SUNDAY MORNING

ORCYCLING MOT By A. N. B.

T. M. C. News. At the regular meeting of the Toto Motorcycle Club on Wednesday

the principal subject of discus-M. C. and the Queen City Motorle Club. A committee of ten was

f. C. and the Queen City Motor-or Club. A committee of ten was inted to look after the club's in-binted to look after the club's insts in this matter, and a notice of

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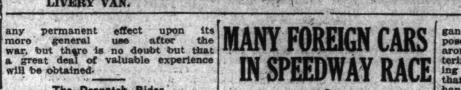
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The Despatch Rider. A cavalry officer writing home of

his experiences, which appear in "The his experiences, which appear in "The South Wales Echo," refers to the mo-torcyclist despatch riders as follows: ".... Those little motorcycles--we call them the wasps, for they it is that sting us into action. You're snug-ly between the blankets, and you hear the snorting and buzzing of one conf-ing up the road. You hope he goes on--but no, he's stopped outside head-quarters; you hold your breath if he proceeds at once; it's an ill-omen, as he wants no reply but his receipted envelope, and ft's 'turn out'-full



Rumors That Packard Co. May Be About to Enter Racing.

INDIANAPOLIS, March 27.—With the Venice, Vanderbilt, and Grand Prize races off the slate, the attention of the sporting world is once more be-ing focused on the next Indianapolis 500-mile race the fifth of the annual

gang organized for the especial pur-pose of stealing motorcycles in and around the Windy City, and after al-tering them to forestall detection, sell-ing them at rates considerably lower than the prevailing prices of second-hand machines.

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hand machines. Answering an advertisement in a Chicago dally, a lad was offered a Harley-Davidson motorcycle at a fl gure which aroused his suspicions. The machine was at Willow Springs, and he, while dickering with the gangsters, notified C. H. Lang, the Chicago Har. ley-Davidson dealer, who recognized the machine as that belonging to J. C. Hasman from a description given the week previous in "Motorcycling," Lang

say.

"That Paige Is A Great Car"

DO YOU KNOW why people say that why YOU yourself say it? Perhaps, you have heard that in actual sales Paige cars led every American-made motor car at all the Automobile Shows this season. Per-

communicated with the police and De-tective-Sergeant Wm. Fern, of the 3rd precinct, was assigned to the case. Lang arrested the fellow who offered the machine for sale, and who it seems, was merely a cat's paw, and thru him got at the ringleaders, Sam Maggio, George Hanson and Max Schulberg, with the aid of Sergeants D. E. Buggie and Timothy O'Connor, of the detective bureau.

MARCH 28 1915

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Here's Where You Can

Get Real WILLARD Service

We put your battery in A-1 condition

and tell you how to keep it so.'

117-119 SIMCOE ST., TORONTO

MONAD Street. MONTREAL, Que.—Fehr Bros., 173 Bleury Street. QUEBEC, Que.—Louis Lavoie, 1231/2 de la Reine Street.

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The angles between the hours on



LONDON'S FIRST LADY MOTOR VAN DRIVER

THE TOBONTO SUNDAY WORLD

the numerous enquiries as to what happened the trunk?

Motorcycle Club on Wednesday the principal subject of discus-was the amalgamation of the to the staff is the Excelsior Quartet.

(b) the amalgamation This motion will come before the club members on Wednesday evening next, when a fuil um out is requested to discuss this is one of the most important moves is one of the most important moves in Toronto. Last week we reported the loss and recovery of two have a future for one big club, with permanent, quarters, and every comfort for the club members. The Queen Clip Vlub has already appointed a committee of ten to represent their intorests, and if the question is to be fought to a successful finish the club members must enter the discussion is a whole-hearted spirit.
The T. M. C. Smeker.
The T. M. C. annual smoker on briday evening. March 19, was voted by all presnt as being the best of a mimber of successful social, events during the past winter. The club room was well filled, and the enter attractive nature. The proceedings open ed with a 'Break-dowm' contest. This consisted of a Triumph motorcycle on the successful and the enter attractive nature. The proceedings open ed with a 'Break-dowm' contest. This consisted of a Triumph motorcycle on the successful social event attractive nature. The proceedings open ed with a 'Break-dowm' contest. This consisted of a Triumph motorcycle on the successful and the enter tractive nature. The proceedings open ed with a 'Break-dowm' contest. This club. s whole-hearted spirit. T: M. C. Smeker. The T. M. C. annual smoker on Friday evening. March 19, was voted by all presnt as being the best of a number of successful social, events during the past winter. The club-room was well filled, and the enter-tainment supplied was of a very at-inactive nature. The proceedings open-ed with a 'Break-down' contest. This consisted of a Triumph motorcycle on which Mr. Shaw and Mr. Greenwood ind practiced a little trickery with its magneto, changing its timing And while leaving s good spark at the plus, the spark of course took place at the wrong time. Just a number of the club's "experts," including Harold Coie, tried to start the bus in the plus, the spark of course took place at the wrong time. Just a number of the club's "experts," including Harold Coie, tried to start the bus in the plus, the spark of course took place at the wrong time. Just a number of the club's "experts," including Harold Coie, tried to start the bus in the plus, the spark of course took place at the wrong time. Just a number of the club's "experts," including Harold Coie, tried, to start the bus in the plus, the spark of course took place at the wrong time. Just a number of the club's "experts," including Harold Coie, tried, to start the bus in the plus, the spark of course took place at the wrong time. Just a number of the club's "experts," including Harold Coie, tried, to start the bus in the plus the parts foolt the prime and the tricker with the mand, and soon had her "popping." The Canadian Overseas Force De-

Get Real Tire Economy!

cent for commercial purposes. Yct no matter whether you use your car to get

orders or ozone, your greatest economy will be the reduced cost of mishaps.

No accident ever befel an automobile but

what the tires were forced to play a part in

it. And no accident ever was averted but

If you will make those sudden stops,

will always be with you, unless you figure on those elements of danger when you buy

your tires. When you think of how to avert danger in motoring you immediately

DUNLOP TRACTION

TREAD.

T. 113

what the tires had a say in that, too.

If the city will water asphalt,

If rain will make muddy roads; Why then-the possibility of skidding

If you will drive fast,

think of . . . . . .

Motoring is two things-a pleasure and a business. One might say it was used sixty per cent, for entertainment and forty per

he wants no reply but his receipted envelope, and it's 'turn out'-full parade marching, order, first 'line transports and all. He waits, and after five minutes wriggles on his road coughing and snorting and sparking, and it's all right and you can go to sleep again. The wasps-the beggars always get you on the hop-those are the D. R.'s or despatch riders, thru whom all our orders come." spirit.

This focused on the next Indianapolis 500-mile race, the fifth of the annual series, inaugurated in 1911. This contest, it is predicted, will overshadow all that have gone before, both in quality and field, and volume of attendance. Thirty-three cars are expected to face the starter, instead of thirty, as before, and there is hardly a motor fan in the country who will not go there either in the flesh or in spirit. F. D. Hatfield. who cleared a fortune handling Reo cars in the east, has be-come a partner of Harry S. Houpt, who handles the Mitchell cars in the east. This does not imply that Mr. Houpt will handle the Owen magnetic car as that will be sold by another

spirit. The foreign representation in the race, despite the war, promises to be as good as ever. At least three French cars, two English, and possibly three Italian cars are expected to start, un-less the outbreak of war in the penin-sula blasts the hopes of the latter. America's contingent, moreover, pro-mises this year to be on a par with the Europeans, all of the car builders hav-ing learned their lessons thru the overwhelming defcat of last year, and now being engaged in active prepara-tion with a brand new tine of speed-sters. The conflict will be one worth traveling far to see. The Delage that won the last 500-

traveling far to see. The Delage that won the last 500-mile race is being groomed for entry in the 1916 contest by W. E. Wilson, of Rochester. N. Y., its owner, thru the installation of smaller cylinders. Inasmuch as a reduction of only eighty cubic inches is necessary, it is thought the change will be easily accomplished. Interest is lent the transformation by the report that it is to take place in the shops of the Packard Company, the Detroit concern, which already has De Palma's machine in charge, for the purpose, it is said, of fitting a new body. It is thought this is more than a coincidence, i. e., that Packard has serious thoughts of racing.

REAR FENDERS.

One of the successful racing drivers several seasons ago, won a leading position in a big Indianapolis event because he took advantage of the suction behind the car of the favorite. Comparisons afterward showed that this maneuver added appreciably to the average speed of his own machine.

This incident is mentioned merely to illustrate how powerful is the draft in the wake of a rapidly moving motor. In the wake of a rapidly moving motor vehicle. Racing car designers en-deavor to shape the car bodies with torpedo or turtle-back lines that the suction may be reduced. On the other hand many designers of cars for every day owner's service

have added materially to this back draft by fenders which sweep far down behind the rear wheels. While the non-racing driver does not object to the small reduction to meed be to the small reduction in speed, he does dislike the resulting swirl of dust which hangs over the tonneau in dry weather, and the muddy spray which bespatters the occupants of the rear seats in wet going.

The Packard type of rear fenders is typical of a common sense design by which these disagreeable occurences are entirely eliminated.

What Worried Grandmother. In a pricless article on speed limits the motor noter of a London suburban paper remarks: "I look upon the Local Government Board very much as 'Diogenes' does a dog which gets in the way of his motorcycle—as a sort of old grandmother who knows naught about it." We have studied this sen-tence intently, but cannot yet see why tence interitly, but cannot yet see why Diogenes regards his old grandmother as a dog that gets in the way of the Local Government Board on a motor-cycle that knows so little about Dio-genes, whose dog-No. we give it up.

Round Up Thieves. Thru the shrewdness of a mere slip of a prospect the city de-tective bureau. in Chicago has rounding

American-made motor car at all the Automobile Shows this season. Per-haps, you know that the Paige "Six-46," a big seven-passenger "Six" for \$1925, has proved easily the most popular "Six"—at any price—on the market this season. Perhaps, you have heard that at the new price, \$1475, the Paige "Four-36" has already dominated the "Four" field this season. Perhaps, you know that Paige Sales have increased 61 per cent. over the corresponding period of last year; that the huge Paige factory is working 24 hours a day to fill Paige orders. These things are proofs that the Paige car—"Six" or "Four"—IS "a great car," as you BUT WHY? Let us see. Do you know of any other "Six" that has the beauty and distinction of design, the seven-passenger roominess of the Paige; the power and flexibility of the Paige-Continental motor, the Gray & Davis starting and lighting system, the Bosch magneto, the Rayfield carburetor, the Paige-cantilever spring suspension, the general elegance and yst economy of the Paige 'Str'—at a price within \$300 of the Paige "Six" price?

The same with the Paige Gienwood "Four-36." Do you know of any other "Four" that has the beauty and five-pas-senger comfort of the Gienwood, the power and reputation for service, the Gray & Davis lighting and starting system, the Bosch magneto, the silent chain drive, the multiple disc cork-insert clutch, the ele-gance and excellence of general design of the Gienwood—at a price within \$300 of the Paige price?

That is \$1925 That is \$1475

It is good to know that Paige cars are at the pinnacle new in popularity, sales national confidence. But we want the world to known WHY.

Come and see and drive these two wonderful Paige cars. We'll leave the verdict to you.

Paige-Detroit Motor Car Company, Detroit, Mich.





