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COMMITTEE PLANS FOR FALL ELECTIONS

County Democratic Executive Committee Getting Ready for Business.

Meeting of the Democratic Executive Committee of Obion County was held last Monday, the 4th inst., at the courthouse in Union City.

T. C. Callcott, chairman, called the meeting to order, with Gordon B. Baird, secretary, and the following members present:

T. C. Callcott, J. D. Hodge, W. J. Erwin, T. B. Clement, C. G. Barker, Van Latimer, S. B. Finch, Lee Chambers, Ed McAlister, J. J. Wells, G. B. Baird, L. C. Browder.

First order of business was the organization of the county democracy for the Democratic ticket in the November election, and for this purpose it was proposed that a number of Democrats from each civil district be appointed to organize and carry on the work of the campaign. The motion was adopted and a complete list of such committees is as follows:

No. 4: Dr. E. H. White, W. A. McNeill, O. H. Clemmons, W. P. Shore, Hardy Petty, H. A. Tume, Mrs. W. J. Caldwell, Mrs. Ploys Carter.

No. 5: P. D. Hornbeak, C. C. Marshall, M. L. Williams, J. M. Gates, G. D. Summers, Mrs. Frank Reeves, Mrs. Wick Leathers, Miss Lizzie Cashen, Miss Esther White.

No. 6: B. P. Moffatt, J. W. Bennett, W. B. Anderson, C. P. Wilson, R. L. Andrews, G. R. McDade, Joe Mitchell, David Reeves, J. L. Peery, J. J. Forrester, W. C. Curry, D. H. Burnett, T. W. Cunningham, J. O. Bennett, J. G. Cunningham, Mrs. J. O. Bennett, Mrs. J. B. Maxwell, Mrs. Jess Moss, Mrs. W. B. Anderson, Mrs. J. W. Pressly, Miss Hattie Anderson, Miss Nannie McGowan.

No. 7: Dr. Maddox, Mr. and Mrs. Burnie Jernigan, Mr. and Mrs. Will Parrish, Tom Coley, Mr. and Mrs. Ollie Penn, John Jackson, John Crockett, Mr. and Mrs. G. W. Stovall, Mr. and Mrs. C. C. Dickenson, Mr. and Mrs. Will Dickenson, Mr. and Mrs. John Stovall, Carmie Davis.

No. 8: L. D. Tanner, Lon McNeely, Chas. Flowers, W. A. Midyett, Herbert Taylor, Mr. and Mrs. W. P. Wade, Mr. and Mrs. J. M. Foster, Mrs. L. D. Tanner, Mrs. J. S. Holloman.

No. 9: Mr. and Mrs. R. E. Cashdollar, E. E. Murray, Mr. and Mrs. T. L. Howell, Mr. and Mrs. W. T. Call, Mr. and Mrs. W. M. Freed, Mr. and Mrs. W. J. Simrell, Luther Johnson, Mr. and Mrs. H. M. Townsend, Mr. and Mrs. H. M. Townsend, Sam Posey, G. A. Erwin, Mr. and Mrs. H. B. Fleming, S. J. Call.

No. 10: W. H. Latimer, Chas. Caldwell, Ed Russell, Theo. Ferrell, Luke Latimer, Frank Caldwell, Clyde Moffatt, Fate Maupin, Dr. and Mrs. Her Glover, Mr. and Mrs. L. B. Rone, L. S. Rone, Mrs. Henry Latimer, Mrs. Ed Russell.

No. 11: Mr. and Mrs. W. W. Pierce, Mr. and Mrs. C. B. Holloman, W. M. Davidson, Morrie Finch.

No. 12: Sam Shaw, Jim Hickman, Walter Hutchison, R. B. Gauntlett, Mr. and Mrs. H. E. Williams, Miss Lillian Shaw, J. D. Gore.

C. N. Lannon, S. R. Bratton, R. A. Pierce, Joe Hopper, Fletcher Tate, R. R. Rose, Mrs. W. H. Swiggart, Mrs. Henry Head, Mrs. Will Edwards, Mrs. A. F. Pittsworth, Miss Nelle Marshall, Miss Lorene Waddell, Mrs. J. S. Herring.

No. 14: J. R. Graham, Alex Mitchell, A. K. Wells, J. E. Byrd, Joe Wood.

No. 15: W. J. Nichols, A. Wilson, R. H. Beaird, A. M. Moultrie, Mrs. Woody Cunningham, Mrs. L. G. Moffat, Mrs. Jas. F. Darnall, Mrs. W. J. Brown.

No. 16: Will Robey, W. A. Hutchens, R. A. Gosson, J. W. Norman, M. C. Parker, Eph Jones, Mrs. Laura McClure, Mrs. R. V. Moss, Mrs. W. W. Morris, Mrs. N. L. Reeves.

A general steering and publicity committee was appointed as follows: R. R. Rose, E. H. Marshall, R. H. Bond, J. B. Waddell, S. R. Bratton, G. B. Baird, Lorene Waddell, Nelle Marshall.

A finance committee was proposed, and it was decided that the members of the executive committee from the various civil districts be appointed and that they constitute such committee with authority to appoint such others of their districts as are necessary to raise a campaign fund.

This committee is instructed to

communicate with the secretary and find out how much is necessary for each of the districts and proceed at once to raise the money. This fund is to defray the expense of advertising and speakers and transportation when necessary. Just the necessary expense of conducting the campaign is all that is wanted, but that will have to be enough for the purposes named.

The idea is to get ready to get the strength of the Democratic vote out to the polls, so as to preclude the possibility of another Republican Governor in Tennessee.

Finance committee is as follows: Dist. No. 1, Jud Owens; 2, Andrew Burrus; 3, A. E. Caldwell; 4, T. C. Callcott; 5, L. H. Moultrie; 6, W. J. Erwin; 7, T. B. Clement; 8, C. M. Montgomery; 9, C. G. Barker; 10, Van Latimer; 11, S. B. Finch; 12, Lee Chambers; 13, Ed McAlister; 14, J. J. Wells; 15, G. B. Baird; 16, L. C. Browder.

UNIONS ENJOINED FROM ALL ACTS OF INTERFERENCE

Chicago, Sept. 2.—The government to-day acted swiftly upon the heels of the injunction action yesterday in which United States Attorney-General Daugherty obtained a temporary injunction which, viewed broadly, virtually prohibited the railroad strike.

Notice of the temporary enjoining order and the pending hearing Sept. 11, in Federal District Court here were served last night on John Scott, secretary-treasurer of the railway employees' department of the American Federation of Labor.

B. M. Jewell, head of the railway employees' department and acknowledged leader of the strike, could not be found by Deputy United States Marshals, and the belief prevailed today in the Federal building that Mr. Jewell was seeking to evade service.

Five hundred subpoenas, or notices of the temporary order and hearing, are being printed. More than 250 individuals, officers and aids of the six shopmen's unions whose 400,000 members went on strike July 1, the railway employees department and 120 system federations through out the country, were named.

Some 5,500 Deputy United States Marshals throughout the country are ready to begin to receive the subpoenas and serve them on local federation officers and other individual union leaders named in the injunction suit.

THE ATTORNEY-GENERAL SAID: In California alone more than \$75,000,000 worth of fruit and produce already had been destroyed, because of the failure of transportation systems to move the crops.

In Somerset, Ky., 25,000 cars of bituminous coal were congested in the railroad yards.

Fifty per cent of the engines of the nation's railroads has been rendered useless by lawless activities since the strike began, he said.

What loss has been can not be estimated, but the transportation systems must be rebuilt. For that, the American people must pay.

The department of justice represents the American people, and while it was regretted that such broad action was necessary, no other course remained for the government to preserve the interests of more than 100,000,000 citizens.

There are many who believe, on account of the arrogance of certain officials of labor unions, that the unions themselves should be destroyed.

I do not think they should, but I think they should be corrected and restrained.

No labor leader or capitalistic leader, nor organization or association of any kind will be permitted by the government of the United States to laugh in the frozen faces of a famishing people, without prompt prosecution and proper punishment.

Road to Troy.

The first work on the Jeff Davis highway from Union City to Troy, now under contract by the State Highway Commission, was done this week, beginning at Troy where the road enters on the northeast side of the square, following the old roadway entering Troy. Another crew will soon be at work at Turner Joyner's on this end of the road and then another crew in the middle sector and between them it is expected the work of grading will be completed this year. The road will first be graded complete before any surface work is done.

OPEN LETTER TO SEC. J. W. RUSSWURM

Law Enforcement Legion Makes Inquiry About Fair Features.

The Law Enforcement Legion has addressed an open letter to J. W. Russwurm, secretary of the Tennessee State Fair Association, in which several questions are asked regarding the operation on Sunday of some of the amusement features on the fair grounds. The communication is signed by Judge J. H. D. Stevens, the president, and J. O. Clark, the secretary-treasurer, of the legion.

The letter follows: "Mr. J. W. Russwurm, Secretary Tennessee State Fair—Dear Sir: "We beg leave, as part of the Tennessee public which you officially represent, to lay before you the following questions for the purpose of a clear understanding and in the interest of our State Fair.

"We want it fully known that we desire the best of all State fairs and that we are not responsible for the situation that has arisen about the new plans of management.

"Question No. 1—Do you personally share in the gross receipts of the swimming pool and other amusement features under the lease which has been made to the amusement company, either from the original lease or any subsequent assignment?"

"Question No. 2—When you say the State Fair will not be open on Sunday, do you mean to say there will be no admission charges whatever?"

"Question No. 3—When you say there will be no gambling devices during the fair, do you mean that the Johnny Jones' have left off the many gambling devices or games of chance they had last year at the fair, or will they be situated just outside the fair grounds?"

"Question No. 4—When you say there will be no gambling or games of chance operated during the fair, do you mean that the games of chance now being operated under concessions from the Cumberland Park Amusement Company, composed of yourself and others, and from which proceeds yourself and associates receive 65 per cent on the gross dollar and the State of Tennessee 10 per cent will not be operated?"

"Please favor us and the interested public with a prompt and frank reply."

History of Coal Prices.

By R. T. SMALL.

Washington, Sept. 4.—Government price fixing of coal, as proposed in the legislation now on its way thru Congress, is looked upon with mixed feelings here in the capital. Government prices, if precedent amounts to anything, means high prices. And thereby hangs a tale.

During the days of fuel administration conducted by Doctor Garfield thruout the late unpleasantness, it happened that some coal operators in Wyoming desired to move and sell a quantity of slack coal. In ordinary times, the operators were glad to dispose of this virtually waste product at the rate of 25 cents a ton. They admit now that on account of the war they were tempted to raise the price and did so. They charged 50 cents a ton for the coal and had plenty of buyers.

It was reported that some operators charged as high as 75 cents a ton. Eventually word filtered into the coal administration here in Washington that the operators of Wyoming were profiteering in slack. The administration was shocked and decided at once to put a stop to the practice. Word was sent forth immediately that no more freight cars would be available for the movement of slack at profiteer prices.

COAL BEGINS TO BURN.

It is a peculiarity of slack that when piled and allowed to stand spontaneous combustion takes place and a serious fire results. The operators were much put out by the order shutting off the cars. Their coal piles began to burn. They telegraphed to their representatives in Congress, telling them that useful fuel was going up in smoke, and if allowed to move the coal, they could realize from 60 to 75 cents per ton on it, thus preventing a serious economic loss.

The appeal from the operators stirred the Wyoming delegation in Washington into action. They called upon the fuel administration in com-

pany with one of the most prominent operators. The administrator agreed to see the national legislators, but excluded the operator from the royal presence. After a due presentation of the facts, the administrator is said to have stamped his fist with finality upon his desk as he gravely announced:

"I will not permit profiteering in slack or any other grade of coal. I will not permit a ton of this slack to be moved if it is sold in excess of \$2.50 a ton."

Needless to say, when the cruel decision of the administrator was wired to the boys back home, there was a wild scramble to extinguish the fires in the slack pile and get the stuff aboard the cars.

FIRST CAR WITH MOTOR ON RAILROAD IN SOUTH

Combination Coach Runs Out of Chattanooga.

Chattanooga, Tenn., Sept. 2.—The motor-driven railroad car made its first appearance on a Dixie railroad when operation of gasoline-propelled combination passenger and baggage trains was inaugurated on the Tennessee, Alabama & Georgia Railroad. The cars will be operated on schedule and will displace steam-propelled trains now used on the road.

The motor-driven car is similar in appearance to the Pullman car. It is of steel construction throughout, weighs 27,000 pounds and has accommodations for 40 passengers. Like an automobile, the car is operated with gear shifts, but has six speeds forward instead of three as on an automobile, and its four-cylinder engine, it is estimated, is capable of developing 68 horsepower. The car is equipped with airbrakes and all other standard appliances on the modern steam coach. It is capable of making 50 miles an hour and will average five to six miles per gallon of gasoline.

Born of the genius of E. H. Harriman and the inventive ingenuity of William Riley McKeen, the motor-driven railroad car came into existence as a potential transportation factor on March 28, 1905. Mr. Harriman suggested the possibilities of the gasoline coach in 1903, and Mr. McKeen, who also built the first steel freight and passenger cars, immediately began work on his model. Mr. McKeen then was superintendent of motive power and machinery for the Union Pacific system, but upon completion of his invention he was placed at the head of a million dollar corporation and the gasoline cars were constructed in large numbers as their value became apparent. In March, 1920, the McKeen Company was purchased by the Union Pacific. The cars, greatly improved during the 17 years in which they have been used, are filling an important place on the small branch lines of the Union Pacific system.

Pastor One Church for Seventy Years.

Whiteville, Tenn., Sept. 2.—On Tuesday afternoon, the citizenship of the hospitable town of Whiteville turned out en masse to its grand old father in Israel, the Rev. W. M. Norment, in commemoration of his approaching 93rd birthday.

The people of Whiteville with that magnanimous spirit that belongs "only to the cultured and Christian people," call Rev. Norment "father," and hold him in overlasting veneration, inasmuch as for 93 years he has lived with them and their fathers, having for three score years and ten united in holy wedlock their sons and daughters, buried their dead, and served as pastor of the Cumberland Presbyterian Church community.

At 4:00 p. m., throngs of people of Whiteville, from Mercer, Bolivar and other places began arriving, while up and down the road from Memphis and Nashville, came representatives of churches and other organizations, with here and there comrades of other days.

The Rev. D. W. Fook, of Nashville, State clerk and traveling secretary of the Cumberland Presbyterian Church, presided as master of ceremonies in a happy and graceful manner, saying in part that the object of the gathering was not, to bestow material gifts on our distinguished brother, rather to show him and the world about us the beautiful and loving esteem in which he is held by all who know him and that in point of continuous service he holds the world's record.

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