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doesn't make it modern. The question is: has it the construction which produces what you want in a motor car? Is it safe, strong, easy-riding, easily controlled, economical of tires?

THE STEVENS-DURYEA SIX-CYLINDER MODEL AA

has, as its basic principles, some elements which have been Stevens-Duryea since 1897, and which are gradually being endorsed and adopted by other makers.

Some of these principles are:

- 1897 - Flexible Three-point Support
- 1904 - Unit Power Plant
- 1904 - Multiple Disc Dry Plate Clutch
- 1905 - Six Cylinder Motor

You will see these principles adopted more and more by other makers in years to come.

In the meantime buy your car—not by yearly labels—but by intrinsic worth, as motor cars should be judged.

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Stevens-Duryea Company Chicopee Falls Mass
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Holidaying in Canada

CANADA has become the holiday land of North America. The cool breezes of the St. Lawrence, the bracing ozone of Muskoka and the North, the scenic grandeur of the Rocky Mountains, are the delight of jaded thousands from all over the country. Only recently has Canada come into its own as a tourist paradise. Twenty-five years ago the ordinary Canadian family managed to worry through the heat of the summer without abandoning its usual place of abode. The head did not on Saturday morning hurry to his office with a huge suit case and inform his chief clerk about noon: "Off to my island; back Monday." Few people in this country thought of appropriating some rustic bit of Canadian land with running water, fish and scenery, to recuperate on after the wear and tear of the winter. A holiday, in those days, meant a trip to some big American city, like New York, Philadelphia, or Boston; or, more commonly, a "visit" to the old folks on the farm.

There were no summer resorts, hotels or tourist routes in Canada. The reasons why these things did not exist are chiefly two—lack of population and transportation. People will not seek playgrounds until they feel the need of them. When our cities were small they gaped with breathing spaces, and the citizen had no desire to exchange the comforts of home for the unbeaten paths of the wilderness. He could not conveniently do so had he wished; for the early Canadian railroads, while they were alive for business, had little appreciation of the commercial potentialities of scenery.

A quarter of a century has completely transformed the life of this country. The world has realized the value of our natural resources. We have grown wealthy. We have more leisure, and, fortunately, with it a bump of curiosity. There is a venturesome instinct in our Canadian make-up to find out what we can about our environment. A strong Canadian tendency exists to exult in our heritage; lapse into verse on every occasion. This enthusiasm contains at least the element of good, that Canadians are fast developing a clear consciousness that there is a keen, life-giving enjoyment in the mere using of their mountains, woodlands, lakes and rivers. On the other hand, railroad men, steamboat men, and hotelkeepers have fostered the growing passion for the wild by throwing their lines across the trails and building hotels. They have tapped and made accessible the treasure places of nature; they have created in Canada an interesting and rapidly-expanding industry—the summer resort and tourist business.

The business was inevitable. We have the country. The other day, readers of this paper probably saw that two navigation companies in Ontario had decided to amalgamate and operate seventy vessels on Lake Ontario and the St. Lawrence route. In what other country in the world will you find such inland waters as in Canada? A country having lakes which are seas, and a country which can match the Alps with its Rockies, could not be passed over by the tourist.

IT may be worth while to trace the development of the summer resort business in Canada and indicate its present tendencies. Just as soon as our cities began to stretch for elbow room about fifteen years ago, the railroads saw an opportunity. Their chief worry is always how to create

traffic. In the United States the roads were luring people from the cities and showing them what kind of a country they really possessed. These people, whom they were taking out, came back and told others. Why not adopt this kind of traffic-making to Canada? Conditions were not ripe. What little summering Canadians did was done down in that region known as the "Thousand Islands;" some on Lake Ontario and in the Maritime Provinces. It was not worth bothering about.

Then someone discovered Muskoka, which to the farmers of Ontario had stood as a synonym for a barren waste. Ontario may not be able to grow wheat on a Muskoka rock, but the Muskoka district is a big advertising agent for Canada. One thousand feet above the sea level, dotted with sparkling lakes, within hailing distance of Montreal, Toronto and the border cities of the United States, this district was ideal for tourist exploitation. The railroads landed in Muskoka with both feet and traffic followed them. At this moment, the G. T. R., C. P. R., and C. N. R. all pour carloads of jaded city people into the ozone of the Muskoka region.

Muskoka was the first strikingly successful summer resort in Canada. Its success assured the future of tourist traffic in Canada. Foreigners and native Canadians could not get enough of the rugged frontier of the Dominion. Muskoka overflowed. Georgian Bay became popular. In this blue water were thirty thousand islands. They were snapped up. The influx of tourists spread to Lake Simcoe and the Lake of Bays district. Towns like Midland and Orillia secured an impulse to expansion from the boom. A trek farther north began just as soon as the railroads could get their rails down. The great Temagami country, a forest reserve of the Ontario Government, netted by lakes and rivers, is an example of a northern playground which the railroads have made easily accessible. It is reached via G. T. R., C. P. R., and the Temiskaming and Ontario Railway. In 1908 the C. P. R.'s new branch to Sudbury uncovered the French River district, the hub of a vast hunting and fishing area. French River is really a continuous lake connecting Lake Nipissing on the east with Georgian Bay on the west.

ONTARIO has had spectacular development as a tourist country, because both nature and the railroads have been good to the province. The Maritime Provinces and Quebec possess natural attractions which equal anything in the world, but they have so far not been well realized for the reason that the railroads have not taken the same hold of the situation as in Ontario.

In Quebec, the grandeur of the St. Lawrence route has been exploited effectively. From Kingston to Quebec the Richelieu and Ontario Navigation Company has studded the river with palatial hotels. Just now the Canadian Northern Railway is taking a hand in revealing the beauties of the lakes of Quebec. Their Ottawa line will make the Rideau Lake region within easy distance of Ottawa, Toronto, Montreal and Quebec people. Lake St. Joseph has been made a convenient outing-place for Quebec City, and Lake St. John is now reached by Canadian Northern efforts.

WHAT the Maritime Provinces need to develop their tourist trade is summer hotels. Prince Ed-