

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.

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 86 years old, have been married 61 years, and without any help, except a few months in the summer, when one man is hired, help being scarce this summer, Mr. Campbell himself took off 700 bushels of grain.

Three British despatch riders, on Triumphs, figured in this year's Lord Mayor'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 motorcycle riders and particularly for those 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 stouter material into which the wearer is laced.
Attached to the exterior of the suit is the entire person of the wearer is protected by a cushion of air. The latter is pumped into the tube in the latter part of the suit, and when it is inflated, a tire is inflated, and when it is deflated, the suit returns to its normal shape. The inflation is done through the means of the check valves at the sleeves and at the trousers top.

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, cleaned and tuned up, ready for the run, and one dealer expects to have at least two teams of three on the road with some of the city's very best drivers. Small entrance fees will be charged to cover expenses, and the committee hopes that every sidecar outfit that can be got ready will take part in the run. Club members or not, you are welcome.
Tampering With Motorcycles.
Tampering with other rider's 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 meanest type, who has only one friend, and that is receiving free board and lodging at 999 Queen west. It is to be hoped that this destructive practice will 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 Kumber or out to Greenfield Pond and have a ride on the ice, which will be practice for the ice races the club intends to pull off this winter.
Mr. Mahaffy and Mr. Stoner please take a shave.

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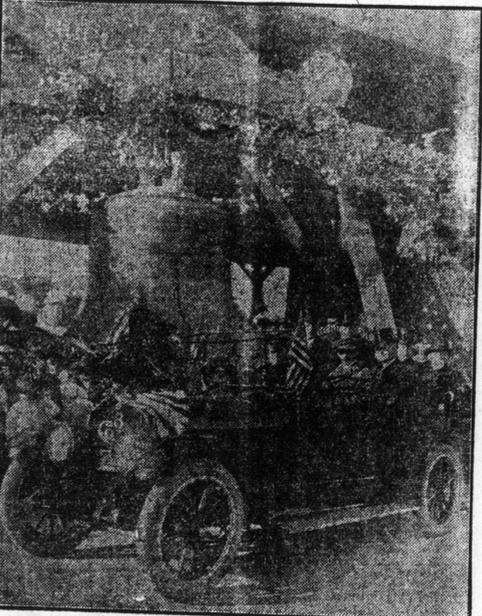
MOTORING

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 States at the Waldorf Astoria on December 18th, during which Mr. Hugo was presented with a large chest of silver. 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. The New York State Automobile Association was also largely represented. Many of the motor concerns along Automobile Row 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 1415, 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 and cyclists.
Among the other speakers were Secretary of State Langtry, A. G. Batchelder of the American Automobile Association, William McArdoo, chief magistrate of the City of New York, Prof. Charles L. Terry of Columbia, Arthur Wood, secretary of the New York State Automobile Association, and Frank J. Treason of New York. The dinner brought together more automobile enthusiasts than any other similar occasion in the city's history.

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, 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 foreground. Those shown in the car, from left to right, are: General Waukowsky, head of the California National Guard; B. Bulla, president Los Angeles Chamber of Commerce; Mayor Chas. Seaboard; Los Angeles, Congressman Stevens, and Former U. S. Senator Cole, Colegrove, Los Angeles.

OVER 200 WOMEN EMPLOYED IN THE CHALMERS PLANT

THAT women are in any way actively connected with manufacturing operations in a big automobile plant, probably never occurs to the average motorist. Yet at the factory of the Chalmers Company more than 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 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 service 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.

CONVICT ROAD WORK IS PAST EXPERIMENT NOW

THE use of convicts on the public roads has passed through a 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 possessions. Both the convicts and the roads are property of the state, and the working out of the convict road should eliminate many elements of waste in the administration of road and prison departments.
"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 convict road work at the present time in the Wisconsin road camps for free labor will be even more perceptibly 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 think of as justice, and then take a few months of our life in a prison surrounded by the most sordid 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 convict road gang to throw his shoulder to the task and inspire his gang with the desire to be liked by the foreman of the road gang." 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 port 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 experienced in the memory of the oldest shipping port in the United States is growing more serious daily, and is causing great concern to traffic managers of Detroit motor car manufacturers.
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.

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, also, more or less, to shreds. Many a garage's repair force is doing Red Cross work overtime on badly-stuffed cooling systems.
Every year brings forth a harvest of the kind, and what, so long as inclement weather is a fact, is a fact. The number of radiator-capillary tubes that have yielded to the gentle but more the less persuasive pressure of outgoing water, is legion.
That high explosive, that is akin to dynamite, to wit, nitro-glycerine, is in part at least, the cause of the trouble. In quantities in the manufacture of high explosives; consequently it is in great demand. The price of nitro-glycerine, as a price has gone up approximately four hundred per cent. This all happened without the average motorist being advised. Thus, when Mr. Average Motorist came to purchase his groceries for the most satisfactory anti-freeze mixture (twenty per cent. of glycerine, thirty per cent. wood alcohol, fifty per cent. water—proof 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 temporarily 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 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 made good in the three-to-one proportion mentioned, if the anti-freeze is to be maintained. A very appreciable saving in the cost of maintenance of the anti-freeze can 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, or 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 the Case factory that that plant has been enlarged by the addition 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 car-buretor and motor expert has been very fortunate in securing a leading position in the distributing agency, not only 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 in Toronto 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 in the intake manifold and carburetor body which 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 front fenders. Do not forget to raise the radiator cap. The radiator cap should be removed to give the radiator a chance to vent under water temperature. Very cold days, however, result in air circulation to give all the cooling necessary, and the front flap under such conditions will 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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