

# Motors



**TWO FAMOUS SPANISH TOREADORS IN A FORD**  
The two Spanish toreadors, Gallito and Blanquito, in the rear seat of the Model T Ford. The photograph was taken in Valencia, Spain, at the time of one of the recent bull fights.

## Women and Motors

"The women is the deciding factor in most automobile sales nowadays and comfort must be the dominating feature of the car that appeals to her."

This opinion of Charles T. Jeffery, head of the Rambler Sales and Service organization, who says Rambler designers have made the new Rambler Cross Country model the most comfortable car he knows.

"Power and appearance are important," said Mr. Jeffery, "and cannot be overlooked, but the real pleasure of ownership depends upon comfort." The Rambler designers in producing the new Cross-Country model, have held that above everything else. See what they have done to accomplish it. They have given this car 36-inch wheels, 120-inch wheel base, and 38 horse-power, the only car with these features within \$500 of its price.

"The upholstery in thickness barely falls short of that advertised as one big feature of a \$4000 car. The tenniseat seat is four feet wide with 31 inches of leg room in the rear and

## Cutting Cars

**Cost Less Per Horse Power and Per Wheel Base Inch Than Any Other Automobiles Selling in Canada for \$1650 or Over**

In this day of strenuous competition and large production, there is only one way in which a motor car manufacturer can hope to develop and maintain a successful business and that is by producing a better product at a lower price than that which already exists. The Clarke-Carter Automobile Company has done this in its 1912 product.

Cutting Cars cost less per horse power and per wheel base inch than any other automobile selling in Canada for \$1650 or over. Furthermore, they are also equal in quality and finish to many cars in the three and four thousand dollar class. For the purpose of comparing twenty-five of the best known cars in Canada, so that the buyer may see, at a glance, the relative value of each, we have compiled a table in which are listed the important features of these several makes. This comparative table of automobile values will be sent to any one interested upon request. After even a cursory examination of this chart, the most prejudiced buyer will admit that the Cutting Torpedo Roadster, fully equipped with mohair top, side curtains and envelope, wind shield, speedometer and Presto-lite gas tank with all bright parts nickel plated at \$1050 and the Cutting Model T-35 Torpedo Touring Car with same equipment and finish at \$1725, are values, the equal of which are not found elsewhere in Canada.

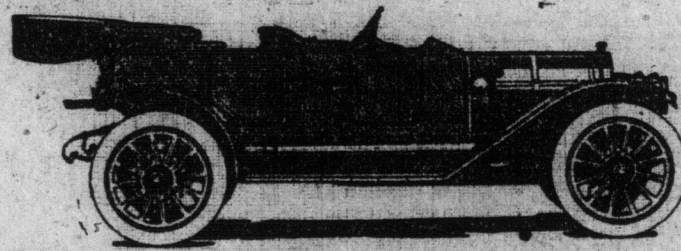
The men behind the Cutting Car are all seasoned motor car manufacturers who realize that in order to meet and overcome competition with a car which has heretofore been widely advertised, they must put an excess of value into their cars if they expect to make any great inroads into the sales of their more widely advertised competitors.

Thus you see that logically the Cutting Car must possess great value, and, of course the purchaser gets the benefit.

Every dollar he puts into a Cutting buys more than a dollar's worth of real automobile value.

You may not believe this now, but a careful examination of our Comparative Table of Automobile Values—an inspection of the actual machine itself and a demonstration over any roads and hills that you may select, will convince you that no other car yet produced is so well adapted to overcome the difficult road and hill conditions met with through Canada.

Catalog, giving complete specifications and Comparative Table of Automobile Values, sent upon request.



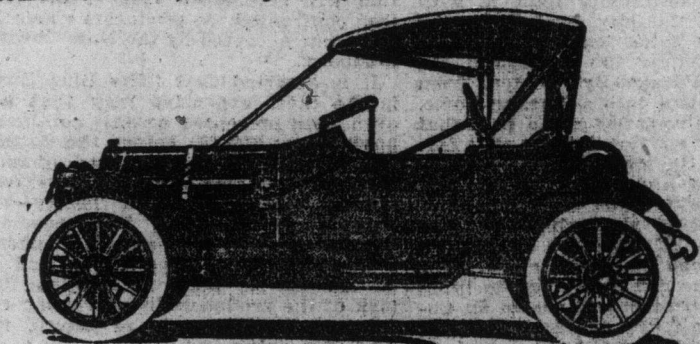
**Model T-35 Five-Passenger Torpedo Touring Car, Price in Canada Fully Equipped, \$1725**

4 in. bore x 5 in. stroke 4-cylinder motor; three bearing crank shaft; magneto and battery ignition; force feed, self-contained oiling system; three speeds, forward and reverse; selective sliding gear transmission; 118 inch wheel base; 34 in. x 4 in. tires, Goodyear quick detachable rim; disc clutch; propeller shaft drive; very rigid radius rod and propeller tube construction; semi-floating rear axle; latest type fore-door bodies, inside control; nickel trimmings throughout. Equipment including mohair top, side curtains and envelope, windshield, Presto-lite gas tank, speedometer, full set of lamps and tools, etc.

**AGENTS WANTED:** Our Sales Manager, Mr. W. Midgley Campbell, is in Toronto for a week or ten days with two demonstrators and is prepared to appoint reliable Agents in the Cities of Ottawa, Montreal and Quebec and throughout the Province of Quebec, and if you are interested in an agency it will pay you to communicate with Mr. Campbell without delay to Telephone Building, Toronto, Canada, and secure from him full particulars of the most remarkable automobile proposition ever offered to Agents in Canada.

**A FIRST-CLASS EXHIBIT OF CUTTING CARS WILL BE MADE AT THE CANADIAN NATIONAL AUTOMOBILE EXHIBITION, ST. LAWRENCE ARENA, IN TORONTO, FEB. 21ST-25TH.**

**Wholesale Distributors for Canada: CUTTING MOTOR SALES CO., of Canada, 76 Adelaide Street West, Toronto, Canada. Manufacturers: CLARKE-CARTER AUTOMOBILE CO. Jackson, Mich., U.S.A.**



**Model A-30 Torpedo Roadster, Price in Canada Fully Equipped, \$1050**

4 in. bore x 5 in. stroke 4-cylinder motor; three bearing crank shaft; magneto and battery ignition; force feed, self-contained oiling system; three speeds, forward and reverse; selective sliding gear transmission; 118 inch wheel base; 34 in. x 4 in. tires, Goodyear quick detachable rim; disc clutch; propeller shaft drive; very rigid radius rod and propeller tube construction; semi-floating rear axle; latest type fore-door bodies, inside control; nickel trimmings throughout. Equipment including mohair top, side curtains and envelope, windshield, Presto-lite gas tank, speedometer, full set of lamps and tools, etc.

## FACTS FOR MOTORISTS

No other tire in the world is constructed just like Dunlop Traction Tread. It imitates none; followed no other models; just blazed a trail of its own. It was but fitting that the name Dunlop should be stamped on this tire, which is as far ahead of its competitors as the other basic Dunlop ideas were ahead of the competitors of their time.

### ADVANTAGE No. 1

In the first place, the carcass of the Dunlop Traction Tread is moulded in one piece; in other words, the Anti-Skid effect is not stuck on the tire, but built into it. Not only does this mean a tire ensuring maximum safety, but it also means a tire capable of showing maximum resistance to wear and tear.

### ADVANTAGE No. 2

In the second place, the Anti-Skid surface of Traction Tread is made twice as deep as the common run of so-called Anti-Skids. When the pavement is greasy or the roads are muddy, the value of this greater depth is readily apparent. The car responds to the most delicate touch of steering gear or brakes. The grip on the road is always secure, always certain.

### ADVANTAGE No. 3

In the third place, users of Dunlop Traction Treads never experience the consciousness of tire contact with road as is so common with the so-called Anti-Skid—the tire that is merely decorated with corrugations after the carcass proper is built.

### ADVANTAGE No. 4

In the fourth place, with Dunlop Traction Tread—as with no other tire in the world—the Anti-Skidding surface is the biggest part of the tire. That means the Anti-Skidding surface will give indefinitely long service. Yet when that extra big corrugated tread is worn down the motorist has as good a plain cover to still ride on as is to be found anywhere. Dunlop Traction Tread simply means more for the money—and the better kind of rubber, too.



WRITE FOR

BOOST BOOK

### ADVANTAGE No. 5

In the fifth place, while we do not ourselves say "throw away your chains," Dunlop Traction Tread goes ahead and says it for us. We have received many letters in which motorists claim chains are no longer necessary since the advent of Dunlop Traction Tread. Take the ordinary so-called Anti-Skids and on rainy days they are either not in service or in chains.

**DUNLOP TIRE & RUBBER GOODS CO., LIMITED**  
HEAD OFFICE AND WORKS—TORONTO

BRANCHES:—Toronto, Montreal, Winnipeg, Vancouver, St. John, N.B., Calgary, Victoria, London, Ont., Regina, Ottawa, Hamilton, and Nelson.

Toronto City Branch and Tire Repair Station: 85 Adelaide Street West. Phone 5140.

## The Choice

"It's not for me, the babbling brook. The quiet meadow, shady nook. The placid stream that flows along. Unstirred by deed, unmoved by song. The gentle coo of turtle doves. The trusting song of maid in love. The cosy chair by firelight glow. Are well for him whose pulse beats slow."

For me, the battle of the strong! Where might makes right, the weak are wrong! To fight the boisterous waves and win 'Mid lightning flash and thunderous din. To drink each day the wine of life. To pass the hours in endless strife. To meet my fate with courage high. Perchance I lose? Ah! One can die. —E. H. F.

**Ontario Chapter of the American Guild of Organists.**

The recent meeting of the Ontario Chapter of the American Guild of Organists in Hamilton proved to be the most successful gathering of the kind in the history of similar organizations in this country. About forty organists from various parts of the province were in attendance, including representative musicians from Toronto, Hamilton, Woodstock, Brantford, Dunnville, Owen Sound, Lindsay, St. Catharines, Dundas and other points. Dr. Edward Broome's excellent paper on "The Privileges and Duties of Church Organists" was followed by an interesting discussion in which Dr. Edward Fisher, Dr. A. S. Vogt, Dr. Humphrey Auger, T. J. Palmer, Dr. T. Alexander Davies, Mr. Edmund Hardy, Mr. W. H. Hamilton, Mr. W. E. Pollock, Mr. G. H. Darwin, and others took part.

The organ recital, which followed Dr. Broome's paper, was a brilliant exhibition of technical and artistic attainments on the part of Mr. Richard Tattersall of Toronto, whose playing of Bach's Passacaglia and Reubke's sonata evoked much enthusiasm. The banquet at the Royal Hotel was attended by about fifty organists and music lovers. Amongst the guests was Dr. J. V. Smith, pastor of Centenary Methodist Church, Hamilton, whose admirable address on "Music" during an interval in the organ recital of the afternoon was pronounced by many of those present to be one of the most masterly efforts of the kind they had ever heard.

The membership of the Ontario Chapter, which is constantly growing, now numbers about 75 members and may fairly be regarded as truly representative of the profession in this province.

## INDEPENDENT SECURITY TREAD TIRE

**The Tire That Gives the Mileage**



This is the tire that advertises itself as users unanimously proclaim it the best wearing tire on the market.

Its non-skid qualities are also best appreciated by users.

Ad claims are possible to any, but this tire more than fulfills all we claim for it.

We purpose exhibiting copies of some of the letters we have received from highly satisfied customers, so that readers may see for themselves that our ads.

are modest in comparison to the actual results obtained by users.

LETTER NO. I.

Toronto, Oct. 20, 1911.

Gentlemen:

I take great pleasure in expressing my opinion of the Independent Security Tread Tire, from which I have had the following results:—

I have used a set of your tires on the rear wheels of my car, which is a White gasoline, five-passenger car, all this season. They have gone over 6,000 miles and are in perfect condition yet.

Very truly yours,  
Dr. J. A. Milburn,  
Cor. Wood and Yonge Sts.

**INDEPENDENT TIRE CO.,**  
Of Toronto - Limited

133 BAY STREET, - - TORONTO