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CROSSVILLE, TENNESSEE

Vandever

Mrs. A. M. Davis is quite sick at present.

Mr. and Mrs. Robert Bowles are visiting with her parents, Mr. and Mrs. A. C. Hyder.

Lincoln Wyatt was up from Grapevine Sunday.

Mr. and Mrs. J. J. Beyers passed through here Friday on their way to Litton.

Ford Carpenter visited our Sunday school here Sunday.

Mrs. Ben Flynn and little daughter, of Crossville, are visiting with her parents, Mr. and Mrs. J. R. Wyatt.

Major Davis and Sam Agee spent Sunday with J. B. Webb and family. Aug. 30. Forget-me-not.

SCHOOLS MAY BAR CHILDREN.

Common colds are contagious and boards of health in many cities are considering barring children with colds from school. Foley's Honey and Tar is an old and reliable family medicine and frees children from coughs, colds, croup and whooping cough. Parents may save trouble by giving before school opens. For sale by Reed & Burnett.

OBITUARY.

Celia Elmore Dixon—The subject of this sketch was the daughter of Allen and Catherine Elmore, and was born in Morgan county 1834. On November 25, 1852, she was married to Joseph F. Dixon. In January 1857, they moved to Johnson county, Illinois. In May 1873, they returned to Cumberland county, Tennessee and made their home in this and Morgan county up to the time of her death, at the home of her son-in-law, Jones J. Tabor, Ceston, July 19, 1915. The deceased was the mother of eight children, five of whom are still living and three preceded her to the grave. For 34 years the deceased was an active and consistent member of the Methodist Episcopal church. XX

CARD OF THANKS.

"I wish to express my sincere thanks to the many willing hands in the Fredonia neighborhood who so tenderly cared for my loving wife, Celia Dixon, during her long illness and recent death. J. F. Dixon.

STOP, LOOK AND LISTEN
THE DANGER TO AUTOMOBILES AT GRADE CROSSINGS



OBSERVE THE WARNING—DON'T INVITE THIS FATE.

Washington, D. C.—The following letter has been addressed to the public by Mr. Fairfax Harrison, president of Southern Railway Company:

"The automobile has greatly increased the comfort and convenience of life, and it has been an important factor in the improvement of country highways and so has contributed to the progress of civilization of our time, but, just as the railroad did when it revolutionized commerce, the automobile has introduced new social complications and new risks, moral as well as physical.

"The American people are said to be characteristically reckless of human life, and perhaps in nothing is this statement more justified at the moment than in relation to the use of automobiles—not even the railroads. My particular interest in the question is, where my public responsibility lies, in the combination of the two—in the accidents which occur to automobiles and their occupants where highways cross railways at grade; and this is a question of sufficient importance to warrant the attention of every thinking man in the South.

Record For One Year

"The following table shows the appalling record of such accidents on lines operated by Southern Railway Company in the South during the year ended June 30, 1915.

State	Number of Accidents	Fatal Injuries	Personal Injuries	Automobiles damaged or destroyed
Alabama	10	1	10	10
Georgia	27	10	27	27
North Carolina	14	21	14	14
South Carolina	14	17	14	14
Tennessee	7	1	7	7
Virginia	7	1	7	7
Total	69	12	56	69

"Without seeking to avoid just responsibility for what the officers or employees of the railroad do or omit, but recalling that a railroad employee whose carelessness causes an accident is, in the public interest, subject to discipline which affects his livelihood, it is probably fair to say that a large proportion of these accidents happened solely through the carelessness of the drivers of automobiles, or their lack of experience in dealing with vehicles at high speed. There are among them also well authenticated cases of deliberate assumption of risk by the drivers of automobiles from pure love of excitement and speed, evidenced by racing with trains and seeking the thrill of a narrow escape. Our engineers report such occurrences daily. If fortunately they are without fatal consequences in the great majority of cases, they are always paid for by a heavy strain on the nerves of all concerned, particularly those of the locomotive engineer, who maintains speed from duty and not for fun. It is not too much to claim for the locomotive engineer a larger equipment of experience and a greater habit of precaution than the average automobile driver. As a class the locomotive engineers are sober, steady and conservative men of long experience in meeting and avoiding risks, for theirs is a dangerous occupation. Their every effort of character, of instruction and of interest is to avoid an accident. Most of the accidents to automobiles at railway grade crossings could be avoided if there was the same restraint of ex-

perience and attention at the wheel of the automobile as at the throttle of the locomotive.

Public Vitrally Interested

"It does not suffice the public in any moral sense that the fund made up of the revenues collected by the railroad is usually made to respond in damages for consequences of such accidents. Suicide to collect life insurance has never been deemed honorable, while no one would deliberately sell the life of a mother or wife, son or brother for money; on the other hand, the collection of damages out of railroad revenues, as a punishment for an avoidable accident, when there can be no real compensation, is an economic waste; it punishes the public more than it punishes the stockholders, as it deprives the public by exactly the amount of the damages of the ability of the railroad to provide additional permanent facilities for the use or convenience and safety of the public. Given the progressive policy of Southern Railway Company to make such improvements to the extent of its ability, it is of interest to note that, in the last year a dividend was paid by the Company, 3.80 cents of every dollar of revenue collected from the public went in payment of damages of all kinds, practically the same amount, 3.88 cents, went to the stockholders, while only thirteen-hundredths of one cent of each dollar of revenue could be applied on permanent improvements. Such other improvements as were made were necessarily charged to new capital, thereby increasing the demands on the fund in which the public has so vital an interest. It would be the pleasure of the management always to apply as much of the revenues on permanent improvements as on dividends, if that was possible. There is, then, a basis of interest as well as of morals for co-operation between the public and the railroads to prevent the recurrence of these tragedies.

"With a deep sense of the responsibility of management in this matter and pledging this Company to do everything in its power which is reasonable and consistent with the functions for which it was chartered, I appeal to the public generally for such co-operation in avoiding these serious and distressing accidents. In practically all cases they can be, and in most cases are, readily and easily avoided by the automobile driver acting upon the familiar warning to stop, look and listen at railway crossings. While familiarity with the crossing signposts and the regular schedules of trains may breed contempt of danger, surely every one of us when using a highway can afford to sacrifice enough of his time and his pride of opinion to have a practical assurance of safety. On the other hand, the demands of commerce and of public transportation do not permit a railroad to stop all its trains at all highway crossings; if that was possible it would be cheaper for the railroad to do so than to pay the damages. It is clear, however, that it is necessary that one or the other of the parties to a crossing shall stop if the largest measure of protection of life and limb and property is to be secured. If not from self-interest, can not the automobile driver find the precedence as a matter of courtesy to age, for the railroad is older than the automobile?

Eliminating Grade Crossings

"The ideal of safety will be accomplished only when all grade crossings of railroads are separated. In this respect Southern Railway Company is doing something every year and as much as its resources and other obligations make possible; indeed, it may be claimed that the Company is, speaking generally, making progress more rapidly than most municipalities which have an obligation in the premises; but by co-operation of municipalities and railroads many dangerous crossings have been eliminated throughout the South, and more will be every year. Furthermore, on every bit of construction work of Southern Railway Company now in progress, or recently completed, involving the relocation or double tracking of line (nearly four million dollars has been spent on such work during the past year), provision has been made at large additional expense to separate all important highway crossings of the revised line, wherever physically practicable, and this policy will be continued for the future.

"Given the history of our transportation and highway systems and the enormous cost of adjusting them to modern conditions, the elimination of grade crossings is and in the very nature of the problem must be a gradual development with the growth of population and wealth, but, meanwhile, good judgment on the part of all concerned can do much to anticipate the benefits of the admittedly desirable expenditure of large sums of money. The same sober sense of responsibility for life on the part of automobile drivers which actuates most locomotive engineers, and in addition the willingness of the automobile driver in such a high interest to subordinate his time and convenience to that of the greater number represented by a railroad train, can check a waste of life and limb and property which is now increasing every year.

"To this end I appeal confidently for the counsel of every responsible man and woman in the South, whether or not he or she drives an automobile. Words of caution and common sense around the family dinner table can have more influence and can save more lives at railway grade crossings than all the warning whistles ever blown by a locomotive engineer."

SOUTH AS GRAIN SECTION EXPLOITED BY SOUTHERN

Atlanta, Ga.—The superlative advantages of the South as a grain producing section will be given great prominence in exhibits which Southern Railway, Mobile and Florida Railroad, Georgia Southern and Florida Railway, Virginia and Southwestern Railway, and affiliated lines will make at thirty state, district and county fairs in the North and Middle West during the coming fall.

An especially fine collection of grains will be shown while the grasses and forage crops exhibited will be of very high character. From the wheat growing section of the South, grain sheaves will be shown from fields yielding as high as 40 bushels to the acre, and the character of other exhibits will be in keeping. The fruits and vegetables to be shown in jars include a wide variety.

These exhibits come from various districts of the entire territory served by Southern Railway and affiliated lines in Virginia, North and South Carolina, Georgia, Alabama, Florida, Mississippi, Tennessee and Kentucky. They will be shown in Pennsylvania, New York, Indiana, Michigan and Illinois and each exhibit will be attended by agents, well equipped to tell callers about the various sections of the South.

The first two exhibits will be shown at fairs in Indiana. For all fairs in the Middle West a special exhibit tent has been provided, arranged so that a large number of people can see the exhibit at the same time. Throughout many of the states the Southern Railway exhibit has become well known and is looked for.

SPLENDID RECORD IS MADE IN HANDLING OF PASSENGERS

Atlanta, Ga.—More than sixteen and a half million passengers—a number greater than the combined population of Virginia, North Carolina, South Carolina, Georgia, Alabama, Tennessee and Kentucky—were transported by Southern Railway during the year ended June 30 with only one fatal injury to a passenger while on a train and that one was standing on a car platform in direct violation of the company's rules.

This excellent record was shown in the official figures given out indicating the high degree of safety that has been attained in the handling of Southern Railway passenger trains. In marked contrast are figures recently given out by President Fairfax Harrison of Southern Railway, showing that during the same period twelve persons riding in automobiles were killed in accidents at public highway crossings, every one of which accidents could have been prevented had the driver of the car observed the familiar warning, "Stop, Look and Listen."

Genesis

We are having some nice weather this week, after a week of wet weather. Road-working and hay-making is the order of the day.

J. A. Turner is very poorly again. His health has been some better this summer until a few weeks ago, when he began to grow worse. His many friends wish him a speedy recovery.

Miss Winnie Kreen is very sick with typhoid and pneumonia at the home of her aunt, Mrs. Lucius Creasons. Dr. Joe Lockhart is the attending physician.

Lillie Rysta, the youngest child of Mr. and Mrs. Charles Rysta, has been sick for two weeks. It is feared that he is taking typhoid, but she seems a little better at the last account.

Miss Ellen Rector, oldest daughter of Calvin Rector, is very sick this week. It is thought she has typhoid.

Wm. Potter's health seems a little better for the past few days. He made a business trip to Crossville Saturday, accompanied by his daughter Elva.

Demo, Tommie and Alex Henry are at Catoosa this week at work.

T. J. McCoy left the middle of August for Wisconsin to help harvest oats and timothy on a large farm there.

He is well satisfied and likes it fine here. He expects to remain there until spring.

Noah Turner and Joe Henry are having their crew out working the roads this week.

Our Sunday school convention was held last Sunday and Revs. Snodgrass, Wright, Watson and Sumner were all present and gave good instruction no Sunday school work. A basket dinner was served at noon and after dinner the program was finished. There were about one hundred people present.

Perry Aytes and wife, in company with a few others, drove over from Frankfort and led in the singing, which helped very much. Aug. 26. May Ree.

MANY COMPLAINTS HEARD.

This summer many persons are complaining of headaches, lame backs, rheumatism, biliousness and of being "always tired." Aches, pains, and it is caused by kidneys not doing their work yield quickly to Foley's Kidney Pills. They help elimination, give sound sleep and make you feel better. For sale by Reed & Burnett.

Lowenthal

J. R. Smith went to Crossville on business this week.

Arthur Monday went to Grassy Cave Saturday.

James Warren and Lee Smith were visiting in Ice String Valley last week.

Silas James was here this week.

Warren Smith went to the Cove Wednesday.

Mrs. J. J. James and children visited in Redtown last week.

Mrs. Frank East moved to Rockwood Thursday.

Fred Harris went to Rockwood Thursday.

Wm. Rentro was here visiting schools this week. Violet.

NEWSPAPER MAN RECOMMENDS IT.

R. R. Wentworth of the St. James (Mo.) News, writes: "A severe cold settled in my lungs. I feared pneumonia. Foley's Honey and Tar straightened me up immediately. I recommend this genuine cough and lung medicine." Right now thousands of hay fever and asthma sufferers are thankful for this wonderful healing and soothing remedy. For sale by Reed & Burnett.

NOTICE BEFORE MAKING DEED.

To Mrs. Jane Hamby: As owner of 50 acres of land situated in the 4th Civil District of Cumberland County, Tennessee, and bounded on the North by Potter, on the South by Watson, on the East by Hamby, on the West Hamby, you are hereby notified that unless you appear at my office in the Court House in the town of Crossville, Tennessee, on or before the 5th day of November, 1915, and pay the sum of \$13.57, state, county, and all other taxes assessed against said land together with all interest and costs incurred, including this notice of publication as now provided by law, your right to redeem same will be forever barred and deed to same will be at once executed by me to M. A. Hamby, the purchaser of the said land.

Witness my hand at office on this 6th day of August, 1915. Thos. F. Brown, Circuit Court Clerk.

8-11-14

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