

Even the influenza isn't what it used to be before the war.

The flu has gone up the flu and the grip has lost its grip.

Wouldn't it be fine if the profiteers celebrate by dropping prices!

And among his souvenirs, will our boy bring home a French bride?

All the gloss has been rubbed off that "made in Germany" trademark.

Sitting on thrones is becoming more and more certainly a nonessential industry.

Why not make the kaiser foreman of a Hun chain gang to repair ravaged Belgium?

Having licked Germany, it may be that eventually we can conquer H. C. L. in America.

At the same time it is much better to print news you do not have to explain next day.

Just because the war is over is no reason why small bore politics should become ubiquitous.

The food controller says we can have two spoonfuls of sugar for our tea now. Sweet of him.

Rug beaters have raised prices. The bug in the rug seems bound to remain snug for a long time.

Something tells us France is going to show our boys a mighty good time in the interim of reconstruction.

Cigarette smoking used to be regarded as a bad habit. But that was in the old days, before the war.

What else could one expect of a nation that hitches its women beside the oxen to pull the plows on its farms?

The profiteers would like you a great deal better if you wouldn't squeal so loud when they jab the gaff into you.

The Americans' nonsense is now about as appalling to kaiserism as the crown prince's idea of war as great fun.

It will help a great deal if all the infant nations that are now about to start out in life will choose agreeable names.

Even if the public does take to airplanes in place of automobiles, it will be pleasant to have good roads to fly over.

That this is to be a mild, open winter, according to weather prophets, is the silver lining to the cloud of the news that coal is going up.

War conditions in Europe have brought anarchists and other criminals to the fore. They must be put down if they have to be shot down.

It would be poetic justice if the ex-kaiser and his six husky sons could be formed into a street gang to help repair some of the devastated Belgian cities.

The next time a German war lord wants to lick the world the ghosts of the dead and the graves of the living will solemnly remind that it can't be done.

The way a little girl will hug a ten-cent doll and forget the ten-dollar one makes a man wonder whether his wife ever had the same disregard for the price tags on things.

When the custodian of alien property sets out to sell the property he has seized, it is to be hoped he will see to it that it is so well sold that it can never be regained by Germans.

Now it is said the Finns were forced by Germany to accept a monarchy instead of a republic. Now, Finland can afford to make a face at the kaiser and choose its own ruler.

Somebody with nothing else to do has figured out a list of famous women who have lived to be more than ninety. Any woman who admits being over forty should be classified as famous.

The Cologne Gazette needn't worry for fear the presence of French soldiers will incite the Rhine river population. The police will run the risks if the Rhinesters want to start anything.

Next Fourth of July is most appropriately suggested as a day for the celebration of a world-wide safety and sanity.

As long as he can get coal at the old price the consumer is not going to be the one to worry.

That American flag with eleven stars and seven stripes, made by the French girls at Brest, was a bit shy, but the spirit of the action was 100 per cent to the good.

A movie of a public speaker making an address in an influenza mask would cheer the boys over there if they were downhearted.

Germany is suffering from a newspaper famine, but as "no news is good news" maybe it is just as well for the present.

MUST MAINTAIN LABOR STANDARDS

Secretary Baker Deprecates Lowering of Wages During Reconstruction.

LESSON LEARNED FROM WAR

Cabinet Officer Ascribes Victory Largely to Wise Labor Regulations Existing in This Country—Must Be No Retrogression.

Secretary of War Baker, in an address at Washington before the annual meeting of the National Consumers' league, of which he is president, said that in the reconstruction days of peace there must be no depression in wages, and that the same high standard of living existing during the war must be maintained.

Secretary Baker said that unless a better understanding and a more unselfish mode of general living resulted from the war, the fruits of victory would be lost and the sacrifice of men and money would have been in vain. The reason the victory was ours, he said, was because the American people were strong and virile.

"If we in the past had overworked men and toilers and had taken children into the workshop and factories, had there not been a rising standard of living in America for those who toil, we would not have had the strong minds and bodies with which to meet the emergency just past," said Mr. Baker.

GENERAL LABOR NEWS

Toronto airplane woodworkers have secured 65 cents an hour.

For every 100 workers in the factories in Sweden there are 23 women. I. W. W. printed matter will not be permitted to enter Canada from the United States.

Utah state federation of labor convention declared for a women's minimum wage law.

Consideration is being given in Boston to a proposal to close stores for an hour at noon.

Women are now eligible to membership in the Canadian Railway Mail Clerks' association.

Official Japanese figures list 597 electric railways and 48 combined power and railway companies in that country.

The jewelry industries in Attleboro, Mass., are to be converted into institutions where returned soldiers may obtain employment.

Men's clothing in Austria-Hungary now costs from \$200 to \$300 a suit, while women's tailor-made gowns average from \$300 to \$400 each.

Owing to trouble between the longshoremen's union and the shipping federation and a strike of coal handlers, shipping at St. Johns, N. B., was tied up.

Trade unionism has finally been officially established in the Winnipeg, Canada, police system. The council, by a vote of 8 to 0, sanctioned the union force.

Increased efficiency is reported as a result of the operation of the eight-hour law which became operative in the lumber regions of Washington January 1, 1918.

Both in Tokio and Osaka (Japan) police departments a woman has been appointed to investigate the causes of infant disease and to work out plans for the relief of poor women.

Twenty years of labor by an army of 100,000 men will be required to restore northern France to its pre-war condition, Stephane Lauzanne, editor of Le Matin of Paris, told an audience at New York. France will not furnish that army, nor will she supply the material necessary to reconstruct the 350,000 buildings destroyed by the German invaders. Germany must do that, he declared.

Unorganized strikes have broken out in several of the large plants around Berlin. They are wholly local in nature and are the result of demands made by the workers for a fixed rate of daily wage instead of a piece schedule. Former workers in the munition plants are insisting upon the continuance of the "prosperity" wages paid during the war, whereas the employers are now starting a peace production.

When British girls at the beginning of the war became omnibus conductresses they agreed to give up their jobs as soon as the men whose places they had taken returned from the battlefields. Many discharged soldiers, former bus conductors, are now applying for their old posts and the conductresses are gracefully making room for them. In many instances, it is said, the work has been too heavy for the girls, owing to the crush of passengers.

High schools all over the country have suffered from the demand for men of scientific training for service in munition plants, the chemical warfare branch of the army and the like. The shortage of teachers of chemistry and physics is particularly acute.

The gigantic concrete shipbuilding plant operated for the Emergency Fleet Corporation at Mobile, Ala., by the Fred T. Layard company will be a permanent fixture, according to General Manager R. C. Stedley. All concrete ships contracted for will be built and launched and will sail from this yard under their own steam.

WOMEN TO KEEP POSITIONS

Official Statement Is Made That Railroad Employees Probably Will Be Retained Permanently.

Women railroad employees, about 100,000 in number, who were added to the pay rolls on account of the war, mainly as clerks and stenographers, probably will be retained permanently, it was said at headquarters of the railroad administration. Specific action will be left to individual railroads, but administration officials who have made a survey believe the demand for labor during the readjustment period will be so great it will be necessary to retain the women.

The war industries board is preparing to release many employees whose services are no longer needed. Those dropped will be given two weeks' notice and women whose homes are not in Washington will be given free transportation to their homes, paid for personally by Chairman Baruch.

MINOR LABOR NOTES.

There are 53 carpenters' local unions in the province of Ontario, Can.

Women street cleaners in Mt. Vernon, N. Y., wear official uniforms.

The first club of American working girls was formed 35 years ago in New York city.

There were approximately 4,510 United States pressmen serving in the United States army.

Japan has been added to the countries using motion pictures for educational purposes.

Farmers throughout California received much help during the summer from women workers.

Women employed on street cars in the state of Washington are prohibited from working after 5 p. m.

Negro women of Williamsport, Pa., decided at a meeting that they would not work for less than \$2 a day.

Glasgow, Scotland, was the first city to introduce women conductors and motormen on its street railways system.

In one month the United States employment service moved 60,000 unskilled workers to plants engaged in war work.

Railroads are paying women less than men, despite the McAdoo order, is the claim of the Brotherhood of Railway Clerks.

In nearly all the railroad shops on the Pacific coast and in the middle West women are employed as machinists and blacksmiths.

Arizona, which produced more than 38 per cent of the refined copper in the United States last year, is expected to exceed its record this year.

The number of children employed in factories, mines and operating plants increased rapidly since the federal child labor law was declared unconstitutional.

America stands 25 years ahead of Europe in textile machinery and labor-saving devices, and manufactures more textiles each year than all of the European countries put together.

The Ford Eagle plant at Detroit will be converted into a shipyard for the construction of inland waterway carriers. It is announced. Another large plant will be constructed on the eastern seacoast for the same work, and in all employment will be given to 100,000 men, it is said. The contract for Eagle boats will be completed first, according to Henry Ford.

Five thousand more striking members of the Amalgamated Clothing Workers of America reached agreement with their employers, securing an eight-hour day, according to an announcement at New York by the settlement committee of the union. It was said that a total of 20,000 workers, who have effected settlements, returned to work.

Male clerical workers of the General Electric Works at Schenectady, N. Y., were given an increase of 15 per cent by the war labor board. Women clerical workers were given an increase of 20 per cent with a minimum of \$16.50 a week. The minimum for men clerks is \$22.50 a week. Wages of other employees must be increased 20 per cent. Women are to receive equal pay with men for equal work.

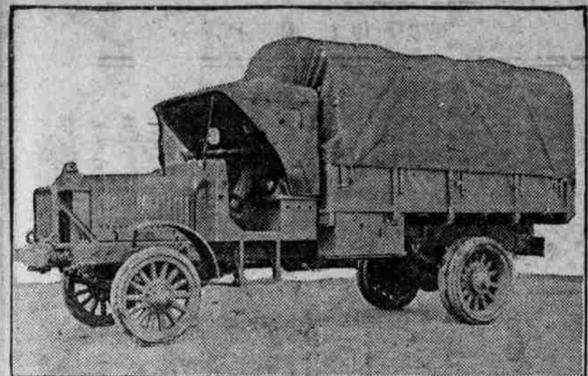
The reconstruction program of the Ohio State Federation of Labor includes: The taxing of idle land and reclamation of swamp and arid areas by idle labor; income tax graduated up to 90 per cent for incomes of 20,000 and over; government control of utilities, including mines, oil wells, etc.; a standard work day of eight hours, with reduction to seven and six hours where surplus of labor exists.

A demand for a 15 per cent increase in wages has been made by the Fall River textile council upon the executive committee of the Manufacturers association. The textile council represents 30,000 operatives. Members of the manufacturers' committee told the council that war contracts had been canceled and that the business outlook did not warrant an increase in wages. Since 1916 wages have been raised 80 per cent and the highest scale in the history of the industry prevails.

Approximately 2,500,000 workers were directed to jobs by the labor department's employment service from the time of its organization last January to October 30. The service also announced that the number of its offices had been increased from 90 to 900.

Striking pressmen at Rochester, N. Y., returned to work. Linotype men were ordered to return to work by the International Typographical union officials. Under the terms of the arbitration committee the strikers will receive the flat scale of \$31.50 a week for night work and \$28 for day work.

FARMERS IN FAVOR OF RURAL EXPRESS AND WANT IT PERMANENT INSTITUTION



New Successful Standardized Truck B—One of the Type That Is Solving the Transportation Problem.

A counterpart to the many complex problems that will face allied and American statesmen when ultimate peace comes is the rural motor express movement that the government is trying to stimulate to success, writes Walter A. Birmingham in Chicago Evening Post. That traditional suspicion that the countryman is the logical quarry of the "city feller" still sits fast in the saddle, and until it can be rooted out difficulties will be encountered.

Demand of Farmer. S. V. Norton, a member of the Ohio state commission appointed to push all truck movements, says that the farmer demands—and is entitled to—as many assurances as the allies seek from Germany.

The farmer's position, Mr. Norton says, is both sensible and logical. These conditions he insists on: Definite assurance that produce he sends will be sold.

Reliable agents to sell it for him.

"The farmer," says Mr. Norton, "believes, in the first place, that the market is overcrowded already. He does not want to engage in competition that will find him at a disadvantage."

"Then, again, he says: 'If I cooperate, who is going to sell it for me?' Furthermore, he wants assurance that his stuff will be sold and not turned back to him, witted and useless except as fodder for pigs."

Big Questions to Answer. "These are big questions and must be answered to the full satisfaction of the farmer. It is but natural that the farmer wants to continue to be his own salesman until convinced that dependable capital can do more for him and permit him to devote more time to his farm."

Mr. Norton said that the truck horizon is full of prospects that large and dependable capital is at work planning to take advantage of them, and that a solution of the farmer problem is not far distant.

GASOLINE FIRES CAUSE OF PANIC

Experienced Man Knows What to Do and Jumps Immediately for Some Preventive.

HAVE SMALL EXTINGUISHER

Large Chemical Devices Are Too Bulky and Cannot Be Laid in Any Position—Start Work of Extinguishing in Drip Pan.

When gasoline takes fire it is a serious matter, but the most dangerous accessory to a fire is the one you least expect, namely, panic, writes William H. Stewart, Jr., in New York Times. The average person has such an unreasoning fear of gasoline that he loses his head completely. The first few fires will leave one completely unnerved for a time, but after a little experience in fighting them panic disappears and self-control is gained. This does not mean that one should delay or move any more slowly, but should know what to do quickly.

Small Extinguisher Is Best.

The novice stands aghast as the first burst of flames come from the carburetor. The experienced man jumps for the nearest preventive. At least one small fire-extinguisher should be carried on every car. The large chemical devices are too bulky and cannot be laid in any position, whereas the ordinary instrument may be stored away in a small space. The best place is beneath the hood on the carburetor side. This is where the fire starts and may be reached by raising the hood. Some carry them on the running board, but this is objectionable on account of their liability. If placed under the seat or secured by a lock they are not readily placed in service, and the machine may be badly damaged meanwhile.

Always turn off the gasoline at the tank to stop feeding the flames. Ordinarily there is not more than two ounces in any float chamber, and this will not last long. All the parts about the carburetor are metal and not easily harmed. It is also well to use the self-starter to turn the engine. This will draw flames into the manifold. Quite often the whole fire may be extinguished if this is done in time.

Begin at the Bottom.

So remember, always start at the bottom and work upward. If there is a flame on the ground beneath the car use the self-starter with gears in mesh to move to another position. Sand is good if available, but never throw sand on the carburetor or any other part of the machine. It falls away, leaving gasoline free to burn, and also gets into the mechanism, doing incalculable harm. On a flat surface sand is excellent, or any other dry powder. Even flour has saved many a home where gasoline has been used carelessly. The old method of covering the fire with a rug or carpet is good, but the extinguisher is better. This covers the fluid with a layer of heavy nonflammable gas which smothers the flame.

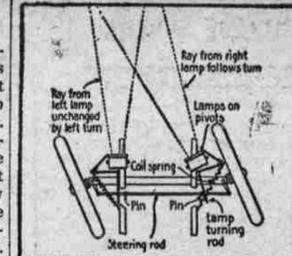
Everyone knows that any kind of a fire is dangerous, but if the above suggestions are employed under self-control the flames starting from a carburetor backfire will be efficiently stopped at the source.

LIGHTS BOTH ROADS ROUNDING A CORNER

Illinois Man Makes Decided Improvement in Headlights.

One Shines Up New Direction While Other Continues to Light Old Roadway—Rod Supplies Motive Power.

Because an automobile in which he was riding one evening went around corners so fast that it was dangerous, and because the front lamps were stationary and would not swing in the direction the car was going until it had



One Light Points Straight Ahead, the Other in Direction Car is Turning—Steering Rod Operates It.

turned completely, Frank E. Harvey of White Hall, Ill., resolved that certain improvements in automobile headlights were necessary. Therefore he produced a very simple and commendable invention. The idea is to make at least one headlight turn, and that at the moment the steering wheel is revolved. This new headlight shines up in the new direction while the other continues to light the old roadway. In this way light is provided in the two places most needed when rounding a corner. The connecting rod between the front wheels supplies the motive power which moves the lamps. Two pins are made fast to this rod near each end, and the rod in its right-angle movements causes one or the other of the pins to strike the arm of its bent rod leading up to the corresponding light. The illustrations show details. A spring keeps the parts taut and ready to respond to all impulses from the pins and rod.—Popular Science Monthly.

PNEUMATIC TIRES ARE BEST

Reduction in Wear and Tear on Trucks and Greater Speed Are Among Advantages.

A trip over the Lincoln highway from New York to Philadelphia provides many surprises to touring motorists in the multiplicity of big rubber-tired freighters that ply constantly between these two cities, hauling every conceivable kind of merchandise. Motor trucking companies are springing up almost daily, offering efficient service, which not only helps to relieve the railroads of a portion of their heavy burden, but also offers quicker transportation. In that all terminal delays, so common to railroads, are avoided. At first these heavy-duty trucks were confined to the solid-tired class, but the advantages of big cord tires have led many truck owners to equip their freighters with pneumatic tires. The great reduction in wear and tear on the trucks and the greater speed permitted are among the advantages that are to be gained.

FROM ALL PARTS OF TENNESSEE

Reports of Interesting Events Boiled Down for Hasty Perusal.

Nashville—Maj. Rutledge Smith, chairman of the State Council of Defense, sounds a timely warning with reference to solicitors who may attempt to secure funds for various war activities, and suggests that the public call upon them to exhibit their credentials before going very deep in the pocket.

"Numerous reports have come to the office," said Maj. Smith, "of instances where attempts have been made to raise funds for various war activities, and all persons approached should ask for the credentials of the solicitor. At present only three organizations are recognized, and they are the Red Cross, Allied War Relief and Belgian Relief. Regardless of how worthy the object may seem," continues Maj. Smith, "there are those who will seek to impose upon a generous public, especially at this time, and I merely throw out this suggestion: Ask for his credentials."

If a solicitor can produce a permit signed by the State Council of Defense, the proposition has been passed on and found not to be in conflict with other war organizations sanctioned by the government.

"Watch out for the fakes," is Maj. Smith's warning to the people of Tennessee.

Knoxville—A bill to change the city charter, so that candidates for the city commission will be permitted to run for a particular office may be introduced at the next session of the legislature. Under the existing law, the persons desiring election to the city commission enter a general primary election. The eight candidates receiving the highest votes then go into the general election, the winners being left to make the assignments of the offices among themselves.

Bartlett.—Persons without visible means of support, or are not possessed of a gainful occupation had better not loaf around the town of Bartlett, or they will be fined \$25. The city council passed on third and final reading a real war loafer ordinance, which will remain a law until the city sees fit to repeal it.

Memphis—Despite the desperate use of steam and carbon bisulphite, coal pitch solidifying in the main gas pipes at the plan of the Memphis Gas & Electric Co., choked down the pressure to such an extent that the supply "went out" entirely shortly after 2 p. m. Dec. 4. Service was resumed the next day.

Memphis—Lieut. Wm. S. Parker, better known as "Bill" Parker, who had been rumored as dead from wounds received in action, has recovered, and is marching into Germany with the Fourth Division, according to word received by relatives in Memphis.

Chattanooga—Brig. Gen. Wm. S. Scott has been detailed as commander of all units at Port Oglethorpe, according to information from Washington. Gen. Scott is a member of the regular army, and has served on the general staff with the expeditionary forces in France.

Knoxville—John T. O'Connor, president of the Tennessee Federation of Labor, will hold at Nashville a conference with the secretary, treasurer and chairman of the legislative committee of the federation regarding legislation to come before the next general assembly.

Paris—The executive committee of the Western District Baptist Association, at its meeting held here, which was presided over by Rev. J. T. Upton, of Cottage Grove, decided that the next fifth Sunday meeting will be held with the Baptist Church at Puryear.

Jackson—Lieut. Henry D. Hays, perhaps the youngest Jackson officer on the western front, was with the First Division of the United States army at Sedan, when the end of hostilities came, and he writes his mother, Mrs. S. D. Hays, that he is on his way to Coblenz, Germany, as a member of the army of occupation.

Lieut. Hays has been with the division ever since that memorable day when it went into action against the Hun. He has seen some of the fiercest fighting on the western front, and he states that it is nothing short of a miracle that he has come out without a scratch.

Humboldt—The Humboldt chapter and auxiliaries of the Red Cross worked to enlist a big membership in the Christmas roll call.

Nashville—Mrs. J. W. Morris, her niece, Miss Dora Russell, and her husband, J. W. Morris, were sent to the Summer county jail to await action of the grand jury, after 10 minutes' deliberation by the justices who heard the sensational testimony involving them in blackmail charges brought by W. T. Donoho, wealthy business man of Gallatin.