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THE COMMERCIAL

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LESS TRAFFIC INDICATED NO REDUCTION IN WAGES

Government Ownership of Railroads Shows Loss of \$196,000,000.

Washington, Jan. 23.—Railroads in 1918 under government control and unusual war conditions earned about \$718,000,000 or \$250,000,000 less than in 1917. \$370,000,000 less than in the record year of 1916 and about the same as in 1915.

This became apparent to-day on the basis of definite reports to the Interstate Commerce Commission of earnings of 195 principal railroads—those having annual operating revenues of more than \$1,000,000—for eleven months and official calculation of December earnings, which railroad administration reports indicate will be considerably smaller than those of the preceding months. Altho subject to slight revision, the figures afforded the first public view of the results of railway operations last year, so far as earnings are concerned.

Receipts from freight, passenger, express and other transportation during the year amounted to approximately \$4,873,000,000 or \$332,000,000 more than in the previous year. Operating expenses jumped to about \$3,971,000,000, or about \$1,119,000,000 more than in the preceding year.

DROP IN DECEMBER.

Preliminary reports to the Railroad Administration indicate that freight traffic fell off in December, with the virtual stopping of great food shipments destined for Europe and the cessation of the hauling of other war material, while expenses could not be reduced materially. This condition sent the net earnings, or railway operating income, which has been declining steadily since the record month of last July, to probably \$25,000,000 or \$30,000,000, officials believe. This may be compared to income of \$59,204,000 in December of 1917, when blizzards and curtailment of traffic sent earnings to what was then considered a very low record.

The outstanding features of the railway earnings situation last year were that freight and passenger rates were increased to yield about \$900,000,000 annually, or \$450,000,000 in the six months during which they were effective, while wage advances added \$636,000,000 to operating expenses. These are the latest estimates of railroad administration accountants, but are not considered final. Wages particularly may prove to amount to more than is now believed.

PAY 47 PER CENT HIGHER.

The Railroad Administration accountants now report that in 1918 the \$1,710,000,000 pay roll of the year previous was increased 37 per cent and that consequently \$2,346,000,000 was paid out last year to the 2,000,000 railway employees. Many wage increases were effective for only the latter part of the year, and if those run thru the present year, even without other additions which may come from action on pending applications for more pay, they would make \$784,000,000 additional wages. The wage level at the end of 1918 was a little more than 45 per cent higher than at the beginning of the year, when the government assumed control.

Prospects for improvement of the earnings situation this year depend mainly on whether business continues active, and gives a large volume of freight traffic to the railroads. Indications point to a reduction of traffic and consequently to reduced earnings, according to the Railroad Administration.

Director General Hines has stated that no consideration was being given to any rate increase, but he believes no general reductions can be made this year.

DEFICIT IS \$196,000,000.

These facts bear only an indirect relation to the government's deficit, estimated at \$196,000,000. This represents the difference between the net income received by the railroads and the aggregate, calculated at a little less than \$900,000,000, which the government guarantees the railroads for the year.

Neither does this take into consideration the expenditures of about \$588,000,000 last year for capital purposes—to make permanent improvements and buy cars and locomotives.

HEAVEY MOVES IN AID OF NATIONAL GUARD

Will Turn Over Surplus Supplies of Regular Army.

Washington, Jan. 23.—Brig-Gen. John W. Heavey, acting chief of the military bureau, recommended to the House military affairs committee to-day that a rider be included in the army appropriation bill authorizing the secretary of war to turn over to the National Guard from the surplus supplies of the regular army, equipment valued at \$135,000,000.

Gen. Heavey said the general staff was in favor of transferring the supplies, but was without authority. He explained that if this equipment were turned over the cost would be reduced to \$55,000,000.

Gen. Heavey urged that the National Guard be maintained in the same form as it was before the United States entered the war and that the increases in its strength authorized by the act of June 3, 1916, be carried out.

"The value of the country during the war of the national guardsmen cannot be overestimated," he said. "At the time men were needed most of the National Guard provided a force of 367,000 men and 12,123 officers. They have done magnificent work, comparing most favorably with the forces of any other nation. The efficiency of the officers was proven by the fact that of the entire number only 352 were discharged for inefficiency."

"The militia bureau strongly advocates universal military training, but believes it should be carried out in connection with the National Guard."

The act of June 3, 1916, provided for 16 divisions of a total strength of 400,864 men. Gen. Heavey said, but because of the war the terms of the act were not carried out.

THIRTIETH DIVISION EXPECTED HOME MAR. 1

Tennessee Boys and New Yorkers to Convoy at Same Time.

Washington, Jan. 25.—The Twenty-seventh division (New York National Guards) will arrive at New York about February 22, according to a cablegram 40-day from the embarkation authorities in France.

The Thirtieth division (Tennessee, North Carolina and South Carolina troops) was reported designated for convoy at the same time the Twenty-seventh division was designated, but its date of departure will depend upon availability of transports.

NEWS NOTES.

A tempest in a teapot was caused at the plenary session of the Peace Conference Saturday when the smaller nations attempted to halt the efforts of the larger nations in their plans for a League of Nations. Headed by Belgium and Serbia, the smaller nations soon had Portugal, Poland, Brazil and Rumania offering protests to the plans of the big five. Premier Clemenceau, however, silenced the protests and brought order into the council.

Six transports arrived at New York Monday bringing their precious cargoes of sick and wounded and thousands of returning heroes from the battlefields of France and Belgium. Besides the sick and wounded are a number of men whose ultimate destination is Camp Zachary Taylor, where they will be mustered out, 600 of them being negroes, the Black Devils of the 814th Pioneer Infantry.

Altho reports have reached Spain that former King Manuel entered Portugal, an airplane hovered over Oporto dropping leaflets warning all foreigners to leave to escape wholesale slaughter. Manuel's private secretary in London declared the former King had not left England.

Jack Dempsey, of Salt Lake City, who has been clamoring for a championship boxing match with Jess Willard, heavyweight title holder, will probably be the man selected to do battle with the big Kansan on the date which Tex Rickard will announce before March 25, for Willard's next ring competition.

Only thru immediate assistance from the Allies can Russia hope to emerge from the most dreadful civil war in history, says Carl Ackerman, who is now in Vladivostok.

Phone G. P. Moody, No. 206, for turkeys to raise on the shares. 35tf

GET YOUR DRAGS READY FOR THE PUBLIC ROADS

Esq. Bratton is Notified in Regard to Burlington Highway.

The following letter to Esq. S. R. Bratton, representing the State Highway Commission in Obion County, directs attention to the Burlington Highway and sections of the highway traversing the county, work and character of work to be done on this highway. Mr. Bratton, in pursuance of these instructions, hereby notifies the county commissioners to proceed in securing contractors for this work and to notify him at Union City, Tenn., at once, so that he may carry out the orders of that State Highway Commission.

Hon. S. R. Bratton, Union City, Tenn.—Dear Sir: I acknowledge receipt of your communication of January 15, with reference to including the Burlington Highway south from Fulton to the Weakley County line, near McConnell, about ten miles, to be known as Highway No. 7; second, the road from Troy to Hornbeak to be known as Highway No. 8, and third, the extension of Highway No. 3 from Glass to Elbridge within the borders of Obion County.

In consideration of available funds sufficient for the maintenance of these roads out of the automobile tax, I beg to advise that it meets the approval of the Department to maintain these roads by split log dragging under your present contract that expires March 31, 1919.

You will please secure a good dragman and give these roads your usual splendid attention in seeing that the dragmen perform their work well and that they make reports to you concerning the mileage maintained.

I am attaching copy of this letter to your contract, and will ask you to attach this to the contract that you have in your files.

Yours very truly,
J. J. MURRAY, Sec.
Jan. 16, 1919.

Obion County Teachers' Meeting.

There will be a meeting of Obion County teachers at South Fulton school February 8. South Fulton has recently put up a splendid, modern school building, and the teachers' time will be well spent to visit this school and observe their conveniences and work.

The I. C. train arrives in Fulton about 12:30 p. m. The domestic science department is going to serve a free lunch to the teachers and the visitors after which the programme will begin. One of the main features of this meeting is for the teachers to have an opportunity to become more thoroughly acquainted with this work. The programme will end in time for the teachers to get the I. C. train south at 4:10 o'clock p. m.

Miss Ruth Ayres, of Jackson, and Prof. Scates, of the history department of the West Tennessee Normal, will be present. I urge upon all teachers, who possibly can, to come and have the pleasure and benefit of hearing these speakers; also I trust that the pupils, parents and friends of the South Fulton school and community will come out. It is quite possible for all the school interests of South Fulton and the Sixteenth Civil District to be present. Let all the parents, and especially every teacher in Number Sixteen, come out and let us get acquainted, talk schools, breathe schools, and get ourselves more closely linked together. We are all agreed on good schools and better schools; therefore, will the people of South Fulton and Number Sixteen give one-half day of their time, on Saturday afternoon, Feb. 8, to this effort of trying to make school life more full for their children? Will each teacher in Number Sixteen frequently announce this meeting in her school until Feb. 8? I wonder if the teachers in Number Sixteen would be interested in seeing which school will be able to have the greatest number of pupils and parents present.

The programme will promptly begin at 1:30 p. m. and will close in time for those who wish to get the 4:10 I. C. train south. The subjects and speakers will be as follows:

Address of welcome—Prof. Heber Finch.

"Rural Community Work"—F. H. Dougherty, County Agent.

"The Value of Home Economics in County High Schools"—Miss Ruth Ayres, of Jackson.

"Systematizing Rural School Work"—B. A. Vaughn.
Address—Prof. Scates, of the history department of the West Tennessee Normal.
very truly,
B. A. VAUGHN.

From Germany.

Dear Sweetheart: I wrote you a few days ago—started it Christmas morning and finished it later, but I don't remember if I told you all the dope, so I'll start right after dinner. One of the boys in the battalion put on a bully slight-of-hand performance and the Major made a talk and then they passed out the Christmas packages. By the way, mine has not gotten here yet. In fact there are five of us that haven't gotten them.

About 6:30 an ambulance stopped and asked the way to Echternach (in Luxembourg) and it wound up by Stack and I going with them. The boys were in the same ambulance company with Dan Porter and Lighe, but they weren't with the bunch. Some of the boys out of the sanitary train put on a concert and then a dance. That's what they were going for. We went just to be going, but we sure had a bully good time. The theatre where the show was pulled off was so full that we couldn't get in, so we mooched around town for awhile and then went to the house the boys had been billeted in when they were there. They were glad to see us and made a great pow-wow. It's great fun talking to them. They only talk a little English, and no matter what we say they say ja! ja! (yes, yes) nod, wave their arms and laugh no matter if we said it was rotten weather, or asked them if they liked the Dutch or Americans best. They had a little boy, "Nickie," that had a voice like a sick cat, and he sang "Tannebaum," then a Christmas song. We clapped our hands and patted him on the back till he swelled up like a poisoned pup. They fed me a good steak, a bowl of French fried potatoes, beet pickle, coffee, with sugar and cream, and bread—free gratis for newtun.

We sneaked off without the captain's consent and didn't go in until about 3 or 3:15. It didn't make any difference, tho the captain didn't get in until 1 a. m. and he slept too sound to hear us when we slipped in. He's going to Trier for a day or two. Will spend New Year's eve there, and we are going back there to see the old year out and the new in. He won't care, but I don't give a hang if he does. If they keep me over here I am going to see as much of this country as I can.

Yesterday Stack and I got eight-hour passes to go to Trier (French call it Trèves). It rained all the time, but we slopped around and saw most of the town. It is a very old town, dating back to or shortly after Julius Caesar. It has the ruins of a Roman arch, an amphitheatre, a bath, bridge over the Moselle (in use now), and catacombs under the city that the Romans used for dungeons when the allies bombed the town, and they had a lot of it, the people went there till it was over.

It is a town of about 50 or 60,000 inhabitants and has water, gas, electric lights, telephones and street cars. It is far cleaner than the French towns, but one finds the same narrow, winding streets. The streets are so narrow in places that the dinky cars brush your elbow as you walk along on the two-foot sidewalk. In places the walks are twelve feet wide and in fifty feet they run down to two or three feet in width. However, the best residence section looked quite a little like a good district in our own cities. I sure enjoyed the few hours I was there. There's another nice thing. We don't have to pay any railroad fare.

Well, lady love; I had a very pleasant Christmas, but I'll forego these pleasures gladly to get home. Here's hoping it won't be long. Take good care of yourself and the baby and write often to

Your loving hubby,

ARCH D. WOODS.
Alsodorf, Prussia, Dec. 29.

There is more Catarrh in this section of the country than all other diseases put together, and until the last few years was supposed to be incurable. For a great many years doctors pronounced it a local disease and prescribed local remedies, and by constantly failing to cure with local treatment, pronounced it incurable. Science has proven Catarrh to be a constitutional disease and therefore requires constitutional treatment. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, Ohio, is the only constitutional cure on the market. It is taken internally. It acts directly on the blood and mucous surfaces of the system. They offer one hundred dollars for any case it fails to cure. Send for circulars and testimonials.



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