

HICKORY DAILY RECORD

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ASSOCIATED PRESS REPORTS
MONDAY, MARCH 26, 1917

JUST AS WELL NOW

It is now apparent that the United States government, having been forced into war with Germany, will not be satisfied with a paper war, but will cooperate with the allies to the fullest extent. There is none so foolish as to doubt that Germany has struck at this country with all her might, without the slightest cause. Long before the submarine campaign was begun in such a manner as constantly to imperil the lives of Americans on American ships, German spies were active in this country and every conceivable violation of American neutrality was attempted.

The fact that Germany has done so many unpardonable things in this country has convinced her friends here that the invasion of Belgium was as diabolical a piece of business as the enticing of Austria to make war on little Serbia. It was all a part of a German plot to dominate Europe and Asia and then the world. We had hoped that the United States would participate in the war only to a limited extent—the protection of rights on the seas—but the majority of people want the country to go all the way. Of this number are former Presidents Taft and Roosevelt, President Hibben of Princeton, former Senator Root and many others. Colonel Roosevelt is ready to raise a division, and there will be plenty of Americans who will join him.

If the powers at Washington believe that active participation in the war, even to sending an army to Europe, lending the allies all the money they need and sharing in the hardships of the battlefield, we would not advise against it. It would be to the best interests of the United States to help defeat Germany now rather than wait for that country to attack us later. The job might as well be done thoroughly.

CALL TO AMERICANS
President Wilson's executive order increasing the enlisted strength of the United States navy to 87,000 men is a challenge to the patriotism of Americans that should not go unheeded.

The war with Germany, regardless of whether we send an army to France, will be a naval war, and men are needed to defend the country. The navy offers exceptional advantages for young men of grit and ambition to serve in the first line of national defense. In this emergency North Carolinians, with a Tar Heel at the head of the navy, should respond patriotically.

We have seen how service on the border has helped the members of the national guard. The duties in the navy tend to develop physical and moral strength. The president and the secretary of the navy call young men in the interest of the nation.

"Well, England would do it, too, if she was in Germany's place," is a remark one often hears. The fact remains that England never has done it, and we think enough of that country to hope that the islands would sink thirty fathoms before their government would perform such feats as the men who are running the German war machine.

We have received a copy of a publication called "The Other Side," which says it speaks the honest truth in regard to prohibition. In scanning the sheet, we observed a number of dry grains.

The territory occupied by the Germans has been razed as bare as the African desert. Just why it was necessary from a military standpoint has not been made clear.

There are indications that the home garden idea will be developed towards the end of the week, if the weather man will give us the proper dope.

If John L. Sullivan enters the ministry, one may depend on it that Billy Sunday will ball him out; or maybe there's room at the top for several first class professionals.

We won't be able to go to the front, but we will be glad to shoulder a shot gun and do night service at a detention camp.

A few days of glorious sunshine makes the whole world lazy.

THE BAGDAD RAILROAD

Christian Science Monitor. The Bagdad railway, which has sprung once again so prominently into the world's notice, has perhaps provoked more discussion and figured more conspicuously in international diplomacy than any other project of similar magnitude in recent times. Since 1899, when Germany secured from the sublime Porte the necessary preliminary concessions for the construction of the line, there have been very few international agreements which it has not, in some way, touched. France, Germany, Russia, Turkey and the United Kingdom, to mention only the more important countries concerned, have all made use of it in adjusting international bargains. One point, indeed, sure of notice in every diplomatic move was its effect upon the Bagdad railway.

The very inception of the project was attended by a veritable storm of diplomatic protest. The British and German ambassadors at Constantinople had long been measuring swords, and, although the British ambassador was both astute and able, Germany's greatest diplomatist, Baron Marcell von Bieberstein, was more able and more astute. Germany had already constructed a railway from Skutari, which lies on the opposite shore of the Bosphorus to Constantinople, through Brusa, the ancient Ottoman capital, to Konia, near the foot of the Taurus mountains. It was known as the Anatolian railway, and the dream of the German government was to extend this line to Bagdad and so on to the Persian gulf. Baron Marschall von Bieberstein did his work well. It was impossible of course to keep such a gigantic project secret; but it was not until after the German ambassador had the concession from Turkey in his pocket that the other powers woke to a recognition of what had been accomplished. Then the storm broke. France, Russia and the United Kingdom, all maintaining that the completion of the line was calculated to threaten and damage their strategic and commercial interests, entered vigorous protest against the concession. It was a long-drawn out wrangle. Month after month the Bagdad railway appeared in the news as a kind of refrain, but the German constructors, nothing wavering, went on laying mile to mile on the great line until, in 1904 the first section of the railway, that from Konia to Bulgurlu, a distance of 125 miles, was completed and opened for traffic.

Now, at Bulgurlu, the railway builders were confronted with the vast bulk of the Taurus mountains, which at this point towered some 8000 feet above the surrounding country. The line wound its way into the heart of the great range, climbing up through the valley of the Tschakyd Tschak; but, at last, it came to the point where the inevitable tunnel was necessary in order to carry it to the other side, and here the work of construction was broken for the next 12 years. At the other side of the Taurus, however, the laying of the line was taken up and pushed with vigor. The narrow thread of steel wound its way out of the mountains again, on the plain of Adana, and, coming within hail of the Mediterranean near the gulf of Alexandretta, pushed on to Aleppo. From Aleppo it struck northeast over the desert across the Euphrates, and so on through Perabius to Ras-el-Ain.

All this however, was the work of more than 10 years. It was accompanied all the time by a long series of negotiations in Europe, one of which constituted a great question. By the Potsdam agreement of 1910, Russia gave her formal consent to the undertaking; whilst by an agreement come to with the United Kingdom in the following year, Germany consented to surrender her right to construct the line beyond Bagdad. Two years later this last agreement was revised in favor of Germany. The railway was to be completed by an Ottoman company, with the participation of the British and German governments, and the British special interests at the head of the Persian gulf were to be safe-guarded by the United Kingdom assuming a protectorate over Kuwait, under the suzerainty of Turkey. Meanwhile German engineers had been working on the line from the Bagdad end, and when last heard of they had carried it at any rate as far as Tehriz, some 100 miles north of the ancient city of the kalifs on the banks of the Tigris. As far as can be known at present, therefore, there remains the great gap, some 400 miles across, between Tehriz and Ras-el-Ain, still to be bridged.

An Unreasonable Request
An anonymous subscriber writes: "Don't be an ass." We try not to be, but does this friend think we have much choice in the matter?—Houston Post.

If the German emperor should happen to trespass on the grounds of Mount Calm it stands to reason that he would run the risk of getting a slap on the wrist.

There was a primary election today, but it was quiet enough for Quakers.

Our Layman's Corner

The Day's Quotation
Honesty, once pawned, is never redeemed.—Middleton.

There is nothing new under the sun, but there are lots of different ways of doing the same thing.

A discordant "note" is a rift within the lute, but a stern looking and acting gun is something else.

As Mr. Lowell said, "One thorn of experience is worth a whole wilderness of warning."

Like as Two P's
What a suggestive similarity between the words "potato" and "potentate!"—Atlanta Constitution.

Fellows with corns on their feet know more than the weather prophet about what to expect.

It would be a mighty nice thing if the lord of Mount Calm would just take it out in sawing wood.

Is this what you call skip-stop weather?

These old folks of eighty and ninety years old must have seen a powerful lot of rain in their time.

A hungry gull caught at Harwich was wearing a German ring. We are not surprised that it was hungry, and if it was a German gull why didn't it ring its neck?

It must be rather hard on President Wilson not to be able to get out and knock time out of a golf ball these days. It's a mighty good way to let off steam, knocking the stuffing out of things.

"Let us have eight million government," says Lloyd George, "as long as each of them helps to win the war."

In Vienna boots are bringing \$25 a pair. Somewhat on their uppers. What?

Don't forget the Library!
It begins to look as if March had pre-empted April's job.

MEXICO IS DISCUSSED BY ENDEAVOR SOCIETY
The regular meeting of the Christian Endeavor Society of the Presbyterian church last night was in the hands of Miss Fannie Dixon, with Mr. Robert Garth as leader. The meeting was the monthly missionary meeting. The country taken was Mexico. The forty-one live young people present were given a treat to red peppers and hot tamale. In connection with this bodily food, they learned many facts about the physical, financial, and spiritual condition of the Mexicans.

The meeting next Sunday night will be led by Mr. Spence, whose topic will be "The quiet ways of God's providence." Let there be even a larger number present next Sunday night.

The Balm That Does Not Affect The Head
Because of its tonic and laxative effect, LAXATIVE BROMO QUININE is better than ordinary Quinine and does not cause nervousness or tingling in head. Remember the full name and look for the signature of E. W. GROVE, Esq.

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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. 25 Ar. Hickory 11:32 p. m.

Eastbound
No. 26 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.

Jitney Service.
HICKORY CONOVER AND NEWTON
TO N
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 1:20 p. m.
Leave Newton 3:20 p. m.
Leave Newton 7:30 p. m.
Newton to Conover 18c
Newton to Hickory 35c
Hickory to Conover 25c
Hickory to Newton 55c

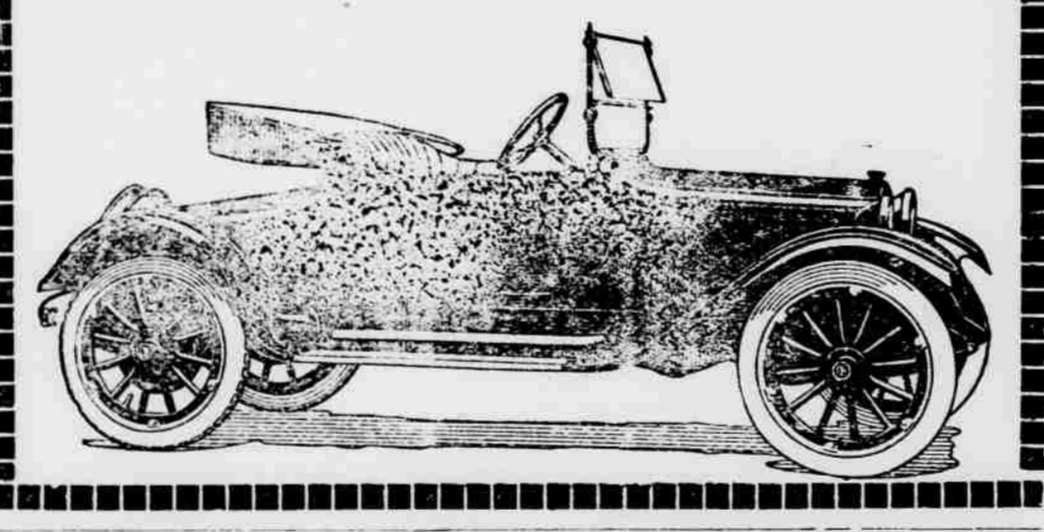
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PHONE 210.

Grand Easter Excursion to Washington D. C., Via Southern Railway System, Wednesday, April 4th, 1917.

The Southern Railway System will operate low round trip fare excursion from North Carolina points to Washington, D. C., Wednesday April 4th, 1917. Special train consisting of Standard Pullman Sleeping cars and high class day coaches to leave Charlotte at 3 P. M., arriving in Washington, D. C., at 7:15 A. M. Thursday April 5th.

The following round trip fares will apply from stations named.

Statesville	\$7.50
Hickory	\$7.50
Morganton	\$8.00

Fares from all intermediate points on same low basis. Tickets good going on Special train. Good returning all regular trains except train No. 37, up to and including No. 31 leaving Washington at 7 Sunday night, April 8. Tickets good for four (4) days in Washington, allowing ample time for side trip if desired.

Easter is the ideal time to visit Washington and this excursion offers you an excellent opportunity to make the trip at very small expense.
Reservations must be made in advance.
For further information, Pullman reservations, etc., call on any agent of the Southern Railway System, or write

S. E. BURGESS, D. P. A.
Charlotte, N. C.

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Time is our greatest heritage. And we waste it like spendthrifts unmindful of its value and small supply.
Time is carrying you along towards something—a future filled with bright prospects or an old age of poverty and regrets.

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without jeopardizing your future—every hour delayed bends your direction towards the junk heap of old and worn-out humanity. Save a little today. Every deposit—be it ever so little—marks the path of your advancement.

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