

control of temper and an that, said an Indianapolis barber, "maybe you think people in our profession don't need them. Every barber should be a regular diplomat—skillful enough in this line to fill a consular post if he had the chance."

"The barber has got to know when to talk and when to keep quite and he has got to study his man and know just what kind of topic he likes. I've made a study of this thing and I find that most men, under the influence of a luxurious shave are inclined to thaw out and be sociable. Put a keen razor on a man's face and a hot towel manipulated just the right way and you'll usually bring the good nature that is in him to the surface. "Once in a while we find a grouchy man—one that does not want to talk or

start a topic you are not familiar with. A little hand book published for our benefit, called "Etiquet for Barbers," contains some valuable hints in the line of making talk."

ACCORDING TO SIZE.
Everybody's Magazine.

There is no end to the stories told of William R. Travers, who extraced more humor than discomfort from his stuttering. A friend who had known him in Baltimore said to him:

"Billy, it seems to me that you stutter more now than when you lived in Baltimore."

"W-w-well, N-n-new York's a b-b-bigger place," returned Travers, thoughtfully."

Abbey in Lancashire, one of the sights of the Fen country, annually visited by hundreds of American tourists, is threatened with speedy collapse unless funds can be obtained to repair it. Owing to the subsidence of the foundations, which are built over a bed of peat, the north wall of the abbey church has buckled and cracked, and extensive underpinning will be necessary to prevent it from falling.

Of the once vast pile of buildings, there are now left only the northwestern tower, the ruins of the nave and north aisle, which is used as the parish church, but these remnants are of singular beauty and would be well worth preserving if only for the historic associations which cluster around them.

The abbey was founded in 708 A. D. by King Ethelbald, who endowed the monas-

rector. This Joffro was a scholar as well as something of a financier, and with his monks set up "houses of learning" at Cambridge, which proved the foundations of Cambridge University. The abbey suffered from an earthquake in 1114 and was burned down again in 1143, but was once more rebuilt on a scale of still greater magnificence. It is a matter of record that in 1339 the income of the abbey amounted to \$500,000 a year.

The place came in for a share of Cromwell's iconoclastic attentions in 1643, and since then, until within comparatively recent years, nothing has been done to check the ravages of time and decay.

The Rev. T. B. Le Boeuf was installed as rector in 1884 with the magnificent salary of \$150 a year. His life there has been one long, pathetic struggle to keep the old ruins standing. In that period he has written no less than 17,410 letters appealing for money for that purpose.

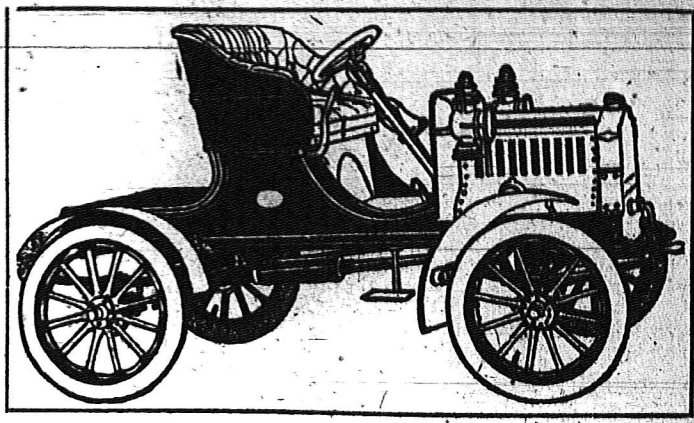
THE Maxwell Runabout \$780

This little car is making good on every claim we have made for it. It is the **only** light, low priced car that has **material, workmanship and design** equal to the finest high-priced cars.

Motor (two cylinders, opposed). In front under the hood, instantly accessible and absolutely protected from dirt. It is not necessary to stretch a tarpaulin under the body of a Maxwell. This ungainly, unsightly makeshift is necessary only on old style machines built with engines under the body. The Maxwell motor is powerful and noiseless. We guarantee the Maxwell runabout to climb the Michigan Road hill on the high gear carrying two passengers.

Drive: Through propeller shaft and bevel gears (running in oil and enclosed in dust-proof cases), such as is used on the Pierce \$5,000 car, the Packard \$4,000, the Peerless \$5,000, National \$3,000, Austin \$4,500, Royal \$3,500, etc. 60 per cent. of ALL American makers and 85 per cent. of the makers of high-priced cars are using shaft drives on their 1906 cars. No chains whatever on the Maxwell.

Single cylinder engines, chain drive, engines placed under the body, are the marks of poorly designed, out-of-date machines, and any one investing in such a machine at this stage of the automobile maker's progress will fine it almost unsalable by the time he discovers his mistake.



	Number of Manufacturers Placing			Number of Manufacturer's Using		
	Engine Under Body	Engines In Front	Per Cent. In Front	Chain Drive	Shaft Drive	Per Cent. Shaft Drive
In 1903..	60	36	37%	78	18	19%
1904..	50	51	50%	73	28	28%
1905..	40	81	67%	67	54	45%
1906..	17	97	85%	45	69	60%

A FEW AUTHENTIC FIGURES in support of the above statements.

Compiled from the Automobile Trade Journal's Annual Index.

We are jobbers and retailers of Sundries and Accessories, and carry in stock everything of PROVEN MERIT for the automobile.

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