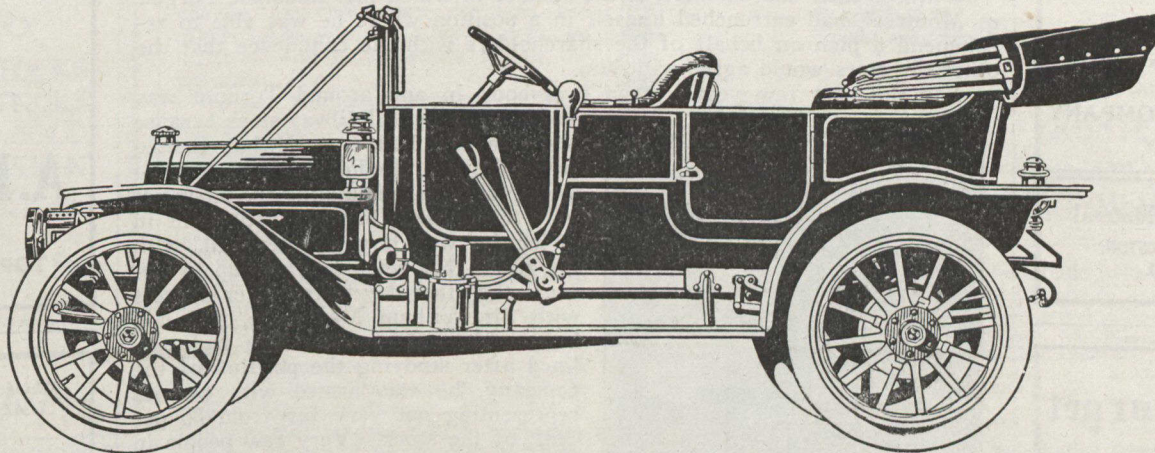


\$1350 for the Liveliest Car of its class in all Canada

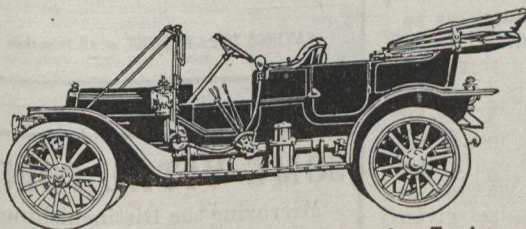


Reo "Thirty," Detachable Fore-door Touring Car complete with Top and Windshield---\$1350

If you can find, in all Canada, a value that compares with this car at \$1350—a price made possible only by the economies of a great increased production—we shall be glad to have you point it out to us.

The Reo is not only the liveliest car of its class in all Canada—but the most capable, the most competent, under Canadian road conditions. Reo Touring Car or Reo Roadster—either one says: "Goodbye, I must be going" to any car it meets of approximate horsepower or price. Many motor cars, like many men, have a good deal of latent power which goes to waste. Every ounce of power the Reo motor makes—it uses. The wheels get it all—none of it gets away. The Reo is never an idler; it never shirks—it is busy getting there every minute that it is in action. Go where you will in the farthest corners of the American continent—there is the busy, industrious Reo; the cheerful, willing servant of some enthusiastic owner. It has never met Canadian conditions that baffled or discouraged it. You will find it at the very outposts of civilization—but rendering no better service, there, than it is rendering every day in crowded city streets. The Reo owner gets all the good out of his car that there is in it—and the supply never runs short.

The experienced motorist will be quick to see in the light yet sturdy construction of the Reo, a tremendous saving in fuel, oil, tires, and those parts of a car which ordinarily suffer from shock or continued strain. A marvellous hill climber, the Reo possesses in the highest degree those qualities which are indispensable for easy riding over rough or new roads. Thoroughly satisfying on city pavements, it gives the same feeling of buoyancy and reserve power under conditions which try to their uttermost cars of even higher rating. The Reo owner does not buy any weight which does not bring him return in comfort. He is not punished with the upkeep expense of weight which hampers and reduces his car's speed, endurance, and general usefulness. The Reo is all car—all comfort, power, and reliability—that's why it easily shows its tail light to other cars less scientifically designed and built.



Reo "Thirty," Five Passenger Low Fore-door Touring Car---\$1350

Complete with Top and Windshield. Identical with the Reo "Thirty" shown at the top of this advertisement, except for the low fore-door feature.



The Reo drives from the left-hand seat—a system which is dictated not only by the greater degree of conveniences and ease of control it gives the driver, but because it conforms to the traffic laws of all cities.

The Reo driver, when he draws up at the curb, steps clear at the right, instead of being obliged to alight at the left and go around the car in mud, dust or slush.

In addition to the comfort secured by the left-hand drive, there is a greater degree of safety, because the Reo driver has a perfect view of the right of way, and can better estimate the clearance required in passing other vehicles, or in being passed by them.

Frame—Pressed steel.
Springs—Front half-elliptic. Rear, three-quarter elliptic.
Axles—Front, I-beam drop-forged, Timken roller-bearing spindle. Rear, tubular, semi-floating, Timken roller-bearings at gear, High-Duty roller-bearings at wheel.
Wheels—34-in.
Tires—34-in. x 3 1/2-in. Dunlop or Goodyear quick detachable, with Goodyear rims.
Wheel-base—108-in.

Engine—Vertical, four-cylinder, cast in pairs, 4-in. x 4 1/2-in.
Horsepower—30.
Cooling System—Water-jackets, tubular radiator in honey-comb pattern, direct to exhaust valves.
Valves—Mechanically operated and protected.
Carburetor—Automatic, with hot-air intake.
Ignition—Low-tension magneto, with auxiliary batteries, jump spark.

Control—Spark and throttle on steering-post, with foot accelerator.
Transmission—Selective swinging type.
Gear Changes—Three forward and reverse.
Drive—Shaft, universal joints, encased in oil.
Clutch—Multiple-disc, with positive release.
Brakes—Two on rear wheel, internal and external, 14-in. diameter drums.
Lubrication—Automatic force feed, return system.

Gasoline Capacity—12 imperial gallons.
Water Capacity—3 1/2 gallons.
Steering—Gear and sector.
Speed—50 miles per hour.
Equipment—Three oil lamps, two gas lamps, generator, horn, complete tool and tire outfit.
Passenger Capacity—Touring-Car, five. Roadster, two.

See the Reo at any of these principal agencies, or ask for the address of the sub-agent nearest you:

Joseph Maw & Co., Winnipeg, Man. Reo Garage, St. Catharines, Ont. Ketchum & Co., Ottawa, Ont. W. Saylor, Trenton, Ont. Auto & Supply Co., Toronto, Ont. J. A. Pugsley & Co., St. John, N.B. George Phillips, Woodstock, N.B. A. S. Curry, Amherst, N.S. Stockwell Motor Co., Montreal, Que. A. S. McDonald, Sydney, C.B. Geo. Armstrong, Perth, N.B. Capt. Lovitt Hines, Yarmouth, N.S. Chas. Gardner, Foxboro, Ont. Frank Smith, Madoc, Ont. Willis McPherson, Fredericton, N.B.

Reo Motor Car Company of Canada, Ltd., Dept. D, St. Catharines, Ontario