

THE DAILY COMMONWEALTH.

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GREENWOOD, MISS., MARCH 2, 1917.

The practical question of this day is not as to whether good roads should be built, but as to how to build them. Here there is infinite diversity of opinion; but one fact might just as well be admitted by all to begin with; good roads cost money and no community can get good roads without paying for them. They pay for themselves, to be sure, but they do it on the installment plan and they must be built and put to work before they begin to pay. The cheapest way to get good roads is to go to work and build them in a business-like manner. Piddling measures and patch-work will in the end be far less profitable than an outright expenditure of the money needed to make the roads good at the outset.

What about your home town? Are you doing your best by word and deed to make it still a better place for people to settle in and bring up their children? No matter how good a place may be there is always room for improvement, but that improvement must be wrought by its citizens. If you have some organization to do things that is well. But there is no need of waiting for that—let each one do his best and much will be accomplished?

When one comes across a home in which poverty is permanently established it will be found in almost every case that it is not the industrial system that is to blame nor the inability to secure work. Of course this is sometimes the case, but generally the causes of poverty with all its misery are seen in domestic mismanagement, or wrong living, or shiftlessness, or all three.

Muddling the situation—the opening of Washington headquarters by the Mexican Property Owners' Non-intervention League. Quite a lot of people had supposed they were the class scheming for intervention.

Inasmuch as he isn't rich and will soon be out of a job, it's hard to understand why Congressman Callaway, of Texas, doesn't grab that \$1,000, offered for proof of his charge that 25 newspapers are subsidized.

Owners of German ships interned in American waters will be sorry for the costly damage done them by their crews, under orders, when they know this government never had an idea of seizing them.

Is democracy an issue in the big war? At least one editor seems cock-sure it is—he says, "the allies will protect democracy in Europe." Maybe, but we'd like to have Czar Nicky's opinion about it.

No surer way to bring on war could be taken than to convince certain foreign governments that Americans are not united in the determination to uphold their rights, regardless of the cost.

Not wanting any back-firing, in the event of war, Wilson has asked the Senate to provide for the payment of that \$15,000,000 provided for by a treaty with Colombia before the session ends.

Making a noise like trying to discourage enlistments in the division that Teddy is to raise if war comes—circulating a story that he is making plans to take it to Europe.

While Tammany leaders say they did not ask for the New York postoffice, it's very safe to say their getting it will not lessen Tammany enthusiasm in the inaugural parade.

Everybody's boy will be raised to be a soldier—for awhile—if the administration's universal service bill becomes a law, and it has better than an even chance to do so.

Though the late Gen. Funston wasn't a West Point-made officer, he was in every inch of him a typical American soldier—one who made his own enviable place in history.

So far there has been no cocktail riot in New York, though stated on the floor of the senate that one of the gilded hotels set a man back \$6.50 for three.

England's first lord of the admiralty says the U-boat menace will be mitigated by degrees. He's evidently not trying to tempt the timid into the danger zone.

Still Doc. Wiley will find it hard to convince New York's women food rioters that white bread is the nation's greatest curse.

Investigation never yet satisfied hunger, which is not a state of mind.

When it comes to voting, a big majority of Congress are "dry."

One fact looms up—that this country is over-stuffed with greed.

A NEED FOR ECONOMY.

The many plans to reduce the cost of living do not as yet seem to bring any satisfactory results. Still the price goes up and here are men prophesying that within two years eggs will be two dollars a dozen. If such should come the old expression, "Eggs is eggs," will take on a new meaning. But certain it is that whether eggs do or do not soar above the present price the cost of living is a serious matter to the average family. Yet not unlikely the cost of living in many a home can be appreciably lessened by economy of use. Not in the consumption of less food, but in getting rid of so much waste of food.

Americans are notorious for their lack of economy. Many a person thinks it doesn't look well to be so careful about trifles in housekeeping, and yet it is in those trifles so much waste is seen whereby the weekly grocer and meat bill is away up beyond all reason. Into many homes one can go and find that many edible portions of poultry, meat, vegetables and other articles are thrown away instead of being turned into good meals for the family. It has been said with truth that an American family will throw away enough food to keep a French family supplied with dainty and nourishing dishes. Anyway it would pay many a family to consider the matter of economy more than they do and not bother so much about the high prices which they cannot avoid.

This does not mean that the price of living cannot and ought not to be lowered. By the exclusion of many middlemen and the establishment of markets where the buyer can deal directly with the producer the price can be reduced to the benefit of both parties, but the attempt to gain these desirable ends need not prevent one from exercising a little more economy in food—and also in some other things.

TOMORROW.

He was going to be all that a mortal should be Tomorrow.

No one should be kinder or braver than he Tomorrow.

A friend who was troubled and weary he knew, Who'd be glad of a lift and who needed it, too; On him he would call and see what he could do Tomorrow.

Each morning he stacked up the letter he'd write Tomorrow.

And thought of the folks he'd fill with delight Tomorrow.

It was too bad, indeed, he was busy today, And hadn't a minute to stop on his way; More time he would have to give others, he'd say Tomorrow.

The greatest of workers this man would have been Tomorrow.

The world would have known him had he ever seen Tomorrow.

But the fact is he died and he faded from view, And all that he left here when living was through Was a mountain of things he intended to do Tomorrow.

—Edgar Guest in Kansas City Star.

Even if Secretary McAdoo uses authority just given him to issue gold certificates of the \$100,000 denomination, we know several persons who'll never get one.

Congress may not know it, but the subject uppermost in the minds of 99 per cent of the American people right now is how to put an end to hold-up grub prices.

This Amsterdam editor who demands the sinking of American ships, regardless of their cargoes, has the wrong job—he should command a U-boat.

With all due respect to some eminent gentlemen, it's doubted that friends bought by any nation for cash have ever been worth the cost.

Earnings of national banks in 1916 totaled \$179,000,000—sorry we lacked the foresight to stock up with national banks.

Creditable of course to big business men to co-operate with Uncle Sam to prevent profit scandals in the purchase of family supplies.

Ever notice how quick the divorce germ gets after the families of the obscure who happen to get under the spotlight?

While leader Kitchin, of the House majority, says there will be no extra session, he of course cannot guarantee it.

Next thing they'll be calling Senator Warren an iconoclast—he wants to abolish the grade of brigadier general.

Senator Norris puts economic conditions thusly: "There are two classes—one way down, the other way up.

If Von Hindenburg is bossing the fighting and his chief of staff everything else German, what is Kaiser Bill doing?

Columbian politicians will send no vote of thanks to the Senators who are holding up that \$15,000,000.

Beware unjust suspicion—many true blue Americans have German names.

On the price question, Congress is long on hot air and short on practical relief.

No nation that declined to defend its rights ever kept them.

AN ORDINANCE

In Relation to the Construction of Sidewalks in the City of Greenwood and prescribing specifications therefor.

Be it ordained by the Council of the City of Greenwood, Mississippi: Section I. That those contemplating building sidewalks along the City streets must notify the City Clerk, Mayor or City Engineer and before beginning the construction of same, pay to the City Clerk \$1.50, for inspection fees.

Section II. No sidewalks to be replaced or constructed anew, shall be done with any material except concrete, except on streets which are not considered important enough to justify concrete sidewalks at present, and on such streets, a temporary board or cinder walk may be laid, after securing the permission of the Superintendent of Streets in writing.

Section III. The temporary walk so constructed can be replaced with concrete when ordered by the City Council.

Section IV. The Council shall have the right to condemn the present walk not considered safe for pedestrians and, order same replaced with new walks, or repaired to the satisfaction of the Council.

Section V. All walks are to be constructed according to the following specifications, to-wit:

First: Excavate, or grade walk to a depth of seven (7) and 3-4 inches below the surface of the level of the intended finished walk, and any and all filling required to bring the sub-grade to the proper grade of the second course, and shall be made in thin layers, and each layer thoroughly rammed over until it becomes compact and solid.

Second: Upon this graded surface (to serve as a drainage course for water, frost, etc.) shall be evenly spread four (4) inches of furnace slag, stone, brick or cinders, broken to pass a two-inch ring in the greatest dimension. This shall be thoroughly rammed to a uniform surface to receive the concrete course.

Third: Upon its course shall be laid a course of concrete three (3) inches thick, proportions of this concrete layer is to be one (1) cubic yard of river run sand and gravel to four (4) sacks of cement. This surface is to be trowled over and made even and level with no grains of sand lying loose on the surface.

Fourth: The third or wearing course, coming on the concrete, is to be three fourths (3-4) inch in thickness, composed of sharp clean river sand mixed with approved Portland Cement in the proportion of one part packed portland cement to 2 of sand (mixed dry) and then moistened sufficiently to work into a homogeneous mass and applied as follows: Evenly spread on the concrete course with a trowel and straight edge and thoroughly press on the concrete course so as to make a perfect adhesion of the two layers, the thickness when compressed and floated over, shall not be less than three-fourths of an inch.

In no case shall the third on concrete course be allowed to take its final set before the wearing course is applied.

Fifth: A dust or finishing coat of cement is to be sifted carefully and evenly on the wet surface, after which it shall be floated down to a level, smooth and uniform surface. When finished, the total depth of all the materials, thoroughly consolidated, shall not be less than six (6) and three-quarter (3-4) inches.

The cementing must be done in an expeditious manner, in order to prevent an undue setting of the parts, and the finished surface must be thoroughly protected from the sun and weather by spreading over it one or more inches of clean sand and covering with boards, which must be kept in place for ten days, or until the cement has become hard, after which the boards shall be removed and the pavement thoroughly cleaned.

Sixth: The side walk shall be thoroughly laid as nearly as possible in uniform lengths, and shall be cut for expansion in joints, as directed by the City Engineer.

The pavement shall be evenly and perfectly jointed and, shall be laid with a lateral slope of one-quarter of an inch per foot.

The laying of such pavement and the materials and component parts thereof shall be under the inspection and subject to the acceptance of the City Engineer, and no such pavement shall be taken to have been laid in compliance to this contract, entered into this.....day of....., 1917, between Mr....., and Mr.....

Contractor, until the same shall have been inspected and accepted by the City Engineer of this City.

Section VI. Be it further ordained by the Council that this Ordinance be in force and take effect from and after its passage.

Approved this 20th day of February, 1917.

G. L. RAY, Mayor.

Attest: S. H. Montgomery, City Clerk.

WANTED.

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AN ORDINANCE

Fixing the salary of the Fire Chief of the City of Greenwood, Miss.

Be it ordained by the Council of the City of Greenwood, Mississippi:

Section I. That the Salary of the Fire Chief of the City of Greenwood, Mississippi, be and the same is hereby fixed at One Hundred Dollars each month.

Section II. Be it further ordained that this Ordinance be in force and take effect from and after its passage.

Approved this 20th day of February, 1917.

G. L. RAY, Mayor.

Attest: S. H. Montgomery, City Clerk.

I want every music lover to hear the Edison Diamond Disc Phonograph—not once but several times. I want you to hear every form of music as it is Re-Created by Edison's new invention. Let his new art be judged by the same critical standards you would apply to the artists themselves. If you were hearing them instead of Edison's Re-Creation of their work. A comparison with other machines that we have in stock will convince you of its superiority.

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