THE COMMERCIAL

Marshall & Baird, Union City, Tenn.

Entered at the post office, Union City, Tennessee, as second-class mail matter.

FRIDAY, JANUARY 6, 1922.

Democratic Ticket.

For Sheriff—J. W. (Watt) Cherry
For Trustee—Armour Ratliff
For County Court Clerk—R. H. Bond
For Circuit Court Clerk—J. N. Ruddle
For Register—W. J. Edwards, Jr.

City Municipal Ticket.

FOR MAYOR.
T. R. Meadow.
FOR ALDERMEN.
J. W. Kerr.
John Adams.
C. L. Andrews.
C. T. Lovelace.
G. B. White.
R. L. CUMMINGS.

ELECTION NOTICE.

We, the undersigned Commissioners of Election for Obion County, Tenn., hereby order and call an election to be held in and for the town of Union City, Tenn., on Saturday, January 7, 1922, within the lawful hours for the purpose of electing a Mayor and six Aldermen of said town. We hereby appoint the following persons to open, hold and make return of said election:

Officer, J. W. Cherry; judges, W. J. Briggs, Geo. Adams, L. H. Lockhart; clerks, R. R. Rose, Roy Taylor.

H. H. LANNOM, Chair.
ROY A. VINCENT.
E. H. MARSHALL, Sec.

ELECTION NOTICE.

We, the undersigned Commissioners of Election of Obion County, Tenn., hereby order and call an election to be held in and for the town of Rives, Tenn., on Saturday, January 14, 1922, within lawful hours, for the purpose of electing a Mayor and six Aldermen of said town of Rives. We hereby appoint the following persons to open, hold and make return of said election:

Officer, W. C. Smith; judges, J. E. McCaffery, T. G. Marlin, W. L. Wommack; clerks, Mrs. Mayme Phebus, Mrs. W. J. Caldwell.

This Jan. 2, 1922. 41-2t

H. H. LANNOM, Chair.
ROY A VINCENT.
E. H. MARSHALL, Sec.

State Politics.

We haven't had much yet, but what we are going to have will be a-plenty. The candidates for United States Senator, Governor and the Legislature will come in for a bit of interest. Usually this is about all there is to it. Usually it is enough to keep everybody talking and thinking, but we are going to have some high jinks this time.

The Knoxville Automobile Club has fired the "first gun," as they call it. This is in the form of a $50,000,000 road bond issue, and, as usual along with such propositions, they claim that it will not increase the property tax of the State one dollar. The tax collected from increased number of car owners and industries incident to highway construction will retire the bonds and pay the interest. The genius employed in developing the scheme is wonderful. These are to be five per cent bonds. The Knoxville Automobile Club says so and it must be true, notwithstanding the fact that the State is now paying seven per cent on its bonds.

This is not all we are to have. There are several candidates over the State who are promising some sensational developments. One of these things is a State soldier bonus bill, by which the candidate first arriving with the goods is to forever ingratiate himself with the legionaires. He will at least be safe in counting on a very considerable vote for several elections to come. The New York Legislature and several others have acted favorably on a bonus bill, but in New York it is found that the constitution will have to be changed, and steps are already on the way to change it.

With the schools, fairs, etc., the last Legislature of Tennessee increased our annual expenses some two millions or more. Tack on a debt of sixty-five millions to this and then tell us that our taxes will not ...creased a dollar. Surely the ... of Tennessee are easily ... they think so. But there ... them—who like ... Right here in the ...

invested in good roads. The State highways should be built fifty per cent cheaper than they have been built. There should be an investigation and supervision of road matters so that every dollar expended will get full value in road construction and material. Some of our roads have been built at too great a cost. Too much of the money has gone to contractors. If Tennessee should adopt a road bond issue of $50,000,000 we guarantee that contractors would get the bulk of the money. So why do it?

Now, the favorite son who expects to have easy sailing in the next campaign for Governor, State Senator or Representative might as well change his plans, and if he doesn't want to come out mighty flat with some plain statements he might as well unpack his grip and stay at home.

If we are not mighty badly fooled the taxpayers and voters will have something to say in the elections next year. They are already standing for double taxation, and we don't believe they will stand for another redical increase.

Good Streets.

This paper holds no brief for temporary street or shiftless work of any kind. All city improvements should be as nearly as possible permanent. More than this, we do not believe there is a single candidate for mayor or alderman in Union City now running who does favor cheap street construction.

We do not profess to know what kind of streets we need or how to build them. There are too many men without the proper practical experience ready to tell us how to build roads and streets. Men like this should not be too ready to advise or to impose upon the city with something immature when so many failures have been made and so much at stake. It is wrong.

But we do not believe anyone is wrong when he finds other ways than the commonly accepted plan of letting street work to an outside contractor, very often a man or a company who is either accustomed to taking large profits or graft. Other cities, especially the larger ones, have their own street departments, which are complete with equipment and men who understand street construction. These men are employed at a salary to do the work and the city enters the market and purchases its own material. In this way there is calculated to be much less danger of swindling or graft. As a member of the Board of Mayor and Aldermen I would not want to take the responsibility that is incurred in letting a contract for one hundred thousand dollars or more in Union City.

The thing which appears to us to be very important is for the city to have control of its own affairs—to employ its own men and to do its own work. There are a number of advantages in this, a very important item being the keeping of the money at home. We are thus relieved of the risk and odium of being at the mercy of a lot of grafters. And you can't get ahead of the grafter, it doesn't make any difference how many iron-clad bonds or checking systems you have. Of course there is the chance, on the other hand, of the skilled street foreman standing in with the supply companies. But the market is large and this risk is nominal. Another advantage of the home-construction system is that the street foreman is a citizen, or should be, for there are lots of streets to improve and it will take time to do it. And then this foreman should not only be a technical man but one who wears blouses and is not afraid of work. He should be a practical street construction boss, after the manner of the section boss on the railroad. The railroads understand the game of construction. They do not have to resort to contracts. The city should be the same way. We should have a well organized street department first and then we are prepared to build good streets.

Another advantage among those we are trying to point out in home street construction is not a small one. It is that the work is done under home management. Home people are employed or should be and the money is kept at home.

As much as street work is needed in Union City, seems to us that it would be economy to enlarge and equip the department. This would be no disadvantage to anybody, but would on the other hand afford better opportunities and more work for the ...employed.

City Affairs.

Notwithstanding the fact that in Union City street construction is advised and much of it is needed the most important matter for the city fathers to deal with is law enforcement. We have been exceedingly fortunate. We are on our good behavior, but we have the officers to thank for this. Other towns are having trouble with criminals and bootleggers. No doubt the bootlegger will abide with us for years to come, but we have him in comparatively small doses. It is not an easy matter to control this. As General Morris says, it takes the spy system to move it, and the candidates for mayor and aldermen might as well expect to be on the job. If they could pave the streets with marble and the pavements run with blood and debauch the streets wouldn't be worth a sou.

Oh no, nobody wants the blue laws, but they are certainly to be commended in wanting our present laws enforced. Nobody, we take it, wants to start a Noah Cooper campaign here. You can't legislate religion into a man's soul. There is a striking contrast between the pharisee on one side and the outlaw on the other. One is about as near the Throne of Grace as the other. We venture that the Nazarene who plucked the ear of corn on the Sabbath day would also, if he were here to-day, go down to the bakery and buy a loaf of bread if it were needed.

Nobody wants and pink tea stuff, but they do want men in office who are not afraid of duty. They want good schools, good streets and public improvements, but they want law and order.

A Former Citizen.

The passing of Jas. D. Porter, late of Nashville, a prominent citizen and business man of that city, recalls the fact that Mr. Porter when a young man cast his fortunes with the people of Union City and that he soon found a kindred spirit among those who recognize the true value of character in business and personal relations. Mr. Porter was engaged here for a number of years in the jewelry business and he entered into the mutually agreeable task of taking advantage of the opportunities to advance his interests and to co-ordinate with his fellow-citizens in the promotion of healthy, normal business conditions and public benefactions. Practically from the start Mr. Porter found a reciprocal welcome in Union City. He was a Tennessean and a branch of the native volunteer race, which constitutes a voucher of safe port anywhere in the commonwealth. He was esteemed by the local community of business men and by every fraternal and business organization. His progress to greater achievements in Nashville seemed to have followed out the coursee that led a considerable number of our young men to business distinctions in larger fields. The ground work was laid in Union City, and these facts move us to revere the name of Mr. Porter and to join with the hosts of friends in the kindest condolences to the bereaved.

A Card.

Having served the people of Union City for the past four years as your Mayor, I take this opportunity to express to your my appreciation and good wishes for you and the city.

I have served as your Mayor two terms and have done the best that I could to make Union City a fit place to live in—in a moral way as well as guarded the financial interests. I want all my friends to know that their support and co-operation in every way has been appreciated more than I can express, and I shall forever hold in my heart a tender feeling for all of you and for my home town. I have had many things that were unpleasant to deal with, but I fully realize that any public officer has these to contend with, and I hold no ill will for any one. I hope that the new administration will have a pleasant term of office, and I want to insist that all co-operate with them and make Union City what it should be. My relation with all the city employees has been very pleasant and it has been a pleasure to associate with them. The same feeling has also existed with the Board of Aldermen. All sessions of the council have been very pleasant and we have worked to the best interest of Union City, not for any particular individual.

I also want to express my appreciation to all the country people who trade in Union City and come here for your business and pleasure. I think ... should be no discrimi... want to thank you for ...

A Statement by The

Nashville, Chattanooga & St. Louis Railway

The New Year suggests itself as a fitting time to express to the public the principles which actuate the management in the operation of this railroad property.

1. Subject to reasonable regulation, because of the public character of the service rendered, the owners of railroads are the owners of private property, entitled to all the rights and privileges of such ownership.

2. In the operation of the property, the management owes a three-fold obligation:

First—to the Public, it owes good service at a reasonable charge. The efficient operation of a railroad requires long experience and technical training. Dictation as to operation sometimes practiced by public Commissions often imposes burdens on the railroad with no corresponding benefit to the public.

Second—To the owners, it owes the duty of fully maintaining the property and earning a reasonable return on the investment.

Third—To its employees, it owes reasonable working rules, considerate treatment and a just wage, recognizing the nature of the service performed, the comparative wages paid in other industries and the ability of the railroad to pay such wages.

3. To meet these obligations satisfactorily, the management must, in fact, have the power to *manage* the property within the limitations of reasonable public regulation, but free from such influences as unduly disturb economic laws and so interfere with operations as to hamper individuality, destroy initiative and make it impossible to fulfill the entire obligation of management.

4. This Company is not in politics. It has neither party nor factional affiliation. Of necessity, it keeps advised of prospective acts of legislation affecting its interests and presents its view in a legal and proper way, openly and above board, relying on the inherent justice of its case as publicly presented.

5. It is the earnest hope of The Nashville, Chattanooga & St. Louis Railway, that, acting in accord with the principles here expressed, it may by fair dealing deserve the affection of its employees and by rendering good and courteous service at reasonable charges earn the respect and confidence of the public. To that end, it asks no special favors, but only that, subject to reasonable and fair regulation, it may have the opportunity of performing the public service of transportation.

In rendering that service, your co-operation, suggestions and constructive criticism are invited.

THE NASHVILLE, CHATTANOOGA & ST. LOUIS RAILWAY

January 1, 1922.

To R. L. Davis and Victoria Davis.

Carroll P. Wilson et als. vs. R. L. Davis et al.—Chancery Court, Obion County, Tennessee.

In the above styled cause it appearing to the Clerk and Master from the bill of complaint, which is sworn to, that the defendants, R. L. Davis and Victoria Davis, are non-residents of the State of Tennessee, so that the ordinary process of law cannot be served upon them. It is therefore hereby ordered that the said above named defendants appear before the Clerk and Master of the Chancery Court of Obion County, Tennessee, on or before the Third Monday of January, 1922, that being a rule day of said Chancery Court, and make defense to the said bill, or the same will be taken as confessed by them, and the said cause set for hearing ex-parte as to them. It is further ordered that publication of this notice be made for four consecutive weeks in The Commercial, a weekly newspaper published in Obion County, Tenn.

This December 8, 1921. 37-4t

GEO. A. GIBBS,
Clerk and Master.
By Nelle F. Marshall, D. C. & M.
Pierce and Fry, Sols. for Complt.

NOTICE OF QUALIFICATION AS ADMINISTRATOR

To the creditors and beneficiaries of the estate of Mrs. Sallie J. Ferguson, deceased:

You, especially the creditors of said estate, are hereby notified that I, J. D. McBride, was duly appointed and qualified as the administrator of the estate fo Mrs. Sallie J. Ferguson, deceased, on the 9th day of September, 1921, in the County Court of Obion County, Tenn., and all persons having claims against said estate, be same due or not, are hereby notified to file same with the Clerk of the County Court of Obion County, Tenn., duly authenticated and verified as required by law, within one year from the date of this notice, which date is December 9, 1921. This December 9, 1921.

37-4t J. D. McBRIDE,
Administrator of Sallie J. Ferguson, deceased.

DON SUNG

Makes Hens Lay

Gets the eggs in any weather. It is easily given in the feed and doesn't force or hurt the hen in any way. Don Sung is a real tonic. Try it—if it doesn't pay for itself and pay you a good profit besides, your money will be promptly refunded. Trial size 50 cents.

Incubators and Brooders.
WEHMAN'S HARDWARE STORE.

COUNTY COURT LAND SALE.

Mrs. Margaret Anderson et al. vs. Joe Callicott et al.

By virtue of a decree of the County Court of Obion County, Tennessee, rendered in the above styled cause at the December term, 1921, I will on

Saturday, January 21, 1922

at or about 1 o'clock p.m. at the former residence of James F. Harper, deceased, offer for sale the following real estate, lying and being in Civil District No. 4 of Obion County, Tennessee, located on the Union City-Rives and Union City-Pleasant Hill public roads about 1½ miles northwest of Rives (I. C. and M. & O. railroads) and 4 miles south of Union City (N., C. & St. L. and M. & O. railroads) and described as follows:

FIRST TRACT—Constituting the southern part of the home-place of the said James F. Harper, deceased, beginning at the southwest corner of the home-tract of said Harper as described in the partition of the lands of T. J. Harper, deceased, in 1868, as shown in a decree in the Chancery Court of Obion County in Minute Book O, pages 435 et seq. and in the case of Ben K. Harper et al. vs. E. C. Harper et al., and runs thence east 106 poles to a stake on John Houser's north boundary line, formerly Isham Wallis' yard, with a dogwood pointer; thence north 0 degrees 15 minutes east 134 poles to a stake, the southeast corner of the Third Tract hereinafter described and being in the east boundary line of the James F. Harper home-tract, thence south 87 degrees 30 minutes west 100 poles to a stake in the west boundary line of the James F. Harper home-tract, the southwest corner of said Third Tract; thence south 2 degrees 15 minutes west with the west boundary line of the James F. Harper home tract 126 poles to the beginning point, containing 83 2-3 acres, more or less, and on which is located the late residence of the said James F. Harper, a seven room frame house in good repair, a four room tenant house, two barns, one large hay-shed, one shallow well and one deep well, together with the out-houses and other valuable improvements.

This tract includes a woods-lot of 15 acres and a yielding apple orchard of 3 acres. There is also a flowing spring on the place.

SECOND TRACT—Constituting the Miss ...tie Harper home-tract, ...ginning at a stake at the southeast ... First Tract above de... thence east 22 poles to ...ormerly a gum pointer, be...side corner of John Houser's ...ence north 17 degrees east ... south 89 ... with hickory pointers, at Walter Warren's northwest corner; thence south 89 degrees east with the north line of Warren and the north line of Holloway 103 1-5 poles to a stake in the public road, known as the Union City and Rives public road, Holloway's northeast corner; thence north 1 degree and 45 minutes east 45 poles to an ash, formerly Ben K. Harper's corner, at the intersection of the two public roads; thence north 89 degrees west with the Union City and Rives public road 178 1-3 poles to a stake at the northeast corner of the original James F. Harper home-tract, the northeast corner of the Third Tract hereinafter described; thence south 0 degrees 15 minutes west 199 2-3 poles to the beginning point, containing 107½ acres more or less, being the tract set apart to Miss Katie Harper in the former partition of the lands of T. J. Harper and which was willed to the said James F. Harper by her, and on which is located the late residence of the said Miss Harper, a seven room frame house in good repair, together with the out-houses and other valuable improvements.

Two small woods-lots are included in this tract.

THIRD TRACT—Constituting the northern end of the James F. Harper home-tract set apart to the said Harper in the partition of the lands of T. J. Harper, beginning at the northeast corner of the First Tract hereinbefore described, running thence north 0 degrees and 15 minutes east 65 2-3 poles to a stake in the Union City and Rives public road; thence north 89 degrees west with the said road 98 poles to a stake in the intersection of two public roads the northwest corner of the original James F. Harper home-tract; thence south 2 degrees 15 minutes west 72 2-3 poles to a stake, the northwest corner of the First Tract hereinabove described; thence north 87 degrees 30 minutes east 100 poles to the beginning point, containing 42½ acres, more or less, all of which is in cultivation.

FOURTH TRACT—Beginning at the southwest corner of the First Tract hereinbefore described, it being also the northwest corner of Sam Harper's tract and the southeast corner of Martin Forrester's tract, runs thence north 89 degrees and 15 minutes west with Martin Forrester's south boundary line 80 poles to a stake; thence south 2 degrees and 15 minutes west with Forrester's east boundary line 101 poles to a stake in a public road; thence with the public road in a northeasterly direction 115 poles, more or less, to a stake in the fork of the road in the west boundary line of Sam Harper; thence north 2 degrees and 15 minutes east with the Union City and Rives road 42½ poles to the beginning point, containing 30 acres more or less and on which there is a grove of about 2000 black locust trees, suitable at the present time for posts.

FIFTH TRACT—Beginning at the southeast corner of the Fourth Tract above described in the fork of the road, it also being in the west boundary line of Sam Harper, runs thence south and 2 degrees and 15 minutes west 98 1-6 poles to a point in a public road, Ed Welch's corner; thence, in a westerly direction with said road 7 poles to a stake; thence with the public road in a northwesterly direction 85 poles, more or less, to a stake in the bend of the road, the southwest corner of the Fourth Tract above described; thence with the road in a northeasterly direction and with the south boundary of the Fourth Tract, 115 poles, more or less, to the beginning point, containing 33 acres more or less.

With a stand of Bermuda, plenty of shade and a flowing spring this tract is good grazing or pasture land.

SIXTH TRACT—Beginning at a stake in the public road, the southeast corner of the Fourth Tract above described and the extreme eastern boundary of the Fifth Tract, thence south 2 degrees and 15 minutes west 89 poles to a stake in a public road; thence south 44 degrees east 109 poles to a stake in Clemmons' west boundary line; thence north 2 degrees and 15 minutes east with Clemmons' west boundary line 94 poles to a stake; thence north 85 degrees west 24 poles to a stake; thence north 1 degree and 30 minutes east 26½ poles to a stake; thence north 89 degrees east 7 poles to a stake, a corner of Ed Welch; thence north 8½ poles more or less to the beginning point, containing 49 acres, more or less, and on which is located a tenant house. There is some good timber on this tract.

TERMS OF SALE—One-third cash, one-third in 12 months, one-third in 24 months, evidenced by notes bearing 6 per cent interest, a lien to be retained to secure such deferred payments.

This December 19, 1921.

R. H. BOND, Clerk.

W. H. Swiggart and T. F. Heathcock, Solicitors. 39

W. H. FORRESTER

CAFE and RESTAURANT

Candy, Soft Drinks, Cigars, Tobacco and Everything Good to EAT

Where Quality and Prices Meet