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SIDETALKS.

By Ruth Cameron.

WHAT IS A SNOB?

"Any one man is as good as any other and a little bit better than some." I heard that said quoted the other day as the typical American idea of social relationships. The "one man" is, of course, oneself.

It surely is expressive of the way a great many of us react to the abhorrent idea of one person being socially superior to another in the land of the free—provided we are not that one person.

It we feel that someone is setting up to be more exclusive and aristocratic than we are, we are filled with indignation and democracy and set up the cry of "social climber."

Yes, But—

Let us stop first and ask ourselves, "Is there no one toward whom we feel exclusive and aristocratic?"

We think those people up on the hill are snobs, and we say they have no reason to act so superior and patronizing just because they have bigger houses and gardens and a little more money than we happen to have.

Are we perfectly sure that we do not act superior and patronizing to those people who live in the little shanties

down by the track, just because we have larger houses and gardens and a little more money than they happen to have?

A Good Definition.

There is a great deal said about social democracy and snobs and about social climbing which is all pure nonsense.

Thackeray says, "He who forgets his own friends meanly to follow after those of higher degree is a snob."

I should call that a pretty fair definition.

Then We Are All Snobs.

But if to have feelings of pride in some distinguished friend, to take a certain joy in referring to the friendship, to be willing to be seen walking down the street with some local magnate, to have it noted how cordially the owner of the most beautiful mansion in town greets one, is snobbery, then I think practically all of us are snobs.

We like to be distinguished ourselves and we like to be associated with distinction. It is an absolutely human natural instinct. There is nothing unreasonable about it. But we are unreasonable when we indulge in it ourselves and condemn it in others.

Motor Aids.

Very often a vaporized mist covers the hood and engine and, often it will be found to come from vaporized oil that comes through the breather. This may be obviated by fitting an elbow of soft rubber over the breather tube. A tin pipe should be fitted over the other end of this elbow, long enough to reach down into the pan, to which it is fastened. In this way the vaporized oil will be carried away from the engine and hood.

For determining the water level in a battery it is wise to have a glass tube carried in one of the pockets. It may be inserted in the battery with the hand held over the upper end of the tube. By lifting the tube up slightly the depth of water will be shown at once.

In refilling the battery with distilled water, the tube may again be of use. By holding the vessel containing the water against the tube, the water will flow down the tube and into the battery without a spill.

Although instructed to keep the plates of your battery covered, many motorists fill them barely above the plates. Of course the water evaporates quickly and it is almost always some distance below the plates. Put all the distilled water in to your battery that it will stand without flooding over the motion of the car.

Always keep the battery fully charged. Battery tests on the hydrometer should read 1.250 and when it reads less than 1.230 the battery should at once be charged. Between 1.230 and 1.250 the battery may be fully charged by running the engine.

There are many safety locks to be considered when you face the problem of making your car protected against thieves. Most of them are unsatisfactory because the owners forget to use them. Another reason, however, is because most automobile thieves, who can usually open even a bank vault, are not to be deterred by a two penny car lock.

More motor trips that started with pleasant prospects have been spoiled by faulty inner tubes than from any other cause. The greatest enemy to pleasure in a motor car is in improper inflation of tubes. Tire companies have pounded this fact home in all ways, yet there are many who advise and follow the theory of soft tires.

Loss of air in the inner tubes should be watched at all times. Of course soft inner tubes make the car ride easier, but you get much smaller mileage and your tubes will last a much shorter time.

The difference in price between a good inner tube and a bad one is almost too small for one to haggle over. It is mighty poor economy to get a poor inner tube and it is about the best insurance a man can have to feel that his car is equipped with good inner tubes, even though they cost a trifle more.

The carcass of a tire should be as thin and flexible as possible and still have the necessary strength, as thin as a soap bubble, and as strong as steel being the ideal combination. A good carcass is made of cotton fabric, strong cotton and few piles being used. The more piles of fabric, the more internal friction and generation of heat caused, and the faster the deterioration of the rubber in the carcass. Tire life is determined by the proper balance between the thickness of the carcass and its strength.

When your tire strikes a stone in

the road, or a bad bump, it receives a blow at point of impact of from nine to ten tons in force. Most drivers would not, for a moment, think of striking their tires with a ten ton hammer. Yet they will ride all day, taking no care to avoid the bumps and stones in the road, when the slightest turning of the steering wheel should save the tires a great deal.

Carelessness and inattention are responsible for most of the squeaks and rattles in a car and the noisy car is a reflection on the owner. Sometimes it is difficult to find a squeak, but the big ones are easily located. The one and only enemy of a squeak is the oil can and the only foe of the rattle is the wrench. Keep the car tightened up and the parts sufficiently greased and it will run silently and smoothly after years of use as when you bought it.

It is your duty to see that all moving parts of your car are oiled and greased regularly. If you have a chauffeur see that he takes care of the car properly, that he goes over it at regular intervals and greases and oils as they are needed. If you drive your own car you should be fully as careful. Keep the car lubricated and greased. It will pay you in added car life, in minimum mechanical troubles and in greater satisfaction.

Racing the engine is many times the remedy when the clutch slips. It would be much better to run the engine more slowly, with a slight change of speed, to aid the flywheel in carrying the clutch around.

It is a disagreeable job to put the grease into the differential and gear boxes, but a simple device may be used. A brass tube twelve inches long and at such a diameter to fit easily into the plug holes of the cases should be obtained. A round stick of wood, a yard long and a good sliding fit for the tube should also be secured. Fill the tube with grease and put one end in the plug hole. Insert the stick in the other end of the tube and push until all the grease has been pushed into the case.

When car doors do not fit properly, bind so that they close hard or have such clearance that the locks will not catch and the door rattles, you may remedy the trouble by placing the rear of the car, between the body and the chassis.

'TIS THE POLITICIANS' WAY.

Cape Argus is one of the weaknesses of South Africa that anything resembling an appeal to fundamental principles leaves many of our legislators stone cold. There is a general disposition on most occasions of difficulty to take the line of least resistance, totally disregarding of ultimate consequences.

Game Willingly.

Sir Douglas Hogg, the new Attorney-General, tells an amusing story about a young fellow of good family in the provinces who came up to town to study law.

"The villagers were interested to know how 'the squire's son' was getting on in 'Lunnon,' and at last the chaffeur at the hall volunteered the information to his cronies at the village 'pub' that 'Master Frederick had been called to the Bar.'"

"Called to the bar!" exclaimed the landlord's pretty daughter. "Why, from what I remember of Master Frederick, he didn't need much calling!"

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Imperial Grand Orange Council.

MEETS IN WINNIPEG.

Winnipeg, Man., July 14.—(By Canadian Press.)—For the first time in the history of the Orange Order, the Imperial Grand Orange Council of the World, will hold its sessions this year west of the Great Lakes, opening in Winnipeg, Friday, July 20. Nearly every section of the British Empire will be represented by delegates, who have travelled from far-away Australia and New Zealand, England, Scotland and Ireland, while even South Africa will have a representative in attendance at the 18th triennial council. In all some 500 delegates have signified their intention of being present at the meetings of the Order, which, open in the Scott Memorial Hall on Monday, July 16, at 2 p.m.

Page in Westminster

Abbey.

Walter Hines Page, who held the post of American Ambassador to Great Britain during the war, was a few days ago accorded a place among the illustrious dead of the ages in Westminster Abbey. A marble tablet commemorating this friendship and sympathy in Great Britain's time of stress was unveiled by Viscount Grey of Falloden. The initiative of the movement to thus recognize the services of Page was purely British, and the subscriptions came from men and women in all walks of life. Doubtless they were moved to express appreciation of his work during the war, the knowledge of which has become more widely known since the publication of his letters some months ago. They showed the late Ambassador's eager spirit, his keenness to maintain and strengthen good relations between the United States and Great Britain, and his vigour in carrying on the heavy burden of his post undoubtedly severely overtaxed his energy, at the cost of impaired health and shortened life.

Page's letters should be read by every citizen of the Empire. Probably other Americans appreciated the British character just as highly, but few men gave expression to their admiration in such hearty fashion. The soundness of his judgment, his penetrating analysis of great issues, "kindness in another's troubles, courage in his own" and his unflinching good nature in times of great anxiety and under all circumstances, must compel the admiration of readers of these inspiring volumes. No public man was ever more in earnest in advocating a communion of aims and ideals among the peoples of the old world and the new.

The dedicatory address of Viscount Grey is well worth quoting in part.

"Mr. Page was inspired by a single-minded desire to make human freedom prevail among the nations of the world. His patriotism was of the noblest kind; he loved his country both for what it was and what he believed it could and would do for the benefit of mankind."

"His perception of the power of the United States, his belief in its democracy, his unflinching trust in the will of its people to do great and good things were part of his very being. It was very near his heart that there should be between his country and ours a true knowledge and understanding, each of the other. We wish his name to be honored as one who gave us invaluable sympathy and moral support in the greatest crisis in our history."

"It is most fitting that this memorial should be in Westminster Abbey, the shrine of so much that is great and honorable and dear in our history, which not so very long ago as time is reckoned, was as much a part of his ancestors, as our own."

It seems more than a coincidence that both Page, U.S. Ambassador to Great Britain, and Spring-Rice, British Ambassador to the United States, should work on opposite sides of the ocean for the same ideals, and both, probably through overwork, should die at a comparatively early age.

America's Leviathan.

THE LARGEST LINER MADE HER FIRST TRIP UNDER THE STARS AND STRIPES ON JULY 4th.

With the coming of this great ship, America makes her first big challenge for sea supremacy, and also completes the sequel to the tragic romance of German shipping.

Germany's "big three of the ocean" have had a curious fate. In pre-War days the Germans were intent upon wresting the sea trade from Britain, and the mammoth liners, *Leviathan*, *Imperator*, and *Bismarck*, were built as a challenge to the *Britannic*, *Olympic*, and *Titanic*.

The War came, and now two of these great ships, *Imperator*—now the *Majestic*—and *Bismarck*—now the *Berengaria*—fly the Union Jack, while the last and biggest of the three, *Leviathan*, will sail under the Stars and Stripes, and incidentally enter into competition with her two British sisters for the trade of the Atlantic.

Her Record Book.

The *Leviathan* is just 44 tons short

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Her Record Book.

The *Leviathan* is just 44 tons short

of 60,000 tons, and nearly 4,000 tons heavier than the *Majestic*, Britain's biggest ship. She can carry passengers enough to fill a good-sized country town, nearly 5,000 in all. But this number is nothing to her actual carrying capacity, for during the War as a transport, she once carried 13,548

crew and soldiers—easily the world record in ocean travel.

Many changes have been made in the ship whilst in American hands and all for efficiency. For instance, she has been converted from oil-burning, thus saving ten per cent fuel consumption on the journey, effecting a reduction of nearly the engine-room staff.

All sorts of new devices for use at sea have been made in different departments. Water-tight doors have been redistributed, and they close by pressing a button.

Fire at sea has been reduced to most an impossibility. If fire should happen to break out in any part of the ship, that portion is immediately emptied of air, thus enabling danger to be located by the escape of the smoke. This is done by a clever system of suction pipes, which is then turned on to the fire, and flames are reduced in a few minutes.

The *Leviathan*, according to Americans, is to be the "Palace of the Atlantic," and that sparing no pains to achieve that

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