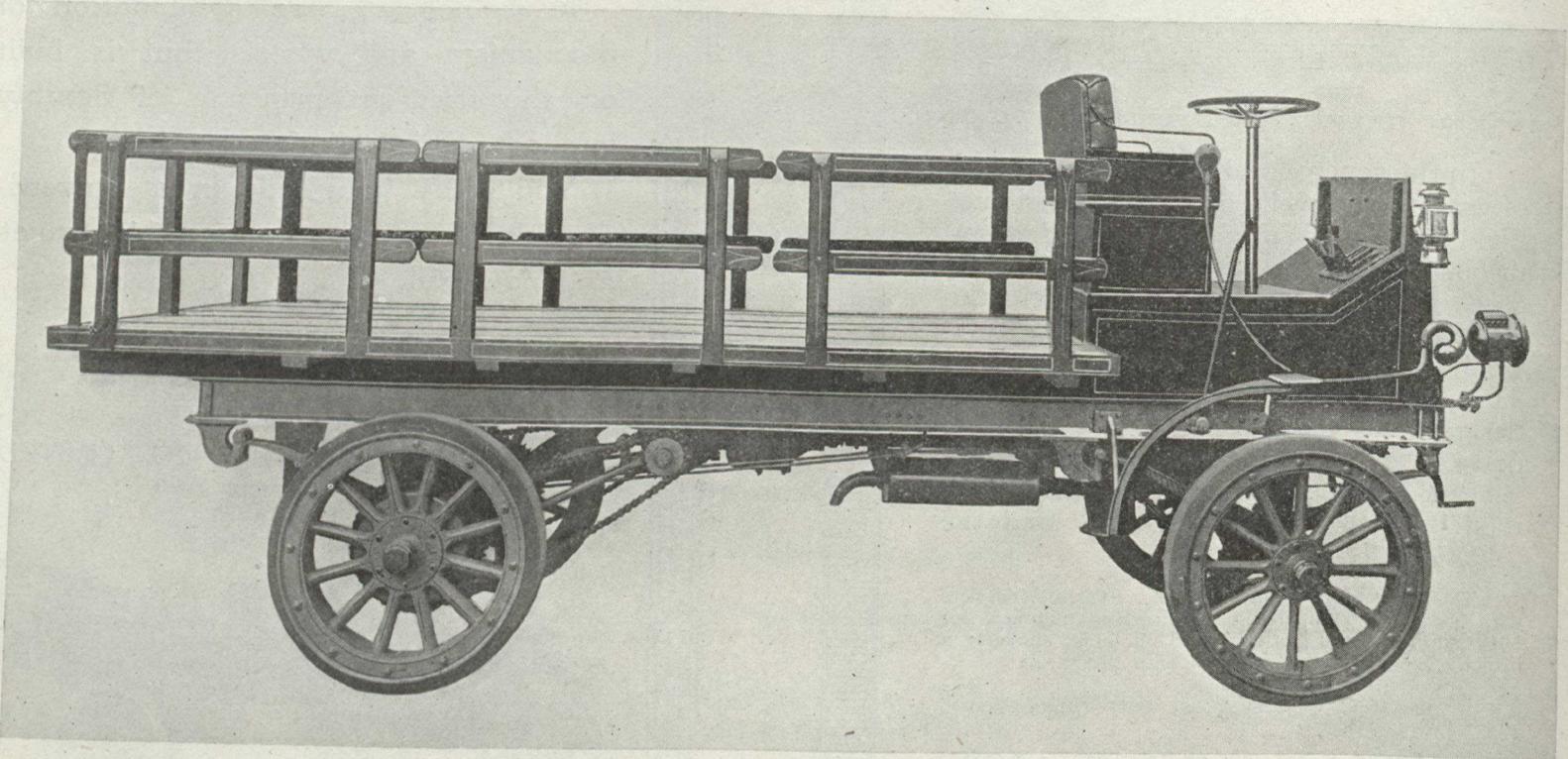


# CANADIAN MADE TRUCKS

The time has arrived when Canadian goods are used by Canadians, and justly so with *THE CANADIAN TRUCK*. We want to say to the manufacturer, the merchant and the wholesaler, that *CANADIAN TRUCKS* will do as much, if not more than any other at less cost.

What is the cost of your delivery? Figure it out and write us. We want to be in a position to show you how to save money. The truck above is equipped with a *CONTINENTAL MOTOR*, the *BEST POWER PLANT IN THE WORLD*. Everything in *CANADIAN TRUCKS* are of similar high grade product.



## Condensed Specifications, 2 Ton Canadian Chassis.

**FRAME**—Constructed from 5-inch rolled channel steel bars joined at the corners by steel gussets and riveted; sub-frame constructed of 3-inch steel channel joined by steel castings and angle steel corners. Frame assembled: Length, 174 inches; width, 36 inches.  
**WHEELS**—Artillery type, with felloes full width of rim, Tread 56 inches.  
**WHEEL BASE**—111 inches.  
**TIRES**—Solid rubber. Dimensions: Front, 34 x 4 inches; rear, 36 x 5 inches.  
**FRONT AXLE**—Forged from high carbon steel, yoked at the end for the steering knuckles, which are mounted on ball bearings. Dimensions: 2 1-4 x 3 1-4 inches. Roller bearings used on spindles. Steering arms forged from 1 1-4-inch round vanadium steel.  
**REAR AXLE**—2 3-8 x 3-inch square machine steel Roller bearings on spindles.  
**FRONT SPRINGS**—Semi-elliptic. Hung from frame by steel castings and special bolts. Fastened to front axle by steel castings and clips. Length is 46 inches.  
**CROSS SPRING**—Hung from frame by vanadium steel clips. Length is 36 inches.

**REAR SIDE SPRINGS**—Semi-elliptic. Hung from frame at front end by steel castings, shackles and steel bolts, fastened to rear end by shackles and shackle bolts fastened to rear axle by steel casting and large bolts of vanadium steel. Length is 50 inches.  
**MOTOR**—Water cooled, four cylinders, four cycle. Cylinders cast in pairs, vertical bore, 4 1-4 inches, stroke 4 1-2 inches. Horsepower 40. Schebler carburetor, float feed type. Oil: Self-contained in motor. Gear driven. Oil supply in sight.  
**IGNITION**—Bosch magneto.  
**COOLING SYSTEM**—Radiator with fan and gear-driven pump.  
**CONTROL**—Spark and throttle levers on steering column. Change speed and emergency at right of driver's seat. Clutch and running brake operated by foot pedals.  
**TRANSMISSION**—Sliding gear type enclosed in a malleable iron case with jackshaft. It is in a direct line with the engine shaft and is connected to the clutch by a propeller shaft, fitted with two universal joints. Timken bearings are used. Three speeds forward and one reverse. The gears are of German chrome nickel steel and

are hardened to test 80 under the scleroscope. The pitch is 6 stud tooth and the face, 1 1-4 inch.  
**SPROCKETS**—Jackshaft: Teeth, 14 or 16 Pitch, 1 1-4 inch. Steel casting 3-4 inch. Steel Rear sprocket: Pitch, 1 1-4 inch. Malleable casting 3-4 inch thick.  
**CHAIN**—Whitney. Pitch, 1 1-4; 3-4 by 3-4 inch. No. 212.  
**CLUTCH**—Disc running in oil.  
**BRAKES**—Two sets; one set, running brakes on jackshaft operated by foot pedal. One set emergency brakes on rear hubs; operated by hand lever.  
**STEERING**—Large wheel; irreversible.  
**WEIGHT**—Approximately 3,400 pounds.  
**CARRYING CAPACITY**—Two tons.  
**LOAD SPACE**—68 inches x 128 inches.  
**EQUIPMENT**—Two side oil lamps, oil tail lamp, set of tools and horn.  
**PRICE**—\$3,000, with body \$3,200.  
**BODY**—Extra.

We build 1500, 1 ton, 2 ton, 3 ton and 5 ton trucks. Write for Booklet and Prices.

**The Canadian Commercial Motor Car Company, Limited**

Department D. "THE PIONEER CANADIAN TRUCK BUILDERS," Windsor, Ont., Canada.

THE ELECTRIC AUTO. THE CAR IDEAL.

NO FIRE. NO ODOUR. NO NOISE. NO FREEZING.

These advantages make it the logical car for city or suburb. Three hundred and sixty-five days' service per year, ready any moment, whether for light or heavy business or for pleasure.

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