

**THE COMMERCIAL**

MARSHALL & BAIRD, Editors and Publishers  
Entered at the post office at Union City, Tennessee, as second-class mail matter.

ONE DOLLAR A YEAR  
TELEPHONE 103

FRIDAY, JUNE 21, 1907

**ANNOUNCEMENTS.**

**FOR TRUSTEE.**

S. H. BRATTON.

We are authorized to announce S. H. Bratton a candidate for Trustee of Obion County, subject to the action of the Democratic party.

G. W. WORLEY.

We are authorized to announce G. W. Worley a candidate for Trustee of Obion County, subject to the action of the Democratic party.

HARRIS PARKS.

We are authorized to announce Harris Parks a candidate for Trustee of Obion County, subject to the action of the Democratic party.

J. H. SANDERS.

We are authorized to announce J. H. Sanders a candidate for Trustee of Obion County, subject to the action of the Democratic party.

**FOR SHERIFF.**

R. N. TANKERSLEY.

We are authorized to announce R. N. Tankersley a candidate for Sheriff of Obion County, subject to the action of the Democratic party.

T. J. EASTERWOOD.

We are authorized to announce T. J. Easterwood as a candidate for Sheriff of Obion County, subject to the action of the Democratic party.

**NOT A BAD PROPOSITION.**

It is understood that Route No. 7, Rural Free Mail delivery, will be discontinued July 1, next. Do not understand the causes leading up to the change, but presume the residents of the Seventh District have made application for better mail facilities. They will therefore get their mail by the way of Terrell. The facilities for handling the Number Seven mail here are all right when the weather is favorable, but with such roads as we had last winter, it is impossible to get the mail over the levee to the people in that district. This, of course, is one of the arguments in favor of substantial roads—hard roads, if you please. The citizens of this place could afford to go down in their "jeans" and make a gravel road across the river beyond the levee district, thereby inducing travel from that country to Union City. The people along the road would help us with labor and hauling, and they would be glad to do it if a good road is made. It is a long way off to the time when the county will build good roads. They must spend money and years experimenting before they do it. The fact is, those who favor the present system of road work, believe they can get good roads with very little cost comparatively, but time will settle that matter.

In the meantime, Union City needs a good road to Number Seven and one to Samburg, and she needs them badly.

Is there a man or set of men with nerve and backbone enough to set in motion a movement to build two such roads as these? There are plenty of men in Union City who have foresight enough to see what such improvements would be worth, but would they have the manhood to lead such a movement? There was a time when we would guarantee, and it has not been long ago, a sum aggregating \$50,000 for a railroad passing through Union City towards Tiptonville. A hard road to haul on, leveled, graded and graveled, would be worth more to Union City and to the county than a railroad over the same territory. Why? Because the freight rate over the railroad would be excessive. No railroad company would undertake to operate a railroad through that territory at a rate that would be practical, and we know from the experience of other branch lines what we are talking about.

With a similar amount—\$50,000—Union City could build a gravel road to Samburg and one across the Obion River to Number Seven, with the addition of outside help.

Every resident would help us, and reason to believe

that the rock in the lake hills would be just as practical as that which Mr. Troy is using on the streets in Union City for road bed purposes. All we need in the way of gravel would be the cement gravel for surface work.

So, we say, that with the expenditure of \$50,000 by the citizens of Union City, we could have graveled roads connecting Union City with Samburg and graveled roads leading across the Obion River in Number Seven.

Union City can get along very well for some time with the amount of streets she has already contracted for. The county roads proposition is worth far more to us than street improvements in Union City. Everybody knows that.

Let some man take hold of this movement. It would be worth untold benefits to Union City and the territory east and west of us.

**RETAIL MERCHANTS ASSOCIATION.**

The Retail Grocery Merchants Association held a very interesting meeting at the City Hall last Monday night. A number of the members were present and everyone had something to say for the good of the order. In this connection we want to speak of the fact that there is an impression to the effect that the grocery merchants are organized for the purpose of establishing a uniform system of prices, in other words that the Union City grocers have formed a combination to control prices. That impression is absolutely without any foundation. The Retail Grocery Merchants Association is the only organization our grocers have, and instead of agreeing on prices, the Association positively prohibits the question of prices to enter into its rules or proceedings. The question of fixing or agreeing on prices is discountenanced by the Association. Rather has the Association encouraged competition.

The real objects of this Association are these, as one of the members expressed it: First, to create a friendly feeling among those engaged in the grocery business; second and chiefly, to shield the members from the imposition of dead beats. The man who attempts to buy his groceries without paying for them, under these arrangements has only one chance to ply his practice. The first man he beats reports the fact to the secretary and the secretary informs all the members of the Association. The next time that man wants groceries he is compelled to pay cash in advance for them or trade somewhere else. No reasonable objection can be made to this by an honest citizen. The advantage in this custom is two-fold. It protects the grocer from losses and thereby enables him to sell cheaper to those who pay promptly for their groceries. Another is to protect the retail man from short measure and weights by packers, manufacturers and wholesale people; another to protect the retail man from competition with the goods retailed by the wholesale merchant; in other words, to prevent the wholesale merchant from selling to consumers.

The aforementioned are the objects of the Retail Grocery Merchants Association of Union City, and not to fix or establish a system of prices.

A vote of thanks was tendered to W. G. Reynolds, who is withdrawing from the retail business, for the interest he has taken in the organization and its work. Mr. Reynolds was about to retire from the Association, but the members agreed that they would not entertain such a proposition, but insisted that he continue as a member in full standing and fellowship. He had been a great advantage to the members in buying and shipping produce. Mr. White, Mr. Briggs, Mr. Stone, Mr. Wooley, Mr. Whitley, Mr. Peeler, Mr. Howard, Mr. Cummings, all made addresses, kindly referring to Mr. Reynolds' association with the organization, and Mr. Reynolds re-

sponded in the same manner. The latter gentlemen hoped to have a large packing plant in a few years, and to see the mercantile and manufacturing interests increase in the future at a rate exceeding largely what they are at present.

Everybody is busy in the harvest this week, and there is little time to study about our fall fair. Nevertheless, the West Tennessee Fair Association is getting ready for that event. The wheat prospects at the present time give us a more hopeful view of the fair, and in a few days the committees will begin to advertise the fall meeting. Among the new features to be introduced this year is a competitive drill, in which every public school in the county is invited to take part. The drill will be under the management of Supt. W. H. Cook. Prizes will be given for the best drill, both first and second places. The schools are to be admitted free of charge to the fair grounds on Wednesday, September 25, and the drill will take place on that day. The Woman's Department will be the greatest this year ever seen in the county, and it is also the purpose to make a specialty of the agricultural department. There will be a number of new features, announcement of which will be made as time progresses.

The spirit of improvement hasn't struck First street yet. When the business men begin to have the old faded fronts painted and the old lumbering, rickety awnings displaced with some new improved, adjustable awnings, then the infection will begin to take hold. Some of the fronts here haven't been painted since the flood—not the flood last winter—but the old fronts look bad enough anyway. You are getting some good streets now; why not dress up and brighten the fronts of your business houses? The expense won't be much and the improvement will be great.

Mr. Sam Stone, one of our substantial and enterprising citizens, was elected last Tuesday night as a member of the Board of Aldermen to fill the vacancy caused by the resignation of J. C. Reynolds. A good man, well qualified and admirably suited for the position, is Mr. Stone, and we feel that congratulations are in order, both on behalf of the Board and the citizens in his election.

The Carman & Murphy City Directory came from the press this week. It is the first directory probably ever issued in Union City, practically complete, and therefore a very creditable work. Usually these things improve with succession, but the first one in Union City is good enough.

**GENERAL NEWS.**

Mrs. Carrie Nation was fined \$25 in the Washington police court last Thursday on the charge of creating a disturbance at a saloon.

A verdict of guilty was returned last Thursday in the case of Mayor Schmitz of San Francisco, who has been on trial for several weeks on the charge of extortion.

District Judge McPherson at Kansas City on Thursday, the 4th inst., granted the petition of eighteen railroads for a temporary order restraining the State officials from putting into effect both the maximum freight rate and the two cent passenger rate law.

Attorney-General Hadley filed an application in St. Louis lately simultaneously with similar action in Kansas City, and secured injunctions against eighteen of the principal Missouri railroads, compelling them to obey the two-cent rate law and maximum freight rate law now in effect.

Several houses and lots and a few vacant lots in different parts of the city for sale cheap. Will make terms to suit. Carter & White, Real Estate and Insurance Agents.

**Have You Tried**

**Sunshine Flour?**

**Ask your grocer for it. NONE BETTER**

**Dahnke-Walker Milling Co.**

Ask us for prices when selling your grain.

**...WE OFFER SOME...**

**VALUABLE REAL ESTATE**

In and around Union City at Rock Bottom Prices to sell quick.

**HOUSES FOR RENT**

**Let Us Write Your FIRE, LIFE and TORNADO INSURANCE**

We want Agents to represent

**The Mutual Benefit Life Insurance Company**

In Obion and adjoining counties, GOOD CONTRACTS.

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Phone 486 Union City, Tenn.

**Dietzel & Moss Lumber and Building Material**

Can furnish for everything you want to build from a chicken-coop to a beautiful residence. Our lines complete and our yards convenient. Telephone 37.

Yards on First Street, south of Presbyterian Church.

**Union City, Tenn.**

**ONE MOMENT**

**You Are in Union City**

The next in MEMPHIS, NASHVILLE or NEW ORLEANS, as the case may be, where you talk with a correspondent for some minutes, and a second later you are back in your own office, which, in fact, you have never left. When you can do this by TELEPHONE, why travel, or telegraph, or write!

Cumberland Telephone & Telegraph Company.

**Where Will You Spend Your Vacation?**

By the seaside, mountainside or lakeshore? No doubt you intend to enjoy yourself at one of the cool and delightful resorts North, East or West. Write to Jno. M. Beall, General Passenger Agent Mobile & Ohio R.R., St. Louis, Mo., for full particulars regarding rates, etc.

Greatly reduced rates via Mobile & Ohio Railroad to Seattle, Wash., account 23d International Christian Endeavor Convention, July 10-15, and grand lodge Independent Order Good Templars, July 16-22. For particulars apply to M. & O. R. R. Agents, or write John M. Beall, Gen'l Pass. Agt., St. Louis, Mo.

**I. C. Rates to Exposition.**

Jamestown Tercentennial Exposition season ticket, Norfolk, Va., \$35.00; 60-day excursion, \$25.00; 15-day excursion, \$23.75; coach excursion each Tuesday, \$10.00. These rates are from Gibbs. For further information call on or address agent at Gibbs.

**F. and A. M.**

Union City Lodge No. 531, F. and A. M., meets on the first Friday night in each month at the lodge room in the C. B. A. building. The presence of all members is earnestly requested. Visiting members always welcome. T. E. MARSHALL, W. M. R. F. BATES, Sec.

**DR. R. M. LEAKE,**

Physician and Surgeon

Office in the Nailling Building. Telephone No. 231. Office 2 lamps. Residence 3 rings. Union City, Tenn.

C. N. LANNOM. H. C. STANFIELD.

**LANNOM & STANFIELD,**

ATTORNEYS-AT-LAW, UNION CITY, - TENN.

Money to loan on long time at low rate of interest.

Office upstairs. Postal Telegraph office. Telephone 55.

**DR. PAUL S. JOYNER,**

DENTIST

Office over Allen Drug Co.'s store.

Office Phone 283

Residence Phone 346



**TIME OF TRAINS AT UNION CITY.**

(Effective April 14, 1907.)

**SOUTH-BOUND.**

No. 1, lv Union City	4:30 p.m.
No. 3, (Havana Limited)	4:18 a.m.
No. 5, lv Union City	4:23 a.m.
No. 15, leaves (week days)	8:00 a.m.

**NORTH-BOUND.**

No. 2, lv Union City	12:10 p.m.
No. 4, (Havana Limited)	12:24 a.m.
No. 6, lv Union City	11:59 p.m.
No. 12, leaves (week days)	1:55 p.m.

Only the handsomest of Pullman-Library Observation Sleeping Cars, wide vestibule coaches and dining cars, with electric lights and fans, are used in the Limited. For all information call on your Home Agent, or write Jno. M. Beall, General Passenger Agent, St. Louis.

**R. J. BARNETT, Agent.**

R. V. TAYLOR, JNO. M. BEALL, General Manager, General Passenger Agent, MOBILE, ALA. ST. LOUIS, MO.

**N. C. & St. L. TIME TABLE.**

**EAST BOUND.**

No. 55, ar Union City	7:40 a.m.
No. 3, " "	5:06 p.m.
No. 53, " "	11:15 p.m.

**WEST BOUND.**

No. 52, ar Union City	6:44 a.m.
No. 4, " "	12:46 p.m.
No. 54, " "	7:52 p.m.

**Illinois Central RAILROAD.**

**SOUTHBOUND.**

No. 1, Paducah Junction	8:06 p.m.
No. 3, " "	5:37 a.m.
No. 103, " "	5:15 p.m.
No. 105, " "	3:46 p.m.
No. 133, " "	5:51 a.m.

Trains No. 105 and 103 are accommodations and stop at Paducah Junction to receive or discharge passengers.

**NORTHBOUND.**

No. 2, Paducah Junction	9:45 a.m.
No. 4, " "	12:15 a.m.
No. 104, " "	12:05 a.m.
No. 106, " "	12:10 p.m.
No. 134, " "	9:10 p.m.

Trains No. 134 and 106 are accommodations and stop at Paducah Junction to receive or discharge passengers. Tickets and particulars as to special rates, limits and train time of year home ticket agent—C. R. Collins, Paducah Junction.

F. W. HARLOW, D. P. A., Louisville. A. J. McDUGALL, D. P. A., New Orleans. A. H. HANSON, D. P. A., JNO. S. SPOFF, A. S. P. A., Chicago. Memphis.