

KENNEBEC CANOES



"SAFEST TO USE"

York, N. Y.

TO ZANE GREY

By W. LIVINGSTON LARNED

Been to Florida with Zane
... scouting down th' coast;
Whipped the deep for Tarpon, too,
That natives love th' most.
Seen the smiling tropic isles
That pass, in green review,
Gathered cocoanut and moss,
Where Southern skies were blue.

Seen him laugh that boyish laugh,
When things were goin' right;
Helped him beach *our little boat*
And kindle fires at night.
Comrades of the Open Way,
The Treasure-Troves of Sea,
Port Ahoy and who cares where
With Mister Grey an' Me!
— Courtesy of "*Field and Stream*."

"Our little boat" was an eighteen-foot KENNEBEC "Sponson" Canoe



This is what Zane Grey, the well-known novelist, has to say about KENNEBEC canoes.

"Here is a picture of your 'Sponson' canoe. It is FINE.
The picture shows Z. G. hooked to a bone fish."

Yours truly, ZANE GREY.

KENNEBEC CANOES

BOATS AND ACCESSORIES

Made in Waterville, Maine, U. S. A.

LIGHT, safe, staunch, beautifully finished, perfectly balanced, quick to respond to the paddle, the Kennebec Canvas Covered Canoes year by year have so improved upon the best previous models that they continue to maintain pre-eminence in popular favor. You will find in this little book, therefore, canoes and boats that will meet your most exacting needs and that will pay for themselves over and over again in exhilarating sport and good health.



ONE OF OUR BUILDINGS—SHOWING MAIN OFFICES

KENNEBEC BOAT AND CANOE CO.
WATERVILLE, MAINE, U. S. A.

Agents Everywhere

Foreign Department

44 Whitehall Street, New York, N. Y.

The Canoe—A Story of the Building

Few people, even those who have used canoes for years, know much about the actual construction of a canoe, or what it is that really makes one canoe superior to another. Believing this we are going to tell you how a KENNEBEC canoe is built.

The material that goes into the construction of a canoe, no matter what make, is pretty much the same, the essential difference between the various makes being model and quality of the workmanship. Of these two model takes first place over everything, and so I am going to talk to you first about the KENNEBEC model, how it was made and why KENNEBEC canoes instantly become popular wherever they are seen and used.

KENNEBEC MODELS

When any concern starts building canoes the first thing they must have is a model or form over which to build the canoe. The illustration will show you what we mean by a model or form. As the canoe is a failure if the model is wrong, it requires a skillful designer, with lots of patience



The Kennebec Model

in figuring out dimensions, to get the drawing of a perfect model. Then, from this drawing, the model is built of solid wood banded with strips of galvanized iron of equal width and equally distant apart, and these bands perform a very important office in canoe construction, as you will find out later on. The designers of the KENNEBEC models began their work with the thought uppermost in their minds of constructing a model that would not only be light, swift and graceful in all its lines, but at the same time be steady and safe. They noticed that too many of the canoes in use did not rest steadily on the water, but would tip and slide if the occupant moved ever so little.

They studied to overcome this feature, and discovered that canoes were tippy because the bottoms were more or less rounded. Then they went to work to build a model that would have a broad, flat bottom so that even though the occupant did move from the center of the canoe even up close to the gunwale the weight would still be resting on a surface that was flat on the water. Then Mr. Designer said: "If I make the bottom of my canoe wide and flat I may make it clumsy. How can I overcome that?"

Then he thought of the "Tumble Home."

"By a 'Tumble Home,' " he said, "I can roll in the sides of my model so that the top lines of the canoe will be no wider than the most tippy canoe made, and by this method I can produce a canoe that is not only safe for children and inexperienced canoeists, but I can give it the appearance of being narrow as well, thus getting all of the daintiness and graceful lines demanded by the most exacting canoeist, and yet have a canoe that is safe and swift, for everyone knows that a smooth, flat surface moves easier over the face of the water than rounded sides which offer more or less resistance."

And so on these lines the KENNEBEC model was built, and canoes constructed from this model sprang at once into popular favor, because their graceful lines appealed to the eye of the purchaser, and when put into use they met all of the demands of the most exacting. They were light, graceful, easy to paddle, swiftest in the race, and, above all, the broad, flat bottom with the "Tumble Home" sides made it a canoe which, in storm or shine, in rough water or smooth, was always safe to use, safe even when it was too rough for other makes of canoes to venture out.

METHOD OF CONSTRUCTION

Under the glossy paint and glittering varnish there must be solid, honest construction along certain definite lines

Now that I have told you about our model, I will try and show you how canoes are built from this model, and as each and every one is built over a solid form, every canoe of that particular model must be exactly alike.

The first operation is placing the inner rails along the top of the form and fastening them in place with the clamps that are along the sides of the form. Next the stem, made of tough white oak, steam bent to shape of the ends of the canoe, is fastened in place. Next the ribs, made of



Model with Rails, Ribs and Stems

tough, native State of Maine cedar, molded to shape and sanded smooth, are steamed until they will bend easily, and then over every strip of galvanized iron on the form a rib is bent and fastened to the inner rail. When this has been done the canoe is ready for the planking. This planking is made from old-growth cedar, tough but very pliable and light in weight; cedar from trees that grow so tall that the wood will be absolutely without knots, and cedar of a texture that is soft enough to conform readily to the rounded sides of the model. The builder then proceeds to fasten this planking to the ribs with long, slim copper or brass tacks made for this particular purpose. As each tack goes through the planking and the rib, it strikes against the galvanized iron band under the rib, and this bends the point of the tack, clinching it so that it cannot pull out. After the canoe is all planked, it is taken from the form and the decks put in. In this stage of construction it is called the shell. This shell is next given a heavy coat of boiled linseed oil of the highest grade, and then laid aside a few days before being canvassed. The method of canvassing a canoe is at once simple, yet has to be done very carefully in order to get a perfect fitting cover. The canvas is cut the proper length and is wide enough so the cover is all in one piece. The canvas

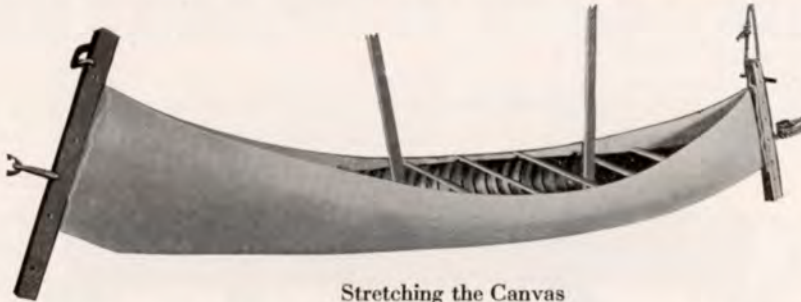


The Shell Showing Planking and Tacks

is then folded lengthwise, and stretched between clamps with pulleys. See illustration. After the canvas is stretched the shell is forced down into the canvas cover and firmly tacked along the edges. Then the ends are cut to shape, one edge overlapping the other, and firmly tacked.

Now that the canvas is on, the next step is to make the canvas watertight, and this is done by filling the canvas with a special preparation made for that purpose. The mixture is put on the canvas with a brush and hand rubbed. Here much skill is required, for the filler must be mixed just right, and the proper amount put on, not too much or too little, as either would make a bad surface. The weave of the canvas must be entirely filled, but at the same time there must not be a bit too much, as that would add weight to the canoe and make the surface uneven, causing little bulgy surfaces which would scrape and knock off when the canoe was put into use. So the filler is rubbed and rubbed into the weave of the canvas until it is completely filled and absolutely smooth. Then comes the slow process of seasoning and hardening, and this process

cannot be hurried. To season and harden, the filled canoe is put out of doors, and it stays there until the process is complete. Many schemes have been devised to hurry the hardening process, but none have yet been found that were successful. All methods of hurrying this hardening process have been found to injure the filler and make it liable to crack after the canoe has been



Stretching the Canvas

used a while. When the first filler is thoroughly hard then are put on the second and third filler coats. These last two filler coats are of an entirely different mixture, and are put on very, very thin, but they are both hand rubbed the same as the first filler. These last filler coats dry under cover, dry rapidly, and give a surface that is perfectly smooth and as hard as glass.



After the third filler has become hard the canoe is then taken to the railers. Here the rails are put on, the thwarts and seats are put in, the keel and bangplate put on, and the canoe made ready for the final finish of color and varnish. In the matter of color the assortment is wide, as canoes are painted all colors and all combinations of colors imaginable, and with stripes and rub rails, but the final finish is three coats, inside and out, of the best quality of spar varnish. Then the canoe is ready to go to the packing house, where it is packed in straw and burlap and made ready to travel, sometimes hundreds of miles, to give pleasure and bring health and strength to some boy or girl, man or woman, for there is no out-of-door exercise more healthful than paddling a canoe.

First impressions of the Kennebec canoe are usually correct. Because of its extremely graceful lines one gains a most favorable impression on first sight, and invariably this is strengthened by closer inspection. The scientific design and construction, the painstaking workmanship and superior finish of the Kennebec places it in a class by itself. Following is a condensed price list, also giving the page numbers, on which you will find full description and prices of the various models.

The Kennebec Model	from \$77.50 to \$100.50	Illustrated on Page	5
Kennebec "Kineo" Model	" 79.00 to 102.00	" " "	6
Kennebec "Torpedo" Model	" 80.00 to 103.00	" " "	7
Kennebec "Sponson" Model	" 97.50 to 120.50	" " "	10
Kennebec Outboard Motor Model	" 90.00 to 112.00	" " "	11
Kennebec Outboard Motor with Sponsons	" 110.00 to 132.00	" " "	11
Kennebec Maine Guides	" 75.00 to 80.00	" " "	12
Kennebec War Canoes	" 150.00 to 280.00	" " "	12
Kennebec Maine Coast Rowboats	" 75.00 to 85.00	" " "	13
Kennebec Maine Coast Special	" 105.00	" " "	13
Kennebec Belgrade Boat	" 80.00 to 85.00	" " "	14
Kennebec Fisherman Boat	" 40.00 to 45.00	" " "	14

No expense of upkeep. The first cost of a Kennebec canoe is all there is to it, giving years of pleasure. Any of our canoes will carry as many persons as can get into them, solely determined by the length of the canoe. No amount of ordinary duffle or dunnage that would be put into the canoe would put a Kennebec unsafely low in the water.

A Description of the Different Types

In the price list of each model shown in this catalogue we speak of Type A, etc. Now that does not mean the quality of the Kennebec canoe. It is a designation of styles of finish. In other words, the quality of Type A is equally as good as Type 3A, so please keep in mind always that "Type" is solely a matter of finish, for we have but one quality, namely, the best. The following is a description of the different types of finish we use on our stock canoes. If careful attention is paid to this, there will be no mistake in ordering exactly the finish wanted.

Type A. Maple 20-inch decks, spruce wales, maple seat frames and thwarts. Birch, maple or oak keel.

Type 2A. Mahogany 20-inch decks, outwales, seat frames and thwarts. Birch, maple or oak keel.

Type 3A. Mahogany 30-inch decks in the bow, 24-inch deck in the stern, with coamings. Mahogany outwales, seat frames and thwarts. Birch, maple or oak keel.

In all models and types the fastenings are copper or brass. Brass bangplates of proper length on all canoes.

In all types of Kennebec and Kineo models the 16-foot canoe has two cane seats and two thwarts. The 17-foot and 18-foot has two cane seats and three thwarts. Torpedo model, 16-foot, 17-foot and 18-foot canoe, has two cane seats and two thwarts. Maine Guides model in either length has two cane seats and three thwarts.

The "Kennebec" Model — Open Gunwale



Of all our models the most popular is the KENNEBEC. It is light in weight, rests gracefully on the water, yet with any load, from the lightest to the heaviest, is firm and staunch. It has unusually pleasing lines, is light and buoyant, and is adapted to more varying conditions than any model ever constructed.

The location of the "tumble home" in the KENNEBEC model not only adds to its stability, but decreases the draft, giving increased speed. There is no canoe on the market today that combines so many excellent qualities as our KENNEBEC model.

We carry a large stock of these canoes in Type A finish in medium green, French gray and Italian red colors, from which we can make very prompt shipment. Other colors and types we can furnish, the length of time required varying from one week to three weeks, according to the extras called for by the order. Color card on request.

Prices with Keel

Length Feet	Width On Rails	Width Extreme	Depth Inches	Weight About	Type A	Code Word	Type 2A	Code Word	Type 3A	Code Word
15	33	35	12 $\frac{1}{4}$	60 lbs.	\$77.50	Abaft	\$85.50	Alter	\$95.50	Aid
16	33 $\frac{1}{2}$	35 $\frac{1}{2}$	12 $\frac{1}{4}$	65 lbs.	77.50	Abbot	85.50	Abeam	95.50	Alto
17	34	36	12 $\frac{1}{4}$	70 lbs.	80.00	Abide	88.00	Abject	98.00	Arc
18	34 $\frac{1}{2}$	36 $\frac{1}{2}$	12 $\frac{1}{4}$	75 lbs.	82.50	Ablaze	90.50	Abode	100.50	Area

Add \$3.50 to the above prices if outside stems are desired.

Dealers should add freight.

See page 5 for description of types, and pages 15 and 16 for list of extras and accessories.

KENNEBEC BOAT & CANOE CO.,
WATERVILLE, MAINE.

GIRARD COLLEGE,
PHILADELPHIA, PA.

Gentlemen: — I am very much pleased with my KENNEBEC. If I were purchasing again I should buy exactly the same thing. We use it as a family canoe, and I am greatly pleased with the steadiness of the model. I feel it is very safe.—JOSEPH M. JAMESON, Vice President.

The Kennebec "Kineo" Model — Open Gunwale



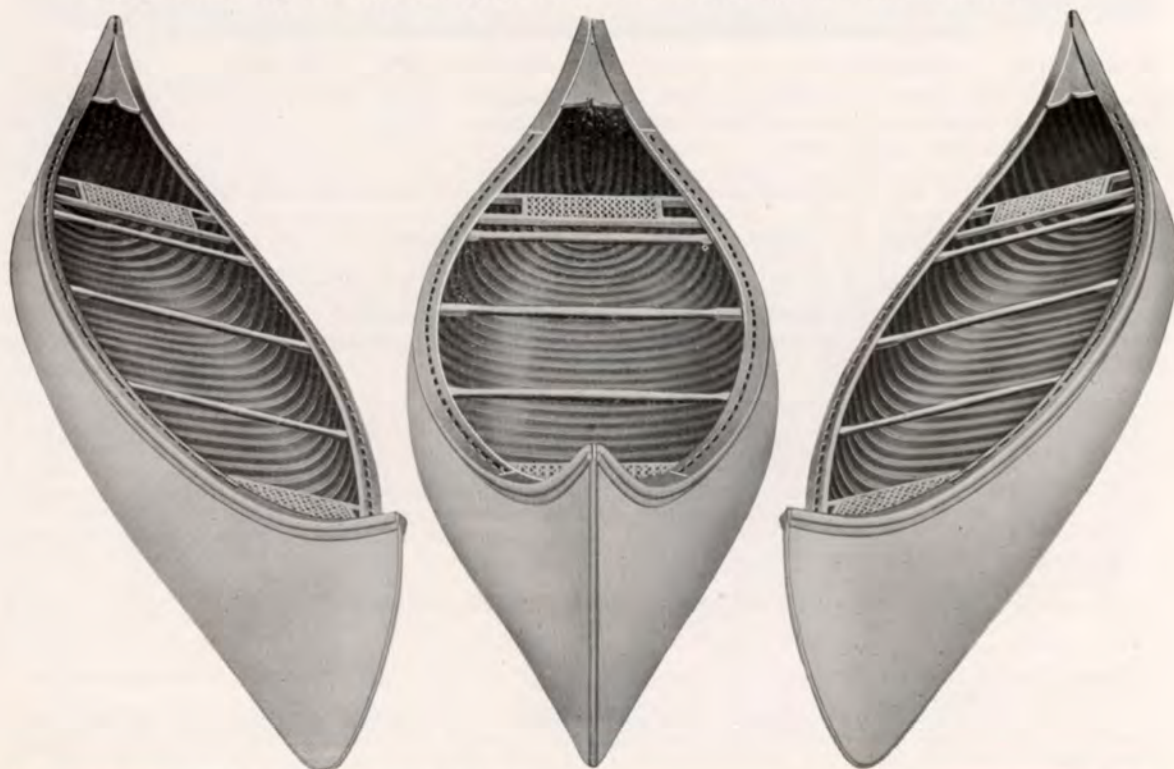
This is one of the strongest canoes we build, and is designed primarily for those desiring a canoe for long trips and where considerable duffel, dead weight, is to be carried. It is designed especially for rough water service, and is well adapted for use along the coast on salt water. It is a great favorite of cottagers and campers on the shores of lakes where an easy paddling canoe, and yet one that is strong, is desired. This model is a little wider on the bottom than the KENNEBEC, and the "tumble home" is slightly more pronounced, which makes it a little more buoyant. In the hands of a canoeist of experience trips can be taken on very rough water with safety.

We carry a large stock of these canoes in Type A finish in medium green, French gray and Italian red colors, from which we can make very prompt shipment. Other colors and types we can furnish, the length of time required varying from one week to three weeks, according to the extras called for by the order. Color card on request.

Prices with Keel										
Length Feet	Width On Rails	Width Extreme	Depth Inches	Weight About	Type A	Code Word	Type 2A	Code Word	Type 3A	Code Word
15	34	36	13	65 lbs.	\$79.00	Baby	\$87.00	Bacon	\$97.00	Bad
16	34	36	13	70 lbs.	79.00	Bade	87.00	Bail	97.00	Beat
17	35	37	13	75 lbs.	81.50	Balk	89.50	Band	99.50	Bird
18	35	37	13	80 lbs.	84.00	Barb	92.00	Blow	102.00	Boom

Add \$3.50 to the above prices if outside stems are desired. Dealers should add freight.

See page 5 for description of types, and pages 15 and 16 for list of canoe accessories and extras.



KENNEBEC Canoes—"Safest To Use"

The Kennebec "Torpedo" Model — Open Gunwale



The KENNEBEC "Torpedo" model is a great favorite among the younger set in all parts of the country, especially where a particularly sporty canoe is desired. It is what we call our sport model, and while we do not recommend it to inexperienced canoeists, in the hands of an experienced canoeist it is as safe as any canoe. The lines of this model, the shape of the ends and its narrow beam, give it a very classy look, especially when done in attractive colors and striping.

The KENNEBEC "Torpedo" model has increased length of waterline and decreased out-of-water length and relief of bow fullness. *These lines give a greater draft and displacement, lower the center of gravity and give a stability almost equal to the KENNEBEC model.*

We carry a large stock of these canoes in Type A finish in medium green, French gray and Italian red colors, from which we can make very prompt shipment. Other colors and types we can furnish, the length of time required varying from one week to three weeks, according to the extras called for by the order. Color card on request.

Prices with Keel										
Length Feet	Width On Rails	Width Extreme	Depth Inches	Weight About	Type A	Code Word	Type 2A	Code Word	Type 3A	Code Word
16	30	32	11½	65 lbs.	\$80.00	Torn	\$88.00	Torpor	\$98.00	Torso
17	31	33	11½	70 lbs.	82.50	Tore	90.50	Torque	100.50	Tort
18	32	34	11½	75 lbs.	85.00	Tory	93.00	Toupee	103.00	Total

Add \$3.50 to the above prices if outside stems are desired.

Dealers should add freight.

See page 5 for description of types, and pages 15 and 16 for list of extras and accessories.

SUGGESTIONS FOR PAINTING AND DECORATING CANOES

Pleasing Combinations of Colors add to the Attractiveness of Your Canoe

A canoe finished in two colors, the top border being about four inches wide and extending down from the gunwales, and the balance of the canoe in some contrasting color with a stripe or rub rail between, is very attractive. The following are some suggestions for different combinations.

Dark blue body, orange border, with black stripe and turned-down ends	\$5.50
Dark green body, light green border and mahogany rub rail	8.00
Royal purple body, orange border, ½-inch gold stripe with turned-down ends and filled-in gold scroll	10.00
Brown body, cream color border with ½-inch gold stripe and turned-down ends	6.00
Dark blue body, red border and orange stripe with turned-down ends	5.50
Gray body, purple border with ½-inch gold stripe and turned-down ends with filled-in gold scroll	10.00
Dark blue body with ¾-inch gold stripe and Greek ends	9.00
Black body, white border, ½-inch gold stripe with turned-down ends and filled-in gold scroll	10.00
Auto gray body, light green border with oak rub rail	6.00
Dark green body, orange border and black stripe with turned-down ends	5.50
Auto gray body with ½-inch gold stripe and turned-down ends with gold scroll	8.00
Dark blue body, light blue border with mahogany rub rail	8.00
Royal purple with ¾-inch gold stripe and Greek ends	9.00

Of course, there are many other handsome combinations. Canoes will be painted in any other color or combination of colors desired. For prices of striping, lettering and monograms, see page 16.

KENNEBEC BOAT & CANOE CO.,
WATERVILLE, MAINE.

WASHINGTON, D.C.

Gentlemen: — The beautiful KENNEBEC "Torpedo" model canoe was received at my summer home, Eagle's Mere, Pa., and proved a constant source of enjoyment. It is the most comfortable canoe I was ever in and was more admired than any canoe on the lake.—MRS. JOHN MITCHELL, JR.

KENNEBEC BOAT & CANOE CO.,
WATERVILLE, MAINE.

SUPERIOR, WISC.

Gentlemen: — About six years ago I purchased a KENNEBEC "Torpedo" canoe. I consider it the best investment I ever made, and I do not hesitate to put it up against any other canoe in this district for either speed or beauty. It is a KENNEBEC "Torpedo" six years new.—NAT LARSON.

THE KENNEBEC MODEL



THE TYPE DE LUXE

The finish of our Type 3A gives the quality that is required by canoeists who want the best or the *de luxe* finish. The bow deck is 30 inches long, the stern deck 24 inches long, crowned high and finished with coaming. These decks and coaming are mahogany, varnished and rubbed to a high finish. Outwales, seat frames and braces also mahogany to match decks and coaming. For further description of this model in other types of finish, together with prices, see page 5.

SAILING CANOE

For real sport, nothing can excel sailing, especially in a canoe. There is an excitement, an exhilaration, that you get in no other way. If you have never tried skimming over the water in a sailing canoe, with a good strong breeze, you certainly have missed something. A motor-driven canoe affords an easy method of getting over the water, but it lacks that element of sport one gets from sailing with the right kind of a craft.



The outfit can be put on and taken off in a few minutes, and the leeboards, which serve as keels, are fastened by pivot bolt so that the canoe can be used as a rowing canoe.

If you have never tried this sport try it. It is quite so good.

PRICES OF SAIL

Lateen sail outfit, 45 sq. ft., without leeboards
Lateen sail outfit, 45 sq. ft., with leeboard outfit
Lateen sail outfit, 70 sq. ft., without leeboards
Lateen sail outfit, 70 sq. ft., with leeboard outfit
Two lateen sail outfits, 45 sq. ft., without leeboards
Two lateen sail outfits, 45 sq. ft., with leeboard outfit
Lateen sail outfit, with one each 70 and 45 sq. ft.
Lateen sail outfit, with one each 70 and 45 sq. ft.
Lateen sail outfit, with two 70 sq. ft. sails, without leeboards
Lateen sail outfit, with two 70 sq. ft. sails, with leeboards

KENNEBEC BOAT & CANOE CO.,
WATERVILLE, MAINE.

Gentlemen: — I am delighted with the eighteen-foot canoe. It is the easiest running canoe and will stand the hardest use.

KENNEBEC BOAT & CANOE CO.,
WATERVILLE, MAINE.

Gentlemen: — I am pleased to tell you that the Kineo canoe purchased from you is very satisfactory, and I shall not only recommend your product, but also your courteous and square way of doing business.

A. W. DUNNING.

WILTON, N.H.

TYPE 3A — OPEN GUNWALE



UNEQUALLED IN EXCELLENCE

Fancy striping, either in gold or colors, special monograms, duotone finish (2 colors) separated either by stripe or rub rail, all add to the attractiveness of a canoe.

Our artists can put on any design you wish. Send us a drawing of what you want and we will quote price for special work. Prices for regular striping, lettering, monograms, rub rails, etc., found on page 16. Suggestions as to various color combinations will be found on page 7. They can all be varied to suit your taste.

WHAT A SAILING EQUIPMENT CONSISTS OF

A complete sailing outfit consists of a lateen sail, mast, spars, boom, mast seat and step, mast jaw, ropes and necessary blocks and cleats; also a set of leeboards. We fit up sailing outfits with sails of approximately 45 square feet area and approximately 70 square feet area, and often canoes are rigged with double set of sails, or we sell just the sail outfit without the leeboards, or we sell the leeboards without the sail outfit where the canoeist wishes to make his own sail.

stantly. It consists of the sail, completely the purpose of a centerboard. The leeboard blades swing like a pendulum.

this season and be convinced that no other

SAILING OUTFITS

.....	\$15.00
.....	25.00
.....	23.00
.....	33.00
.....	30.00
.....	40.00
sails, without leeboards	38.00
sails, with leeboard outfit	48.00
at leeboards	46.00
leeboard outfit	56.00

LONG LAKE WEST, N.Y.

boat KENNEBEC canoe purchased from you last fall. best usage of any canoe I have ever seen.

C. M. DANIELS.

KENNEBEC BOAT & CANOE CO.,
WATERVILLE, MAINE.

Gentlemen:—The sixteen-foot KENNEBEC "Sponson" sailing canoe I purchased from your company has given great satisfaction. I have given it a very thorough test in Elk River, taking it out in very windy days, and I have found sailing a canoe of this model safe and exhilarating.—RAYMOND B. JONES.



BROOKLYN, N.Y.

Kennebec "Sponson" Canoe — Open Gunwale



HOW SPONSONS ARE BUILT

There are so many different ideas as to what a sponson canoe really is, and what these sponsons are made of, that we think a word about their construction may be of interest. These are air chambers along the sides of the canoe, which are not cork filled, as many suppose, and are the same in all makes of canoes, the only difference in the various makes being the way they are built and the method of attaching them to the sides of the canoe.



An early morning row in a "Sponson" Canoe

These air chambers on the KENNEBEC canoe are built as follows: First, a piece of canvas, wide enough to go completely around the finished sponson, is stretched tightly along the sides of the canoe just under the rail. This canvas is thoroughly waterproofed to a depth equal to that of the finished sponson, after which a framework is built. This framework is made of cedar blocks, molded to proper shape, and spaced so that one block will come opposite every other rib in the canoe. These blocks are fastened onto the outside of the canoe by screws put through from the inside, that is, brass screws of the proper size and length go through the rib, planking and canvas of the canoe into the sponson block, drawing the block in and holding it close to the side of the canoe. This frame is then cedar covered, after which the piece of canvas that was tacked on before the framework was begun is drawn up tight over the sponson frame and securely tacked along the edge with brass tacks. After this is done the canvas on the sponson is filled in the same manner as the canvas on the canoe, so that when finished the sponson is an airtight, watertight compartment along each side of the canoe.

ABSOLUTELY SAFE FOR WOMEN AND CHILDREN

The KENNEBEC "Sponson" canoe is absolutely safe — you cannot tip it over and you cannot sink it.

Our round sponson has all of the buoyancy of the old-fashioned flat-top sponson, but without its clumsy appearance. In the water the KENNEBEC "Sponson" appears as light as an ordinary canoe and is propelled with as little effort.

Equipped with a sailing outfit the KENNEBEC "Sponson" canoe makes a splendid sailing craft for use on salt water or on lakes where rough water is encountered, or, with the installation of either a stationary or detachable motor, makes a very desirable motorboat.

A LIGHT ROWBOAT

The KENNEBEC "Sponson" canoe, equipped with a pair of outrigger oarlocks and a pair of light oars, makes an ideal craft for rowing. It is as safe as any boat of the same length and has the advantage of being much lighter, a craft that can easily be pulled up on shore and as readily put back into the water. Where a craft of shallow draft is desired there is nothing as good.

Prices with Keel

Length Feet	Width Inches	Depth Inches	Weight About	Type A	Code Word	Type 2A	Code Word	Type 3A	Code Word
16	42	12 $\frac{1}{4}$	90 lbs.	\$97.50	Glade	\$105.50	Grip	\$115.50	Gull
17	43	12 $\frac{1}{4}$	100 lbs.	100.00	Goal	108.00	Grade	118.00	Gun
18	44 $\frac{1}{2}$	12 $\frac{1}{4}$	110 lbs.	102.50	Grand	110.50	Grasp	120.50	Gust

Oak guard rail entire length of Sponsons \$3.00 extra. Mahogany guard rail \$4.00 extra.

If outside stems are desired add \$3.50 to the above prices.

Dealers should add freight. For prices of all accessories, see page 16.

KENNEBEC BOAT & CANOE CO.,
WATERVILLE, MAINE.

Gentlemen: — The KENNEBEC "Sponson" canoe has arrived and I wish to congratulate you on its looks and workmanship.—WM. E. CARLIN.

KENNEBEC BOAT & CANOE CO.,
WATERVILLE, MAINE.

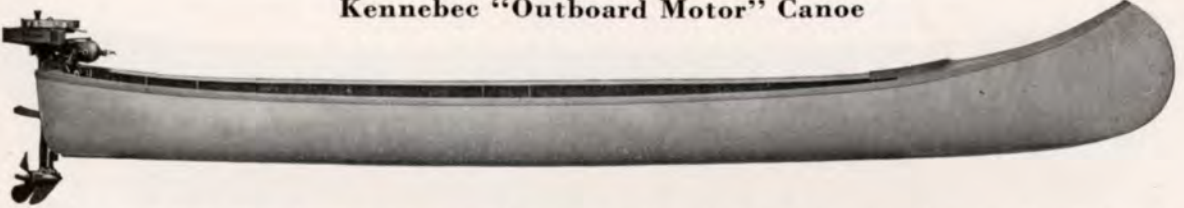
Gentlemen: — The KENNEBEC "Sponson" canoe fulfills all my expectations. It is a fine canoe.

F. W. DILLER.

LAWTON FISHING CLUB,
GUERETTE, MAINE.

BROOKLYN, N.Y.

Kennebec "Outboard Motor" Canoe



The use of the outboard motor increases each year as people realize what a very satisfactory motorboat can be had at comparatively small expense by their use in connection with a light boat or canoe. For many uses a canoe is the better, and this is especially true where shallow water is to be encountered, as is often the case on fishing trips. Our square stern canoe has all of the desirable features of the regular paddling canoe, yet is well adapted for use with any make of outboard motor.

The square stern model is made in the same manner as our regular canoes, except that heavier ribs, canvas and planking are used, together with outside stems, permitting more strenuous service than would be possible with lighter construction.

The sternboard, or transom, is double, which permits covering the entire stern with canvas, after which the second sternboard is put on, set in lead and securely fastened, making an absolutely watertight craft. The transom is securely braced to the gunwales and keel, making the canoe so rigid that there is no vibration, even with the motor running at full speed. An ideal outfit for the hunter, fisherman or pleasure-seeker, making the out-of-way places easily accessible. Equipped with oarlocks and a pair of light oars it makes a much handier craft for rowing than any boat, as it is so much easier to take out and put back in the water.

The stern of this model is made broad and flat to keep the canoe on a fairly even keel with the motor attached, but if the operator desires to sit in the stern near the motor, some ballast, to offset his weight, should be put in the bow. The canoe can be used without this ballast, but if a fairly even keel is desired then this extra ballast is necessary.

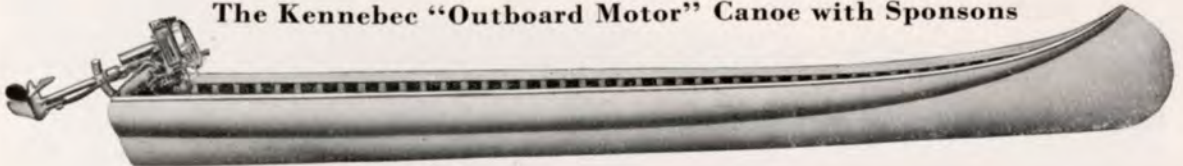
PRICES WITH REGULAR KEEL AND OUTSIDE STEM

Length Feet	Width On Rails	Width Extreme	Depth Inches	Weight About	Type A	Code Word	Type 2A	Code Word	Type 3A	Code Word
17	35	38	13	100 lbs.	\$90.00	Over	\$100.00	Oval	\$112.00	Ovoid

Dealers should add freight.

See page 5 for description of types, and pages 15 and 16 for list of extras and accessories.

The Kennebec "Outboard Motor" Canoe with Sponsons



The square stern canoe with sponsons, equipped with either the outboard or the stationary type of engine, makes a most satisfactory medium-sized motorboat, and a very reasonably priced one. It also makes a craft that is perfectly safe to use even in rough weather, for with the sponsons it will not tip over and cannot sink. It will carry five people comfortably, and the amount of speed will depend, of course, on the size and power of the engine installed. We have sold a great many of this type of canoe, to be used in place of a motorboat, and they give universal satisfaction. They can be used where the water is too shallow for use of a regular motorboat, and being so much lighter are easily taken up on shore and as easily put back into the water.

Equipped with sailing outfit, leeboards and rudder, it also makes a very satisfactory sailing craft, one that will afford real sport.

PRICES WITH REGULAR KEEL AND OUTSIDE STEM

Length Feet	Width Extreme	Depth Inches	Weight About	Type A	Code Word	Type 2A	Code Word	Type 3A	Code Word
17	48	13	135	\$110.00	Spoke	\$120.00	Spoon	\$132.00	Spout

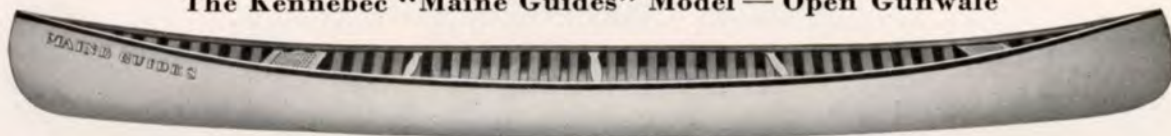
Dealers should add freight.

For prices of sailing equipment, see pages 8, 9 and 16.



KENNEBEC Canoes—"Safest To Use"

The Kennebec "Maine Guides" Model — Open Gunwale



To build a canoe that would stand the hardships of a long trip through our northern Maine waters we realized that nothing but the best and strongest of materials should be used, and that this model must be constructed along the strongest possible lines. The constantly increasing demand for this model by our Maine guides, who are very critical as to the canoe they use when guiding, is the best proof that we have succeeded in producing a canoe that has no equal for service and durability. It is as light in weight as it is possible to build a canoe and give it the sturdiness so essential in a canoe of this kind. **All Cedar Planking.**

PRICES WITHOUT KEEL

Length Feet	Width On Rails	Width Extreme	Depth Inches	Weight About	Type A Open Gunwales	Code Word Daily Date
18½	35½	37½	13	80 lbs.	\$75.00	
20	37	39	13	90 lbs.	80.00	

If keel is desired add \$2.00 to above prices. If outside stems are desired add \$3.50 to the above prices. Dealers should add freight.

KENNEBEC BOAT & CANOE CO.,
WATERVILLE, MAINE.

STATE OF MAINE LAND AGENT & FOREST COMMISSIONER,
AUGUSTA, MAINE.

Gentlemen:— We have your letter of the 15th, asking us how we liked the Maine Guides canoe. I can assure you we are all very much pleased with it. I have two of your canoes which I use quite a good deal myself, one at Pleasant Pond and one at Lake Parlin, and I have always been very much pleased with the service they have given.

Very truly yours,
FORREST H. COLBY.

War Canoes



Each successive year brings an ever-increasing demand for war canoes in boys' and girls' summer camps and canoe clubs. We have given special attention to the design of our war canoes, knowing, as we do, how important it is to have a canoe that is not only steady in the water, but one that paddles with comparative ease, and we have accomplished this result to a marked degree. *No camp or canoe club using KENNEBEC War Canoes will lack for a winner.* Not only are these canoes unusually steady, but the lines are perfect, giving the canoe a graceful appearance in the water. The "Tumble Home" is particularly emphasized in our war canoes, making them safe even for the younger boys and girls to use. These canoes are carefully built of the best selected stock, finished with heavy keels, open gunwales, outside stems and long decks, making them very strong, yet adding no unnecessary weight.

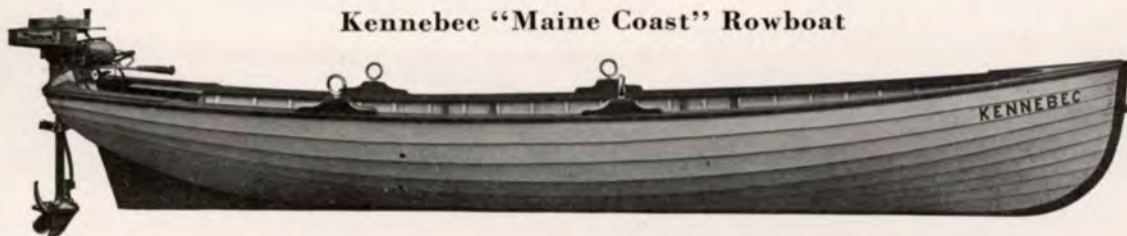
PRICES WITH KEEL

Length Feet	No. of Paddlers	Width Inches	Depth Center Inches	Depth End Inches	Price With Cane Seats	Code Word	Price With Wide Braces	Code Word
25	6 to 11	44	16	35	\$165.00	Spade	\$150.00	Spaded
30	8 to 15	46	16	35	220.00	Spar	200.00	Speers
35	11 to 21	48	16	35	280.00	Speed	250.00	Speeded

Dealers should add freight.

KENNEBEC Canoes—"Safest To Use"

Kennebec "Maine Coast" Rowboat



These Boats are built both Lap-strake and Smooth Seam. When Ordering be sure and specify which is Wanted.

The KENNEBEC "Maine Coast" rowboat is an adaptation of a type of boat well known in our coast waters; built to conform to fresh water conditions, retaining all the seaworthiness of the coast boat, but being built lighter, it is easy to handle, yet amply strong for inland lake use.

This boat is very steady and a splendid boat for fishing and use around summer camps. Being strongly built and well reinforced they are adapted for use with detachable motors. The oak transom, thoroughly reinforced, oak knees, all fastened with bolts and nuts, make it impossible for the vibration of the motor to cause the boat to leak, as is the case with boats not made specially strong.

The KENNEBEC "Maine Coast" is built with cedar planking, oak or rock elm ribs, oak gunwales, hardwood stem, keel and transom. Painted gray inside and moss green outside. Seats, decks and gunwales finished natural with best quality spar varnish. Each boat given four coats of paint before varnishing.

These boats are fitted with a bottom rack, made of boards running lengthwise of the boat, which furnishes practically a double bottom; also one pair of spruce oars, leathered, varnished and copper tipped, and one pair of oarlocks with sockets. The 14-foot and 16-foot lengths have in addition an extra pair of oarlock sockets.

DIMENSIONS AND PRICES

Length Feet	Width Inches	Depth Inches	Height at Ends Inches	Weight About	Price	Code Word Lap-strake	Code Word Smooth Seam
12	46	16	25	120 lbs.	\$75.00	Mace	Maid
14	47	16	25	130 lbs.	80.00	Macerate	Mail
16	48	16	25	145 lbs.	85.00	Machete	Maim

These boats are usually shipped without packing, with just a heavy roll around the middle of the boat as a bumper. If it is desired that they be packed in straw and burlap there will be an extra charge of \$2.00. For crating the charge is \$5.00. Dealers should add freight.

Kennebec "Maine Coast Special" Rowboat



The Maine Coast Special boat, as illustrated, is the same as our Maine Coast rowboat, but somewhat heavier. It has a 42-inch canvas-covered deck in bow and a 5-inch coaming extending the entire length of the gunwales. *This boat is an exceptionally good rough water boat, built for strenuous service and comfort, and is meeting with popular favor.*

The construction is heavy half-round ribs, cedar planking, either Clinker (lap-strake) or Carvel (smooth seam), as may be preferred, hardwood stem, keel and sternboard or transom. The transom is reinforced by a stern post that makes the transom and keel practically one solid piece of wood. The coaming and gunwales are of oak, finished natural, and seats of birch in natural finish.

The boat is painted gray inside and moss green outside.

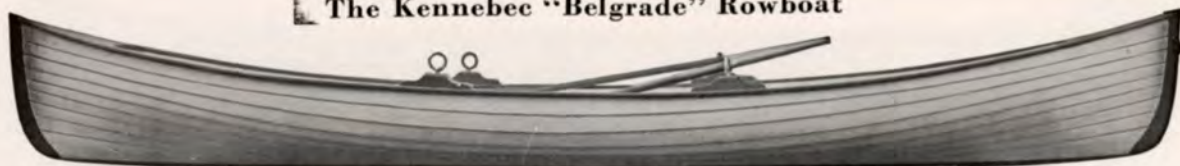
This is undoubtedly the best boat offered by any manufacturer for use with a detachable motor. Built in 16-foot length only, and equipped with one pair oarlocks, two pairs oarlock sockets and one pair spruce oars leathered and copper tipped.

Price of Maine Coast Special rowboat
F. O. B., Waterville, Me., \$105.00

	Code Word
Lap-strake	Mode
Smooth Seam	Modern

These boats are usually shipped without packing, with just a heavy roll around the middle of the boat as a bumper. If it is desired that they be packed in straw and burlap there will be an extra charge of \$2.00. For crating the charge is \$5.00. Dealers should add freight.

The Kennebec "Belgrade" Rowboat



These boats are furnished in Lap-strake construction only

The KENNEBEC "Belgrade" rowboat is an ideal boat for fishing or for use around a summer camp. *It is the only rowboat model that appeals to the host of sportsmen who annually fish the waters of the famous Belgrade and Rangeley Lakes.* This boat rows easily, is very steady, of large carrying capacity, and remarkably safe in the rough waters that frequently trouble our inland lakes. More of this type of boat are used in the Belgrade and Rangeley regions than all other models combined.

The KENNEBEC "Belgrade" rowboat is built of clear cedar. It has oak or rock elm ribs, oak gunwales, hardwood stem and keel. Gunwales, seats and decks finished natural with the best grade of spar varnish. Inside painted gray, outside moss green.

Built in open gunwale construction, a great convenience when washing out the boat.

Each boat is fitted with bottom rack, giving practically a double bottom; equipped with one pair spruce oars, leathered and copper tipped, one pair oarlocks and two pairs oarlock sockets.

PRICES AND DIMENSIONS

Length Feet	Width Inches	Depth Inches	Height at Ends Inches	Weight About	Price	Code Word Lap-strake
16	46	16	27	140 lbs.	\$80.00	Beck
17	47	16	27	150 lbs.	85.00	Beckon

These boats are usually shipped without packing, with just a heavy roll around the middle of the boat as a bumper. If it is desired that they be packed in straw and burlap there will be an extra charge of \$2.00. For crating the charge is \$5.00. Dealers should add freight.

Kennebec "Fisherman" Boat — 14-foot length



The KENNEBEC "Fisherman" may be termed a punt or rowing skiff, and is designed to meet the demand for a low-priced serviceable boat, one that is *absolutely safe for women or children to use*, or for rent to fishing parties, use around summer camps, or as a tender. Being thoroughly built and reinforced at the stern, it is sufficiently strong to permit the use of detachable motor.

Each boat is fitted with bottom rack, making practically a double bottom. The 14-foot length is equipped with one pair of plain oars, one pair of galvanized oarlocks and two pairs of oarlock sockets. The 12-foot length has one pair of plain oars and one pair of oarlocks with sockets.

For oars leathered and copper tipped, \$2.00 extra.

Length Feet	Width Inches	Depth Inches	Weight About	Price	Code Word
12	43	15	150 lbs.	\$40.00	Punch
14	44	15	160 lbs.	45.00	Punctual

Dealers should add freight.

KENNEBEC BOAT & CANOE CO.,
WATERVILLE, MAINE.

PROVIDENCE, R.I.

Gentlemen: — During the past season my family has been using one of your KENNEBEC "Fisherman" boats on an inland lake, and we have all been most enthusiastic about its sporting qualities, it being the best skiff I have ever seen for lightness, ease of rowing, maneuvering, slight draft and perfectly balanced qualities.—J. P. MANTER.

KENNEBEC BOAT & CANOE CO.,
WATERVILLE, MAINE.

BASOM, N. Y.

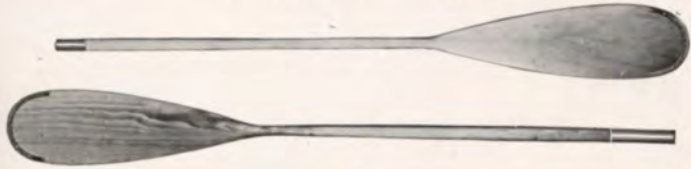
Gentlemen: — After a season's use of the KENNEBEC "Fisherman" on our five-acre lake we wish to say that the boat has proven very satisfactory in every way.—PETER KLOTZBACH.



OARS. Straight and Spoon Blade



SINGLE BLADE PADDLE



DOUBLE BLADE PADDLES

All Kennebec paddles are the result of hand work by skilled men. They always work with the grain of the wood, which insures a strong, dependable paddle that will stand from twenty per cent to fifty per cent more strain than the ordinary kinds, many of which are machine-made, cross-grained, and therefore weak.



BACK REST "C"



BACK REST "D"



BACK REST "B"



CHAIR



CARRY YOKE



W. G. SPECIAL
OARLOCK



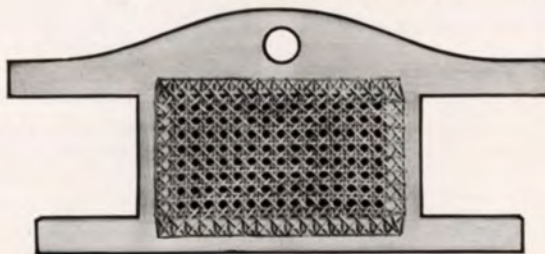
DETACHABLE
FOLDING SEAT



BACK REST "K" SPECIAL



L. B. CUSHION



MAST SEAT



BACK REST "A"

KENNEBEC Canoes—"Safest To Use"

	Price Each	Code Word		Price Each	Code Word
Back Rest "A" Spruce.....	\$1.25	Ice	Monogram, 2 Letters, One Side....	\$2.50	Image
Back Rest "B" Maple.....	2.00	Icele	Monogram, 2 Letters, Both Sides ..	4.00	Images
Back Rest "B" Mahogany.....	2.50	Icing	Monogram, 3 Letters, One Side	3.00	Impugn
Back Rest "C" Spruce.....	1.60	Iceberg	Monogram, 3 Letters, Both Sides ..	5.00	Impugns
Back Rest "C" Mahogany.....	2.25	Icepack	Stripe, Gold Leaf, Turned-down		
Back Rest "D" Maple, Caned....	2.25	Identify	Ends, 1/2-in.....	4.00	Imagine
Back Rest "D" Mahogany, Caned	3.00	Idiom	Stripe, Same with Edging.....	5.00	Interlace
Back Rest "K" Special, Mahogany	4.00	Intact	Stripe, 1/2 to 1-in., Color, Turned-		
Cushions, Lifebuoy.....	1.75	Ignite	down Ends.....	3.50	Imbecile
Chair, Maple, Folding Back, Caned	4.50	Ignorant	Stripe, Same with Edging.....	4.50	Interlude
Chair, Mah'y, Folding Back, Caned	5.50	Ignore	Old English Letters (5-in.).....	2.00	Impinge
Seat, Folding, Detachable, Black			Gold Scroll, each.....	1.00	Imported
Enamel, Grade C.....	2.50	Igneous	White Enamel Finish.....	5.00	Induct
Seat, Folding, Detachable, Polished,			Brass Bangplate, full length of		
Brass, Grade B.....	3.50	Ignition	Keel.....	2.25	Intention
Mast Seat.....	2.50	Step	Oars, hand made, leathered, var-		
Drip Cups for Double Paddle, pr..	.45	Intense	nished and copper tipped.....	per pair	
Rub Rails, Oak.....	4.00	Inlay	6 1/2 ft. Spruce or Ash, Straight Blade	5.20	Incense
Rub Rails, Mahogany.....	6.00	Inland	7 ft. Spruce or Ash, Straight Blade	5.60	Inch
Rowing Seat, Maple, Caned.....	3.50	Invert	7 1/2 ft. Spruce or Ash, Straight Blade	6.00	Inches
Rowing Seat, Mahogany, Caned ..	4.50	Involve	6 1/2 ft. Spruce only, Spoon Blade..	6.50	Illicit
Sail Outfit (45 sq. ft.).....	15.00	Immature	7 ft. Spruce only, Spoon Blade..	7.00	Incase
Without Leeboards			7 1/2 ft. Spruce only, Spoon Blade..	7.50	Incased
Sail Outfit (70 sq. ft.).....	23.00	Immerse	Oarlocks, Polished Brass.....	3.00	Impress
Without Leeboards			Oarlocks, Polished Brass with		
Sail Outfit (45 sq. ft.) and Lee-			Blocks.....	3.50	Impressed
boards, Complete.....	25.00	Intervale	Oarlocks (W. G. Special), Gal-		
Sail Outfit (70 sq. ft.) with Lee-			vanized.....	2.75	Inverse
boards.....	33.00	Institute	Oarlocks (W. G. Special), with		
Leeboard Outfit.....	10.00	Immense	Blocks.....	3.25	Invoke
Carry Yoke.....	3.50		Oarlocks, Galvanized Outrigger ..	3.50	Imprint
Outside Oak Stems.....	3.50	Imitate	Oarlocks, Polished Brass Out-		
Half Ribs.....	4.00	Imitative	rigger.....	10.00	Improve
Wide Mahogany Thwarts (5-in.)..	1.75	Imitator	No. 1 Paddles, 7-in. blade, Spruce	\$2.25	Each
Rudder and Fittings (9x12 in.)			8-in. blade, Spruce	2.50	"
Wooden Rudder, Brass Fitting..	3.50	Imbue	No. 1 Paddles, Ash or Maple,		
Sponsons on any model.....	20.00	Intomb	7-in. blade.....	3.00	"
Wide Keel, 2 1/2 to 4 in.....	3.50	Intend	Paddles, Double Blade, Spruce,		
24-in. Maple Decks in Type A			Copper Tipped.....	6.00	Impotent
Canoe, each Deck.....	4.00		Copper Paddle Tips.....	.35	Implant
36-in. Maple Decks in Type A			Copper Oar Tips.....	.30	Imbibe
Canoe, each Deck.....	5.00		Crate for regular Canoe.....	4.00	
48-in. Maple Decks in Type A			Crate for Sponson Canoe.....	5.00	
Canoe, each Deck.....	6.00		Crate for Boat.....	5.00	
36-in. Mahogany Decks, Type 3A			Boxing for Export.....	10.00	
Canoe, each Deck.....	4.00	Impale	Packing in straw and burlap.....	2.00	
48-in. Mahogany Decks, Type 3A					
Canoe, each Deck.....	6.00	Impanel			
Bottom (floor) Rack.....	2.00	Idle			
Painter Ring, Polished Brass.....	.75	Issue			
Flagpole Socket, Nickel Plated					
For Wooden Pole.....	.55	Illegal			
Nickel Plated Flagpole and Socket	1.25	Illness			
Lettering, 2-in. Stock Gold or Color	.20	Illusion			
Lettering, 3 or 4-in. Gold or Color	.75	Illustrate			

PRICES OF REPAIR PARTS

Bow Seat, Maple, Caned.....	\$2.00	Each
Bow Seat, Mahogany, Caned.....	2.50	"
Stern Seat, Maple, ".....	2.00	"
Stern Seat, Mahogany, ".....	2.50	"
Thwarts, Maple.....	1.00	"
Thwarts, Mahogany.....	1.25	"
Decks, 20-inch Maple.....	1.25	"
Decks, 20-inch Mahogany.....	1.50	"
Brass Bangplates, drilled, and screws.....	.75	"

In ordering any of these parts it is well to give length, model and type of finish of canoe.

HOW TO ORDER — DELIVERIES — PRICES — TERMS

Orders. When ordering by letter be sure and give the model, length, type and color of the canoe; when by telegram please use the code word given in the price lists of the model and type of your choice. To illustrate, if you wish a 17-foot KENNEBEC model, Type 2A, medium green canoe, telegraph three words, "Abject, medium green," and we will know exactly what you want, and whether by letter or telegram, of course, you should give full shipping directions, including the station at which you want the canoe delivered.

Deliveries. We carry a large stock of finished canoes of our Type A, and can usually make immediate shipment in colors red, green or gray. Types 2A and 3A generally require one to three weeks for finishing. It is well, and particularly if you order during our busy spring season, to name a second choice of color if some other would be equally desirable. We urge our customers when sending their orders to make proper allowance for the length of time it takes freight or express shipment, as the case may be, to reach them. We guarantee that your orders will be given our **PROMPT AND CAREFUL ATTENTION.**

Prices. The prices quoted in our catalogue are strictly net retail prices, F. O. B., Waterville, Maine, and are as low as it is possible for us to make them and guarantee an absolutely first class canoe. Under no circumstances will we manufacture an inferior craft of any description. We want your patronage, and to obtain it we give the lowest prices consistent with the production of craft that will merit the unqualified approval of every purchaser.

Terms. Our terms are net cash with order, F. O. B., Waterville, or we will ship C. O. D., or draft with bill of lading, if one-third of the amount is sent with the order. For export orders we require cash in full with order.

ALL PRICES SUBJECT TO CHANGE WITHOUT NOTICE

REFINISHING CANOES

It is the most natural thing in the world to want to keep up the appearance of your canoe, to keep it looking "good as new," even though it has been used several seasons, and this can be done at a very small expense by giving it a coat of our color and varnish, which is easily applied.

1 pt. Color, sufficient for outside of one canoe \$1.00
1 pt. Spar Varnish, sufficient for outside of canoe .75
1 pt. Spar Varnish for refinishing inside of one canoe .75

If to be sent by parcel post add 25c. for mailing case and 15c. for each pint for postage.

REPAIR OUTFIT

When one is off on a long canoe trip a repair kit, containing all of the material to repair a tear or puncture in the canvas of your canoe, is a valuable adjunct. We put up such a kit. It contains canvas for patches, Ambroid cement, tacks, white lead putty and color varnish, all securely packed in a compact mailing case.

Price \$1.50, mailed to any address.

Ambroid, a quick repair cement	\$0.30
Parcel post, extra	.05
Jeffrey's Marine Glue	.30
Parcel post, extra	.05

KENNEBEC BOAT & CANOE CO.,
WATERVILLE, MAINE.

Gentlemen: — In June I purchased a KENNEBEC "Kineo" model canoe. I live in a town where there is a harbor leading directly out to Long Island Sound. I have been out with my canoe in some of the worst storms of the season, and have come in every time without a mishap. The canoe is certainly all you claim for it, and I unhesitatingly recommend it.—R. S. BARNES.

WEST HAVEN, CONN.

KENNEBEC BOAT & CANOE CO.,
WATERVILLE, MAINE.

Gentlemen: — The KENNEBEC canoe purchased from you, and which I have used for some time, has given perfect satisfaction. I have used it in some of the roughest weather on the Mississippi River, and it has stood more than any canoe would be expected to stand.—F. BECKMEYER.

QUINCY, ILL.

KENNEBEC BOAT & CANOE CO.,
WATERVILLE, MAINE.

Gentlemen: — I thought you might be interested to know that my Maine Coast Special was in every way satisfactory. I used it this fall on the open waters of Lower New York Bay and in the ocean off Coney Island. I have been accustomed to boats from a boy up, but never was in one of her size that behaved as well in rough water. She is easy to row and with an outboard motor is a little wonder.

You are justly proud of your line of canoes, and give the canoe most prominence, but those of us who know the merits of your Maine Coast boats think you would be justified in telling the boating public more about them.

Very truly yours,

E. H. WORRELL.

NEW YORK, N.Y.

KENNEBEC

CANOES

"SAFEST TO USE"

WHY? Because the "Tumble Home" makes them so.

The "Tumble Home" or the bilge projects out farther than the gunwale and has a broad flat bottom as shown in the diagram at the foot of this panel. Anyone can move about with safety in a Kennebec Canoe, even close to the gunwale, and at all times be resting on a surface that sets flat on the water. To illustrate, put a bowl and a plate on water to see what we mean—the round bottom of the bowl will cause it to tip easily, while a plate, with less rounding surface, will always set staunch and firm. Compared with many other makes the Kennebec is really like the plate—a model that not only makes for safety but swiftness as well. You know that a flat surface has the least displacement, causing a canoe to move easier and faster. We overcame the appearance of heaviness in the Kennebec by rounding the sides towards the rail. Again this is what is called the "Tumble Home." Because of this wonderful feature people who are ordinarily nervous about going in a canoe use the Kennebec with great comfort and pleasure. The advent of the Kennebec Canoe also overcame that erroneous idea of canoes being unsafe. Built on Kennebec lines a canoe is absolutely as safe as any boat of equal length, and a Kennebec Sponson Canoe (illustrated below) is far safer. After a representative of one of the largest sporting goods houses visited our factory and saw how Kennebec Canoes were built, he told us that he was using a Kennebec at his summer home on one of the Maine lakes, affording him an opportunity to compare the Kennebec with several other makes, but never, until he had seen them built, did he really understand why they were so popular.

Every KENNEBEC owner is a satisfied customer.

The "Tumble Home" makes them so.

The dotted line is the "Tumble Home" of the ordinary canoe — the heavy line that of the Kennebec.

KENNEBEC BOAT & CANOE CO.
Waterville, Maine
U. S. A.

Kennebec "Sponson"
Model



"SAFEST TO USE"