

Now is the time for all of us to redouble our earnest efforts to win the war.

It's no joke to predict that if the Finns join the Germans anybody can see their finish.

Copper has been advanced in price, but that does not mean that a one-cent piece is worth more.

The champion war worker would be the man who would attempt to tell who's who in Russia.

It will take more than a food shortage to make some people eat their soup without disturbing the peace.

The price of airplane postage has been reduced, but is not yet down to par with uncertainties of the service.

Apparently one of the most important and useful, if not honorable positions in the German cabinet is that of official goat.

The Germans have resorted to cherry leaves and beech leaves for "smokes." Why not try cornsilk? Or do they use that for the manufacture of woolen underwear?

The war has, at least, effectually silenced those old timers who used to relate with smug satisfaction the terribly high prices they paid for foodstuffs in Civil War days.

With coal cut off from breweries it is estimated the fuel saving for the country will be 3,100,000 tons annually. In other words, instead of drinking our beer we shall burn it.

Tanks are helping to win the war on American farms, as well as on the battlefield. But it must be remembered that these tanks are strictly mechanical and not of the human variety.

The government's army program is said to be six months ahead of its task, so far as transporting soldiers is concerned. And the world hopes that this means peace is that much nearer.

Lord Northcliffe is probably correct that America alone could defeat Germany, but at this stage there's no use in allowing a little well-placed flattery to change a program that's giving everybody a chance.

Canada has sown 16,080,000 acres of wheat this year, or 1,500,000 more acres than in 1917. American wheat production shows a similar increase. Wars are won upon grain fields as well as battlefields.

The drawback in having city men go to the farms and work during vacation lies in the danger that jaded city appetites may be so strengthened by outdoor life that the city man will eat more than he earns.

Two western doctors who "treated" the eyes of draft registrants in such manner as to cause them to be rejected by army surgeons have been sentenced to long prison terms. An eye for an eye, says Uncle Sam.

Conscientious objectors are getting much aid from military and civil courts in having their brand of conscience re-modeled.

The question is not so much what kind of clothes men should wear, but where they are to get the cash to buy any at all.

Japan, the old-fashioned "yellow peril," refuses to function in that capacity, to the disappointment of Germany and the yellow perils of this country and Russia.

Many a soldier over there gets that homesick feeling when he stops to wonder who is occupying that porch swing now.

Slacker laws, being enacted by many states, are forcing loafers to go to war, go to work or go to jail. Effective justice.

One of the reasons a woman bosses her husband about is because she knows that when the daughter gets to be about thirteen years of age she'll tell them both what they ought to do.

Clothing economy in Germany is cutting down the number of pockets—which are becoming nonessential anyway with nothing to put in them.

Fortunately none of us will need instructions from the editor how to proceed in a correct manner when the band plays "Die Wacht am Rhein."

The Liberty motor may win the war, but that does not relieve us from the necessity of sending over men to operate the motors, and a few other things besides.

Since the telephone girls are forbidden to tell the time father is again learning how to wind the clock just before going to bed.

The government discovers that deaf mutes make excellent aviators. And they wouldn't be heard shouting Kamerad very much, either.

Despite the scarcity of leather, improvident snakes refuse to be half-soled and so shed their entire old skins, thus having to provide themselves with new ones.

The success with which our jockies spot and sink submarines may be due to the great American habit of watching a bobbing cork.

LARGEST LINE OF ARMY AUTO TRUCKS MAY BE USED TO RELIEVE FREIGHT CONGESTION



A line of army automobile trucks that has not been surpassed in size anywhere may be used to relieve the congested freight condition of the railroads. This picture shows a long line of the trucks en route to a large city in the United States.

CARBURETOR IN SUMMER SEASON

Ordinarily There Is Not as Much Gasoline Required Then as During Winter.

USE OF COLD AIR ENTIRELY

Always Good Judgment to Inspect Radiator Frequently, Making Sure Water Is Not Running Low—Grease Collects Dust.

One of the things demanding the attention of the auto owner in summer weather is the care of the carburetor. Ordinarily there is not as much gasoline required in hot weather as in cold and therefore, the dash adjustment may be carried a little nearer lean, or air, side. This not only saves gasoline but increases the power of the motor. In the majority of instances it has been found that the hot air stove of the carburetor may be dispensed with or adjusted.

Prevent Hot Air.
As a rule provision is made on the hot air stoves for allowing some cold air to enter, or to take cold air entirely. Where the carburetor is water-jacketed, it is usually supplied with a valve that may be closed to prevent the flow of hot water. Individual experiment will determine whether it is advisable to cut out the heat entirely on the carburetor, since all are not benefited by the change. If the fan has been disconnected this of course will be corrected. The engine naturally runs hotter in the summer time, the water vaporizes faster and often boils away, so it is always good judgment to inspect the radiator frequently, making sure that the water is not running low. Water in the storage battery will evaporate twice as quickly in summer.

Heavy Grease for Summer.
Many manufacturers recommend a heavier grease for summer than for winter in order to obtain the greatest efficiency. Hot weather softens up grease and trouble often manifests itself by grease seeping out of transmission or differential cases, as well as from grease cups. When the grease softens in this manner it invariably makes a little ring of grease around each cup which collects dust and gives the car an unkempt appearance; there is also the possibility of some of the dust working into the bearings. Be sure to keep the grease cups turned down and in that way the dust is forced out. They should be wiped off carefully. It should be remembered that every bearing needs additional care in the hot weather to keep the dust out and the lubricant in, but the motorist who attends to these little "extras" will be doubly repaid in expense saved and in comfort and freedom from those annoying stops on the road which so often result in an unnecessary visit to the nearest garage. The motor-wise driver realizes from past experiences that hot weather calls for added forethought and precaution.

To Prevent Jumping Lever.
Unless you keep your hand on the gear shift lever until you are sure the gears are in mesh, it may jump back into neutral, bothering you greatly. It is a good plan to keep your hand on the speed lever until you have finished with it. Then, too, you must watch the road while you are changing from one speed to another, and you cannot do this if you have to look down and find the speed lever several times.

CLUTCH IS NEGLECTED PART

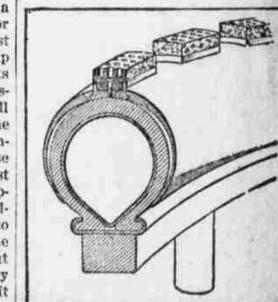
Service of Thrust Collar and Lever Require Frequent Lubrication by Hand.
One of the most commonly neglected parts of the car, as far as lubrication goes, is the clutch operating mechanism. In the case of disk clutches running in oil the lubrication of the thrust collar and the lever operating it is automatic. But with clutches that do not operate in a bath of oil, the thrust collar and lever require oiling by hand. The service of these parts is exacting and frequent lubrication of the ball thrust bearing and of the end of the lever which actuates it is necessary. Furthermore, the bearing of the clutch pedal and the pins which secure the clutch operating linkage should be lubricated frequently.

TO CLEAN BRASS CASTINGS

Brass castings may be cleaned in the following manner: Dissolve in a solution of three parts of sulphuric acid and three parts of nitric acid, to which, after they have been mixed, there has been added one part of common salt, the whole being stirred until the salt has been dissolved. If this mixture is placed in an earthenware vessel, the brass castings can be dipped in it, removed immediately, and rinsed in clear water. The castings can be made as bright as new by this method and little labor is involved.

CASING FOR PNEUMATIC TIRE

Object of Recent Invention is to Prevent Punctures and Undue Expansion by Strains.
The Scientific American, in illustrating and describing a pneumatic tire casing invented by A. Cartheuser of West Orange, N. J., says:
Among the objects of the invention are to protect a pneumatic tire from being punctured, to provide a frictional tread protected from puncture and supported in service by the pneumatic



Perspective View Showing the Casing Associated With Tire.

tire, to provide a wearing surface having a number of independently movable members, each directly supported by the pneumatic casing, to provide a solid metallic casing for the pneumatic tire for preventing undue expansion by internal strains.

BRUSHES KEEP TIRES CLEAN

Small Device Mounted on Mud Guards Remove Grit and Other Material From Treads.

Brushes mounted on the mud guards of a motorcar or other vehicle, to remove grit from the treads, have been developed as a means of increasing the mileage. The brushes rest lightly against the tires and as the wheels revolve brush off grit and other material, which would cause wear, if allowed to adhere to the treads.

ASK SHORTER WORKING WEEK

Amalgamated Clothing Workers of America Serve Notice on Manufacturers.

WANT REPLY BY OCTOBER 1

Demand Is Based on Employees' Physical Welfare and Consequent Efficiency—Other Items of Interest to the Workers.

The first demand for a 44-hour working week from garment makers has been made. The Amalgamated Clothing Workers of America, which controls the workers in the men's and boys' clothing industry, has served notice on the manufacturers that it expects its demand for a shorter week to be put into effect by December 1. They ask the manufacturers to reply by October 1.

The physical welfare of the worker and his consequent efficiency is the compelling consideration in the request for a shorter working week, says the letter sent to the Associated Boys' Clothing Manufacturers. It says: "The best interests of the public generally, and the best interests of many thousands of clothing workers' families in particular, make the establishment of a shorter working day for the clothing industry a crying need."

A similar demand, it is expected, will soon be made by the workers in the women's apparel trade. The Ladies' Garment Workers' union and the Ladies Waist and Dressmakers' union are both in favor of the change.

GENERAL LABOR NOTES

Sunday work in shipyards is frowned upon by the Emergency Fleet corporation, whose vice president, Howard Cooley, in an order stated the management is strongly of the opinion that a greater tonnage will result if the day is observed as a period of rest. Double time is allowed for Sunday, and it was charged that some men were laying off on week days and working Sunday in order to get the higher rate.

Ohio workers last year lost \$30,000,000 through sickness.

The Seamen's International Union of America is again advocating government operation of shipyards.

Government operation of shipyards has

been advocated by the American war workers after September 1 will wear disk-shaped badges, slightly larger than a quarter, with a red, white and blue enameled bar attached. Four months of uninterrupted service will entitle a worker to a badge of bronze, while for eight months one of another material, probably silver, will be given.

Organized labor of Minnesota has adopted a policy of penalizing any member who, when ordered to report for a certain job by the state department of the United States employment service, fails to do so. Such delinquents will be drastically penalized by the local organizations of which they are members, as Minnesota organized labor is determined to carry out such a "win-the-war" program that the success of the recruiting and distributing of labor plan of the federal employment service, now operative, will be assured.

The necessity for preserving intact the commercial and industrial structure of the nation despite the draft was emphasized by George W. Perkins, labor member of appeal board No. 2, who spoke at a dinner of the Illinois Selective Service association at Chicago. Adjutant General F. S. Dickson predicted that the new draft regulations will grant the authorities a maximum of leeway in order to avoid the disruption of industries.

Fifty-four shoe manufacturers of Haverhill, Mass., issued a statement to the effect that they would not recognize the Allied Shoe Workers' union, many of whose members have been on strike for several weeks, demanding increases in pay and recognition of their organization. Ninety manufacturers have been affected and union officials claim that 30 have signed agreements.

In order to meet the shortage of labor in time of high pressure, especially of skilled labor in transportation and communication, recourse has lately been had in Germany to a new method, viz., the establishment of special labor and distribution offices.

Shoppers employed by the Pullman company's operating division, now controlled by the government, are to receive the same wage advances as railroad shoppers, effective August 15.

Canadian farmers are forming co-operative associations. Members of the International Longshoremen's association adopted resolutions at a patriotic meeting at New York pledging their aid in the prosecution of the war and urging "fellow workmen in the allied countries to devote themselves to supporting their great armies."

Employees of the Canadian Express company have been given a substantial increase in wages and a schedule of better working hours.

A few hairdressing shops in Dublin which tried to do business on a recent Sunday morning were picketed and soon closed up.

WIRE MEN GIVEN INCREASE

General Advance of Ten Per Cent to All Employees of the Western Union Telegraph Company.

Announcement of a general increase of ten per cent in wages to all employees of the Western Union Telegraph company belonging to the association recently organized by the company, has been made. The increase, retroactive from July 1, applies to about 45,000 workers.

The advance is subject to the approval of Postmaster General Burleson.

The increase was the result of a recent conference at Washington between a committee of employees and Mr. Burleson. It will mean an additional outlay of \$3,000,000 and will not include the bonuses and commissions already being allowed other employees, who will not share in the increase.

Directors and officers of the Standard Oil company of New Jersey at a conference with company employees agreed to increase the wages of all refinery workers approximately ten per cent. The increase became effective at once. It is the sixth general wage raise granted by the company since August 1, 1915. The 48-hour week is not affected by the raise announced.

Construction of four mammoth ways at the new shipyard of the New York Shipbuilding corporation at Gloucester, N. J., is progressing rapidly. They will be large enough for the building of the largest ships afloat, or, if desired, each will accommodate three destroyers. When the new ways are completed the concern will have 29 large ways.

Longshoremen are no longer "poor and downtrodden," according to William H. Edwards, United States Internal revenue collector, who, in a statement at New York reported many of these workers are earning \$3,000 to \$5,000 a year. Many longshoremen, ignorant of the income tax, failed to file returns to the government and have been penalized as delinquents.

Approximately 4,000 garment workers who have been on strike for three weeks voted to return to work following an agreement by the war department at Washington to arbitrate the strike under a proposal submitted by the manufacturers. The strikers seek a 30 per cent wage increase, better working conditions, and a permanent arbitration board.

Workers' Patriotic League, composed of men and women engaged in war work, has been formed at Pittsburgh by the Pittsburgh district ordinance office and, according to plans announced, the members will be given honor medals identifying them as employees of plants working on war orders for the government.

One hundred men, who had coal miners of Mercer county, Pennsylvania, have taken up their picks and returned to the coal mines, that the output of coal may be increased. Pledge cards have been signed by the old miners that they will do their best while the war continues. They expect to mine 500,000 tons a year.

At the opening session of the International Typographical union at Scranton, Pa., President Marsden G. Scott read a cablegram from Marshal Poch addressed to the printers of the United States saying: "The factory, like the trench, is a post of combat. The duty is not to abandon it before the enemy. My compliments to your union for having understood it so well."

Secretary of Labor Wilson has announced the establishment of a women's division in the department of labor as a recognition of the great importance of the work of women in industry and the necessity for a national policy in determining the conditions of their employment.

Several hundred union boilermakers, tank testers and iron calkers have quit work at the Newport News shipyard in protest against the "contract system" in vogue there. One member of the union committee said the misunderstanding between the men and the officials would soon be rectified.

The strike of members of the Commercial Telegraphers' union employed by the Western Union was called off by R. F. Wise, president of the local, upon assurances from Postmaster General Burleson that operators discharged for union affiliations would be reinstated.

Women employed in all branches of industry in France number 628,000, according to an official report. This compares with 487,000 employed in normal times. This increase is due almost entirely to the employment of women in metal industries, chiefly in munition works.

Sixteen thousand men in New York affected by the "work-or-fight" order, have sought productive employment through the United States employment service in the last month, according to an announcement by Charles D. Barnes, acting state director.

Contracts have been awarded for the construction of 36 steel cargo ships of 2,500 tons each by yards on the Great Lakes.

Officials of the West Virginia miners' district report that over 14,000 members have been added in the Fairmont field during the last few weeks, as a result of an organizing campaign now being carried on.

Toronto (Can.) local union of the United Association of Plumbers and Steamfitters has signed a two-year agreement which provides for an increase and establishes a new minimum rate of 65 cents an hour.

The federal fuel administration has refused to accept the suggestions that convicts be used in Southern coal mines.

FROM ALL PARTS OF TENNESSEE

Reports of Interesting Events Boiled Down for Hasty Perusal.

Stanton.—The Stanton Gln & Mill Company gained the first bale of cotton for the season 1918 last week. It weighed 605 pounds and classed strict middling, taking 2,110 pounds of seed cotton to make the bale.

Memphis.—Over 20,000 laughing, shouting, dancing, singing negroes united in according 1,071 negro selectmen of Memphis and Shelby county an enthusiastic farewell when the draftees departed for training camp.

Memphis.—A report reached Memphis that Surgeon Maj. Barbee has been decorated and promoted because of heroic service and gallantry under fire. Dr. Barbee is well known throughout West Tennessee. He is a son of J. L. Barbee of Ripley.

Huntingdon.—Frank Conklin Priest has been here on a short leave of absence from Camp Gordon to visit relatives. He was recently elected one of the fortunate 188 candidates from a body of 49,000 men to enter the next officers' training camp and began special training on Sept. 1.

Cordova.—Cordova is to have a fair some time this fall. The fairs which have been held here for the last three years have been a success. It is the desire of our people this year to have even a better fair. It is the desire to create more interest in the growing of the most useful food crops.

Memphis.—Dr. J. L. Andrews, head of the Memphis health department, left for Camp Greenleaf, Chattanooga, for a period of military training. Dr. Andrews was notified a little more than a month ago that he had received a commission as major in the medical reserve, but until a few days ago he did not know just when he would be ordered nor when he would leave.

Nashville.—The Tennessee railroad commission, acting ex-officio as a state board of tax assessors, has completed its supplemental assessment for 1918 and certified the same to the comptroller. The total assessed valuation of additional property assessed in the supplemental assessment was \$2,029,563, which, added to the regular biennial assessment of \$120,963,461.29, brings the total assessment for two years to \$125,012,964.26.

Memphis.—Virtually all Memphians and people living in the surrounding territory observed the Tennessee fuel administrator's Sunday ban against pleasure riding autoists. Sunday's experiences were the first observance of the government's request. The ban will be in effect each Sunday until suspended by the administrator, who announces its rigid observance will hasten the withdrawal.

Nashville.—The anti-fee law, an act passed by the last general assembly of Tennessee, which applies to 13 counties out of 96 in the state, went into effect Sept. 1. The counties included in the act are the ones where the largest revenues are collected, and it is estimated that several thousands of dollars will be diverted from the pockets of office holders to the county treasurers. Officials in the counties affected were placed on a salary basis.

Nashville.—Tennessee will be represented by a team of 16 men in the small arms firing school to be conducted by the United States army at Camp Perry, 40 miles from Toledo, Ohio. The government invited all states to send teams of 16 men each to this school of small arms firing, which began Sept. 2, and continues until Sept. 21. State governors made the appointments.

George L. Berry, a crack rifle shot as well as president of the International Printing Pressmen's Union, will act as captain of the Tennessee team.

C. H. Long of Etowah will be the coach of Tennessee riflemen. Most of the members of the team left their homes for Camp Perry, arriving there for the opening.

The following are the members of the Tennessee team appointed by Gov. Rye: George L. Berry, team captain, Rogersville; C. H. Long, coach, Etowah; William H. McHugh, Rogersville; Charles D. Barnett, Memphis; John D. Cates, Maryville; George Moore, Portland; Clint Atkins, Nashville; Frank Wiggs, Paris; W. N. Thwaitt, Humboldt; Fred Johnson, Nashville; Claude S. Sewel, Jackson; Bryant Counts, Springfield; Frank Hall, Dickson; E. W. Carmack, Columbia; Lewis Boran, Rogans.

Chattanooga.—Manufacturers of zones Nos. 6 and 7 met here to discuss ways and means to convert their plants for war work. The meeting was attended by every manufacturer in both zones and the representatives of the fuel administration, at whose behest the meeting was held, pronounced it the most successful meeting held thus far in the state. More industries doing direct war work were found in Chattanooga than in any of the other three cities in which meetings under the auspices of the conversion and war industries committee.