoe" EQUIPMENT

FOR PRICES SEE PAGE 26



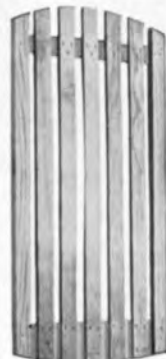
Double Paddle. Lengths 8½ ft., 9 ft., 9½ ft., 10 ft.



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

See also Sailing Canoe
page 10 for illus.



Double Width Slat Back Rest



Rowing Seat with Foot Brace



Brass
Flag Pole
and
Socket



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



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 catalog. 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 8)

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



Where could you find more exhilarating jollity and comradeship? This fleet of canoes epitomizes the joy of a Canoe Club. With cushions and flags, victrolas and singing there are many hours of pleasure ahead. There is no outdoor sport 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.

