

### USE YOUR HEAD IN PICKING HAT FOR FALL WEAR

(Toledo Blade.)

To the man who can toss away his straw hat in August come thoughts now of the new fall lid. The style scouts who get those mysterious hunches as to what's coming off and going on, are spreading the news that powder blue, which the women fancied during the last few months, will be taken over by the men as a color for their skypieces. They can be worn anywhere except in church, 'tis said.

Light and dark brown and gray blue in varying shades will prove to all the other sexes that man likes modest colors for his hats.

The fuzzy hat seems to have seen its best days. Unless you can get a barber to shave the underbrush you would better discard it. A slightly rough surface will be permitted, however.

Another thing that will sort of knock the opposition silly will be the cute way in which the modish individual will roll one side of the brim skyward, while the other side will droop truculently over the ear. Anyone who cannot look handsome and devilish under such a lid isn't au fait, that's certain. The crown will taper with the groove running fore and aft.

After all, the main thing to do when it comes to wearing a hat is to use your noodle.

The Missus—What do you mean by kissing our parlor maid the first day she's been here?

The Master—Well you see one can't tell how long she's going to be here.

### \$1,500 in Cash Prizes.

How many words can you make from the letters in the three words, SHEFFIELD SKIN SOAP? \$500 First Prize. Judges are Banker, Educator and Clergyman. Send stamp for Circular and Rules. Sheffield Laboratories, (Dept. 10.), Aurora, Illinois.

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## That Motor Car of Yours

Heart-to-Heart Talks With Automobile Owners and Drivers on How to Get the Most Out of Their Cars at the Least Expense

By WILLIAM ULLMAN

One never appreciates how grand it is to drive slowly until one has hit it up once too often.

### Keep Them Cleaner.

Carrying the spare tires on the front ends of the running boards has its advantages over the customary way of carrying them on a rack in the rear. Spares carried in the latter position catch all the road dirt with the result that when you have need of them a cleaning job is in order. Usually this is one job too many when time is limited and changing a tire is laborious enough.

There are other advantages to carrying the tires amidships. For one thing it makes for better distribution of weight and prevents the jiggling about of the spares if you are carrying two of them on some makeshift arrangement in the rear. Often the elimination of the protruding rear spares enables you to park in a smaller space.

### This Will Tell.

If water is disappearing mysteriously from the radiator after the cylinder head has been removed and replaced the chances are that the gasket is cracked and the water is going into the cylinders. If this is the case there should be some oil in the radiator.

### Gets Lower Later.

In selecting a new car one is very likely to raise an objection to any model that seems to be high in the rear. Most motorists like to nestle down in a low seat and feel the springs sag down in solid comfort. That's all very well, but sometimes the car that offers these features at the start grows to sag a trifle too much with results that are not desirable. Stiff seat cushions and up-standing springs are usually an advantage in the case of a new car, particularly where the owner expects to carry heavy loads in the way of passengers.

### Why Brakes Burn.

There are two reasons why your brakes are particularly likely to burn when you are using them to hold the car in check on a long descent. This is contrary to the general belief that the brake linings burn merely because they are used excessively. What really happens with external contracting brakes is that excessive heat created by excessive use of the brakes expands the drums so that the brakes are, in effect, applied still more excessively. If the driver would release his pressure on the brake pedal to compensate for this the end of the decline might be reached without burning the brakes but not realizing that the brakes are "applying themselves" the driver is not likely to take any such precaution.

### More Harm Than Good.

Just because the garageman uses a pair of pliers to tighten the screw that holds the ignition wire terminal to the spark plug when he inserts a new one is no reason why you should try to go him one better by giving each one of the screws a few extra turns. If a screw is turned down too far it will spread the terminal and actually loosen it.

### Doing Your Share.

Do you ever do anything to help keep the roads from going to pieces? A motorist was recently asked this question when he had finished condemning the highway department for its failure to repair a certain road when the first evidence of wear appeared, and his reply was indeed interesting. "I do my share by avoiding the holes in the road," he explained. "If the road is very rough I take it easier and try not to let my bounding car make it rougher for the next fellow. I think that if all of us would be a little more considerate of the roads that are awaiting the arrival of the road doctors we'd have a lot less need for road building taxation."

### Gentle Worker Best.

Strength is not an asset in automobile repair work. Take for instance the insertion of valves after being ground in. It is often difficult to raise up the valve springs in order to insert the pins in the ends of the valve stems and some mechanics are inclined to hit a valve or force it. This is bad practice because if a valve is bent it will give trouble. This means doing the job all over again.

## THE PASSING OF THE GOOD OLD SAILING SHIP

London—The study of the new volume of Lloyd's Register is sad reading for lovers of the sea history of Britain. There is over a million tons less shipping in the world today than a year ago, and the British total is lower by 161,000 tons. In 1914 we owned nearly 44½ percent of the world's steel and iron steam tonnage and our present percentage is less than 33. But it is in sailing ships that there is the greatest decline. Only 4 per cent of the world's ships of over 100 tons are sailers, and of these nearly half are American. Thirty years ago we had a sailing fleet of over 2½ million tons; today, we possess no more than between 25 and 30 sailing craft for deep waters. The day of the wind-jammer is almost over and the famous ocean-going clippers which were our pride are now things of the past. Of these, the most famous, the "Cutty Sark," the tea-clipper which broke all the records from China, is still afloat. She fell into Portuguese hands, but was re-purchased two years ago by Captain Downman of Falmouth, who has had her rigged as nearly as possible as she was rigged in the great days of 1870. At the coming Fowey Regatta in Cornwall, of which Sir Arthur Quiller-Couch is Commodore she is to appear as the Committee boat and it is said that it is her owner's purpose to use her as a boys' training ship for the mercantile marine. Her history has recently been written by Mr. Basil Lubbock, and I know no greater romance of the sea.

First Student—Gee Prof. certainly is absent minded.

Second Student—What did he do now?

First Student—The other night I sat alongside of him at a movie and saw him set his watch according to a town clock that was shown in a picture.

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