

TWIN CITY'S GREATNESS.

Our Neighbor Pays More Freight to Southern Than Any Other City.

In the volume of freight business handled Winston-Salem has but one equal on the entire Southern Railway system, which has a total of over 7,000 miles and traverses twelve states.

This statement may appear exaggerated to those who have not acquainted themselves with the great volume of freight handled in that city.

In the amount of outgoing freight, Winston-Salem stands without an equal. With the incoming and outgoing, the city of Atlanta ranks close to the Twin-City.

The freight receipts in that city during the year 1916 aggregated nearly \$3,000,000. This is the estimate that has been carefully made by a gentleman who is in a position to speak with authority. These figures include the entire volume of freight handled by the three railroads coming into Winston-Salem—Southern, Norfolk & Western and Winston-Salem Southbound. It is also carefully estimated that the receipts for these three railroads on incoming and outgoing freight last month (January) aggregated over \$300,000. It is known to have been at least \$75,000 larger than during the same month in January, 1916.

These figures, while astonishing, speak for themselves. They tell just what Winston-Salem is doing, commercially and industrially.

The February issue of the "Open Door," a monthly publication issued by the R. J. Reynolds Tobacco Company, contains some interesting information along the line referred to above.

It will doubtless surprise many people to learn that Winston has now become the largest forwarder amount of freight paid considered, over the lines of the Southern Railway.

In this connection there are two features involved which make this fact all the more significant: First,

there is no ore, coal, lumber nor any other similar material which runs into high tonnage, as in case of many other cities along this railroad, shipped from Winston-Salem second, by far the largest percentage of outgoing freight consists of tobacco products which cost considerably more per pound than other material usually shipped by freight.

Despite the fact that Winston-Salem has a total population of not exceeding 40,000 it pays the Southern Railway more in outgoing freight than other cities two to ten times as large.

To more forcefully illustrate the great importance of Winston-Salem as a tobacco manufacturing center it is but necessary to consider that it is ahead of the following cities as a payer of outgoing freight over the Southern Railway: Washington, D.C.; Richmond, Va.; Louisville, Ky.; Birmingham and Mobile, Ala.; Memphis, Chattanooga and Knoxville, Tenn.; Evansville, Ind.; Macon and Savannah, Ga.; and Jacksonville, Fla.

It should be also borne in mind that the freight paid to the other roads running out of Winston-Salem is not included in the tabulation of figures necessary to arrive at this statement of fact; nothing but the amount paid for outgoing freight transportation to the Southern Railway is taken into consideration.

Winston-Salem, according to the official statement of the U. S. government, is not only the largest tobacco manufacturing center in the world, but it is also the largest shipping point on the Southern Railway from an outgoing freight paying standpoint, as proven by the official figures of that company.

Electoral Votes Counted.

Congress completed Wednesday the constitutional formalities carrying into effect the will of the voters expressed last November and officially declared Woodrow Wilson President and Thomas R. Marshall, vice-president, re-elected.

At a joint session of the senate and house the sealed vote was canvassed by states with the usual quadrennial ceremony, and the result of the balloting of the electoral college, once the deciding factor in presidential contests, but in recent years only a perfunctory means of ratifying the popular voice, was entered formally on the official records. The count showed 277 votes for the Democratic nominees and 254 for Hughes and Fairbanks.

The proceeding reflected only in a mild degree the partisan enthusiasm of the doubtful days following election day in November. Announcement of California's 13 votes for Wilson brought an outburst of approval from the Democrats, and there was applause on the Republican side when Connecticut returned the first votes for Hughes.

Lesser demonstrations greeted the returns from other states, and the session broke up amid a loud Democratic response to the announcement of the final result.

Senator Kern of Indiana, and Representative Rucker of Missouri, democrats, and Senator Clapp of Minnesota, and Representative Mapes of Michigan, Republicans, were the tellers. Mrs. Wilson, wife of the President, watched the ceremony from the executive gallery, and Secretaries McAdoo, Baker and Daniels and Postmaster General Burleson were in the cabinet box.

Vice-President Marshall, who presided, requested at the outset that the members and spectators refrain from demonstrations, but immediately afterward he provoked a ripple of laughter and applause by remarking:

"It has been the custom to refrain from signs of approval or disapproval. The reason for this is that the results may not be entirely satisfactory to everybody."

When the Vice-President called for the California vote it fell to Representative Mapes, a Republican, to read the returns from that state.

PRAYER AND PREPARATION.

America Wants Peace But Hurries to Get Ready for a Good Fight.

A Wednesday's Associated Press dispatch says:

While the whole nation is praying and hoping that peace may be the rule, that there will be no conflict between this nation and Germany, the rule everywhere is to be prepared for eventualities of any nature whatsoever. These are busy days everywhere there is something to be done in the way of preparedness. The following story from the Washington Times goes to show how this is true:

The United States is rapidly preparing for war—if it comes.

Army men, railway heads, Navy officials, heads of the biggest industrial plants in the world, the head of the American Federation of Labor—perhaps the largest organization of its kind in the world—and financial kings, have mapped out in almost complete detail plans for mobilization not only of men and munitions, but of labor, capital, transportation facilities, and all things that would go to make for strength and power beyond as well as at the front."

The second meeting of the Council of National Defense was attended today by Secretaries Baker, Daniels, Redfield, and Wilson. Brig. Gen. William Kuhn, military attaché in Germany at the outbreak of the war, detailed at length the system by which Germany mobilized her men and material.

E. S. Stettinius, of Morgan & Co., who has handled the details of all purchases in this country for the entente allies, will tell the council tomorrow of the best way for mobilizing supplies.

The committee on labor will be headed by Samuel Gompers, president of the American Federation of Labor.

Transportation and communication will be put in charge of President Willard, of the Baltimore and Ohio railroad.

Science and research, including engineering and educational problems, will be handled by Commissioner Godfrey, of the council.

Bernard Baruch will be in charge of rounding up raw materials, minerals, and metals.

Munitions, manufactures and the work of standardizing industrial processes for war will be in charge of Howard E. Coffin, of Detroit, president of the Hudson Motor Car Company.

The rounding up of supplies, including food and clothing, will be under the direction of Julius Rosenwald, of Sears, Roebuck & Co.

Medicine and problems of general sanitation will be handled by a committee under Commissioner Martin.

Willard said today that he held a meeting yesterday in New York with the heads of fifteen of the largest railway lines of the country, at which it was decided to make the American Railways Association the instrument for handling all transportation of men and supplies.

Committees of railway presidents will be organized in each of the four military departments—Northern, Southern, Eastern and Western—and the problems of each department's transportation difficulties will be worked out by each divisional committee.

President Harris, of the American Association of Electric Railway Lines announced today that the electric lines were ready to co-operate in any work, so that transportation can be facilitated.

Why Not Have a School Farm?

Another thing any rural community might well set out to have is a "school farm"—that is to say, a few acres set apart to be cultivated by patrons and pupils of the school, the proceeds to be used for school purposes. In the Progressive Farmer of March 4, 1916, Prof. Judd gave his experience in organizing sixteen such school farms in one county, ranging in size from 1½ to 4½ acres, the value of products raised ranging from \$74.01 to \$313.50. Another friend, Mr. Daniel G. Worley, writes us the experience of Dixie school farm as follows:

"Our patrons were called to meet February 18, to consider the matter, and selected a level three-acre tract. They gave eight bags of cottonseed meal and eight two-horse loads of stable manure, while the Planters' Cottonseed Oil Company gave one ton of fertilizer.

"On March 29, twenty-three men with twenty-eight horses and mules met and broke the ground. We planted cotton in April, and the harrowing, chopping, and picking was done by neighbors assembling and working together a few summer afternoons, usually from 2 to 4 or 5 o'clock.

"Then, on the afternoon of October 18, teachers, pupils, and patrons, 80 persons in all, met and picked two bales of cotton, and on November 18, with 60 present, we picked two bales more."

If you need a longer school term, or a larger school building, or more teachers, or domestic science equipment, or paint for the buildings, isn't it worth while getting your patrons to come together and discuss having a school farm in 1917?—Progressive Farmer

A. & M. Inaugural.

The Trustees and the Faculty of

The North Carolina College of Agriculture and Mechanic Arts request the honor of your presence at the inauguration of Wallace Carl Riddick

as President of the College on Thursday the twenty-second of February

one thousand nine hundred and seventeen West Raleigh

It is requested that a reply be sent to Professor W. A. Withers.

Academic costume will not be worn.

ACIDS IN STOMACH

SOUR THE FOOD AND CAUSE INDIGESTION

"Pape's Diapepsin" Fixes Sour, Gas-y, Upset Stomachs in Five Minutes.

You don't know what upset your stomach—which portion of the food did the damage do you? Well, don't bother. If your stomach is in a revolt; if sick, gassy and upset, and what you just ate has fermented and turned sour; head dizzy and aches; belch gases and acids and eructate undigested food; breath foul, tongue coated—just take a little Pape's Diapepsin to neutralize acidity and in five minutes you wonder what became of the indigestion and distress.

Millions of men and women today know that it is needless to have dyspepsia. A little Diapepsin occasionally keeps the stomach sweetened, and they eat their favorite foods without fear.

If your stomach doesn't take care of your liberal limit without rebellion; if your food is a damage instead of a help, remember the quickest, surest, most harmless antacid is Pape's Diapepsin, which costs only fifty cents for a large case at drug stores. It's truly wonderful—it stops food souring and sets things straight, so gently and easily that it is really astonishing. Your stomach will digest your meals if you keep acids neutralized.

In Memory of Cloise Burkhardt.

Sleep sweetly, comrade, sweetly: God grant you heavenly rest.

Now wintry winds blow fiercely, And snow lies on your breast.

Our hearts are hurt and aching; Our grief can not be stilled;

But sleep, thou, sweetly, comrade.

And let your earthy bed:

And lay dear emblems of our love, Above your sleeping head.

For many sons are dying.

Away from friends and home,

With none to soothe away their pain,

Or hear their dying moan.

No mother's kiss upon the brow;

No prayer, no song to tear;

No lonesomeness and anguish.

They die in grief and fear.

Now cold the winds are blowing,

But soon the birds will sing,

The earth will wake in gladness

To greet the gentle spring.

Then may the aching of our hearts,

Melt like the icy snow;

And may the flowers of peace and trust

Spring up and swiftly grow.

And may our thoughts more often be

In heaven, since you are there.

O pray that we will meet with you

Where all is bright and fair!

Where trouble enters not;

Nor sorrow, grief or pain.

Dear Lord, most earnestly we pray

Help us this end to gain.

L. R. S.

Severe Cold Quickly Cured.

"On December first had a very severe cold or attack of the grip as it may be, and was nearly down sick in bed," writes O. J. Metcalf, Weatherby, Mo. "I bought two bottles of Chamberlain's Cough Remedy and it was only a few days until I was completely restored to health. I firmly believe that Chamberlain's Cough Remedy is one of the very best medicines and will know what to do when I have another cold." Obtainable everywhere.

Tremendous Profits Shown.

All records, both as to volume of business and net earnings, were broken by E. I. Du Pont de Nemours & Co. last year, according to the annual report of the company.

Gross receipts for the year ended Dec. 31, 1916, aggregated \$311,845,684, an increase of 1130 per cent. as compared with the average sales for 1913 and 1914, which amounted to \$27,478.

Net earnings in 1916 were \$82,107,682, and in addition the payment of 6 per cent. dividends on the debenture stock was made. A total of 100 per cent. in dividends was distributed to common stockholders during the year.

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