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THERE are two kinds of Canadian immigration, that which is permanent and that which is temporary. The permanent immigration was dealt with in a recent issue; this number is devoted to a consideration of the temporary. The tourists who come to visit us for the purpose of seeing what the country is like and those who come to spend a few months during the summer season constitute a great invasion.

When the summer sun begins to make life somewhat burdensome in the great cities of the United States, those who can afford the trip, start northward. From the New England cities, the visitors come to the Maritime Provinces or Quebec. The balmy air of Nova Scotia, New Brunswick and Prince Edward Island gives renewed life to the weary workers of the manufacturing cities which stretch from Boston to Pittsburg. The shores of the St. Lawrence, or the higher inland mountain districts to the north, attract many visitors searching for the pleasures and benefits of a few weeks' freedom in districts where coal-smoke is unknown.

The province of Ontario, with its hundreds of inland lakes and equally numerous shady streams, affords an equal opportunity for those who are fleeing from the discomforts of midsummer life in the Middle States. The Thousand Islands district, the Rideau and Ottawa section, the Kawartha Lakes region, Muskoka, French River and Metagami are all becoming very familiar to those humans who, like the birds, make a yearly migration northward. Just now several hundred summer hotels are being reopened and several thousand summer cottages are waiting expectant.

WESTWARD of Lake Superior, summer tourist business has not grown to large proportions except along the Pacific coast. The Rockies, of course, will always have a certain vogue, and the excellent C. P. R. hotels at Banff, Lake Louise and elsewhere have had a full complement of summer visitors for a number of years. Lake Winnipeg and the Rainy Lake districts, however, are as yet used only as summer resorts by the residents of the adjacent Canadian cities and towns. Here is where there is likely to be a tremendous development in the next decade.

Tourist travel up the Pacific coast will also develop fast with the growth of the coast towns and steamer facilities. A trip from Seattle, Tacoma and Portland to Victoria, Vancouver, Prince Rupert, Port Simpson and even Skagway should be most popular in the near future. The Portland Canal district is developing fast and should soon attract sight-seeing traffic as well as the present stream of adventurers and prospectors.

Along with these developments will come a tourist traffic moving northward to the Saskatchewan, the Peace, the Slave and the Mackenzie Rivers. Here is a new country, singular because of its majestic vastness and its primitive simplicity, which is sure to attract a yearly invasion of temporary immigrants.

ONTARIO, especially, will for many years deserve the title, "the Playground of America." Though it contains a population of two and a half million people, yet not more than one-third of the province may be termed settled. The remainder is still more or less in the primitive condition which nature created. For a distance of five hundred miles north of Lake Simcoe there lies a vast semi-mountainous district well suited to the desires of the holiday-maker, the canoeist, the fisherman, and the hunter. The lakes and rivers are numerous and well stocked with fish. The former are studded with islands, which afford splendid sites for

REFLECTIONS

BY THE EDITOR

summer cottages and camps. Along the east coast of the Georgian Bay, there is a district known as the Thirty Thousand Islands which is yearly attracting a greater number of campers

and sportsmen. The scenic splendour of this whole district is magnificent, and sufficiently varied to prevent monotony.

The open season for pickerel begins on May 16th and that for bass and maskinonge on June 16th. These are the three most common fish, although speckled and salmon trout are also found in certain waters. The duck season runs from September 1st to the end of the year and the deer season from November 1st to 15th. July and August are the favourite months for the canoeist and the fisherman; November is the one which attracts the huntsman.

ONE condition which has done much to open up Northern Ontario to the summer tourist and the tired worker from southern cities is the existence of so many railways. Local traffic would not have justified the extensive transportation facilities, but there were other reasons. The longer railways are links in transcontinental lines, the Canadian Pacific, the Canadian Northern and the Grand Trunk. Then there are a number of shorter lines built because of the lumber trade or to carry grain from Georgian Bay ports to St. Lawrence ports. With the railways came a certain amount of settlement, to which the tourist trade has added. There are resident guides in large numbers, and canoes and boats are everywhere available. Gasoline launches have been introduced in recent years and have made many new regions accessible.

Indeed, Ontario offers attractions to the lover of the simple life which no other district in North America can excel. Nature created this wonderful playground, and the Ontario authorities deserve credit for the keen interest they have taken to prevent the slightest destruction of what must long be a tremendously valuable public asset. Commerce, industry and settlement must necessarily impinge more and more on this natural sporting region, but the fishing and hunting resources will last a century or two, if careful attention is paid to the enforcement of the fish and game laws.

TO those who prefer popular resorts and yet find the well-patronised summer haunts along the Atlantic coast too expensive, there are many attractive spots along the St. Lawrence and on the Canadian shores of the Great Lakes. Elsewhere in this issue will be found a list of hotels at these various points, and from the number of rooms in each and the prices charged, the reader will be able to judge as to the fashionableness of the point at which it is located.



AN auction sale of school lands was held at Medicine Hat last week. These are lands which a few years ago were not sufficiently valuable to be priced by the acre; they were quoted in square miles. So rapid has been the progress of Southern Alberta that the upset price at this sale ran from \$7 to \$10 per acre. One section sold at \$165 an acre and another at \$60, but these were exceptional. The average was from \$12 to \$15. Taking the lowest price, this would make a square mile worth \$7,680, as against the ancient estimate

of \$100. When it is remembered that the Canadian Pacific Railway has twelve million acres yet to dispose of, that the Hudson's Bay Company has several million acres, and that the Dominion Government has over forty millions of surveyed lands yet to distribute, the prices now being received for western lands are marvellous.