

HICKORY DAILY RECORD
 Published by the Clay Printing Co.
 Every Evening Except Sunday.
TELEPHONE 167
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 Subscribers desiring the address of their paper changed, will please state in their communication both OLD and NEW addresses.
 To insure efficient delivery, complaints should be made to the Subscription Department promptly. City subscribers should call 167 regarding complaints.
SUBSCRIPTION RATES
 One year \$4.00
 Six months 2.00
 Three months 1.00
 One Month .40
 One week .10
PUBLICATION OFFICE:
 1402 ELEVENTH AVENUE
 Entered as second class matter September 11, 1915, at the postoffice at Hickory, N. C., under the act of March 3, 1879.
ASSOCIATED PRESS REPORTS
SATURDAY, FEB. 24, 1917
SPEAKING OF ROADS
 The Statesville Landmark comes to the defense of the sandclay road. The Landmark stresses the point that the Record has been trying to emphasize all the time—that maintenance is the important thing. The Statesville paper says:
 "There has been much complaint of bad roads this winter and the fact that there is much mud where counties have spent hundreds of thousands of dollars for sand-clay roads—Irredell being one—has caused many people to conclude that the sand-clay road is a failure; that we must try something else. There will be times and seasons when it will be impossible to keep all sections of all sand-clay roads as smooth and clear of mud as asphalt, but the Landmark is disposed to hold that the sand-clay hasn't had a square deal. In no county, probably, certainly not in Irredell, has there been any adequate system of upkeep, and no road will stand the wear and tear of traffic without constant repair. If a repair force is kept on the job all the time—like a section force on a railroad—and the repair force is directed by a man who knows his business, who keeps the road ditched and drained and dragged at proper times; and cuts the trees back so there will be plenty of sunshine on top soil—we believe there would be little complaint of muddy roads; and if in addition the teams were required to put on broad tires and there was some intelligent regulation of tonnage when the roads are soft, we are sure there would be another story.
 All this will have to be done—systematic, continuous and intelligent upkeep, narrow tires eliminated, etc.—if we are to have good roads, or no matter if the roads are built of material that costs \$1,000 a foot. It's our shame that we have spent so much on roads and let them get in such bad repair; a condemnation of our system of public business management that spent all our money building roads and left nothing for repair work.
 Catawba people soon are to vote on the question of issuing bonds for good roads and provision will be made in advance of the voting for upkeep. The sand-clay, except in very extreme weather—and we have had the worst weather this winter in years—is good enough for ordinary purposes. But the roads must be given a chance.

THE COST OF SUGAR
 Most of us do not understand why sugar has gone skyward and has lodged so securely there that it appears not to have made any plans for coming down. There are reasons, say the refiners and jobbers.
 The coming of the war practically closed the sugar-beet producing section of Europe, thereby drawing heavily upon the American refiners for supplies. Heretofore the United States has not been looked upon as an exporter of sugar. The effect has been, according to compilations made by the National City Bank of New York, that, whereas in 1913 the United States exported 52,000,000 pounds of sugar, the value of which was about \$2,000,000, in 1915 we exported 963,000,000 pounds, valued at \$43,000,000. In 1916 our sugar exports amounted, in round numbers, to \$100,000,000, there being exported approximately 1,750,000,000 pounds.
 It is interesting to note that the rise in the price of sugar has brought the per capita consumption in this country from 89 pounds in 1914 to 80 pounds in 1916. Since we have discovered that we can get along on a great deal less sugar, it is quite likely that this per capita consumption will be decreased somewhat.
 It is the opinion of some sugar brokers that there will be a drop in the price of sugar, but not to a very great extent—certainly not to the prices which prevailed prior to the war. Crops point to an increased production of a million pounds over last year. Both England and France have curtailed sugar consumption by half the normal. This increased production and decreased exportation, say experts, greatly relieve the sugar market, and at least put lower prices in sight.
 The murder of that Presbyterian missionary, if it be established that the French liner was destroyed without warning, was as much a cause for war as if 50 Americans had been victims. The principle is the same, and the probabilities that Dr. Haden was worth more to his country than the other 4 would have been.

ROBERT ALLEN HADEN
 The death of Robert Allen Haden, the Presbyterian missionary, as a result of a submarine attack on the French liner Atheros in the Mediterranean, brought disaster to the very doors of Hickory. Rev. J. G. Garth, pastor of the Presbyterian church, was in college with Dr. Haden at the Southwestern Presbyterian University at Clarksville, Tenn., where both were educated. Mr. Garth knew the young man in 1891 and 1892 and recalls him as a brave, strong character. Dr. Haden had been in China as a missionary for more than 25 years, and was one of the strongest leaders the Presbyterians have in that field. Mr. Garth also recalled an incident that occurred prior to the Boxer uprising when Dr. Haden, confronted by Chinese ruffians, held them at bay with a gun and afforded protection to himself and possibly other missionaries. Dr. Haden was fearless in duty.

SIGN THE PETITION
 Mrs. J. Worth Elliott, president of the Woman's Club, is circulating the library petition on behalf of that organization and the Chamber of Commerce, both of which have endorsed the movement for a Carnegie building here.
 The petition must have 25 per cent of the qualified voters, or about 255 names by Tuesday night when it will be presented to city council with the request that an election be called to determine whether Hickory will vote a special tax of five cents on the hundred dollars for the cause.
 In the Record's opinion no movement inaugurated here in recent years has been of greater importance. A good library would be an asset in which the whole community could share. The petition should be signed promptly, and Hickory should secure that library.
 The British must exercise a great deal if they are to check the submarine menace, there is no question of that.

Our Layman's Corner
The Day's Quotation
 Our yesterdays are the blocks with which we build foundations for the structure of today, and our tomorrows are but fleeting clouds—the breath of circumstance may blow away.—James Clarkson Harvey.
No Corner On Ivory
 Once in awhile folks down our way get it handed to them for being supporters of wooden heads, but all we have to say is that we haven't cornered all the solid ivory. For instance, only this week we were considerably enlightened by an Indiana man telling us about "Demosthenes with a lantern for an honest man." Then a fellow up in Michigan, in describing a wedding, informs us that "the beautiful wedding march of Mendel and Son" was played. In a very recent issue of a New Jersey paper, under the caption of "Hearts and Homes in Jersey," we find a picture of "Mount Vernon, famed for unbounded hospitality." So our ignor-

ance reminds us that there's others.
 Ho many ladies have discovered that the very same letters that make up the word "votes" also spell "stove"? Oh, no; nothing personal about it. We have one in our own home—a stove.
 Let us have faith that right makes might; and in that faith let us dare to do our duty as we understand it.—Lincoln.
Better Knock Wood
 Here is a letter, doubtless kindly meant, from the Committee on the Suppression of the Pine Blister, telling us how this grave malady may be cured, but that's one thing we've never had, let alone having it now.—Ohio State Journal.
 Once in thy father's arms, a newborn child, Thou didn't but weep while all about thee smiled, So live that sinking in they last long sleep, Thou then mayst smile, while all about thee weeps.
 —From the German.
 One thing certain, if we must have war Teddy aims to be a general this time.
 And if W. J. B. is such a dad-dast-ed advocate of peace, why does he allow folks to call his "colonel"?

Lay of the Last Coin
 Breathes there a man with soul so dead, Who to himself has never said "My only jilt—and it is lead?"
 "To walk stanchly by the best light one has, to be strict and sincere with one's self, not to be of the number of those who say and do not, to be in earnest—this is the discipline by which alone man is enabled to rescue his life from thralldom to the passing moment, to ennoble it and make it eternal."—Matthew Arnold.
 In Daniel Boone's days our roofs were thatched, now they are mortgaged. Some evolution, all right.
 The devil has a special hook For the one who stole our good old cook!
 Washing is a watchword such as we'er Shall sink while there's an echo left to air.
 —Byron.
 Betcher right now March has Old Man Gale in the dentist's chair getting his teeth all buzzed up for business.
PEARL OF THE ARMY AGAIN TODAY
 On account of the rainy weather preventing many patrons from coming out last night to see the 7th episode of "Pearl of the Army" Manager Miller will show this picture again this afternoon and tonight in order that those who missed seeing it last night will have a chance to see it today. The regular program of Universal pictures will also be shown at the Pastime today.
 The many friends of Mr. Mark Longacre will be glad to learn that he is improving after a severe illness.

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Fraternal Directory
Hickory Lodge, No. 206, I. O. O. F.
 Brother Odd Fellows invited. Meets every Tuesday night, at 7:30 Degree work every meeting. J. F. JOY, Secretary.

Piedmont Council No. 43, Jr. O. U. A. M.
 Meets every Monday evening at 7:30 P. M. All visiting brothers cordially invited. J. H. SIGMON, Councilor. W. I. Caldwell, Rec. Sec.

Hickory Lodge No. 343 A. F. & A. M.
 Regular communication Monday night, 7:30 Brethren cordially invited to be present. J. W. SHUFORD, W. M. D. T. APPLIGATE, Sec'y.

Jitney Service.
HICKORY CONOVER AND NEWTON SCHEDULE
 Leave Hickory 8:20 a. m.
 Leave Hickory 10:20 a. m.
 Leave Hickory 2:30 p. m.
 Leave Hickory 4:30 p. m.
 Leave Hickory 8:30 p. m.
 Leave Newton 7:20 a. m.
 Leave Newton 9:20 a. m.
 Leave Newton 1:30 p. m.
 Leave Newton 3:30 p. m.
 Leave Newton 7:30 p. m.
 Newton to Conover 10c
 Newton to Hickory 35c
 Hickory to Conover 25c
 Hickory to Newton 35c
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 \$100 REWARD. \$100

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Train Schedules.
SOUTHERN
 Westbound
 No. 15 Ar Hickory 7:40 a. m.
 No. 11 Ar Hickory 11:20 a. m.
 No. 21 Ar Hickory 4:32 p. m.
 No. 35 Ar Hickory 11:32 p. m.
Eastbound
 No. 36 Ar Hickory 9:05 a. m.
 No. 22 Ar Hickory 12:00 noon.
 No. 12 Ar Hickory 5:32 p. m.
 No. 16 Ar Hickory 6:50 p. m.
C. AND N.-W
Southbound
 No. 5 Ar Hickory 9:00 a. m.
 No. 9 Ar Hickory 2:35 p. m.
Northbound
 No. 10 Ar Hickory 11:40 a. m.
 No. 6 Ar Hickory 4:45 p. m.

How Old Are You Today?
 Any better off than you were a year ago—ten years ago?
 Thought you would have money in the Bank now—didn't you? Simply didn't make the start.
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Ford
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 These figures—320,817—represent the actual number of cars manufactured by us since August 1st, 1916, and delivered by our agents to retail buyers. This unusual fall and winter demand for Ford cars makes it necessary for us to confine the distribution of cars only to those agents who have orders for immediate delivery or retail customers, rather than permit any agent to stock cars in anticipation of later spring sales.
 We are issuing this notice to intending buyers that they may protect themselves against delay or disappointment in securing Ford cars. If, therefore, you are planning to purchase a Ford car, we advise you to place your order and take delivery now.
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