



1889-1911

"WHITE"
Canoes and.....
Motor Boats

BUILT BY

E. M. WHITE & CO.,

OLD TOWN, MAINE

U. S. A.



CANVAS COVERED CRAFT

... IN ...

GREATEST POSSIBLE VARIETY

IN STOCK OR BUILT TO ORDER



Our Specialties: Canoes and Motor Boats





No craft made is better for fishing, than our 18 ft. guide canoe shown above, since with the darts and rushes of the gamy fish a twist of the paddle will prevent the frantic fighter from fouling the line against the bottom of the canoe and enabling it to spit out the hook. Thousands of these canoes are in use on Mooshead lake every season.



The original birch bark canoe, built in the primitive style of the Indian, is still in use on some waters of Maine, but the scarcity of the big "canoe" birches makes it more and more difficult each year to find trees of sufficient size and the birch is soon to be but a memory.

CANOEING

CANOEING has well been termed the poetry of motion. But if it is poetry, it is also extremely practical, for without its use the voyager and explorer could not cover extensive reaches of territory and bring back his information in such a short space of time. The great carrying ability, combined with lightness which makes possible the portaging of the canoe long distances from water to water, have united to make the canoe of the red man, improved and perfected by his pale faced brother, the ideal craft for lake, river and stream service.

Our earliest records tell of the skill with which the original dweller in the forests—God's first temples—made his way over the pathless waterways. His craft, with its cover wrested from the stem of the mighty white birch trees, is the most picturesque water conveyance ever designed. In the modern canvas covered canoe, which is altered from the birch only where it could be improved, the craft is not only lighter but more easily repaired in case of injury. Canvas, too, provides not only a surer covering but a variety of construction never possible in the days of the birch.

The "White" canoe, pioneer in such craft, is among the earliest of the descendants of the birch. Used nearly all over the globe, it stands today without a superior because of its standards of manufacture and high quality of material. Its model is the result of many years of testing in all weathers and under all conditions. Its good points have been copied and in some cases stolen outright; yet in its original and unique position, first in the hearts of its users, it stands alone, unapproached by the hundreds of imitators.

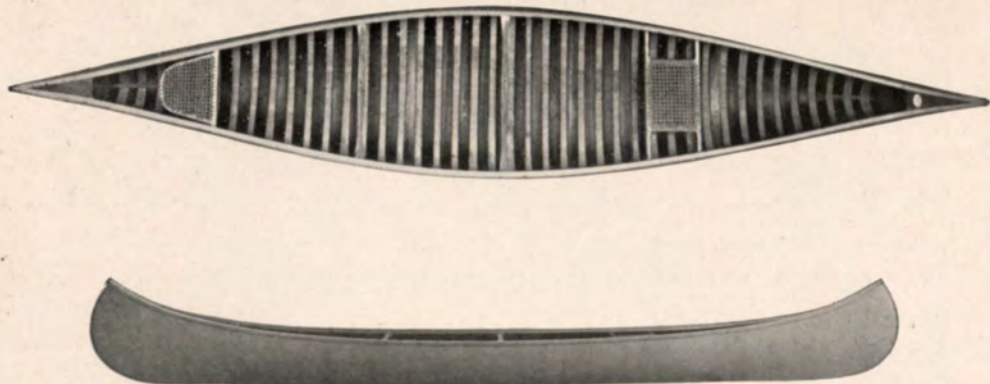
CONSTRUCTION



THE BUILDING of a canoe is an art in itself. No longer is the bark set in place and the ribs sprung into place, but the ribs are carefully fitted over a solid form, then planked and when the shell of the canoe is complete, the canvas covering is drawn over it so that it is as smooth as if stretched on a hardwood floor. Cedar ribs and planking, spruce gunwales (mahogany if preferred in the higher priced craft) white ash or oak stems and thwarts and brass bang plates, insure *quality* in every part.

PERFECT PLANKING, obtainable only by our method of *beveling* and *lapping* the planks together, makes the White Canoe almost water-tight before the canvas is stretched over it at all. This method, too, does away with unsightly cracks caused by swelling and shrinking of the planking and prevents the sand or gravel working through to the canvas—the life of the canoe is materially lengthened. This method makes the *White* the stiffest, strongest, most durable canoe built.

Waterproofing the planking before the canvas is put on also helps the life of the wood-work and we have done this for years. The canvas is then drawn over the canoe very tightly, making a perfectly smooth surface, which is filled and rubbed down smooth. This surface is then finished in the color desired, varnished and set away to dry. The interior of every canoe is finished in natural wood.



The model on which a "White" canoe is built must be tested to be appreciated. Its broad bearing surface makes it steadier than most, while the rising gunwales at the ends help materially to keep out the water where it is most likely to come in during choppy weather. In shoal water "Whites" carry more load in a given depth than any other make in use.

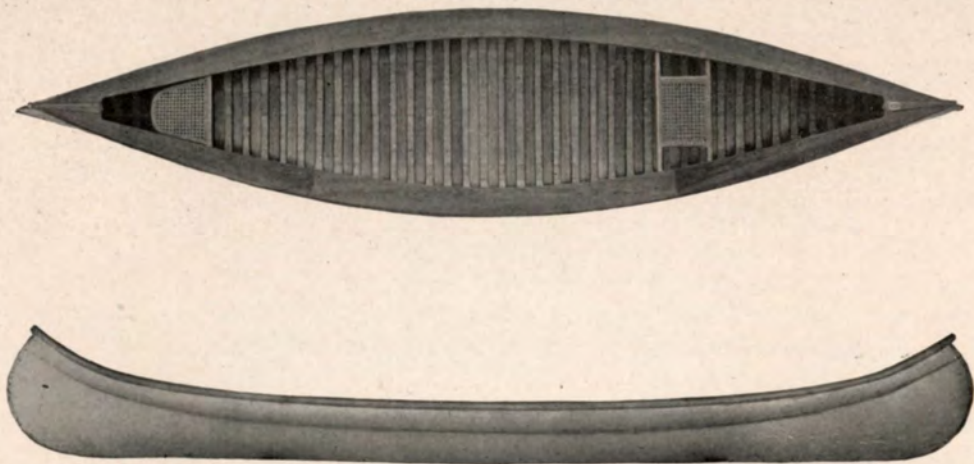
“ WHITE ” SPONSONS



TO meet the demand for a canoe which children might safely venture in and which elderly persons and others who dislike the restrictions of the ordinary paddling canoe, we have designed and built a very large number of “sponson canoes,” so-called because they have sponsons, or air chambers, running along their rails and affording a stability that is lacking in the ordinary canoe.

Not only are these canoes non-capsizable, but they are absolutely unsinkable, the air chambers tapering from a width of 4 or 6 inches amidships, to a point at the ends. We are the originators of this style of canoe and as yet no imitator has been able to equal our make, which has proved very popular. They may be paddled or rowed, affording for the latter style of travel a great advance over the ordinary heavy, unwieldy, wooden rowboat, as they are light and respond instantly to the action of the oars. We unhesitatingly recommend this as one of the most satisfactory row-boats to be bought.

We build sponsons to order only, adding them to any size of canoe for an additional cost of \$10.00 to \$15.00, according to size.



It will be observed that the sponsons run the whole length of the canoe, adding greatly to the rigidity of the craft, while making it next to impossible to capsize it by any ordinary means.

GRADES

FIRST GRADE

Selected cedar ribs and planking, spruce gunwales, white ash or oak stem pieces, thwarts and seat frames, two cane seats, brass bang plates, all of the material of the finest quality and finish possible.

SECOND GRADE

The model of the second grade, also the canvas and paint, is the same as the first grade. The difference is in the stock which is not quite so clear, but for all practical purposes will render as much services as the first grade.

Keels will be put on, if ordered, at an additional charge of \$1.00.

GUIDES' CANOE

This canoe is planned throughout for hunting and fishing where a good, strong, serviceable canoe is desired. No money put into ornamenting. These are carried in stock and painted drab or slate color only.

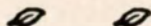
COLORS

We intend to carry regularly in stock, Dark Red, Dark Green, Light Green and Drab or Slate Color, but will finish in any color desired if sample is sent us in time.

It requires from five to ten days to finish in special colors.

BRASS AND COPPER

These are the only metals used in the construction of our canoes, consequently they are adapted to salt as well as fresh water. The filling and varnish also withstand salt water; these, together with native cedar, make an ideal cruising canoe.



CANOE PRICE LIST---1911

No.	Length	Beam	Depth Amidship	Weight	First Grade	Second Grade	Guides' Canoes
1	15 Feet	31 Inches	11 Inches	55 lbs.	\$35.00	\$30.00	
2	16 "	32 "	12 "	60 "	37.00	32.00	
3	17 "	33 "	12 "	65 "	39.00	34.00	
4	18 "	33 "	12 "	70 "	41.00	36.00	\$30.00
5	18 1-2 "	34 "	12 "	75 "	42.00	37.00	30.00
6	20 "	36 to 38 "	13 "	95 "	47.00	42.00	35.00

The above are net cash prices including careful packing for shipment F. O. B. Old Town. Equipments extra.



Dinghy or Yacht Tender

IN response to the growing demand for a light tender of extreme carrying capacity, one that will row easily and tow well, we are building a lot of these, the biggest little boat yet produced. Built entirely of cedar, canvas covered and copper fastened, it is a dandy for the purpose. Natural finish inside and painted according to desire without, it combines all the requirements of a yacht tender and is a boat of which any owner may be proud.

There are no seams opening at inconvenient seasons, when you use one of these dinghys. The canvas cover insures its always being water tight which is not possible in boats of wooden construction. Heavier material is used, otherwise the same method of construction is followed as for our canoes. This boat is fitted with keel, bilge keels, 2 pairs polished brass oar locks, 3 seats and floor rack.

Length
10 ft.

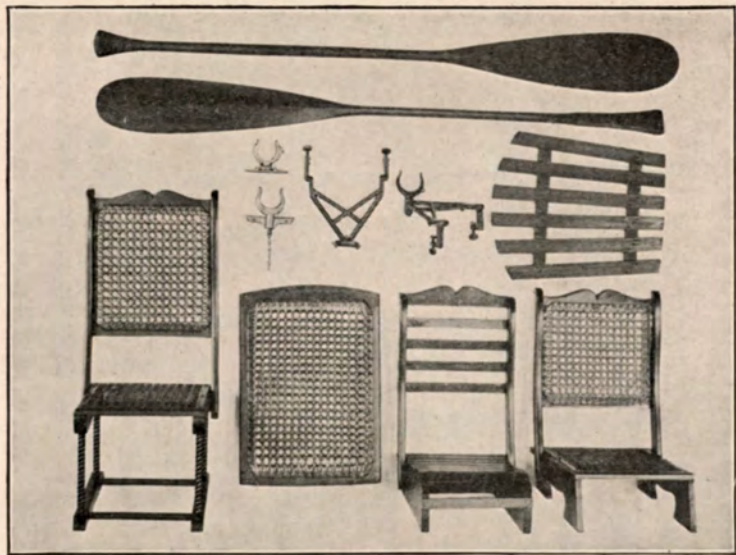
Beam
47 in.

Weight
95 lbs.

Price
\$50.00

EQUIPMENTS

Folding cane chair (for motor boat,) 12 in. high	\$2.50
Folding cane chair	2.00
Folding slat chair	1.00
Back rests, hard wood frame, caned	1.50
Back rests, slats, light and good	.75
Paddles, best quality white ash	1.50
Paddles, second quality white ash	1.25
Paddles, spruce	1.25
Setting poles, ironed	1.50
Oars, spruce, straight blades, leathered, coppered and varnished	\$.15 per foot
Oars, spruce, spoon blades, leathered, coppered and varnished	.25 per foot
Oar locks, polished brass, surface swivel	1.75 per pair
Oar locks, out rigged, iron, our own patent	4.00 per pair





“WHITE” MOTOR BOATS

THE motor boat, built very successfully by us for many years, is an outgrowth of the sponson idea. In fact it is a sponson canoe, remodelled to permit the installation of power and no power boat has been built that has opportunities for such unlimited satisfac-

tion for limited and moderate cost, as this trim little craft, with its canvas covered hull. As the lines of the canoe were designed for speed, so the lines of the motor boat afford the fastest possible travel for the power used. The ribs are $\frac{1}{2}$ in. thick, 3 inches wide, spaced $4\frac{1}{2}$ inch centers. The planking is $\frac{1}{4}$ inch thick, lapped seams making it smooth and tight, in every way as well built as our canoes and fitted for the extra strain that an engine is sure to call forth. The air chamber, instead of being visible as in the sponson, is built into the hull, but is just as effective in preventing an upset, as may be observed from the photograph shown, of three men standing on the gunwale of the boat. It is more seaworthy than any boat of its size.

It has a 4 ft. deck at either end, a 12 ft. cockpit affording comfortable space for six persons, a 4 in. coaming all around the cockpit. The engine is set well aft. There is a guard rail of wood to protect it when bumping against a wharf, or other boats. There is an outside stem, a keel to protect the bottom and a shoe or guard to protect the wheel and rudder.

The boat is designed especially for shallow water, but will go anywhere and in smooth water will show a speed of 9 miles an hour with 2 h. p. motor; 12 miles an hour with 4 h. p. motor. The deck view of this boat is shown on the front cover. With its spray hood for protection against storm, it makes the ideal craft for vacation trips once only possible to the man who paddles, and is jolly for little parties.



THE "WHITE" SPEED BOAT

THE "WHITE" SPEED BOATS



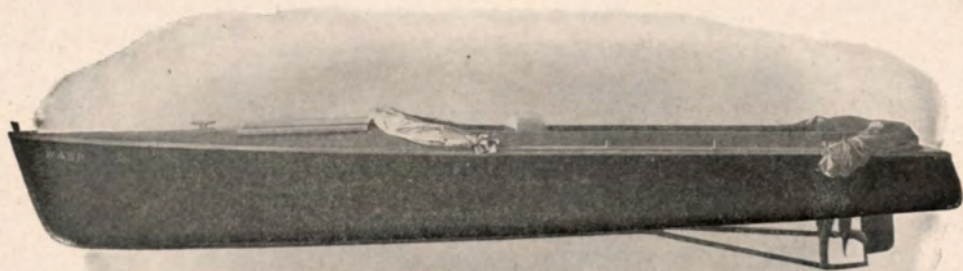
IN 1909 we brought out, for the first time, a canvas covered speed boat to meet the demands, of those who want a larger craft than our little motor boat affords. We have been greatly gratified at the popularity which this boat is gaining for itself. Our experience in canoe building has taught us that its method of construction as applied in "White"-built craft is the strongest combined with lightness, known in the boat building trade. This boat is 25 feet long, with a square stern and so designed that at her normal speed of 15 miles she makes almost no disturbance in the water.

Her construction is such that vibration is almost entirely done away with. The sides are built double, the 4 inch air space at the gunwale tapering to a point at the waterline and extending the entire length of the boat, so that it is positively unsinkable and very buoyant in a seaway. A high, curved deck 7 ft. long at the bow gives it a fine appearance. The cockpit is 15 feet long, with a 4 inch coaming.

In our stock boats we use a 6 h. p. 3 cylinder, 3 port. motor, which gives a speed of 15 miles an hour. The boat can easily carry a motor of 15-20 h. p., as no amount of vibration can work the seams loose or cause the boat to leak.

The inside and coamings of all our motor boats are finished in natural wood. The outside with best quality of paint to withstand sun and water, but are not varnished.

The "White" Canvas Covered Runabout



Equipped with a 6 to 8 H. P. Engine	\$350.00
Hull, ready for Engine.....	150.00

20 FOOT RUNABOUT

WE have found it necessary to bring out for the season of 1911 a 20 ft. canvas covered runabout to meet the demand for a faster boat than our motor canoe. This boat, which has a transom stern, is 20 ft. long, 44 inch beam, 28 inches deep at bow, 14 inches at stern and is of the same general construction as our other boats.

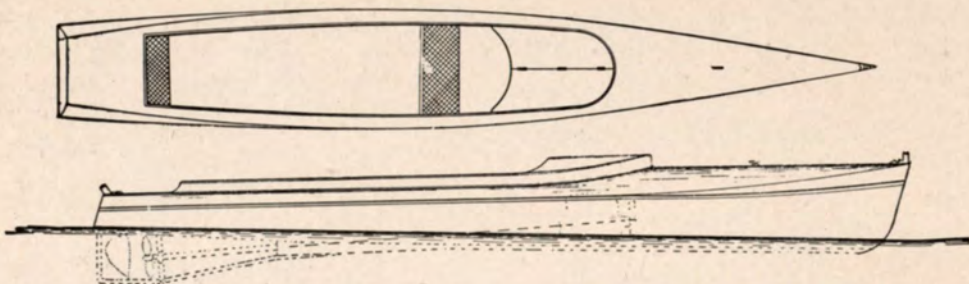
The engine is set well forward under deck with hatchway over it, giving easy access to all parts. All controls are from forward seat.

STARTING DEVICE

This boat has an auto steering wheel which is also used for starting engine. By pulling back on steering wheel it disengages hub and engages clutch on shaft which is connected through a universal joint to gears on fly wheel. When the engine is started the wheel will drop back into place ready to steer boat.

SEATS

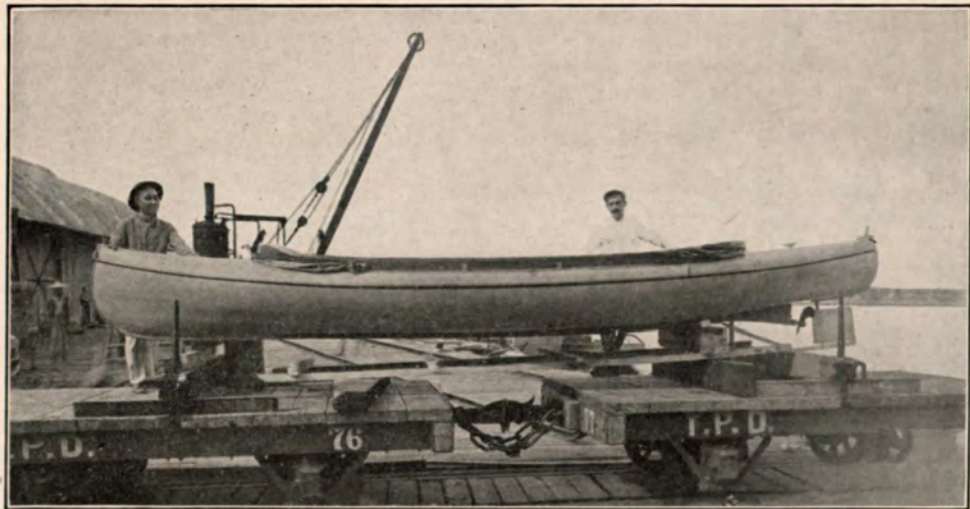
There are three seats, two facing forward and one back, a sixteen gallon tank being located between the backs of the forward seats, high enough to give the gasoline a good fall to the carburetor.



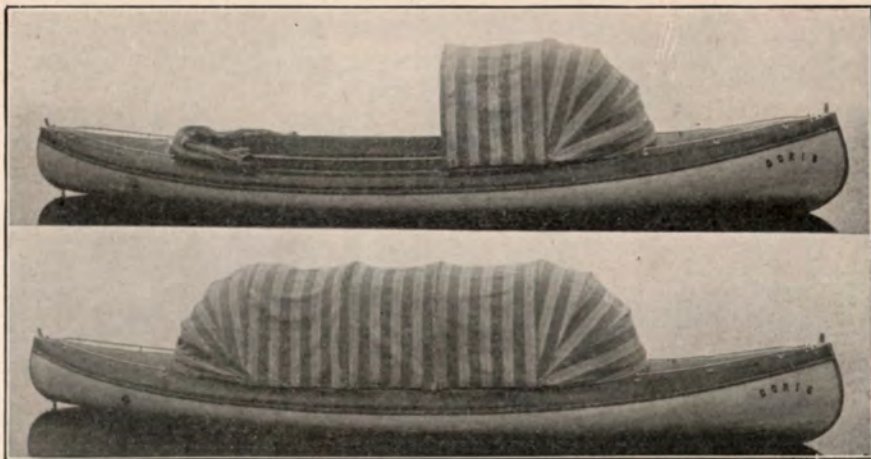
Outlines of our Twenty-Five Foot Speed Boat.

PRICE LIST OF MOTOR BOATS COMPLETE

Length ft.	Beam in.	Depth Amidship	Weight with Engine	Draught Below Wheel	2 H-P Engine	4 H-P Double Cyl.
20	50	21 in.	450 lbs.	14 in.	\$240.00	\$300.00
25	51	28 in.	700 lbs.	20 in.	\$300.00	\$500.00
Brass Hand Rails, \$8.00						6 H-P. 3Cyl.
Flooring and Linoleum, \$4.50.						With Paneled Bulkhead in Stern, \$4.00.



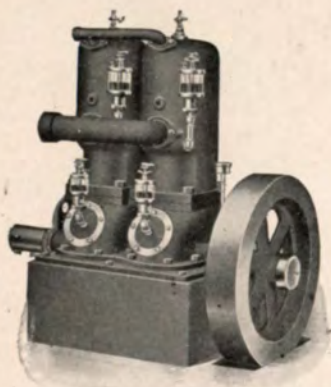
Not only our paddling canoes, but our motor canoes as well, have been sent to almost all the civilized countries on the globe. The above cut shows one of our 20 foot motor canoes, which occupies two cars of a railway in China.



SPRAY HOODS

We are now making a spray hood or storm covering of good, striped awning or khaki duck for these boats that fold down on each end like a carriage top. Either end can be used separately or both together, and in case of a storm can be put up in three minutes, as it goes together with snap buttons. It is high enough to sit under with comfort, and there is a small opening in front hood for observation.

Price of Covering from \$15.00 up.



TWO CYLINDER 4 H. P.

MOTORS



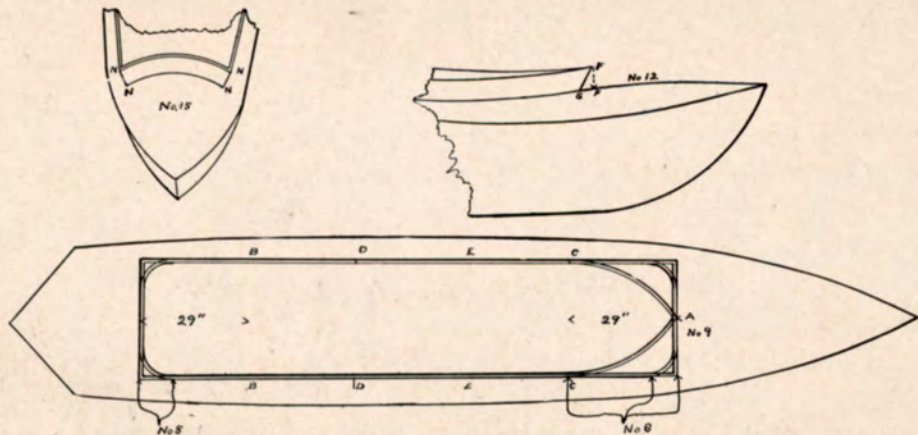
For our stock boats we use the Palmer jump spark, two cycle motors which we find after using several different makes to be the best adapted to our boats, being very simple and easily operated. The two-cylinder engine is not two engines bolted together, as many makes are, but the upper half of the base is in one casting, bringing the cylinders close together, making less vibration. The crank shaft is made from high carbon steel, and all material in them is high grade. These engines use a float feed carburetor and are reversible. Customers desiring to have some other motor can do so, price to be governed by price of motor.

Measuring Blank of the "White" Folding Boat Top

Exact measurements insure perfect fit.

NOTE:—USE A TAPE LINE AND CAREFULLY MEASURE AND REMEASURE each measurement correctly. See drawing on reverse side.

1. Entire length of cockpit.....
2. Width of cockpit, at center D to D.....
3. Width of cockpit, 29 inches bow C to C.....
4. 29 inches from stern B to B.....
5. Is stern of cockpit, square or oval..... If square give width outside.....
6. Is bow of cockpit, square, oval or pointed..... If square give width.....
7. Distance around outside of coaming, from A to A.....
8. Distance around bow of coaming from C to C.....
9. Distance around stern of coaming B to B.....
10. If forward deck is turtle or high crown, give height of crown.....
11. If bow of cockpit is pointed and projects, like sketch No. 12 give height from point to deck F to F.....



No. 15. To get exact crown measurements which we require to make the Spray Hood fit snug. Take measurements as per sketch. Lay a stick across bow on deck, just where coaming and deck meet, leveling same, and give distance from stick to N.

For coverings we use 8 oz. Khaki Cloth or Striped Awning Duck.

PACKING

The canoes are carefully packed in heavy matting with a burlap covering. A charge of \$1.00 will be made for the burlap, to be credited to the purchaser when returned.

SHIPMENT AND TERMS

Shipment is usually made by Freight, which we have found very reasonable in all cases; but Express charges on canoes are rather high. Upon request and ten days' time we can furnish the freight rate to any point. Freight charges are from two to three dollars to points in New England States. No goods shipped C. O. D. to parties unknown, unless part payment is made in advance. If satisfactory references are furnished, goods will be shipped on part payment, subject to approval. If goods are not found as represented, all expense to customers will be refunded.

Send remittance by Money Order, Registered Letter or Express. Goods cannot be sent C. O. D. by Freight, as there are no arrangements in that line.

WHEN IN DOUBT

 Buy a "White" 

"It's Better to be Safe than Sorry"