



Summer Is Danger Time For Car, Proper Care Can Make Driving Fun, Safe

By MR. FIX

Distributed by NEA Service

Barring damage to the underbody from salt-laden, icy streets, your auto is perhaps more vulnerable to weather damage in the summer than it is in the winter. The reason—the "livin' is easy"—and you tend to forget that your car needs care. Unless you can remember when "get out and get under" was a predictable possibility when motoring, you're apt to ignore some of the following points:

Oil: If you made your last oil change in the cool days of spring you may still be using winter-grade oil. Switch to summer-grade lubricants.

Battery: Heat evaporates the water in your battery faster than normally. Check frequently, but don't overfill. It could boil over.

Radiator: If you've postponed draining your radiator because it's filled with permanent antifreeze, you're not in the minority.

Even though it's not likely to boil away, it can still cause plenty of trouble. The built-in rust inhibitor may deteriorate and cause you future headaches.

Don't attempt to save it. Drain and throw away.

Flush the radiator thoroughly. With the valve at the base all the way open, insert the end of the garden hose in the radiator filler spout and allow it to run until radiator is well flushed.

When you fill it, add rust inhibitor. Check radiator hose for cracks and leaks. Don't overfill, leave room for expansion.

Tires: Check air pressure when tires are cool. After traveling over a hot road the air expands, increases the pressure. Checking when the tires are hot will give you a false reading, and if you

take out excess air, tires will be underinflated when they cool. If tires get too hot from too much driving, it's better to stop and allow them to cool than it is to let out some of the air.

Fuel pump: Have it checked. This is vapor lock season, when air bubbles creep into fuel lines, causing cars to stall.

Vapor lock can occur in the best-kept car, is more likely to occur in older cars where fuel lines have grown faulty and fuel pumps don't work well anymore.

If you find yourself stalled after a long, hot drive and there's still plenty of gas in the tank, vapor lock is probably your trouble.

Lift the hood so that cooling air gets at the engine. Cold water poured over the fuel lines, pump and carburetor will help.

Another trick, if you can get the filler off the top of the fuel pump, is to place your hand on the pump opening. Have someone try starting the car while your hand is on the pump. Release your hand after a second or two. The compression may break the vapor lock.

Cleaning: Sure, your car won't run any better when it's clean. But the body will look better and last longer.

The thing to remember about summertime cleaning and waxing is that both should be done to a cool car.

Don't attempt to wash or wax a car that has been standing in the sun. Not only will streaks result, but the paint can actually be damaged.

Finally: After a long hot drive, let your car cool off slowly. When you stop, don't cut your engine. Let it idle awhile and cool off slowly.

The Tall Ships Do The Harm

The United States was in no real position to give the Royal Navy a serious argument in the war of 1812, but it could and did wreak havoc in Britain's worldwide commercial fleet through the semi-piratical raiders known as privateers.

John Jennings' **THE TALL SHIPS** (McGraw-Hill) is an exciting novel constructed around the exploits of the privately commissioned vessels, converted merchantmen or specially constructed sea rovers, which captured 1,344 British ships during the brief war and netted a handsome profit for their owners.

Jennings' hero, Ben Forbes, is a sometime naval officer who became a confidant and shipmate of privateer hero Tom Boyle. In addition to the formal naval actions in the story, the historic incidents include Boyle's audacious joke in proclaiming a one-ship "blockade" of the British Isles.

The greater part of the book, however, is devoted to Forbes' private concerns—notably his problem in deciding whether red-haired Nancy Savage or golden-blond Kirstie von Lund was his true love, and in locating the lady of his choice when he had finally chosen her.

The Two Women And Their Lives

The Napoleonic era contributed two remarkable women to French history in Germaine de Stael and Juliette Recamier—who won the bitter enmity of Napoleon.

Mme. de Stael was the brainier—novelist, essayist and champion of republican liberty. Mme. Recamier was a raging beauty. The two women were devoted friends. They surrounded themselves in their salons with the intellectual elite of Europe.

IN THE PASSIONATE CULXES (Farrar, Straus and Cudahy) Maurice Levaillant, a leading French authority on Napoleonic history, has told the story of their lives during the years when the Emperor was in power.

Mme. de Stael antagonized Napoleon by her intellectual independence; Mme. Recamier first because she rejected his amorous advances, secondly because she was Mme. de Stael's intimate.

The story of the friendship is absorbing. Mme. de Stael is known for the number of her lovers; Mme. Recamier because of her chastity—though married, she remained a virgin until middle age.

Vaillant wrote the book from a series of lectures he delivered at the Sorbonne. That may be one reason why his book, interesting as it is, is a bit ponderous.

Furniture Units May Be Answer For Many Homes

These days you can put your own furniture together, just as you do lamps or other home accessories.

Two energetic young designers, Robert Felner and Mark Furst, are among those applying their talents to producing pieces that may be organized by a customer right on the showroom floor. They say:

"We feel that a person shopping for furniture ought to be able to select pieces to make a unit to suit her own needs. One may need a special series of drawers for accessories in a commode, another may want a unit that permits room for TV, radio or a bar as well. Another couple may want furniture units that may be added to from time to time."

Thomas says. Pacific Coast states use much more pork than they produce, resulting in the highest hog prices in the country. Also, the Northwest now has a big supply of barley priced fairly competitively with feed grains in other parts of the country.



Outdoor Barbecue Can Be Fun If You Do It Right

By MR. FIX

Distributed by NEA Service

Burn a steak indoors and it may be grounds for divorce.

But do it outdoors and it will be devoured before a nasty comment can be made.

Here's the chance to compete with your wife for cooking honors. Environment and temperament are just right so almost any dish can pass inspection.

And while you don't have all the controls your wife has on that big kitchen stove, you can still control cooking conditions pretty well.

You won't find any dials or buttons on that shiny, new, portable barbecue affair you just brought home from the hardware. Chances are it's little more than a brazier or pan to hold the fire, a wire grill to hold the food, three legs and perhaps a set of wheels.

If you can raise and lower the grill, you have a way to adjust cooking heat.

Building a fire in one of these contraptions is where outdoor handy-man-chefs run into trouble.

Some newspaper, twigs, heavy pieces of wood, and the whole thing topped with charcoal might be fine in one of those big stone-and-masonry barbecue outfits, but not in the outfit you're using. You don't have the room.

The problem is to get the charcoal burning with a minimum of other combustibles.

The two most popular ways of doing it today involve use of electricity or liquid fuel.

The electric starters consist of a rod or ring-like heating element fitted with an insulated handle.

The element rod heats quickly once the unit has been plugged into an electric outlet. It's generally used to start briquets.

Since the cord with such starters isn't very long, you'll need an outside connection or an extra-long extension cord.

Don't use an extension cord made of lightweight lamp cord.

Once the fire catches, unplug starter and place well out of the way until cool. Backyard range-riders enjoy roughing it, but none we know of would care to be branded. By all means, keep the device out of reach of children.

Chemical starters are in liquid form, are sold especially for barbecue use.

Sprinkle some on the charcoal, recap the can, and apply a lighted match. Follow the manufacturer's instructions. Don't use again once the charcoal has been lighted.

A word of warning about using chemicals—do not use gasoline, kerosene, or lighter fluid. They are dangerous, they smell, and they often burn out so quickly that they won't do the job.

You'll find charcoal available in two forms—lump and briquet. The briquets cost a little more and are harder to light, but they burn longer and more evenly.

Lump charcoal burns quickly, gives off an aroma and occasionally a hot spark.

Once the charcoal begins to form a gray ash you know that your fire is burning well.

You'll need less charcoal and have a better fire if you place

the charcoal on a bed of gravel or sand. Make it a level layer. This will permit air circulation from below and will also get the charcoal up to cooking level without waste.

For Real Television Service
Bob TV Ross
3005 Shasta Way TU 2-3479

Save Time, Space, Money... Freeze With

VAPOCAN
Home Freezing Containers

Fit 3 Sizes

LIDS	10-65c
PINT	10-65c
1 1/2 Pt.	10-75c
QUART	10-85c

Save on PEACHES Freeze in VAPOCANS!

your best buy in house paint...

SHERWIN-WILLIAMS

- Now better than ever
- Stretches the years between paint jobs
- Endorsed by leading painters

SWP HOUSE PAINT

White 7.60 Gal.

A&B PAINT
1229 E. Main Ph. 4-3324

Hog Profits Perhaps Too Good To Last, But State Outlook Good This Year

Hog profits have been too good to last through the next year, but long-term prospects for Oregon producers are still promising, Oregon State College agricultural economists believe.

Highest hog prices in four years—and indications that they will continue favorable for the rest of 1958—are spurring farmers into increasing farrowing in the months ahead, says M. D. Thomas, OSC economist.

The 1958 fall pig crop is expected to be about 13 per cent larger nationally than in 1957, according to a recent USDA report. Oregon's fall crop is estimated even higher—20 per cent above 1957.

Recent prices of \$25 to \$26 a hundredweight at Portland are the highest since 1954. Thomas says this is partly because farmers sold potential breeding stock during the past winter, resulting in a smaller than expected 1958 spring pig crop.

Present confidence in the price level has producers in an expansion mood. Indications are that national supply of pigs for marketing during 1959 may equal the 100 million pigs in 1951. A danger signal for farmers, Thomas believes, is that the new peak in pork production will come at a time when beef and poultry supplies will be greater than in 1951 and when overseas needs may be less.

The economist also points out that the 1958 numbers are likely to be at least 10 per cent over 1955 national marketings that helped force prices down to \$12 a hundredweight at Portland.

Recently, a pound of hog on Oregon farms would pay for 10 pounds of barley. By the fall of 1959, the same pound may buy no more than six pounds of barley, Thomas states.

While the present hog profit boom appears on the way out, the longer-term outlook is still good for efficient Oregon producers,