

Automobiling in the West

The rapidly growing popularity of the automobile leaves little room for doubt as to the future of the horseless vehicle. For pleasure and profit, the day of the automobile is here, and, whether or not we desire it, another forward step has been made by science in the work of reducing material life to a machine-like existence.

Idea should not rouse any spirit of resentment. As there is poetry in science, so is there sentiment in the modern machinery, if we but look at it aright. The harnessing of invisible forces to do our will should stimulate the imagination fully as much as the exertion of muscular force. There are two great things we admire in nature

the beautiful. It is a luxury that will take us more and more from the artificial life of cities to the clean innocent healthfulness of the country.

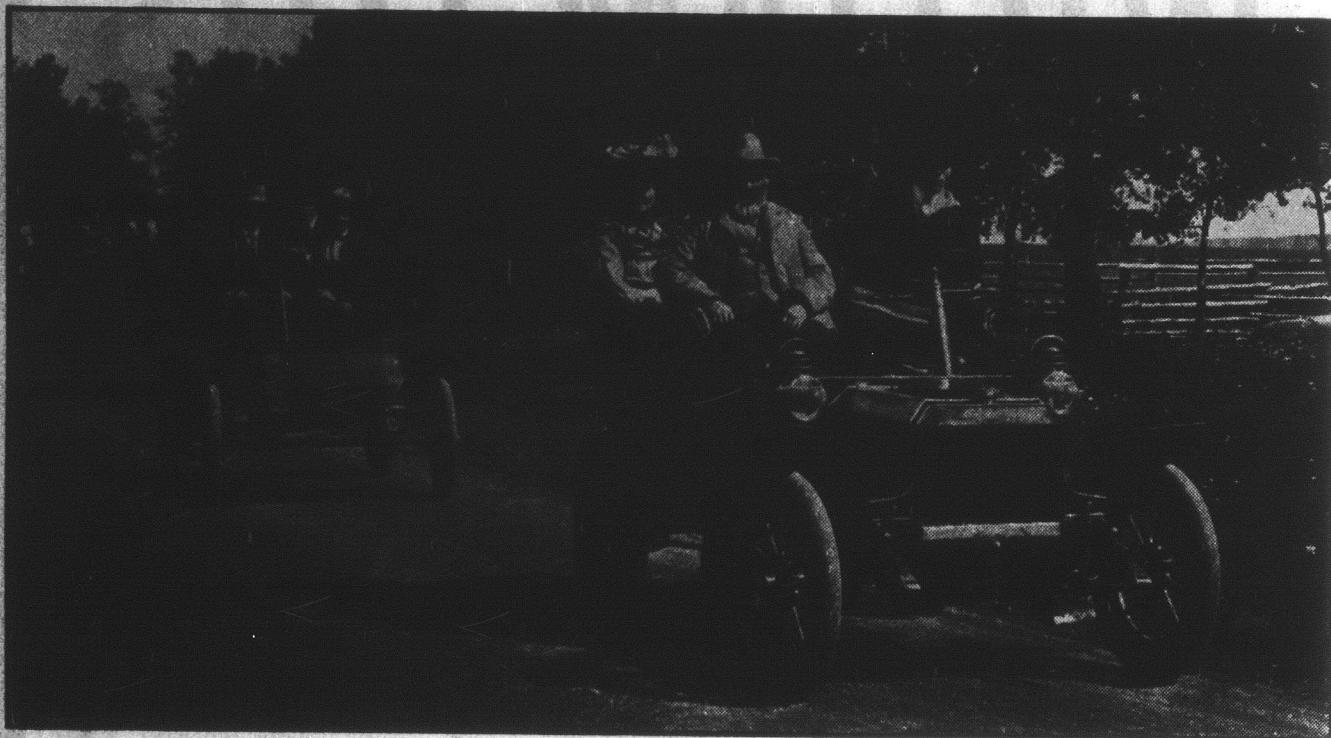
Let the muscular power of the strong propel the bicycle, but the old and feeble and the invalid must have the automobile. But not to the weak and semi-invalid is the use of the horseless vehicle limited; it makes up a deficiency in our modern life that the bicycle left unprovided for. It is the colonial stage-coach modernized to suit new conditions.

The automobile has come to perfection first as a pleasure vehicle, and, in this direction, its popularity is increasing with wonderful strides. The perfected machine today is of various types, but in the evolution it may be said that the first really

gaged in manufacturing horseless vehicles, and the industry has grown from a capitalization of a few hundred thousand dollars to nearly \$750,000,000. So suddenly has the automobile craze broken out in all parts of the world that the lay mind is barely able to grasp the full details of what it means. The approval of Royalty in Europe and the upper crust of society on this continent was the first public indication that the automobile was to become an actual carriage for use.

Rumors of mishaps, breakdowns and failures, through letters to the newspapers of America, drifted across from Paris and London a few years ago, which had a deterrent effect on the trade here for a time. Meanwhile, the trade has begun to offer trustworthy information through various organs established for the purpose. Now more than two dozen periodicals are engaged in piling up automobile literature for the uninformed. These magazines and weeklies are not merely for trade information, but for general reading, and one gathers an insight into the whole method of operating the new machine.

By virtue of our extensive roads and great distances between towns and villages the home of the automobile is in this country. With the advent of better country roads the popularity of the automobile will receive a great impetus. It will be the duty of our municipal councils and the governments of the various provinces to connect the large towns and cities throughout the west with one good road leading from the east to the west across the entire



AUTOMOBILING AT EDMONTON.

Poetry and sentiment may deplore the decline of the horse, but even those who protest and grieve at the loss of the old-time institutions and associations find themselves drawn along irresistibly by the spirit of the age. If happiness consists in harmonizing our lives with the laws of nature, the outward and visible application of this

power and beauty. It is the spirit of the age to defy the former at the expense of the latter, but the latter still has its votaries and may yet show us that nature knows no antagonism between the two. The automobile is the vindication of power over beauty; but it pains us less because its mission is to cultivate our knowledge of

serviceable electric carriage cost nearly a quarter of a million dollars. That was because experiment followed experiment, and change after change was made, until a type was produced that marked the actual beginning of the era of horseless vehicles. Today there are upwards of three hundred concerns on the American continent en-



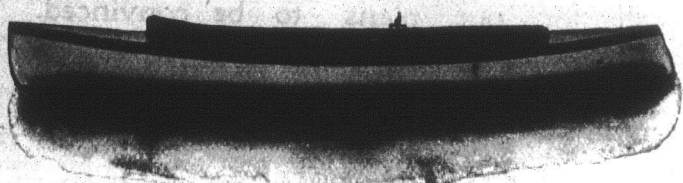
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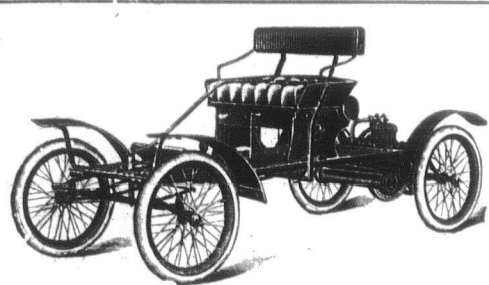


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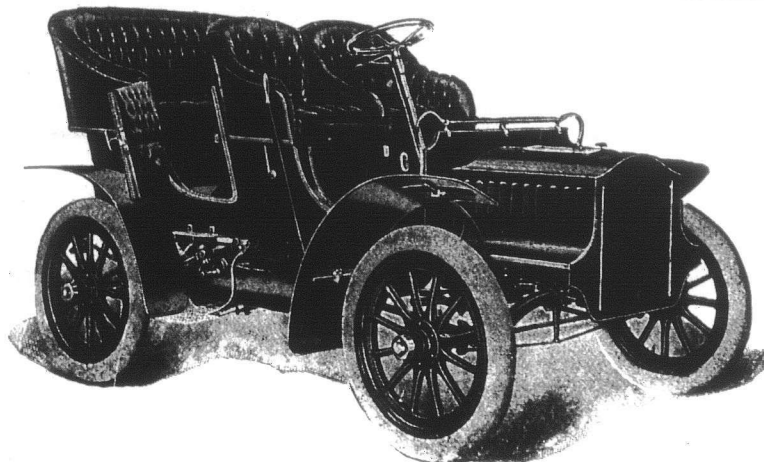
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April, 1905.

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