

**KEEP YOUR SHOES NEAT**

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White Cake 10¢  
White Liquid 10¢

**WHITE SHOE DRESSING**

FOR MEN'S WOMEN'S and CHILDREN'S SHOES

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218 W. Market St.

Fire, Tornado, Accident, Health, Life, Plate Glass, Employers Liability, Steam Boiler, Burglary and Automobile Insurance.

**SPECIAL ATTENTION GIVEN TO WRITING OF COTTON COVERS.**

We represent twenty-four of the leading fire companies of the world. Would be glad to quote you rates on any and all classes of insurance.

**Phone 167**

**MISSISSIPPI CENTENNIAL EXPOSITION**

**GULFPORT, MISS.**

OPENS DECEMBER 10th, 1917, CLOSES JUNE 10th, 1918.

MISSISSIPPI will have been a sovereign state of the Union just one hundred years on the date of opening of the Exposition. It has been a glorious century of progress for our state. The event will be celebrated by a great exposition. 146 acres of beautiful ground, fronting on the waters of the Gulf of Mexico, has been selected for the site. It will be landscaped and beautified until it is equal to the best parks of the country. Many of the buildings will be permanent and contain permanent exhibits for not only the Exposition, but the many exhibitions and events that will be staged later. It is the opportunity of a century for calling the attention of the world our splendid resources and the excellent products of our farms. Every county, municipality, firm and individual in the state are invited to participate. The table is set and an invitation is extended to all to partake of the benefits that are certain to come. Economical and comprehensive plans for this participation have been worked out. Competent men will be glad to visit the various localities, and explain them. Write today for literature and suggestions for this participation.

H. E. BLAKESLEE, Director General.

Gulfport, Mississippi.

**Farming Land for Rent.**

250 acres of new land for rent; three miles east of Greenwood; tenant houses and artesian well; small or large tracts to suit tenants. Inquire of A. W. Ross or Tel. No. 165.

**RAILWAY SCHEDULES.**

**Yazoo & Mississippi Valley Railway (Northern Division.)**

No.	Destination.	Time
40	Tutwiler, C'dale, Memphis, Iva	8:40 a. m.
324	Grenada & I. C. Iva	8:22 a. m.
314	Tutwiler, C'dale, V'burg, G'ville, Helena & Memphis, Iva.	10:55 a. m.
42	Travelers Spec. Tutwilerland points S. C'dale, Iva.	2:50 p. m.
332	Grenada & I. C. Iva	8:03 p. m.
41	Trav. Spec. Mem., V'burg, Tutwiler, Chastan, and C'dale, Iva.	8:05 a. m.
331	Grenada & I. C. Iva	8:13 a. m.
323	Grenada & I. C. Iva	2:40 p. m.
413	Mem. Helena, V'burg, G'ville and Chastan. arr.	4:47 p. m.
39	Mem. Hel. C'dale & inter. pts. arr.	10:10 p. m.

(Southern Division.)

331	Tchula, Durant, Yazoo City, Jackson and New Orleans, Iva.	8:22 a. m.
313	Same	5:00 p. m.
314	Same train, arrives	10:35 a. m.
332	Same train, arrives	8:30 p. m.

For further information apply to J. W. DONNELL, Tel. Agt.

**Southern Ry. Co., in Miss. (Greenwood Station.)**

**WEST BOUND TRAINS.**

No.	Destination.	Time
3	Winona to Greenville, acc. leaves	7:25 a. m.
9	Columbus to G'ville, acc. leaves	12:05 p. m.
11	B'ham to G'ville, thru. tr. leaves	5:05 p. m.
71	G'wood to Webb, dly. ex. Sunday, leaves	2:25 p. m.

**EAST BOUND TRAINS.**

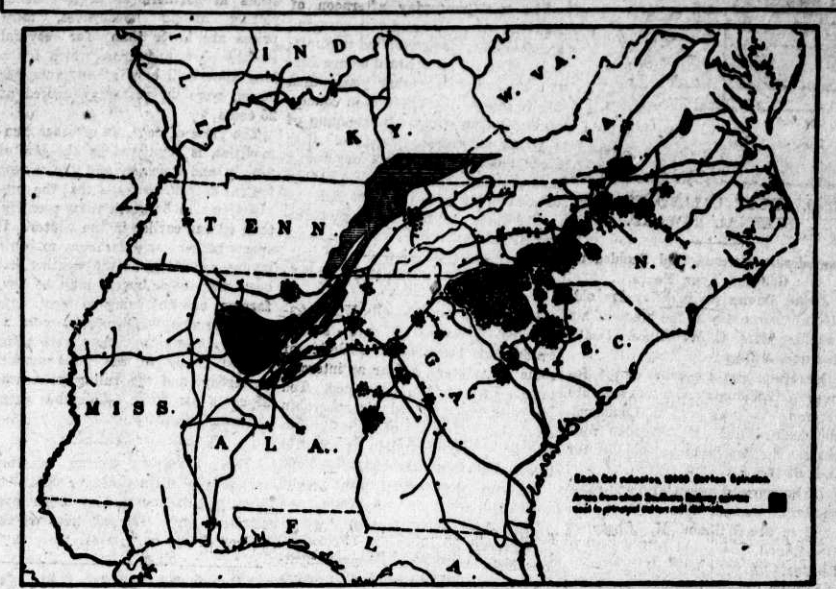
12	G'ville to B'ham, thru. tr. leaves	9:20 a. m.
20	G'ville to Columbus, acc. leaves	1:13 p. m.
4	G'ville to Winona, acc. leaves	7:08 a. m.
16	Webb ch., dly. ex. Sun. arrives	10:35 a. m.

Connection for Belmont branch Iva. Greenwood 7:25 a. m., also Iva. Greenwood 5:05 p. m., connecting at Itta Bena 5:45 p. m.

Sunday service—Webb-Belmont ch. alternate, Iva. Greenwood 4:45 p. m. C. V. GAGE, Tel. Agt.



## SOUTH'S COMMANDING POSITION IN THE COTTON MILL INDUSTRY



Map of Southern Railway lines showing location of cotton mills, each dot indicating 10,000 cotton spindles.

Washington, D. C.—(Special.)—The commanding position of the South with respect to the cotton mill industry is graphically shown by figures and a map presented in the annual report of Southern Railway Company for the fiscal year ended June 30th, 1916.

"A notable feature of Southern manufacturing development," says President Fairfax Harrison in the report, "is the rate at which the consumption of cotton, one of the principal raw materials of the South, has increased in Southern mills. United States census figures show that in the twelve months ended July 31, 1916, the mills of the South consumed 3,536,787 bales, as compared with 3,026,969 bales last year, an increase of 499,818 bales, or 16.51 per cent. The mills of all other States consumed 2,669,185 bales in the twelve months this year, as compared with 2,670,393 bales last year, an increase of 298,795 bales, or 11.43 per cent. Fully seventy-five per cent of the cotton spindles of the South are in mills along the lines of Southern Railway Company and its associated companies."

### HANDLING OF U. S. TROOPS WAS BEST IN ALL HISTORY

**Report Of Quartermaster General Compliments American Railroads.**

**MILITIA MOVED PROMPTLY**

Splendid Results Attained by Cordial Co-operation of Railway Employees and Officials With War Department

Washington, D. C.—(Special.)—There has been no case in history where troops have been as well handled and cared for as in the movement to the Mexican border during the summer of 1916, says the annual report of the Quartermaster General of the U. S. Army, which has just been made public.

On behalf of the railroads, supervision of moving the troops was in the hands of a special committee in co-operation with the Military Authorities appointed by the American Railway Association, at the request of the War Department, and composed of Fairfax Harrison, president of the Southern Railway, chairman; R. H. Ashton, president of the Chicago and Northwestern Railway; A. W. Thompson, vice president of the Baltimore and Ohio Railroad; W. G. Besler, president of the Central Railroad of New Jersey.

The report tells of the uniformly excellent handling given troops and supplies through the co-operation of railway officials and employees of every rank with the War Department officials. It states that to carry the first 100,000 of the National Guard moved to the border, 360 trains, which, if combined, would have been nearly 90 miles long, were required, and that they included 3,000 passenger cars, 400 baggage cars, most of them equipped as kitchen cars for serving hot meals en route, 1,300 box cars, 2,000 stock cars, and 800 flat cars. Approximately 4,900 road locomotives and crews had a part in handling this movement, in addition to a large number of yard engines and crews.

Striking sentences from the report are as follows:

"Considering the great distances traveled by the militia from the various camps to the Mexican border, the fact that there was but a single accident, and that of a minor character, the celerity with which the trains were moved and the entire absence of congestion or delay, it is believed that there has been no case in history where troops have been as well and safely transported or so well cared for while en route as in the recent mobilization."

"Every assistance possible was rendered the Government by officials and employees of all railroads concerned, from the presidents of the companies down to the minor employees."

"Although the movement of the Organized Militia to the border came at a time when the commercial traffic on railroads of the United States was the largest in years, the transportation of the militia was performed with very little interference with regular train service and with no congestion whatever, either at initial or terminal points or en route."

"It is, of course, impossible to compare the concentration of the United States Militia on the Mexican border with the mobilization in Europe in the summer of 1914. In Europe all civil traffic was stopped and the entire railroad system given over to the military."

### FOREIGN OWNERS NEED AMERICAN CAR PARTS.

London, Feb. 26.—(By Union Associated Press)—British users of American-made automobiles are in difficulties over the replacement of parts when damaged or sufficiently worn to require renewal. The reason is that no importation of foreign motor car parts is permitted except for Government vehicles. It is estimated

### Freight Claims Paid Promptly Says Harlan

**Member Of Interstate Commerce Commission Praises The Railroads.**

**NO CAUSE FOR JUST CRITICISM**

Mr. Harlan Tells Freight Claim Association of Surprises of Commission at Excellent Showing as to Prompt Payments

Washington, D. C.—(Special.)—Where the claims of shippers against railroads are well founded they are paid promptly, declared Commissioner James S. Harlan of the Interstate Commerce Commission to the members of the Freight Claim Association in an address in which he told of an investigation made by the Commission and the surprise of its members at the excellent showing as to prompt payments made by the railroads.

"Before taking my seat," said Mr. Harlan, "I wish to make a very frank confession. During the course of my ten years service on the Commission so many complaints had come to me of the delay in the payment by carriers of the claims of shippers that I had come to think that the matter of claim adjustments was a very weak spot in our railroad administration. I was, therefore, particularly interested in the suggestion that interrogations should be addressed by the commission to the carriers for the purpose of ascertaining, among other things, the length of time taken by them in settling the claims of shippers."

"The results that were tabulated by the commission on the answers returned by the carriers about a year ago were so surprising to me and to my colleagues and were considered by us of such importance that we at once reported the facts to the Congress as useful public information. I wish to congratulate the association on the showing made."

"The trouble with us was that we had made no distinction between claims that had been declined or that were without merit and therefore still pending, and claims that were well founded and had been promptly adjusted."

"The shipping public should know that instead of being a weak spot in the railroad service, the work of your association has been so systematized as practically to eliminate all reasonable and fair criticism."

### CLOSE MARGIN OF PROFIT IN OPERATION OF RAILWAY

**Large Amount Of Capital Risked For Very Small Returns**

**OF VITAL INTEREST TO PUBLIC**

Investors Will Not Provide Money for Improvements Unless They Are Assured a Reasonable Profit on Their Investment

Atlanta, Ga.—(Special.)—The close margin of profit for a railroad under present conditions is strikingly shown by figures submitted by President Harrison in the annual report of Southern Railway Company for the fiscal year ended June 30th, 1916. In the most prosperous year of the company's history the net operating income (\$21,004,006.09) represented only 5.31 per cent on the investment (\$395,722,755.06) in the railroad and equipment which produced it.

"It may perhaps be said," said Mr. Harrison, "that there is no industry except a railroad in which so large a capital is risked for such a return in its most successful year."

At a time when the newspapers daily are printing articles in regard to increasing railroad gross earnings, as indicating a rising tide of general prosperity, it is well to bear in mind the very small return on money invested in railroad property.

Many persons are misled into believing that the railroads are fabulously prosperous by the mere size of the figures in which the earnings of large railroads are expressed, but it should be remembered that an enormous sum of money was required to construct and equip their plants and that the return on each dollar invested is relatively small.

It is manifestly in the interest of the employees of a railroad and of the public served that the railroad secure new capital for additions and improvements to its plant so that it may give better service and offer enlarged employment. However, this can be accomplished only by allowing the railroad to earn an amount on the capital already invested sufficient to promise a return on the additional capital desired.

Governmental agencies may depress rates and enact restrictive legislation which will deprive the man who has already invested in railroads of a fair return on his investment, but no plan has been devised for forcing the man with money in the bank to put it into railroad construction or improvement. Unless the investment appears attractive to him and offers a fair return he will put his money in some enterprise that cannot be affected by governmental agencies.

Every employee of the Southern Railway and every shipper served by it who recognizes his true interest will do what he can to insure such a return on the capital now invested in the Southern Railway as will make the securities of the Company more attractive to investors, so the Company will be able to secure the additional capital needed to carry on a consistent constructive program which will mean increased prosperity for every interest in the territory served by it.—Southern News Bulletin.

### CRUM BOST SPORTING TALE

New York, Feb. 26.—(By Union Associated Press)—Since there has been so much talk of war, comparatively little has been heard from the members of the sporting fraternity regarding their plans. Please raise your hats to Mr. Frank Moran, however, who has offered to handle a six gun on the Philadelphia or any other American ship putting out for the war zone. Moran was once an expert gun pointer and his navy record is more impressive than his ring record. He has worked at the big guns and little guns on United States cruisers and battleships. There has been no rush of pugilistic volunteers to join Moran.

Lieut. Bob Dibble, former single sculling amateur champion of the United States and Canada, who was unable to defend his title last year because he enlisted in the Canadian army as a member of the Toronto Sportsmen Battalion was among the prominent athletes recently sent from England to France.

Art Magill, the American welterweight, has returned to this country after a successful tour of Australia, during which he won the welterweight championship of that country from Fred Kay, and is anxious to oppose any of America's leading welterweight boxers in the ring. He mentions specifically in the announcement of his return. Soldier Bartfield, Mike O'Dowd, Jack Britton, Ted (Kid) Lewis, or Willie Ritchie.

Jack Barry, who has succeeded Bill Carrigan as manager of the world's champion Red Sox, is not a baseball prophet, but evidently he sees no reason why the Red Sox, under his leadership, cannot repeat last year's triumph. Barry will play second base, with Hoblitzell on first, Larry Gardner on third and Everett Scott at short field. He will carry a bunch of extra infielders—Gainer, Janvrin, McNally, Thomas and Gill. Thomas played third base for the New Orleans team last year and made an excellent record. Gill was the second baseman of the champion Buffalo International League team and is said to be a comer.

### STOMACH Ailments The Nation's Curse



There is no ailment causing more woe and misery than Stomach Trouble. Often Gall Stones, Cancer and Ulcers of the Stomach and Intestines, Constipation, Acute Indigestion, Auto-intoxication, Yellow Jaundice, Appendicitis and other serious and fatal ailments result from it. Thousands of Stomach Sufferers owe their complete recovery to Mayr's Wonderful Remedy. It is unlike any other remedy. It sweeps the poisonous bile and catarrhal secretions from the system. Soothes and allays Chronic Inflammation. Many declare it has saved their lives, and prevented serious surgical operations. Try one dose today. Watch its marvelous results. Contains no alcohol—no habit-forming drugs. Book on Stomach Ailments FREE. Address Geo. H. Mayr, Mfg. Chemist, Chicago. Better yet—obtain a bottle of Mayr's Wonderful Remedy from I. T. McIntyre Drug Co. or any reliable druggist, who will refund your money if it fails.

### MEXICO CITY TO BE CAPITAL AGAIN.

Querteraro, Feb. 26.—(By Union Associated Press)—Gen. Carranza and his staff plan to leave here today for Mexico City. When he reaches there a decree will be issued re-establishing the capital at Mexico City.

**Remarkable Balanced Rock.**

In Acushnet, Me., are two rocks peculiarly situated on a ledge and apparently placed there by glacial action. The larger rock weighs probably several hundred tons, and years ago it is said this could be tilted by pushing against it. There are evidences that at some time smaller rocks were placed as wedges to keep the great rock motionless.

### FAMILY AVOIDS SERIOUS SICKNESS

**By Being Constantly Supplied With Theford's Black-Draught.**

McDuff, Va.—"I suffered for several years," says Mrs. J. B. Whitaker, of this place, "with sick headache, and stomach trouble."

Ten years ago a friend told me to try Theford's Black-Draught, which I did, and I found it to be the best family medicine for young and old.

I keep Black-Draught on hand all the time now, and when my children feel a little bad, they ask me for a dose, and it does them more good than any medicine they ever tried.

We never have a long spell of sickness in our family, since we commenced using Black-Draught."

Theford's Black-Draught is purely vegetable, and has been found to relieve weak stomachs, acid digestion, relieve indigestion, colic, wind, nausea, headache, sick stomach, and similar symptoms.

It has been in constant use for more than 70 years, and has benefited more than a million people.

Visit druggist and get a bottle of Theford's Black-Draught. Price only 25c. Get a package to-day.

A. G. 48

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High Class Material

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