

Drs. Moores & Long,
DENTISTS.
E. Church St., Union City
Telephone 144.

THE COMMERCIAL

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W. L. WHITE

Two Wagons Two Phones—66 and 462

TOMATO INDUSTRY

What We Saw and Heard in Gibson County.

Editor Commercial: We arrived in Humboldt for early breakfast, and after our meal we took a short stroll, and it seemed that everyone was resting on their arms. Ed Stone suggested that we secure a rig and go out in the country where we could take items from those at work in the tomato fields. The first stop we made was at a Mr. Hopper's place. He had two acres in tomatoes, including about 7,000 plants. He has a nice packing shed at one end of his patch. He and his wife and four children were at work like lightning almost, some packing, some nailing up and some making crates. Said he would get 200 crates that day, and that would make 1,500 crates from the two acres of tomatoes this season. A colored man was gathering the tomatoes. He had a sled about 25 inches wide with his boxes on it and a gentle horse to draw it. He would take two rows up one side of the sled and two down the other side and could gather the tomatoes faster than they could pack them. He told us that the 1,500 crates would sell on an average at about 70 cents per crate, his crop being later than some.

We stopped next with Mr. Steele. He had only two acres on his place, cropped by a colored man. He was making his last picking, realizing over \$200 per acre. Pretty good rent for land, is it not? We next stopped at a colored man's farm. He owned 60 acres which he had bought and paid for in the last three or four years with tomatoes and cabbage. On our trip we saw a cabbage patch, containing five acres, which had been sold and brought \$1,500 on the platform. It now contained a fine crop of stock peas.

Our next move was back to Humboldt. They told us we had not seen anything, and for us to be about the packing sheds of the L. & N. and M. & O. Railroads about 3 to 5 p. m. and we would see "one"

wagon load of tomatoes come in. Between 3 and 7 p. m. there were from 20 to 25 cars of tomatoes in four-basket crates delivered on the platform for shipment that night, and each car would hold about 1,000 crates. There were 25 or 30 hands at work on each platform until late at night. At 10.30 p. m. they were still at work icing and loading cars.

What does all this mean? Well, it means a whole lot when you consider that over five hundred thousand dollars is dropped in a town of four or five thousand population in the space of one short month—and this for tomatoes only. They grow lots of berries and cabbages and corn and hay. All of this can be done here if the farmers want it, and if they don't want it they will never get it. Union City and vicinity can duplicate every move that Humboldt makes if she will. She has the soil and the railroads, but she will have to chop up these big wheat farms and get more small farmers into the country before she can make any headway at this work. I cannot close without saying a good word for the farmers of Gibson county. They will take great pleasure in giving you any information you may ask for. Some other things I would like to speak of concerning what we saw and heard, but will not this time. Any information I can give on this subject will be cheerfully given. If the editor will give us space in his paper we will answer any questions in our knowledge concerning this matter. Respectfully,

ALFALFA.

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The world needs more builders, fewer destroyers; more workers, fewer drones; more hoe wielders, fewer cud-chewers; more homes, fewer palaces and hovels; more doers, fewer advice dispensers; more singers, fewer croakers; more men, fewer "gentlemen"; more women, fewer "ladies"; more thinkers, fewer writers; more is-nows and will-bes, fewer has-beens.—Savannah Courier.

Get the pay cash habit, it's best. Dahnke's Cafe.

A DAY CURRENT

Editors Commercial—Gentlemen: I see an article in your issue of this date signed "A Taxpayer," which states the writer and several other taxpayers cannot understand why the city does not run a day current on its wires and furnish motive power for fans and machinery. I take pleasure in answering this inquiry, and am sure the City Council would be glad to have the taxpayers manifest enough interest in such matters to keep well informed and to determine what to advise in such cases as they arise.

About 1896 a franchise was granted to George Dahnke and his associates to erect and maintain an electric power plant, and they were given as an inducement to do the work the exclusive privilege for five years from the passage of the ordinance to maintain such a plant. Since that privilege has expired the matter of the city maintaining a day current has frequently been before the City Council, but after some investigation was dropped until some future time, in each case.

In March last Superintendent Wade was asked by the Council to canvass the town and report at the next regular meeting of the board in detail what it would cost the city to run a day current, and what income might be expected to be derived from it. I quote from his report then made as follows: "To start a day circuit would require an expenditure of as much as \$1,200 for meters, transformers and wiring at the outset. The coal consumption of the water and light plant would be increased at least \$1,200 per annum. Other additional expenses would also be incurred, such as an increase of the lineman's salary, etc., probably to the extent of \$250 per year. The wear and depreciation on machinery and danger to property and life can only be estimated at double what it is now. After a thorough canvass of the town trying to ascertain the wants of the people, I can secure promises of but twenty-five horse-power of load in motors, and of this number the customers do not expect in any case to run more than two hours per day, if that much.

"From this source I estimate an income of not more than \$600 per annum, if that much. The city now has lights in one hundred and eighty buildings, including residences and offices, and I estimate that fans might be placed in seventy-five of these houses. From these two sources the only income the city would receive of consequence from the day current would have to come. Allowing the city reasonable compensation for the current furnished from these sources of revenue, I estimate there would be a loss to the city in running a day current for at least the first year. These estimates cannot be guaranteed, as the people do not know and are not willing to say what they would do or want along this line. In fact I have received very little encouragement from the people or business men of the town in my effort to start a day circuit."

From this report "Taxpayer" and others can understand the situation as Superintendent Wade

found it and reported it to the City Council. It was decided at the meeting that received the report to defer the matter until the outlook was more favorable for maintaining a day current without an actual loss to the city. In connection with the cost and income of such a day current should be considered the fact that the subscribers to the present power plant own their own fans, ninety in number, at a cost of about \$20 a piece—\$1,800. If these people should use the city current they would have to buy new fans, as the city uses what is known as an alternating current of 104 volts, while the Dahnke power plant uses a direct current of 220-volt power, and fans suitable for one cannot be used by the other, but the fans for either cost about the same.

At the time the matter was deferred the City Council was inclined to take the matter up again before the present year was out and see if there was a more pronounced feeling to use such a day current, and if the outlook was more favorable for a better income from it, should it be installed. Since that time, however, the matter of road-building has been agitated and the city has contracted a private debt of \$10,500 for the building of three miles of streets. It was expected by close economy that this money could be repaid in two years by increasing the tax rate 40 cents. It was not known at that time, however, that in building the new streets the water mains and pipes would necessarily be damaged to the extent of at least \$300 per mile, and this of course increases the amount of the street debt now being contracted.

Nor was it understood then by the City Council that the heating plant at the public school building was so defective that it would be necessary during the year to make an outlay of about \$1,200 to prepare the school building so the children and teachers could spend the coming winter there without suffering seriously from the cold weather and endangering their health in consequence. Such has proved to be the facts, however, and the outlays indicated have been contracted and the sums must be paid. These debts, in addition to what was in sight on March 1, the present year, makes it clear to my mind that the city will not be justifiable in contracting additional debts now for anything whatever unless the prospects are good that the money can be refunded within a short time.

If "Taxpayer" wants to know what the City Council thinks of a given proposition very badly he can always find out by inquiring of some member of the board, or by attending the meetings of the board, which occur twice a month. I am glad, as I always am, to furnish all the information I possess to any citizen on any subject connected with the city government, and I am sure it is the wish of the entire board to legislate the best they can for the interests of the city, having in view the resources of the city and keeping it able to pay its debts without making the tax rate too burdensome.

JNO. T. WALKER, Mayor.
Union City, July 26.

The pay-as-you-go place—Dahnke's.

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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.

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UNION CITY, TENN.

Union City Training School.

This school is noted for its thorough work and its high class of patronage. Those interested in sending their sons and daughters to school to prepare them for a useful life or to prepare them for university work, will make no mistake in patronizing this school.

C. M. MATHIS, Principal

LOCAL HISTORY

JACKSONVILLE AND ITS SETTLEMENT.

The author, thinking that the younger people now living in District Number One, would be interested in knowing something about the persons living in the vicinity of Jacksonville at the time of its inception.

In the year 1842, Dr. L. N. Allen, a son-in-law of Benjamin Totton, constructed two large houses of hewed poplar logs (that was about November 12 in the year above mentioned) and designing to make a town of some proportion gave it the name of Carlock. But Dr. Allen did not succeed in his enterprise and sold out to Willis A. Nailling. But before selling to Nailling it was a great place for holding political meetings. In the year 1844 there was a grand Democratic rally and Judge Fitzgerald and Andrew Jackson were selected for orators of the day. Jackson did not attend, saying that he was so afflicted that it would be impossible for him to be present. However, the meeting was quite a success.

Some time after this Willis A. Nailling built a large building on the opposite side of the road, or street, as you call it, and converted it into a store house and got a man from Philadelphia by the name of Long to bring a stock of goods, the first dry goods ever sold in Jacksonville. After that there were several firms brought goods to the village and I think succeeded in their enterprise. I don't know that I remember all the persons engaged in business. There were Pierce & Holman, Ben Taylor, Felix McGaugh, Landrum & Bro., Andrew Knox and Dick Marshall, all engaged in the dry goods business, and John Wilkins, Charley

Gray and Domingus engaged in the grocery and saloon business. John Morgan, the father of the late Jim Morgan, ran a tailoring establishment, William Buckner a buggy factory, and a man by the name of Cargill ran a blacksmith shop. There were three physicians, Dr. Hill, Dr. Debow and Dr. Medaris, who are all dead.

There are a great many incidents that would be interesting to some people that might be mentioned in this article, but it would be too voluminous for a newspaper. Some of them may appear hereafter if so desired. However, I will mention that Domingus got killed in a melee with a man by the name of Huzza, who was prosecuted and acquitted.

UNION CITY.

Union City was incorporated in 1850, Thomas Ray being elected mayor and John Cullom city marshal. We don't remember the names of the councilmen. I think Dr. Eli Bynum, Joe Morehead and William Askins were three of the number. Prior to that time Dr. John Harrison was elected first constable and the writer the first magistrate. Notwithstanding the three saloons there was very little lawlessness enacted at that time. Whisky was selling at 18 cents per gallon.

Don't let the baby suffer from eczema, sores or any itching of the skin. Doan's Ointment gives instant relief, cures quickly. Perfectly safe for children. All druggists sell it.

To Mammoth Cave.

Obion County Excursion to Mammoth Cave August 14 on regular L. & N. train from McKenzie at 4:45 p. m. for \$7.40 the round trip. This amount includes the railroad fare, also board at Cave Hotel and long-route trip through the cave. Tickets good returning within ten days. Write L. & N. Agent.