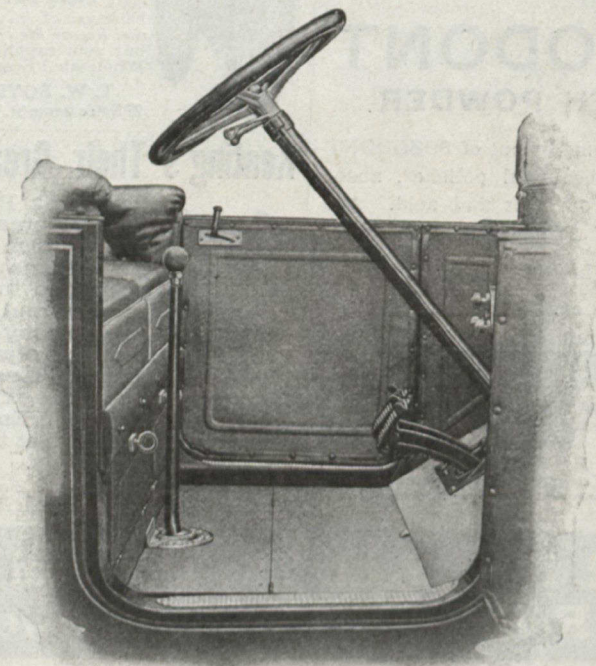


## Drive the REO Way



### More Safety---More Comfort

Study the picture closely. It shows the most modern achievement in Auto Control.

The driver sits at the left side—the proper side. He can see the road better—driving is safer and easier.

The front seat passengers can alight from either side—handier isn't it than walking round the front? The doors are not blocked by levers.

The two pedals control the clutch and both brakes. The left pedal operates the clutch and the service brake—the right the emergency brake. The driver has both hands free for steering—more safety.

The change-speed lever is located in the centre of the car near the seat and quite out of the way. Driving a Reo Special seems natural to one who has always driven a right-hand car.

Drive a Reo Special for a short time and you will understand why left-hand driving is rapidly being adopted by the better cars.

## The REO Special

30 h.p. Touring Car \$1500

The Reo Special is built with a plain, beautifully finished body. The fenders and running board form graceful sweeping curves. The sides are free of handles and levers. The metal trimmings are all finished in nickel. The front is ventilated.

The motor is the long stroke type with 4-cylinder—4 x 4½

cast in pairs. This type insures perfect cooling and low gasoline consumption.

Demountable Rims are used. Wheelbase 112 inches—34 x 4 tires. Bosch Duplex Magneto. Multiple Disc Clutch. The price includes all standard equipment, and in addition a top with side curtains and envelope, windshield, speedometer, and robe and foot rail.

### The REO Special

with full equipment.

5-pass. Touring - - \$1500

4- " Demi-Tonneau - 1500

2- " Torpedo - - 1425

f.o.b. St. Catharines.

THE REO SALES COMPANY, - - St. Catharines, Ont.

## THE VOGUE OF THE MOTOR BOAT

By MARITIMER

THE motor boat is the automobile of the water—except that the owner has no tire "blow outs" or speed fines to worry him. Both the automobile and the motor boat came into vogue in this country about the same time. Sixteen years ago, Canada first heard the panting of a gasoline engine. With the appearance of this invention, a peculiar coughing craft began to cause consternation among the wild fowl of our waters. The land also was made perilous and hideous by the irregular peregrinations of anomalous vehicles which omitted much smoke and smell.

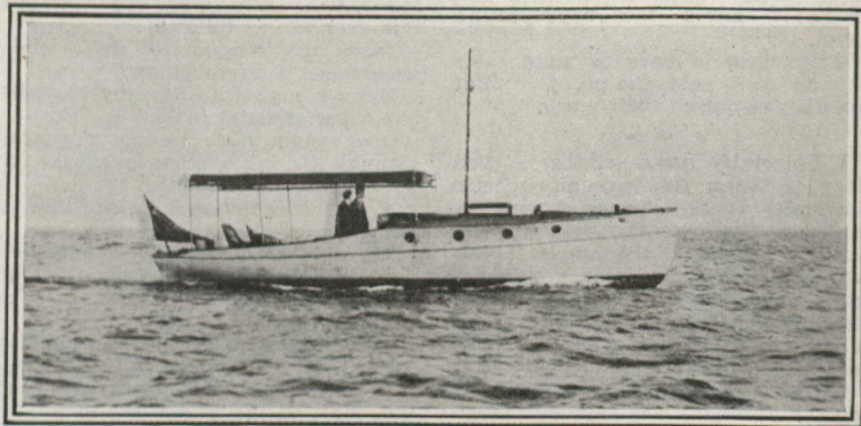
It was the discovery of the gasoline engine and its application to the problem of movement which made possible the motor boat and the automobile. A huge tribute might be paid to the gasoline engine. It has made real to us the poetry of motion: the joy of the white, open road, the exhilaration of thirty-five miles an hour on smooth waterways, the mystery of the paths of air.

### MOTOR BOATING POPULAR.

The sport of motor-boating has grown in popularity very rapidly. Indeed, ownership of motor boats has become a matter of civic rivalry. Last summer, an editorial writer on this paper made casual reference to the fact that a certain town in Ontario, situated on a river, had so

spect: the constant efforts of manufacturers for efficiency and the spontaneity of the public response in appreciation of their endeavours. Some readers of this paper can recall the heavy hulks of the late nineties, which were the first motor boats. They were potbellied and hollow-chested. Do you remember the smoke stack which poked up in the shape of a flute, and the railing all round the deck, looking for all the world like a chicken fence? When you got into the boat with the assistance of this rail, there was no room to stretch your legs, for the coal bunkers, boiler and engine usurped all the space. Contrast that ill-planned boat with the rakish, neat, light yacht of to-day. You appreciate the advance in construction. The Canadian motor boat industry has travelled far in the short dozen years or so of its existence.

The motor boat has been a success because it exhausts the possibility of aquatic pleasure for the average man. It converts land-lubbers—makes tars of them. People who would not venture on the water in a canoe, rowboat, or sailing dinghy, jump at an invitation when a motor boat party is whispered. A motor boat dispels their fears of the water. The rug on the floor, the easy cane chairs, the fascination of the sputtering engine, make the timid land-lubber forget all about nor'-westers,



Cruiser "Seldomin." Raised deck cabin cruiser. Most popular type of cabin type.

Photograph by courtesy of Marine Construction Company, Toronto.

many motor boats. A few days later, the editor of a daily paper in a town, situated upon another river, waxed wrathful and urged upon his readers that his town was being unjustly discriminated against, and quoted figures to show that there were more motor boats in that place than in any other hamlet in Ontario.

The increasing number of devotees to the motor boat has naturally meant extension of motor-boat manufacture in Canada. Every big town within smell of water has its workshop, where motor boats are made to order. In the larger cities, there are concerns employing hundreds of men during the busy season. The problems of motor boat manufacture in the Dominion have a relation to that of automobile building. The Canadian market is as yet not large enough to warrant much division of labour or specialization in the industry. For instance, most of the marine engines made in Canada last year were imported. The importations amounted to close on one million dollars. The motor boat manufacturer, as does the motor car manufacturer, buys his engine abroad, and confines himself to the construction of the body of the car or boat.

### COMFORT ON THE MOTOR BOAT.

The motor boat and the automobile in this country have developed under similar conditions in at least one re-

and that sort of thing. He feels as comfortable on board as, smoking his pipe upon the verandah at home—and he has an infinitely better time.

The modern, luxuriously appointed motor boat makes it possible for an ordinary citizen, at an outlay of a few hundred dollars, to possess the advantages of a private yacht. He may take an ozone bath in it when his office closes. In the evenings, he may chug away from the smoke of the city and get a look at the stars. On holidays, he may take the family for long excursions. The motor boat is so simple! There is no rowing, no paddling, no sail to look after; you watch the boat clip off the miles. And when all is fair weather, she is as safe as a parlour car.

### TYPES OF MOTOR BOATS.

There are three chief types of motor boats—the runabout, the cruiser, and the racing boat. The runabout is the boat that most people buy. It answers the purpose for all ordinary use. The runabout is open; there are no cabins. In the more elaborate models, awnings protect the occupants from the glare of the sun. The speed of the runabout goes from twelve to thirty miles an hour. The cost of this type of boat has been greatly reduced in recent years. You may buy a single cylinder runabout for \$450. If you are extremely fas-

(Concluded on page 23.)