

Interesting Happenings In the Motorcycle World

T. M. C. News.
A regular meeting of the Toronto Motorcycle Club will be held Wednesday, Dec. 22. Nominations will close at this meeting so please be on hand and nominate your choice. A full report will also be given re the New Year's Eve run, and from the committee who are looking after the club's interest in connection with the proposed bylaw re pushing motorcycles across intersections.

A large number of riders and spectators turned up at the annual hill Sunday last to see the usual fun. A large fire was built to keep the ladies warm, the boys keeping warm by running around. A number of slow climbs were made both with and without sidecars, when it was decided to break the mountain record, if possible, held by Herb Kipp and H. Scott. W. Morrison, on a Harley Davidson, and H. Scott, on an Excelsior, both piled two passengers on their tanks and drove them safely over the top of the mountain. The two passengers and driver making three up, which is the record to date. Both machines got ready to try four up, and Morrison, who started first on a Harley, had a bad spill about half way up. This was the signal of danger and Scott was not able to secure his passengers to try the machine with four up. The boys then started for home at about 10 miles per hour, as by the number of white papers floating around Sunday indicated that the number caught for speeding the previous Sunday was very large.

New Year's Eve Run.
By all reports the New Year's Eve run to Hamilton is going to be a great success and the number of riders will be greater than ever before. The committee have been very busy getting prizes and to date have a fine collection. Machines are already being taken down, and one dealer expects to have at least two teams of three on the best drivers. A small entrance fee will be charged to cover expenses, and the committee hopes that every sidecar outfit that can be got will take part in the run. Club members or not, you are welcome.

Tampering With Motorcycles.
Tampering with other riders' motorcycles seems to be quite a habit with some of the boys around town and one which ought to be stopped, either by the process of law or the force of a good hard fist. A joke is all right in its place so long as it is not carried too far, but the man who will place foreign substance into the vital parts of a motorcycle, with the intention of doing some harm to the machine, is, in the opinion of the writer, a coward of the first order. He is receiving free board and lodging at 999 Queen west. It is to be hoped that this destructive practice will not become general and the first person caught at it will be brought before the police magistrate.

Sunday the boys will meet at the clubrooms at 2 p. m. and either take a trip up the Rumber or out to Greendale Pond and have a ride on the ice, which will be practice for the ice race the club intends to pull off this winter.

Mr. Mahaffy and Mr. Stoner please take a shave.

It's plain to be seen that Mrs. Allen is away on a vacation, as Harold is at the club every night, and as a general rule is not particular as to the time he goes home.

The best evening's sport at the club now is to beat Mahaffy at a game of pool or billiards.

Well, boys, my auntie and uncle paid me a visit this week and being of good old Scotch stock, I feel proud of the following record: They are 88 years old, have been married 61 years, and without any help, except a few months in the summer, when one man is hired, Campbell himself took off 700 bushels of grain.

Three British dispatch riders, on major's show in London. It is stated that this is the first time motorcycles have been allowed in this historic procession. The war has certainly brought the motorcycle into great favor and has done more to show the wonderful usefulness of the two-wheeler than many years of peace could have.

Pneumatic Armor for Motorcyclists.
A pneumatic armor has been patented for the purpose of saving the lives of motorcycle riders and particularly rescuers, who, with this protective gear, may smash into each other or dive into a fence without the least regard for the consequences. The armor consists of the one-piece suit of stout material into which the wheels are laced.

A long tube curved back and forth until the entire person of the wearer is protected by a cushion of air. The latter is pumped into the tube in the same manner as a tire is inflated, and when it is desired to pack the suit the air may be allowed to escape so that the outfit will take up as little space as possible. The inflation and deflation is done thru the means of the check valves at the sleeves and at the trousers top.

Worn Gears.
A very common trouble on machines is that the gears refuse to remain in mesh. The driver may be opening out a gear suddenly when he thinks the chain has broken, but quickly realizes that this is not the case, so he proceeds to readjust the gear control rod. This is not always such a simple matter as it looks, for when the top gear has been made to hold in properly the bottom one may refuse to engage at all. As a general rule this indicates that the striker has worn or developed so much play that it fails to carry out its work.

Sergeant-Major Willmore, a British non-com at the front reports great satisfaction in the use of his Brough motorcycle. He has covered 18,757 miles in military dispatch work on his machine without any expense in mechanical repairs.

A monster meeting of the employees of the Chalmers' Motor Co., their families and friends, will be held at the Auditorium, Detroit, Thursday evening, Dec. 23, at which time the suggestion contest prizes will be distributed to the winners. This will be the greatest meeting of its kind in the history of the Chalmers' Co.

MOTORING

**OVER 233,000 CARS
YIELD \$2,000,000
REVENUE TO N.Y.**

Francis M. Hugo, Secretary of New York State, Speaks and Is Honored at Dinner.

NEW YORK, Dec. 18.—Francis M. Hugo, secretary of New York State, was honored by a dinner given by the special automobile inspectors of the Empire State at the Waldorf Astoria on December 18th, during which Mr. Hugo presented with a large check of \$2,000,000, the revenue from the sale of automobiles in the state for the year 1915. About 500 men, prominent in automobile business and political circles of the state, were present. A. P. Langtry of Massachusetts, secretary of that state, also attended the affair. The dinner was one of the largest given to any New York State official this year.

The board of governors of the Automobile Club of America occupied a table at the dinner. The New York State Automobile Association was also largely represented. Mr. Hugo had tables of their own. A delegation of senators and congressmen came from Washington for the occasion. The affair was a non-partisan one, men of all political creeds attending. Secretary Hugo leads the largest automobile bureau in the world.

In his speech Secretary Hugo referred to the growth of New York State's automobile bureau, which has grown from one in 1915, with an income of approximately \$2,000,000 during the present year. Secretary Hugo said that it would not be a bad plan to establish a special tribunal for the trial of cases arising from reckless motorists in the world.

Among the other speakers were Secretary of State Langtry, A. G. Batchelder of the American Automobile Association, William McAdoo, chief magistrate of the City of New York, Prof. Charles Terry of Columbia, Arthur Woods, secretary of the New York State Senate, Frank J. Treanor of New York, and a number of other prominent automobile men of New York State.

**OVER 200 WOMEN
EMPLOYED IN THE
CHALMERS PLANT**

THAT women are in any way actively connected with the manufacturing operations in a big automobile plant, probably never occurs to the average motorist. Yet many some two hundred girls and women earn a livelihood under conditions that set an example to owners in all sections of the country.

Women are used to superior advantage in the manufacture of side curtains for touring cars and in departments where small parts are assembled. Heads of departments where women are employed claim that in work requiring neatness and accuracy, women are superior to the men employees.

Large airy rooms excellently lighted from three sides, and well heated during the winter months, constitute comfortable working quarters for the women employed at this kind of work. During the noon hour and at recreational periods, spacious rest rooms, equipped with easy chairs, plants, and Victrolas, are at the disposal of the women employees. The matrons, whose duties extend to night employees, and the selection of suitable rooming and boarding places for the girls under her charge.

The efficiency of the convicts on the road gang," he continued, "differs greatly in different gangs. There is no doubt in my mind that the application of the efficiency records in the Wisconsin road camps for free labor will tend even more powerfully to raise the efficiency of convict labor."

"Incentive must be created before good work can be produced. Co-op any of us up in a stuffy, insanitary jail for several months, arraign us for trial amid the excitement of what we may expect as justice, and then take a few months of breathing our spirit in prison surroundings, and there is little likelihood that the thing we call ginger will be very apparent. The great need is for the formation of a road gang to throw his shoulder to the task and inspire his gang with the desire to be like him. The problem lies in securing such men as foremen of the road gangs."

The department of highway engineering at Columbia University has been in close touch with the national committee on prisons and prison labor, which is located on the campus, for a number of years. Thesis work has been carried on under the joint direction of the department and the prison committee.

**65,000 FREIGHT
CARS TIED UP IN
NEW YORK CITY**

THE congestion of freight at New York and other Atlantic Ocean ports, which is greater than anything ever experienced in the history of the oldest shipping nation in the United States, is growing more serious daily, and is causing great concern to traffic managers of Detroit motor car manufacturers.

C. J. Shaar, traffic manager of the Packard Motor Car Co., says that the shortage of automobile freight cars in Detroit is particularly serious. It is estimated that nearly 65,000 cars are tied up at or near New York City. As the winter production of motor cars will be greater than ever before, at the Packard plant, Shaar is using his utmost efforts to find means of getting railroad equipment to handle the Packard product.

1916 COLE EIGHT LEADING LIBERTY BELL PARADE IN LOS ANGELES, CALIF., NOV. 15, 1915



RECENTLY the Liberty Bell arrived in Los Angeles, Calif., and for a period of three hours paraded before the populace of that city. A Cole eight-cylinder car, carrying the officials of the day, led the parade. The car was throttled down to a speed of less than two miles an hour, in high gear, for the entire distance without overheating or bucking and the passengers were loud in their praise of its performance. The photograph shows the Liberty Bell in the background with the officials in the Cole Eight in the foreground. Those shown in the car, from left to right, are: General Waukowsky, head of the California National Guard; B. Bulla, president of supervisors, Los Angeles County; Ex-Senator Stan, of Los Angeles; Congressman Stevens, and former U. S. Senator Cole, of Colgrove, Los Angeles.

CONVICT ROAD WORK IS PAST EXPERIMENT NOW

THE use of convicts on the public roads has passed through the period of hysterical wrangle into a period of actually successful accomplishment and almost universal acceptance," said E. Stage Whitin, whose new course in practical penal problems at Columbia University was announced the other day.

Dr. Whitin holds that the underlying motive in convict road building must be to secure the greatest efficiency for the state out of its possession. Both the convicts and the roads are property of the state, and the working of convicts upon the roads should eliminate many elements of waste in the administration of road and prison departments.

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SUGGESTIONS ON THE CARE OF THE CAR IN WINTER

Many Radiators in a Sorry Plight As Result of Recent Severe Frosts.

MANY of Toronto's garages are all cluttered up with "burst" radiators, cracked water pumps, water manifold, and pump housing reduced, alas, to mere fragments, thanks to the first great drive of King winter. Many a garage's repair force is doing Red Cross work overtime on badly affected cooling systems.

Every year brings forth a harvest of the kind, and what, so long as motorists include a fair share of the drive, is not a disaster, but a nuisance. The number of radiator-capillary tubes that have yielded to the gentle but more the less persuasive pressure of congealing water, is legion.

Highly explosive, that is akin to dynamite, to wit, nitro-glycerine, is in part at least, the cause of the trouble. In large quantities it is used in the manufacture of wheel spokes; consequently it is in great demand. Also, compressed, therefore, its price has gone up approximately four hundred per cent. This all happened without the average motorist's being advised. Thus, when Mr. Average Motorist came to purchase his ingredients for the most satisfactory anti-freeze mixture (twenty per cent. of glycerine, thirty per cent. wood alcohol, and twenty per cent. water) against freezing to twenty-five degrees below zero, and had the news broken to him suddenly, and bluntly, and cruelly, "Glycerine is eight dollars and a gallon"—just like that—the dumfounded and tentatively joined the ranks of the take-a-chances, with what disastrous and costly results almost any garage will reveal.

While the lamentable increase in the price of glycerine has not been a circumstance to the increase in the price of glycerine, there is some comfort in the knowledge that the stabilizing effect of the glycerine on the very volatile alcohol by reducing vaporization, alone pays for itself several times over. The glycerine will last the entire winter, without being replenished. Such vaporization does occur will be about 75 per cent. wood alcohol and 25 per cent. water. This mixture is to be mixed good in the three-to-one proportion mentioned, if the anti-freeze is to be made by never allowing the engine to run idle or in any other way to unnecessarily become overheated, thereby causing costly evaporation of the cooling solution to no purpose.

Hints on Starting
These are the days when the motorist has the greatest trouble in starting his engine after it has been standing in the cold for some time. The fuel does not vaporize as well until the engine gets heated up, and the oil is more viscous. Rather than exhaust the storage battery by repeated use of the electric starter without causing the engine to fire, the system should be inspected carefully, for even in cold weather the engine should pick up after a reasonable amount of cranking. It may be that the carburetor is out of adjustment for the cold atmosphere or that an electric terminal is loose. At any rate, there is nothing worse than to have to spin by hand a

E. A. HALL WILL BE DISTRIBUTOR OF CASE CARS

THERE has been so many enquiries from past owners of Case Cars about the new product of a new factory costing \$1,500,000, which gives them approximately 184 acres of floor area. The factory has been improved to such an extent that they are now more able than ever to cope with the demand put upon them. This demand has arisen from nothing but the past good performance of the cars and its reputation to stand the racket. The J. I. Case T. M. Company's offices have lately been flooded with applications from dealers for agencies. E. A. Hall, the well known carver and motor expert has been very fortunate in securing a signing up the distributing agency, not only for Toronto, but for York, Peel and Ontario Counties. The Case Car is backed by a firm with a reputation to be envied, and a paid-up capital of forty million. The new models will be on hand at E. A. Hall's Garage, 888 College street, early in January.

Lighter Oils
Injecting raw gasoline into the cylinders thru the pet cocks will do no harm, and is probably the most effective starting agent for a balky engine which has no other remedy than being cold. It generally is advisable to use lighter oils in winter than in summer. They flow more freely and are less viscous in the lower temperature.

Hood covers are an excellent thing for winter driving. They help to keep the motor warm by holding in the heat. Most of them have front sections which go over the radiator. Do not forget to raise the front flap, on very cold days, as ordinarily the motor will heat the water to such a point that some circulation of air thru the radiator is necessary to prevent undue water temperature. Very cold days, however, require no air circulation to give all the cooling necessary, well may be left down.

And keep your battery well charged if you would not court embarrassment—financial, physical, mental, and yes perhaps moral.

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Raise the plate-glass windows and this car becomes a luxurious Sedan. It has all the appointments of an electric brougham. Any member of the family can drive it.

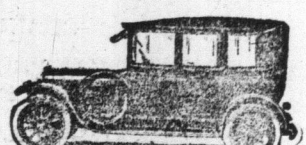
Drop the windows and the sides are clear. Then you have a Touring Car with unobstructed view. No sash, no braces. The open sides are clear. This is one of our efforts to meet the demand for all-year cars. The other is our Cabriolet.

New Art in Bodies
The four bodies shown here set new standards in closed cars. The fame of the Hudson has been won on its chassis—on Howard E. Coffin's wonderful work in designing. Now we are counting equal fame on our bodies. And in the same way—by finer bodies and by lower prices.

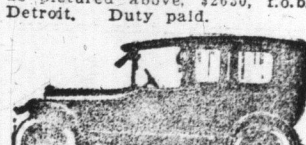
The man or woman used to costly closed cars will find here more than higher prices bought.

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With windows up—the same car pictured above, \$2650, f.o.b. Detroit. Duty paid.



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A "distinguished" model, most luxurious. Extra space for four passengers. \$3400, f.o.b. Detroit. Duty paid.



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For comfort on stormy days, yet open and delightful in summer. \$2850, f.o.b. Detroit. Duty paid.



CABRIOLET
Changes quickly from an open Roadster to a closed Coupe. Price, \$2250, f.o.b. Detroit. Duty paid.

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AUTO REPAIRS
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Our Policy is Satisfactory Work or No Charge
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When your Studebaker is delivered, you get a card showing a series of 7 Service Days running over, succeeding SIX months on which the car is to be brought into our garage. When it comes in, expert mechanics go over it from stem to stern and make 41 distinct and agreed upon inspections, oilings and adjustments that a car needs.

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