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#### Lighting rage battery tell you how nerator and chances of

Motorcycle Batteries.
motorcycle despatch rider has
proven his worth at the front
wonderful adaptability of the already proven his worth at the front and the wonderful adaptability of the motorcycle is being further demonstrated in the use of Maxim machine gun outfits attached to the wonderful little two-wheelers. The following description of the capture of Hill 60, written by "Eye-Witness," indicates plainly the usefulness of these outlarge pi

"Shortly before seven on Sunday morning the Germans made their real reply with a determined effort. They ited in force, coming on in close ations, and hand-to-hand fighting ontinued for some time. At this junc-ure invaluable service was rendered some of our motor machine guns ch were rushed to the front, and ned fire on the masses coming for-d, while our artillery raked thei ward, while our arthery raked therranks with shrapnel. The counter-attack was beaten off with very heavy less to the Germans, who, as usual, showed no inclination to accept de-

"Thruout the night the fighting continued, culminating early in the morning of the 18th in two massed attacks by the enemy. These were beaten off principally by the fire of machine guns, ne of which had been rushed up on

vehicle has yet to be invented which is superior to the motorcycle and sidecar in speed, adaptability, reand sidecar in speed, adaptability, re-liability, ability to travel over rough ground, and general handiness, com-oned with the power of carrying a moderate weight and yet occupying a minimum amount of space on the road. Other vehicles may excel in one or two peints, and a motorcycle ridden solo ex-cels in all but weight carrying; but, taking one thing with another, in the points we have mentioned (and all are necessary for our purpose) the motor-cycle and sidecar reign supreme. and sidecar reign supreme.

The following description of the Battle of "Hill 60" was written by an Baglish despatch rider:
"I am writing this in bed. We have get back from the trenches. I suppose you will be reading about the big vic-tory of our troops by the time you get

"The battle commenced on a Saturday night at seven o'clock; at five minutes to seven you could hear nothing, but we knew what was coming off. Our engineers had mined a hill where the Germans were, and at seven the hill was blown up, and all our guns opened fire. The bombardment lasted one hour and forty-five minutes before battery opened fire with two machine guns, and, for a start, wiped out a whole company of Germans. the first break, and kept on all night. One of our officers and a man of our

made their counter attack. Our machine guns came into play again, and wiped them down like cutting corn. Then they found out where our position was, and shelled us clean out of it. There were four fellows in my battery wounded, including myself, but my wound is nothing—a piece of shell caught me on the face. But it was a

victory; I cannot explain in writing what it was like, only the noise was deafening and it was terrible. I saw some of our infantry make a charge: it was splendid. One of the regiments was the 1st Battalion Royal West

"On Sunday night I caught my second dose. A shell burst on top of a small hill. I was half way up, and a large pile of clay hit me in the back. I was saying good-bye to all, but my luck was in again. I was only unconscious for about ten minutes."

Good Times In Winnipeg.

The first run of the season for the Winnipeg M. C. was to Stonewall.

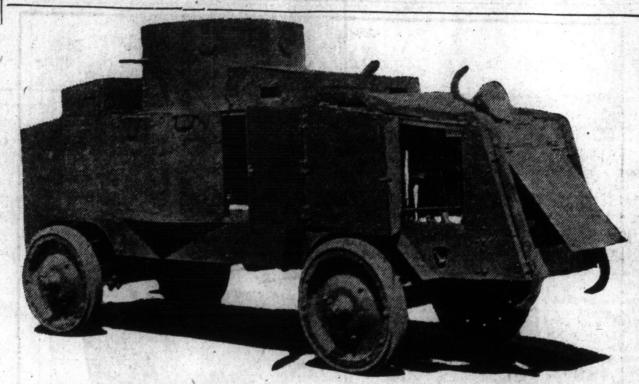
There was a good turnout and everyone enjoyed themselves. The club looks for a successful season. A race meet for a successful season. A race meet will be held May 24. The Manitoba motorcycle license fee has been reduced from \$3 to \$2, while the automobile license has been increased. The next run will be to Portage la Prairie.

Military Relay Run.
The proposed motorcycle military relay run from Windsor to Ottawa, under the auspices of the Toronto Motorcycle Club and the C. M. A., has apparently reached a very satisfactory stage of completeness. The officials, Fred Dobson, Jack Scott and Walter, Stoner have practically completed all Stoner, have practically completed all arrangements, and the run is expected to take place on June 5 or 12.

The riders chosen to carry the message are all well-known in Toronto, and their ability to do the work is undoubted.

Following is the tentative list of riders and their proposed journeys:
Windsor to London, 142 miles: Herb Kipp (Indian), Harry Wilson (Thor).
London to Toronto, 127 miles: Walter Andrews (Merkel), Ernie McIntosh (Indian), Tommy Smith (Excelsior).
Toronto to Trenton, 112 miles: F.
Moritz Excelsion), Harrid Cole (Cyc. Moritz, Excelsior), Harold Cole (Cyclone), Wilf. Morrison (Excelsior or Henderson), Hugh McCrossen (Thor), Herb, Hodgkinson (Yale). Three riders to be chosen from above. Trenton to Kingston, 60 miles: J. A. Lamore (Excelsior), C. Croft (Excel-

A RUSSELL ARMORED TRUCK



BUILT AND EQUIPPED IN THE PLANT OF THE RUSSELL MOTOR CO., WEST TORONTO.

be delivered in Ottawa to Maj.-Gen-Sam Hughes, minister of militia.

Today's run is to Orangeville. This is always considered one of the star runs of the year, as the roads are exceptionally good, and the scenery magnificent. The distance is 58 miles. Mr. Motorcycle Rider be at the club-rooms at 9.30 sharp.

Lamore (Excelsior), C. Croft (Excelsior).

Kingston to Ottawa, 105 miles: Percy A. McBride (Excelsior), A. E. Treadgold (Indian), H. Bysche (Excelsior).

According to the schedule arranged for the riders they will be obliged to maintain an average speed of 36 miles per hour, in order to finish on time.

The first relay will leave Windsor at 4 a.m. and the last will arrive in Ottawa at 7.18 p.m., if they finish on time.

The route thru Toronto will be as follows: Dundas and Bloor to Queen's Park, where the change of riders will take place and the message will be signed. Leaving the north side of the Parliament Buildings, the riders will travel along St. Albans street, Wellessel ey street, and east on Gerrard. The route thru Toronto will be well policed and every precaution will be taken or to others.

The sexpected that the message will be signed. Leaving the north side of the Parliament Buildings, the riders will travel along St. Albans street, Wellessel by street, and east on Gerrard. The route thru Toronto will be well policed and every precaution will be taken or to others.

The first relay will leave Windsor at the princely fashion. First, the trip thru the factory proved most interesting and instructive, the process of manufacture being explained most thoroly, and the company appearing anxious to get the riders' views as to possible improvements in their product. Then the party were entertained through any appearing anxious to get the riders' views as to possible improvements in their product. Then the party were entertained through any appearing anxious to get the riders' views as to possible improvements in their product. Then the party were entertained through any appearing anxious to get the riders' views as to possible improvements in their product. Then the party were entertained through any appearing anxious to get the riders' views as to possible improvements in their product. The party were entertained through any appearing anxious to get the riders' views as to possible improvements in their prod

cream. President Jones says it's just like he used to eat when a boy (oh, so long ago), only more so.

A regular meeting of the club was held on Wednesday last. Owing to the rain there was only a small attendance, but the proceedings proved to be full of interest. Several new members were enrolled. A report from the membership committee was presented, the principal feature of which was the annuncement of substantial principal. the announcement of substantial prizes for the most successful canvassers. A list follows: For greatest number of new mem-

bers and renewals:
First prize.—Goodyear Blue Streak cover, value \$13.50.
Second prize.—No. 8 Old Sol lamp, value \$8.50. Third prize.—No. 1 Old Sol lamp,

Fourth prize—Pair of combination old Sol brackets, value \$4.50.

Fifth prize.—Goodyear tube, value

\$2.76.

These prizes were kindly donated by the Goodyear Tire and Rubber Goods Co., and the Hawthorne Manufacturing Co., thru the C. M. A. In addition the T. M. C. will give to the member bringing in 50 or more new members, the sum of \$15, for 35 members \$10, and for 25 members \$5. Now, boys, get busy. Bert Stillaway has lots of application blanks. Further membership plans include a monster field day, to be held May 29. Further particulars next week.

An announcement of particular terest was the statement that Exhibition track would be available for May 24. The racing committee will

Mr. Dolson announced that final ar-Mr. Doison announced that hims arrangements for the relay run from Windsor to Ottawa were progressing favorably, and military officials would handle the message at all relay points.

Away up in the "back concessions east of Yonge street, a small party of T. M. C. members, including the writer, discovered a most delightful piece of country. Shade trees, a pretty-little stream, and a string of difficult but interesting bills, combined to please the critical eyes of the much travelled tourists. It is hoped to hold a hill climb in this district shortly, and we can assure the reader that and we can assure the reader that one or two of the hills compare with the classic "16" and "12" mile hills for the classic "16" and "12" mile hills for severity. One of the "general public" who happened to be on one of the hills, expressed his amazement at the climbing powers of the modern motorcycle, afterwards remarking: "I suppose you can also climb hills like the one leading up to Sir Henry Pellatt's." We assured him that even really difficult hills like this could be conquered. The fresh and invigorating air had a rather confusing effect on conquered. The tresh and invigorating air had a rather confusing effect on one member of the party, who on the return journey attempted to reach Toronto by travelling north. Fortunately discovering that this was the longest way round he turned back just as the other members of the party were contemplating sending out a search party.

#### PHONE HEROINE WINS LAURELS

(Continued From Page 1).

the story of her last minute spent a Russian Operator, Tho Wounded, Stuck to Post.

It is the story of the telephone girl who could not be driven from her post that stands out again in the accounts of the German investment of the little village of Novorossysk, in Russian Poland. The village was occupied by Russian troops, and con-sequently became a mark for the German artillery. When the bombardment began early in the morning all the residents fled except Olga Tatcheva, the operator on duty at the village exchange. Her central office was part of the Russian communications, and over her wires were going important orders to the troops so she knew that she must stay, and it was not until evening, after she had been wounded by a shell splinter, that she asked to be relieved, and a goldier was sent to take her place. But her devotion had won the attention of General Babitsch, the Russian commander, and he has sent her story to Petrograd with a recommendation that sho be awarded a decoration for "valour on the battle-

Just such a brave deed was that of who in the spirit of a true heroine has surrounded the house.

pleaded that her name be not made public, for, she avows that, she did nothing that anybody else would not have done. When fire broke out in that wooden fire trap there were some that wooden fire trap there were some 200 guests in various parts of the building. The operator knew that and altho she was threatened by the clouds of suffocating smoke that every few seconds rolled over the switch-board she stuck to her post and sent in first one alarm and then another altho ther switchboard was not in good working order. It was not until further assistance was impossible that she consented to run to the street.

Then there were the five girls of the exchange at Burlington, New Jersey, who insisted on keeping the service

who insisted on keeping the service open even the the fire was sweeping thru the exchange.

The fire had burst thru the first

The fire had burst thru the first floor of the building and the operating room on the third floor was full of smoke when the firemen arrived. They learned that the five telephone girls were trapped on the third floor and raised ladders to rescue them. As the dremen burst in thru the windows the girls ordered them out.

"We have to keep the service open," said one of them. "This is the busy hour and we can't leave."

All the arguments of the firemen failed to influence the girls. They told the firemen to leave a ladder at the window and if things got too hot promised to come down. So the firemen had to leave and return to their

had to leave and return to their task of fighting the fire and the girls stayed at their switchboard even tho the flames burned in the ress of their the flames burned in the rear of their room and on the roof just above them.

They "kept the service open."

The story of the destruction of Louvain excited the sympathy of the whole world, but there was a thrill of admiration, too, at the exploit of three Belgian girl telephone operators on the day of the bombardment of the city. Yet it was only the usual story of

Girls in Louvain.

Louvain was an important strate-gical point for the Belgian army dur-ing the early campaign, and the ex-change in which Valerie di Martin-elli, Marie Joorstens and Leonie von Lint were operators, was used as the central point of the Belgian field com-munications around the city. South munications around the city. Service orders to the troops were being sent

over the wires constantly. When the Germans began to bombard the city, the Belgians fell back, and it was more than necessary to use the telephone lines for orders. So the girls stayed at their post even the shells from the German guns were bursting everywhere thruout the town. From their windows the girls could see the houses toppling under the explosions of the shells and in the street below citizens were being struck down below citizens were being struck down by the flying bullets. Still they stay-ed, not leaving until their wires were destroyed and they could do nothing more to save the soldiers. Then they dashed out into the street an thru the storm of bullets to a place of safe-

Heroines of Regina

Not quite so lucky were the half score telephone operators who lost their lives in the tornado holocaust at Regina, Sask., on June 30, 1912. The offices and exchange of the Saskat-chewan Government Telegraph Service was on the outckirts of the city. For several minutes it seemed certain that the telephone building would be destroyed, and when the full force of the devastating storm finally struck the exchange it carried a thirty ton switchboard from the top floor down to the basement and with it the brave operators who had refused to flee from their duty, but were endeavoring to send warning to those not yet touched by the fury of the elements. When the final balance was checked it was found that one-quarter of the lost in that catastrophe went crashing thru to the basement with the switchboard.

There is nothing in the training of the table basement with the switchboard.

the telephone girl to account for this remarkable record of achievement or to supply her with the initiative and wit needed to meet the many emer-gencies she is called upon to face every day. Yet her power seems to comto her as soon as she enters the service, for we find her endowed not only with bravery and devotion but with a clear head and quick thinking power as well.

There was the case of the Montreal woman who was awakened one night by burglars in her room. She sprang from her bed and grappled with them. They beat her but she managed to break away and rush to the telephone. She had just time to pull off the receiver and shout "murder" when she was struck down.

But in the central office the operator on duty heard the cry over the wires. She knew that something was wrong and traced the call until she found the address of the house from whence it had come. Then she notified the near the pretty young operator on the est police station and before the bur-switchboard at the Woodbine Hotel, glars could get away the police had

### Good Roads and Taxes

Francis Hugo, N.Y. Secretary of State, Discusses Raising of Road Revenues.

and other states that mechanically largely than they do at present to the expense of road repair. In view of this agitation, it may be worth while to examine the various methods by which taxation for such purposes is now being made, and will be raised in the future, and to discuss at the same time the more important question of the general principle of taxa-

tion for highway purposes. There can be no doubt that the present system of collecting moneys from motor vehicles is not entirely an ideal one it does not, in the first place, insure that every user of the road moving his vehicle thereon shall pay something toward its maintenance. Moreover, the present variation in the charges between the low and high powered motor cars and the failure to differentiate between the broad and narrow tired vehicles leaves much to be desired from the point of view of

But, to begin with, it should be stated that the highway maintenance and repair fund is at present provided for in three ways—by appropriations from the state, counties and towns. To deal with the first of these, the state originally took over the construction and direct management of the state highways in 1898, when the Higble-Armstrong act first became effective. Of course, while every per-son in the state indirectly contributes to highway construction, maintenance and repair, motorists alone are the only ones paying a vehicular tax di-rect. Altho in the counties and towns highway taxes are charged largely, if not entirely, upon lands and houses, personalty generally es-capes, motor cars being expressly ex-empted by statute. Thus the burden

of upkeep today is borne by the general taxpayer, plus the local ratepayer and motor car owner, while the owners of personal property almost entirely escape.

Injustice Now Done.
There is, therefore, a kind of rough

There are various methods which have been suggested for the readjustment of taxation, but probably the most comprehensive and statesmanlike scheme ever suggested in this

Another method of more equitably readjusting the expense of road up-keep would be to set up a national highway department, enlarging the functions of the present department of roads at Washington, which should take over the sent department of roads at Washington, which should take over the sent department of roads at Washington, which should take over the sent department of roads at Washington, which should take over the sent department of roads at Washington, which should take over the sent department of roads at Washington, which should take over the sent department of roads at Washington, which should take over the sent department of roads at Washington, which should take over the sent department of roads at Washington and the sent department of roads at Washingto then bear a higher proportion of the

expense of thru routes.

Would Tax All Road Vehicles.

In the case of the motor vehicles. every motor car to be operated upon the public highways must first pay an annual tax, fixed according to horse power of the machine and vary-ing from \$5 to \$25, altho commercial cars (motor trucks and delivery wag-ons) pay a flat uniform tax, regard-less of the horse power. Speaking gen-erally, motor cars are the only vehicles erally, motor cars are the only vehicles in this state at present which are compelled to pay any tax for the use of the roads, while horse drawn vehicles escape entirely. Whether this proportion of exemption is fair or unfair, or should be increased, is a matter which the legislature will have soon to decide. If the principle is to be adopted of making vehicles which use the roads pay more heavily for that use, it goes without saying that the present scale of motor car taxation will have to be changed and that all vehicles, motor changed and that all vehicles, motor and horse drawn alike, will have to pay their shares

But a great many difficulties will present themselves before any serious alteration can take place. Looking at the subject from the viewpoint of road destruction, the horse drawn vehicle is responsible for some damage, and such taxation would be only just from the road makers' and the automobile other possible sources of revenue a small tax on motorcycles, recently de-cided upon, will be in accordance with fustice, and, altho these machines do not appreciably damage the roads, the riders make much use of the conven-ience of the highways and the larger majority of cyclists pay little or no-

thing for such use.
At Loss for Suitable System.
As regards motor cars, the they pay

Some time ago the question of increased cost in highway maintenance and motor car taxation was discussed at length, and since then there have been renewed demands in New York been renewed demands in New York ous ingenious schemes have been put forward for taxing gestalene these costs. forward for taxing gasolene, tires of driven vehicles shall contribute more largely than they do at present to the expense of road repair. In view of only.

Regarding horse power, necessal actual, it is probably the most standard to take as a best isfactory standard to take as a test for even experts themselves are well groping in the dark to find a satisfactory basis upon which the power of the internal combustion engine can be calculated. Such a system will inevitably become obsolete in a few years, as further developments and alterations in the explosive engine take place. And in such a method electric and steam have had to be taxed upon an entirely different basis. ed upon an entirely different basis.
But it must be confessed that taxation by weight alone has not proven m ation by weight alone has not proven all to be satisfactory, as weight alone is probably not a good criterion, for whether the matter be looked at from the point of view of the ability of the owner to pay, of the mileage covered in the year, or of the destructive qualities of the vehicle upon the road, weight alone is a very imperfect guide. More than a century ago the laws of lost England recognized this, and by act of parliament it was provided that of parliament it was provided that tolls should vary in accordance with the width of the tires upon the wheels, a very sensible provision. The effect was to encourage broad tires, for there is nothing more destructive to the roads today than the heavily laden, narrow steel tired vehicle, which pays a totally inadequate proportion for the harm it does to the highway.

Gasoline Tax Impracticable.

There are precedents, therefore, for varying taxation so as to encourage broad tires on vehicles designed to carry heavy loads. Indeed, the whole question of the width of tires on vehicles is one which ought to be considered by the legislature in resurveying the question of taxation for road purposes. In theory, at any rate, road purposes. In theory, at any rate, a combination of factors should be taken into consideration, and it is well to discuss how different methods would work.

Injustice Now Done.

There is, therefore a kind of rough injustice in the present arrangement, and now that the cost of road maintenance, especially on the main roads, has risen so much, it is a question whether all vehicles pay in fair proportion to the damage they cause and whether the motorists who pay no local personal property tax should not be compelled to pay a somewhat larger proportion toward the general expense of road upkeep.

There are various methods which have been suggested for the readjustment of taxation, but probably the most comprehensive and states.

Would work.

As regards a gasoline tax, the food and sufficient reasons why such a proposition would be a difficult one to carry out in practice. To begin with, gasoline is used in many other trades, such as for dyeing and cleaning, and for other purposes, and it would obviously be unfair to tax such trades for a purpose totally unconnected with their industry. Moreover, the only way by which it would be by forbidding the sale of gasoline in any form for motor cars except in any form for motor cars except in any form for motor cars except in special packages.

If tires were taken as a basis of

the most comprehensive and statesmanilke scheme ever suggested in this direction proposes to levy a graduated tax on all wheeled vehicles, varying with their weight and the use to which they are to be put. The heavy trade vehicles, motor buses, vans. etc., are more destructive to the roads than any other form, even the swift and heavy motor car equipped with steel studded tires.

Another method of more equitably

If tires were taken as a basis of motor car taxation, great difficulties would present themselves. A broad si tire does infinitely less harm to the road than a narrow one, while pneumatic tires are admitted to be less destructive to road surfaces than those of solid rubber, which in their turn are better from a road point of view than plain iron or steel rims. It is, therefore, desirable from the point of view of the road to encourage the use of big pneumatic tires, and un-If tires were taken as a basis of

ington, which should take over the care of the main roads thru the several states. The maintenance for these would then be supported largely by the federal government, in a similar way to the Routes Nationales of France, and thus thru traffic would then been a higher representation of the country merely an interest of the care of the main roads thru the several states. On the other hand, there is much to be said for a special tax on tires which are fitted with steel stude, as these main tendence of the main roads thru the second thrust of the said for a special tax on tires which are fitted with steel stude, as these necessary as they may be for supported largely the federal government. centive to the driver to take undue risks at corners and encourage the tearing up of the roads. But great revenue could not be raised from this source alone, and thus the question is turned back in the direction of a tax, which is to be collected upon the basis primarily of weight, and afterward on more variable factors, such as seating capacity as well as horse-power, the present basis, all com-

All Classes Would Pay.

It is impossible, however, to insure that any tax shall be absolutely fair in all its incidence, but by levying the several taxes above suggested no class of traffic could escape payment of some share larger than at present to-ward road upkeep. However, any change in the present system will provoke vigorous opposition from all classes of road users. Moreover, it is clear that if the system of taxation for road upkeep is altered, a new system of road management before long will become inevitable.

The question of taxation for road purposes is, moreover, inextricably bound up with reform of local taxation generally, and the whole question of the appropriations made by the legislature toward local expenditures. But to sum up the arguments, an ef-fort has been made to show that a larger share of the expenses of road users' points of view. Regarding the upkeep should be paid by the actual road user, whether he owns mechanical or horse-drawn vehicles-

The Society of Automobile Engineers will remove its offices from 790 Broadway. New York City, to the Engineering Societies Building at 29 West 39th street, where large rooms have been secured on the sixth floor. The new location places the S. A. E. centiguous to the other engineering proportionately more than other vehi- societies of the metropolis.

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