

Brighten the corner of a book of War Savings stamps where you are.

It is a dull day in the aviation world when the altitude record is not broken.

America is willing to feed and clothe the world, but hopes it will sleep at home.

As the price of butter fluctuates the flapjack trembles between hope and panic.

In addition to being "mistress of the seas," England now claims mastery of the air.

The English army horses are to be demobilized. The war horse is not kicking.

Also among the war sayings which "will go down in history" is "too proud to fight."

The soldier boys who have returned still find it mighty hard to keep away from powder.

The old-fashioned man who used to say "That reminds me of a story," is yet in our midst.

The reds, a dispatch says, have taken Ufa. So far there has been no word from Umpa.

What are people to do next summer if they wear out all their summer clothing this winter?

Saving billions the government intended to spend will not pay off the billions it has spent.

Chemistry has taken all the glamour out of war, and common sense will shake out all the expediency.

Some genius will, no doubt, stock up an ocean bar and carry his customers there in submarines.

Mexico has one of the finest constitutions ever devised by man and some day it may decide to live up to it.

Eggs are said to be selling for six cents a dozen in China. That is one advantage of the primitive civilization.

Chile and Peru should decide to unite they would look, on the map, a good deal like a gold-headed walking stick.

The debt of Austria-Hungary is estimated at sixteen billions. Trying to do wrong to one's neighbor is always the most expensive policy in the long run.

Why is it that all of the fashion magazines print pictures of costumes on the svelte and spirituelle of the female sex? Where do the corn-feds come in?

Anarchy, camouflaged as bolshevism, seems growing to the proportions of political smallpox that must be stamped out to insure safety to the world. Evidently no compromise will have the desired effect.

Probably by the time the Americans discover other underground and secret storage places for war material there will be much less for the reorganized German army to depend upon in an emergency.

A couple of those long-range guns properly placed in Portugal should be able to keep peace in all parts of the nation.

When, if ever, all the nations of the world are joined in a great peace league a lot of propagandists are going to starve.

What baseball fans cannot understand is why more of the stars of the diamond did not qualify as major generals in the war.

Such have been the distractions of world politics that the revival of the old-fashioned pumpkin pie has gone almost unnoticed.

Life still has its deceptions. Because the cost of marriage licenses has not gone up there be those who fancy they are saving money in buying one!

The demand for Bibles in Mexico is unprecedented. It must be they are using them for chest protectors, for the Mexicans do not indicate they are reading the sacred pages.

Whippet tanks are being used in France to drag gang plows. This is the modernized method of forging swords into plowshares.

An aviator's flight of 19,500 feet is claimed a new record for altitude. We will risk a small bet that the man who makes that claim is a vegetarian.

Entertainers are wanted for service in Europe. When the powers start to relieve the ennui in Tibet with American vaudevillians a good many of us would like to make out the list.

America has no aristocracy, but the man who secures a lower berth on a sleeping car has difficulty in restraining a slight air of superiority.

With so much cure being given to bonobos these days, it behooves one more than ever not to speak disrespectfully of the equator.

WOMEN DENIED LIVING WAGE

Official of the Federal Department of Labor Makes the Assertion.

URGES FORMATION OF BUREAU

Mary Van Kleeck, Director of the Women-in-Industry Service, Points Out What She Considers Legislative Needs.

"In spite of their record during the war millions of women in the United States receive less than a living wage and thousands of families are below the poverty line for no reason except that their bread-winners happen to be women earning women's wages," declared Miss Mary Van Kleeck, director of the women-in-industry service of the United States department of labor, at a meeting of the Woman Voters' league before a conference of labor held at the headquarters of the National American Woman Suffrage association at Washington.

Miss Van Kleeck further said: "Millions of women are working too long hours for health and efficiency, and many men and women are working under conditions which are unwholesome and unsafe. In many well-managed establishments, however, standards have greatly improved during the war and the time is ripe to extend these improvements throughout industry. Continuous, careful investigation by a central bureau of information and a government policy formulated by women are of the utmost importance for reconstruction in America. Therefore, next to the suffrage amendment, the measure of greatest importance to women before the new congress will be to establish on a permanent basis, with an adequate appropriation, the women's bureau in the United States department of labor."

MINOR LABOR NOTES

A seamen's strike, affecting the Australian coastal trade and the Commonwealth ship line, has been declared in Brisbane, and there are indications that it will spread to Sydney and Melbourne. The only danger from the strike is a possible shortage of coal in all centers outside of New South Wales, thus shutting down industries. The coal supply has been at low ebb for some time because of the influenza epidemic and war conditions.

A notice was posted in the half-dozen textile manufacturing plants of Jamestown, N. Y., announcing an increase of 15 per cent in wages and the establishment of a 48-hour week. There are 3,000 textile workers in the city who will be affected by the new schedule of hours and wages. The increase was granted without any demand by the employees.

Notices were placed in the Winoski (Vt.) plant of the American Woolen company, the Queen City Cotton mill and the Chase Cotton mills of Burlington that on June 2 a substantial increase in wages would go into effect for all employees. The American Woolen plant employs about 2,500, the Queen City plant about 500 and the Chase mills about 250.

Union painters, decorators and paperhangers of Montgomery, Ala., will receive 62½ cents an hour until May 1, 1920 under a new contract. Eight hours constitutes a day, with time and a half for overtime and double pay for Sundays and holidays. A conference board was formed to settle amicably all matters not covered by the agreement.

Notices posted in the Pepperill and York mills, Biddeford, Me., announced an increase of 15 per cent for the 5,500 employees. The advance is understood to be the forerunner of similar action by manufacturers in other cotton mill centers.

More than 1,000 employees of the American Car and Foundry company, Chicago, went on strike. They demanded more money, shorter hours and recognition of their unions, while some of the trades went out in sympathy.

On the suggestion of the upholsterers' union the Chicago Federation of Labor has favored the organization of a furniture trades council which will include over 10,000 workers.

Industrial accidents in Pennsylvania during February claimed fewer victims than during any one month in the last three years of the operation of the compensation act.

Painters in Moline, Ill., have secured a union shop agreement and a new minimum that advances wages to 75 cents an hour.

Metal polishers throughout the United States have gained for themselves shorter working hours and increased wages.

With the signing of an agreement by which journeymen plumbers are to receive a \$7 daily wage, a strike which lasted for six weeks and seriously hampered building operations ended at Davenport, Ia.

Metal workers at Sampierdarena, Italy, are still idle owing to the failure of the employers to come to any definite understanding with the men as to increased wages.

During the period from 1912 to 1917 the average increase in wages to employees of all electric railways in the United States amounted to 28 per cent.

MANY GET WAGE INCREASE

Advance Granted Textile Operatives Will Affect One Hundred and Fifty Thousand Workers.

Wage increases affecting upward of 150,000 textile operatives in New England and in other northern states have been made public. In most instances the advance was announced as approximately 15 per cent. Both cotton and woolen mills are affected. The increases, effective June 2, bring mill wages to the highest level on record and in some instances represent an advance of more than 100 per cent since 1915. Many of the mills in New England have been operating on a 48-hour-a-week schedule since early in the year, a reduction of six hours a week from the former schedules. This reduction in the working week was accompanied by a corresponding cut in wages. Several strikes, notably that in Lawrence, which has been in effect since February 3, have been ordered to end with the allowance of higher wages, which are made possible, according to the manufacturers, by improvement in market conditions.

GENERAL LABOR NEWS

The czar's government withheld from Russian workmen the right to strike by requiring them to give their employer two weeks' notice before quitting his employment. On the other hand, the law required the employer likewise to give them a two weeks' notice, or, if he dismissed him abruptly, to pay the dismissed employee for two weeks beyond the term of employment.

The Automobile and Wagon Workers' council, affiliated with the American Federation of Labor, has undertaken a campaign of organizing the automobile and wagon mechanics and helpers in Philadelphia and vicinity for the purpose of increasing wages, shortening hours and improving the general conditions under which they are employed.

Since 1915 the French ministry of labor has undertaken the organization throughout French territory of public employment bureaus to find work for the unemployed of both sexes. These public bureaus were able in 1918 to find work in 350,000 cases. Today the number of positions found each month reaches 50,000, representing an annual figure of at least 600,000.

Three hundred electrical workers at the United States Nitrate plant No. 2, Sheffield, Ala., quit work after receiving information that the government would not grant an increase in pay from 75 to 87½ cents an hour, for which the men have been contending since September, 1918. Other construction work at the plant was not affected.

The government intends to make the Frankford arsenal in Philadelphia the principal small arms ammunition manufacturing in the country. It is planned to set up immediately at the arsenal equipment sufficient for the manufacture of 1,000,000 rounds of small arms ammunition of all types per eight-hour day.

Mills of the International Paper company in several states, which had been closed through a strike of the employees for increased wages, resumed operation. The men returned to work under orders of the union officials, pending a conference with the company over the wage demands.

A wage increase of 15 per cent for the 1,200 employees of the Naumkeag Steam Cotton company and 500 employees of the Danvers Bleachery in Peabody, Mass., controlled by the Naumkeag company was announced. The increase is effective June 2.

Many of the small independent mines in Minnesota have closed or have announced their intention to close and the larger ones have reduced their working forces 40 to 60 per cent because of the unsettled conditions in the steel market.

Alteration tailors on women's clothing are still on a strike against eighteen Chicago firms. They demand a 48-hour week, a minimum wage of \$26 for men and \$20 for women, recognition of the union, and improved working conditions.

In 1914 there were only six dyestuff factories in the United States, with a production of 3,000 tons yearly, while now there are 50 factories, with a yearly output of 35,000 tons.

The glove fabric industry, which until the outbreak of the war was a German monopoly, is being rapidly recaptured by Nottingham (England) manufacturers.

Over 10,000 automobile workers in Toledo, O., who have suspended work until they are granted a 48-hour week, are drawing weekly allowances from their union.

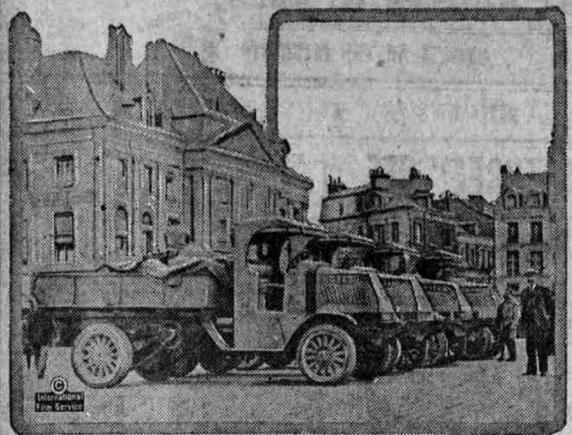
The threatened strike of street car men in Scranton, Pa., has been averted by the decision of the men to submit their wage question to an arbitration board.

Nine hundred meat packers and butchers employed in Montreal, Canada, quit work with the idea of bringing about the recognition of their union.

Textile mills at Lodz, Poland, are reported by the British economic commission to be comparatively undamaged, and capable of production almost immediately if supplies of cotton were obtainable.

Among the million recipients of unemployment donations from the British government were 350,000 members of the forces, 180,000 former munition workers and 100,000 cotton operatives. The 700 employees of the Rumford (Me.) mills of the International Paper company, who have been on strike for two weeks, informed the management that they would return to work.

UNCLE SAM TRAINED 75,000 DRIVERS FOR DIFFICULT TASKS DURING THE WAR



United States Motor Transports Used in Carrying Supplies to Front in France.

When Uncle Sam's armies finished the war the motor transport corps comprised a force of roughly 150,000 trained drivers of motortrucks, cars and motorcycles.

Of this great force, only about half were trained drivers when they enlisted for the service, so it was necessary in order to have this force of men to train 75,000 men to drive automotive vehicles.

The ammunition trains, supply trains, sanitary trains and casual motorized units which first went overseas were composed of trained drivers, as a rule. Those who came after were the men who did not know cars, engines, or any of the problems of driving, particularly such problems as driving over roads under shell fire or with the great congestion of the roads to the fighting zone in France. The men who came in the second great rush of men for the army had therefore to be trained from the very beginning to know the machine, and then to know the problems of driving in formation on military roads.

Big Problems Presented. The two big phases were the teaching of the mechanism of the truck engine—I say truck because this was by far the more vital part of the training of driving in military formations of huge fleets of trucks.

Now that the war is over the problem of teaching the mechanism of the machine is by far the more important to the commercial truck operator. As the military formation required in the army, this can be disposed of quickly.

On the Mexican border, and with the Pershing expedition into Mexico, the problem of mass operations with trucks was of minor importance. The drivers went forward with some semblance of military formation, with certain distances between trucks, and

with some attempt at military cohesion. The truck work, however, was more or less of a problem of every man to drive his own machine.

New System Developed. When the American army reached France, with the greatly restricted area of operation, the shorter distances for ordinary hauls, and the intense congestion of the roads, it was necessary to develop a military precision in handling of trucks, before that unheard of. The French transport was first to develop this precision, and its vital need was shown in the British offensive on the Aisne in 1917, when the enormous number of over 5,300 trucks moved an entire British corps in military formation into the fighting line. Such a column meant nearly 100 miles of length for the train. And to have this body of trucks operating properly the strictest discipline was required.

This truck discipline was first systematized on the French lines by work and experiments at Camp Johnston, Fla., near Jacksonville, the mother school of the motor transport corps, and was soon developed into book form and standardized for the army.

Thorough Training Given. To the commercial truck operator, however, the work done to train the drivers in the handling of their vehicles was far more important. Every man who went into the corps was given a thorough training in the operation of the motor vehicles, and while the Camp Johnston school was working out truck discipline enormous repair and shop units were in full operation in other parts of the country. Such, for instance at Camp Holabird, near Baltimore, and at Atlanta, while over in the West there were such units as at San Antonio. These were mechanical organizations for repair work and for shop training.

RULES FOR RADIATORS

The radiator takes so little care that we are likely to give it even less than it requires. Here is a simple rule which will give good results:

1. Keep it full, especially with a thermo-siphon cooling system. The less the water, the less the cooling effect and the worse for the motor by overheating.
2. Keep it full when using alcohol in winter. The smaller the volume of mixture, the sooner it boils and evaporates.
3. Keep it full.

TO PROPERLY CUT GASKETS

Plan Which Will Be Found Convenient for Owners of Cars—Frayed Edges Avoided.

Everyone who owns a car has had difficulty with cutting gaskets. Try this method the next time: Put the material— asbestos, felt, paper, etc.—over the hole for which it is being cut. Take a ball-head hammer and place it on the material over the hole. Then tap this first hammer gently with another hammer, and the gasket can be cut without the frayed edges that are so annoying.

KEEP WHEELS IN ALIGNMENT

When Car Has Suffered Bump or Crash Against Curb Wheels Should Be Tested at Once.

Whenever the car has suffered a bump of any kind, a crash against the curb or anything of the sort, the wheels should immediately be tested for alignment, as a bang of this kind is quite enough to force them out of correct alignment, which will lead to excessive wear.

OIL WILL SILENCE SQUEAKS

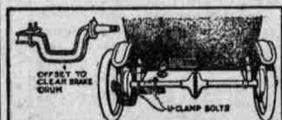
If in Hurry to Stop Noise Pour Little Kerosene Over Spring and Shake Car.

If in a hurry to stop a spring from squeaking, pour a little kerosene over it, guiding the oil down the sides with the finger so that it will run between the leaves. Wipe off the excess. Pour cylinder oil over the springs the same way. Now shake the car so the oil will be drawn in and find the squeak.

EMERGENCY WHEEL FOR AUTO

Device, Mounted on Axle, Can Be Readily Attached to Disabled Cars by Clamps.

For the garageman who encounters road jobs that necessitate towing in a car with a broken wheel or axle, an emergency wheel, such as is used by one suburban repair shop, is not only adaptable to most any kind of car, electric, gasoline, or steam, but is



An Emergency Wheel, Mounted on a Special Axle, Can Be Readily Attached to the Disabled Car.

quickly made up of discarded materials with little work, says Popular Mechanics.

The wheel is of the regular automobile tire, this size being suitable for use on both large and small cars. The axle is either a broken front axle or a short section of a strong steel beam. The emergency axle is bent or dropped, the offset being necessary to clear the axle-housing flange or brake drum. The device is attached by means of two U-shaped clamps and nuts. The sketch shows the general appearance and manner of attaching the emergency wheel to the rear axle of a car, but it may also be used in front, as the clamps are easily shifted.

TO SILENCE RATTLING RODS

Noise Made is Source of Much Annoyance to Occupants of Car—Way to Remedy Trouble.

Where long rods of small diameter are used for brake connections, and so forth, particularly on the smaller cars, the rattle and chattering they make is a source of constant annoyance. There is an easy way, however, to put a stop to these noises. A coil spring one-half inch to an inch in diameter should be firmly attached at one end to the middle of each rod and the other end extended under tension to the frame side member or some other convenient point for anchorage. The tension on these springs will hold the rods rigid and prevent vibration and noise.

TENNESSEE

Epitome of Interesting Events That Are Transpiring Over the State

Ripley.—The work of assessing taxes, both real and personal, in Lauderdale county, has been completed.

Nashville.—Gov. Roberts offered a reward of \$50 for arrest and conviction of Logan Veech of Williamson county.

Ashland City.—Work will begin at once on the new Cheatham county high school building, which is to be erected in this city.

Jackson.—The Jackson Elks fittingly observed flag day with a program in Court Square, the ritualistic exercises being followed.

Chattanooga.—D. J. Frazier, chief inspector of the department of food and drugs, is at Chattanooga conducting a general clean-up campaign.

Jackson.—Postoffice Inspector Mistr, acting under instructions, has arrested N. D. Hara, railway mail clerk, charging him with transporting whiskey.

Milan.—The fifth Sunday meeting of the Missionary Baptist Church of Central association will meet with Center church near Fruitland, June 27, 28 and 29.

Memphis.—The investigation of financial conditions of Memphis being made by representatives of business and real estate interests is under active headway.

Clarksville.—The joint high school board of Montgomery county met in the office of County Judge John T. Cunningham and elected teachers for the incoming year.

Bradford.—This section of country has one of the finest crops of oats that it has ever produced. A number of farmers are estimating their crops at 50 bushels per acre.

Nashville.—According to the state highway committee, one of the biggest obstacles to road building in Tennessee at present is the shortage of engineers to make survey of the roads.

Nashville.—The state printing commission has elected Willoughby Williams as secretary to that board to succeed Eugene Hendon of Smithville. Mr. Williams is a newspaper man.

Nashville.—The Veterinary department of the State Department of Agriculture has moved its offices from the capitol building to the annex on Seventh Avenue, just west of the capitol.

Greeneville.—Revenue officers accompanied by several posse men in a raid near the North Carolina line discovered one of the most complete distilling outfits ever found in the country.

Whiteville.—Randolph Goodman, who, it is charged, shot and killed Jim Goodman and his son, Gaston Goodman, near Vildo, was given a preliminary hearing before four justices of the peace.

Covington.—While returning from Salem the automobile driven by Curtis Wright turned over, instantly killing Mr. Wright's three-month-old baby. Mrs. Wright sustained painful though not serious injuries.

Nashville.—With an enrollment of more than 400, representing all sections of Tennessee and coming from other states, the eighth annual summer session of the Agricultural and Industrial State Normal is now in full swing.

Nashville.—Addressing the Tennessee memorial committee at a meeting held at the capitol, Gov. A. H. Roberts declared that he would call an extra session of the legislature to provide for another plan for a soldiers' memorial.

Manchester.—R. R. Jackson and Rev. Ophni Charles, of Hillsboro, were bound over to the September term of circuit court by Magistrates J. C. Crocker and J. P. Buchanan on a charge of assault and battery with intent to commit murder.

Lewisburg.—The following faculty has been elected for the Lewisburg grand school for the ensuing year: Prof. J. A. Sanders, principal; Miss Sallie Shires, Miss Myrtle Haynes, Miss Florence Alford, Mrs. S. J. Turner, Miss Nora Bradshaw, Miss Etta McConnell, Miss Lora Belle Cathey.

Jackson.—Drilling for oil and gas in Madison county will begin at an early date if a sufficient number of leases can be secured by the oil company formed here.

Chattanooga.—With the dope lid clamped down tight by United States internal revenue representatives, pitiful scenes have been enacted among the over 400 known drug addicts here from Memphis, Atlanta, Nashville, Knoxville and other nearby cities, who invaded the office of Collector Draper and pleaded for relief from the gnawing hunger for "dope."