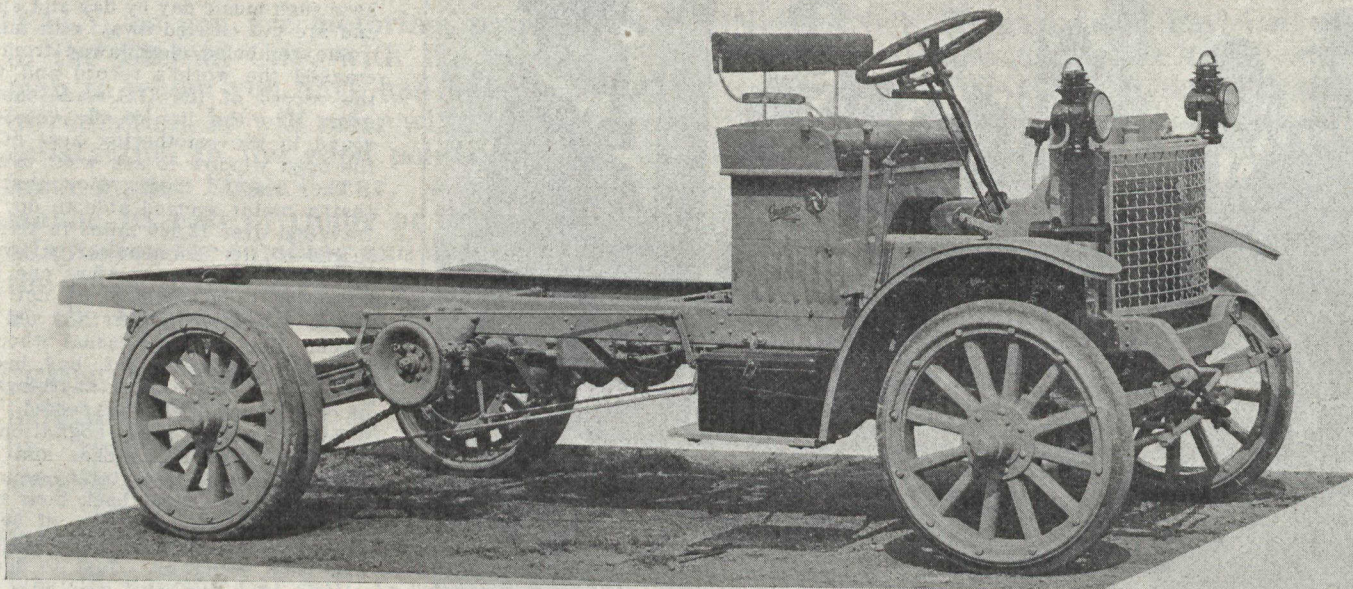


## CAPACITIES

1 TON  
2 TON  
3½ TON  
6 TON

# 1914 Gramm Motor Trucks

FIRE APPARATUS  
SPRINKLER TANKS  
DUMPING BODIES  
MOTOR BUSES.



1914 Gramm 2 Ton Chassis.

Transportation or Delivery is not a "problem." There is nothing to "solve." The only question is "how soon" will you buy motor trucks. We know, our engineers know, our representatives know, and we can prove to you that our 1914 trucks are the best motor trucks made. The Gramm organization embraces the following cities and towns:

MONTREAL  
TORONTO  
OTTAWA  
HAMILTON  
LONDON  
ST. THOMAS  
SARNIA

WINDSOR  
QUEBEC  
ST. JOHN, N.B.  
HALIFAX, N.S.  
GODERICH  
PORT ARTHUR  
FORT WILLIAM

SUDBURY  
WINNIPEG  
BRANDON  
SASKATOON  
REGINA  
MOOSE JAW  
MEDICINE HAT

PRINCE ALBERT  
CALGARY  
EDMONTON  
LETHBRIDGE  
CRANBROOK  
VANCOUVER  
VICTORIA

PARTS DEPOTS  
IN  
TORONTO, MONTREAL,  
WINNIPEG.

## The Gramm Motor Truck Co. of Canada Ltd.

Walkerville

"Truck Makers Exclusively"

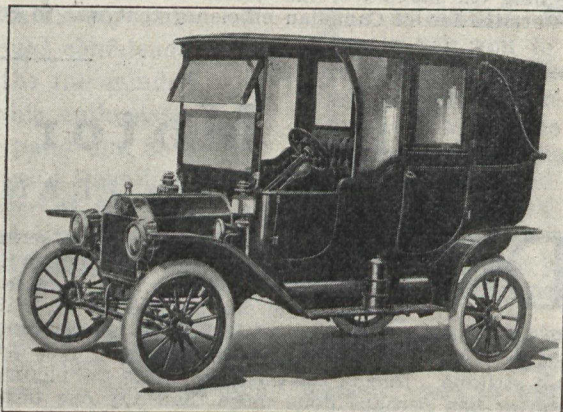
Ontario

year as it ever was. The sales, of course, will be larger. The Ford have a Canadian factory at Ford, near Windsor. The Ford Company have greatly enlarged their output, reduced their price slightly and affected certain improvements which guarantee the pre-eminence of the Ford in the low price class. They make the claim, however, that improvements and changes are not made by years, but whenever they are found advisable. They do not aim to make their 1914 look different from their 1913 car, and the 1915 car will not be easily distinguishable from its predecessor. They do not find changes in style necessary to create sales.

There are only three styles of Canadian Fords, the runabout at \$600, the "T" touring car at \$650, and the Town car at \$900. The total output of Fords last year was 185,000. The output of the Canadian factory this year will be at least 20,000, and may reach 25,000. It is reported that they have purchased the factory of the Maritime Motor Company at St. John, N.B.

NEXT come the \$1,200 to \$1,500 class. Included in this class are the Hupp, the Paige, and the McLaughlin (Model 24). The latter is a two passenger runabout which sells at \$1,250. Their touring car on the same chassis sells at \$1,450. The Hupp has proved very popular in Canada and is sent out from a Canadian factory. The Paige is a purely United States car. The Reo, which is made at St. Catharines, is slightly higher in price, selling at \$1,575. The Reo people offer two four-cylinder models which are well worthy of attention, one a touring car and the other a roadster. The wheel-

base is 112 inches, horse-power 30 to 35, and wheels 34 by 4. It has roller bearings instead of ordinary



The Ford Town Car.

ball bearings, the Remy electrical self-starting and lighting system.

The Fisher-Tudhope car is the result of a combination between the Fisher Motor Company, of Walkerville, and the Tudhope Motor Company, of Orillia. They are making a specialty of a five-passenger four-cylinder car at \$1,500. The Brockville-Atlas car is practically the same size and power. It has a Ruttenberg motor and sells for \$1,800. The Studebaker Corporation have a factory at Walkerville and are making a specialty of a four-cylinder car which sells at \$1,375. The Overland has hitherto been imported from the United States, but they have now purchased the factory in Hamilton formerly used by the Schacht Motor Company and will hereafter turn out a Canadian car. They are making a specialty of their \$1,250 touring model. There is a new Canadian car being manufactured at Maisonneuve and known as the Oxford.

In the class from \$1,800 to \$2,600 comes the McLaughlin four-cylinder, five-passenger car at \$1,650, \$1,770 and \$2,200. There are also several purely United States cars in this class, which are fairly popular in this country.

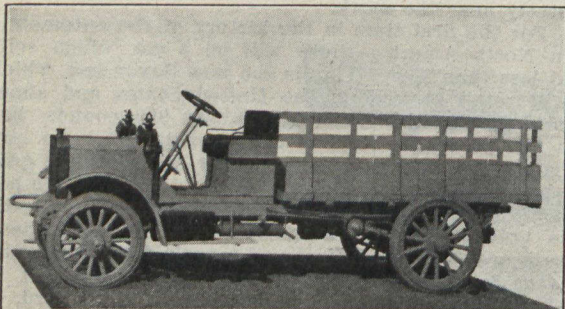
THE McLaughlin-Buick six is well worthy of close attention. It is a five-passenger car and sells for \$2,700, and the makers guarantee that it will not use more than one gallon of gasoline to

every seventeen miles of ordinary roads. It has an English top, a Delco electric starter, electric lights and horn and all the latest appliances.

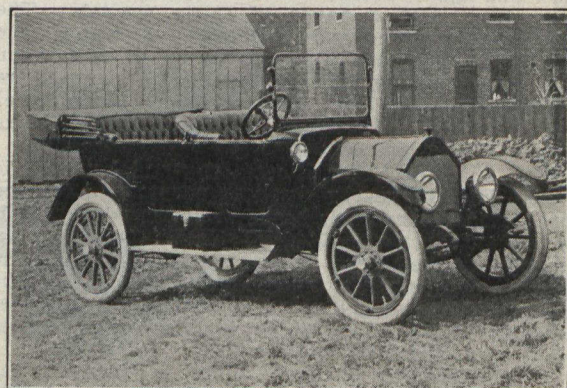
THE Maritime Motor people, who intended to manufacture the Maritime car, have sold their factory to the Ford people, and have taken the agency for the Singer. They are showing a car which they call the Maritime Singer and which sells at \$3,000.

THE Russell-Knight car is worthy of special mention. Several years ago the Russell Company started out to make in Canada a high-class car that would be at once a credit and a delight to Canadians. A special feature of all their cars is their high quality of finish and upholstery. They are making a landaulet, a phaeton and a touring model in six-cylinder cars; a Berline four, a touring four and a roadster. In minor details, such as the use of exhaust gases to warm the tonneau and rear wind shields, the Russell is thoroughly up-to-date. Further, for those who can afford it, the Russell-Knight engine is undoubtedly the peer of the best automobile engine in the world, and superior to everything else manufactured in Canada. The prices range from \$3,200 for a "28" roadster up to \$6,200 for a "42" Berline Limousine. The motto of the company is, "Made up to a standard—not down to a price."

The Wolsley is an English car and is probably the best known English car in the Canadian market. The particular machine which attracts Canadians



The Gramm one-ton truck.



Fisher-Tudhope, four-cylinder, Thirty-six.