

Every Bottle Tested  
The Cleanest  
Sterilized



We Sell it by the Case  
Order a Case For  
The Fourth.

Whitener <sup>A</sup><sub>D</sub> Martin  
"Sell for Less Profit"

RECORD  
WANTS

FOR SALE—FOUR SECOND-HAND  
bicycles. Two rubber tire and two  
steel tire. Zebb S. Troutman.  
2 29 6t

OLD FALSE 'TEETH WANTED—  
Don't matter if broken. I pay \$2-  
to \$15. per full set. Single and  
partial plates in proportion. Send  
by parcel post and receive check  
by return mail. L. Mazer, 2007 S.  
5th St. Philadelphia, Pa.

FOR RENT—8 ROOM HOUSE  
with large garden, 2013 10th ave-  
nue. Also store house, desirably  
located within two hundred  
yards of four large manufacturing  
plants. Henry Leonard. 6 15 1f

FOR RENT—2 large air rooms.  
Lights and water. Apply Record  
office. 6 23 1f

WANTED—TO BUY A SECOND  
hand National cash register. Ad-  
dress P. O. Box 465 Hickory, N. C.

FOR RENT—SIX-ROOM BRICK  
house, two acre lot, good orchard,  
on Highland avenue, half mile from  
square. Write or phone John A.  
Ishenower, Newton. 6 27 1f

WANTED—TO BUY ALL KINDS  
of scrap iron. Will pay 30 cents  
per 100 lbs. A. S. Abernethy and  
Son, Hickory, N. C. 6 26 12t

NOTICE

This is to notify all persons that  
the undersigned will not be respon-  
sible for any debts made by T. Mc-  
Kinly Cline and he will not be respon-  
sible for any accounts made in his  
name by the said T. McKinly Cline.  
7 2 6t  
JOSEPH P. CLINE,

Get your Auto wheels repaired or  
exchange them for new wood or  
spring steel wheel by the wheel in-  
ventor. Jerome Bolick, Conover, N.  
C. 7 1 4t

HORSEFORD BRIDGE  
ACTION IS AFFIRMED

The Newton Enterprise contains  
the following on the meeting of the  
county commissioners:

The board of county commissioners  
met in regular session, with the fol-  
lowing members present: Osborne  
Brown, chairman; D. Elias Sigmund,  
Jay S. Wilfong, John F. Holler and  
W. S. Stroup, and the following busi-  
ness was transacted:

D. A. Yount of Hickory township,  
was relieved of property tax, on  
house and lot, valuation \$285.80, on  
account of said lot having been listed  
and taxes paid by E. C. Huff-  
man, amount of release \$2.71.

The petition of M. E. Hedrick for  
cartway over lands of Wm. Lael,  
Moore Lael, and others in Clines  
township was deferred for action, and  
the commissioners agreed to visit  
the place and render their decision  
at next regular meeting, first Mon-  
day in August.

On motion it was ordered that, fol-  
lowing usual custom, \$150.00 be do-  
nated to Military Company A, of  
Hickory.

It was ordered that the Sheriff  
summons a jury to assess all dam-  
ages if any, to property on proposed  
location of new road on lands of Pe-  
ter Sharpe, and Aubrey Helton, in  
Jacobs Fork township, being a part  
of new road granted, beginning at  
Aubrey Helton's, on old State road  
near Dolph Propst, and that road is  
not to be cut out or worked until all  
damage, if any, are paid by petition-  
ers.

The report of special assessors was  
received and accepted.  
It was ordered that special assess-  
ors to revalue land on Catawba and  
South Fork river, that was perman-  
ently damaged by flood of July, 1916,

consisting of Rev. J. A. Hoyle, Q.  
A. Wilfong and C. S. Little be paid  
\$2.50 per day for their services and  
\$1.50 per day for expenses. In re-  
port of assessors there was shown a  
loss on property revaluation of 1917  
in comparison with year 1916, of  
\$88,271.00.

The board reaffirmed in regular ses-  
sion, its action with regard to the  
temporary bridge at Horseford, tak-  
en at the special meeting on June  
25th, and ordered the same to be in-  
cluded in the minutes of this meeting,  
the same being as follows:

It was resolved by the board that  
the temporary wooden bridge across  
the Catawba river between Catawba  
and Caldwell counties at Horseford  
is unsafe and unfit for travel, and  
that the same be, and is hereby con-  
demned. Mr. W. S. Stroup is au-  
thorized and instructed by the board  
to post notices at and on the bridge  
declaring it unsafe and unfit for trav-  
el, stating that it has been condemn-  
ed and warning the public against its  
use for crossing.

It was ordered that Mrs. Charlie  
Scrone of Catawba township, be  
placed on outside pauper list with al-  
lowance of \$2.00 per month for two  
months only.

It was ordered that board of com-  
missioners will meet with board of  
commissioners of Iredell county and  
state highway commissioner, at any  
time for conference regarding build-  
ing of Buffalo Shoals Bridge.

L. W. Burgess of Newton town-  
ship was relieved of poll tax for  
year 1916, on account of error on his  
part in giving in his poll for year  
1916, as he stated that he was more  
than 50 years old May 1st, 1916.

It was ordered that the sheriff  
summons a jury to assess damages  
if any, to lands of Miss Leonard on  
new road leading from Catawba  
road near her residence intersecting  
with Buffalo Shoals road near  
Brown's Chapel, etc.

It was ordered that petition for  
change in public road leading from  
Claremont to Newton, near Clare-  
mont, through lands of E. S. Little,  
Lon Deal, Vance Yount and others,  
be granted, the petitioners to open  
up road and pay all damages, if any,  
to property, without expense to coun-  
ty work on same.

ADMIRAL WILSON

By the Associated Press.  
Washington, July 2.—Captain Hen-  
ry B. Wilson was nominated today  
by President Wilson to be rear ad-  
miral.

NOTICE OF SALE OF REAL  
ESTATE UNDER MORTGAGE

Under and by virtue of the powers  
contained in a certain deed in trust  
executed by J. E. Webb and S. S. Webb  
his wife, to the Mutual Building and  
Loan of Hickory on the 18th day of  
March, 1914, to secure a loan of  
\$275, which deed of trust is record-  
ed in the office of the register of  
deeds for Catawba county in Book  
No. 107, page 323, and default having  
been made in the payments of the in-  
stalments therein provided for and  
the stipulations and conditions there-  
in named not having been complied  
with, the undersigned trustee named  
in said deed of trust, will sell at  
public auction to the highest bidder  
for cash in front of the First Na-  
tional Bank of Hickory, N. C., on  
July 21st, 1917, the following real  
estate therein pledged for the securi-  
ty of said loan, described as fol-  
lows:

Beginning at a stake on a new  
street, corner of J. B. Curlee's, the  
said corner being S. 80 1-2 E. 217  
feet from a branch, and runs S. 80  
1-2 E. 217 feet to a stake in the  
branch, then N. 25 1-2 E. 194 feet to  
a stake; then West 293 feet to a  
stake; then S. 3 1-4 W. 140 3-4 ft. to  
the beginning. Being lots Nos. 2  
and 3 of the J. N. Vanderburg tract.  
Also another lot: Beginning at a  
stake on Southern margin of a new  
street and runs S. 80 1-2 E. 405 ft.  
to a stake in a branch; then S. 25  
1-2 W. 165 feet to a stake; then N. 72  
W. 353 feet to a stake; then N. 3 1-4  
E. 109 feet to the beginning.  
This June 15th, 1917.  
W. X. REID, Trustee.  
6 16 4t Sat

Drives Out Malaria, Builds Up System  
The Old standard general strengthening tonic,  
GROVE'S TASTELESS CHILI TONIC, drives out  
Malaria, enriches the blood, and builds up the sys-  
tem. A true tonic. For adults and children. See  
our Old Sore, Ulcer, Rheumatism, What's Done  
in worst cases, no matter how long standing,  
is cured by the wonderful, old reliable Dr.  
Grove's Antiseptic Healing Oil. It relieves  
pain and heals at the same time. 25c, 50c, \$1.00

MOTOR DRIVERS  
GIVEN WARNING

INSURANCE COMMISSIONER JAS.  
R. YOUNG CALLS ATTENTION  
TO NUMEROUS ACCIDENTS.

Automobile Accidents Are Too Nu-  
merous.—Toll of Human Life Is  
Fearful—What Shall We Do?

Calling attention to the great num-  
ber of serious and minor accidents to  
automobilists which become so mark-  
ed as the summer weather approaches,  
Insurance Commissioner James R.  
Young says:

"Automobile accidents are too fre-  
quent and there must be some means  
by which they may be checked. Our  
newspapers every day give accounts  
of accidents to automobiles but espe-  
cially is this true of the Monday and  
Tuesday morning newspapers. They  
carry the accounts of the accidents  
that occur to the Sunday motorists.  
The toll of life is fearful. What shall  
we do about it?"

"The speed mania seems to be the  
cause of the greater part of the acci-  
dents. It appears that as soon as a

person learns to handle the steering  
wheel well enough to keep the car in  
the road he immediately begins to  
bend his efforts toward the maximum  
of speed. The speed limit of automob-  
iles on the country roads in North  
Carolina is 25 miles an hour. But  
there isn't always a traffic officer in  
sight and the utter disregard of law is  
appalling to say nothing of the greater  
danger to human life.

"It seems to me that the first thing  
an embryo motorist should do is to  
learn to have perfect control over the  
automobile. This is necessary, not  
only for the safety of the motorist him-  
self but for those who are forced to  
stand in constant peril of the reckless  
driver. Twenty-five miles an hour on  
a straight stretch of country is all the  
speed the average person needs. But  
when the careless motorist attains  
from forty to sixty and takes the  
curve ahead at practically the same  
speed he is flying in the face of Provi-  
dence. If no one suffered but the  
wild driver himself it might be just as  
well if the inevitable happened and got  
rid of him. But the worst part of it  
is the sane citizen driving in a buggy  
at a decent rate of speed, or worse  
still the child or aged person who may  
be just around the curve, must stand  
in danger always.

"No truer saying was ever uttered  
than that 'Safety first is Man's Human-  
ity to Man.' If the reckless driver  
has no fear for his own safety he  
owes it to his neighbor to be careful  
of the neighbor's life and property."

Subscribe for the Hickory Daily Record

Special Hub Theatre

Wednesday July 4, 1917

"LITTLE LORD FAUNTLEROY"

Featuring GERALD ROYSTON, England's Great  
Child Actor in 5 parts. A Photo Dramatization  
of Frances Hodgson Burnett's.

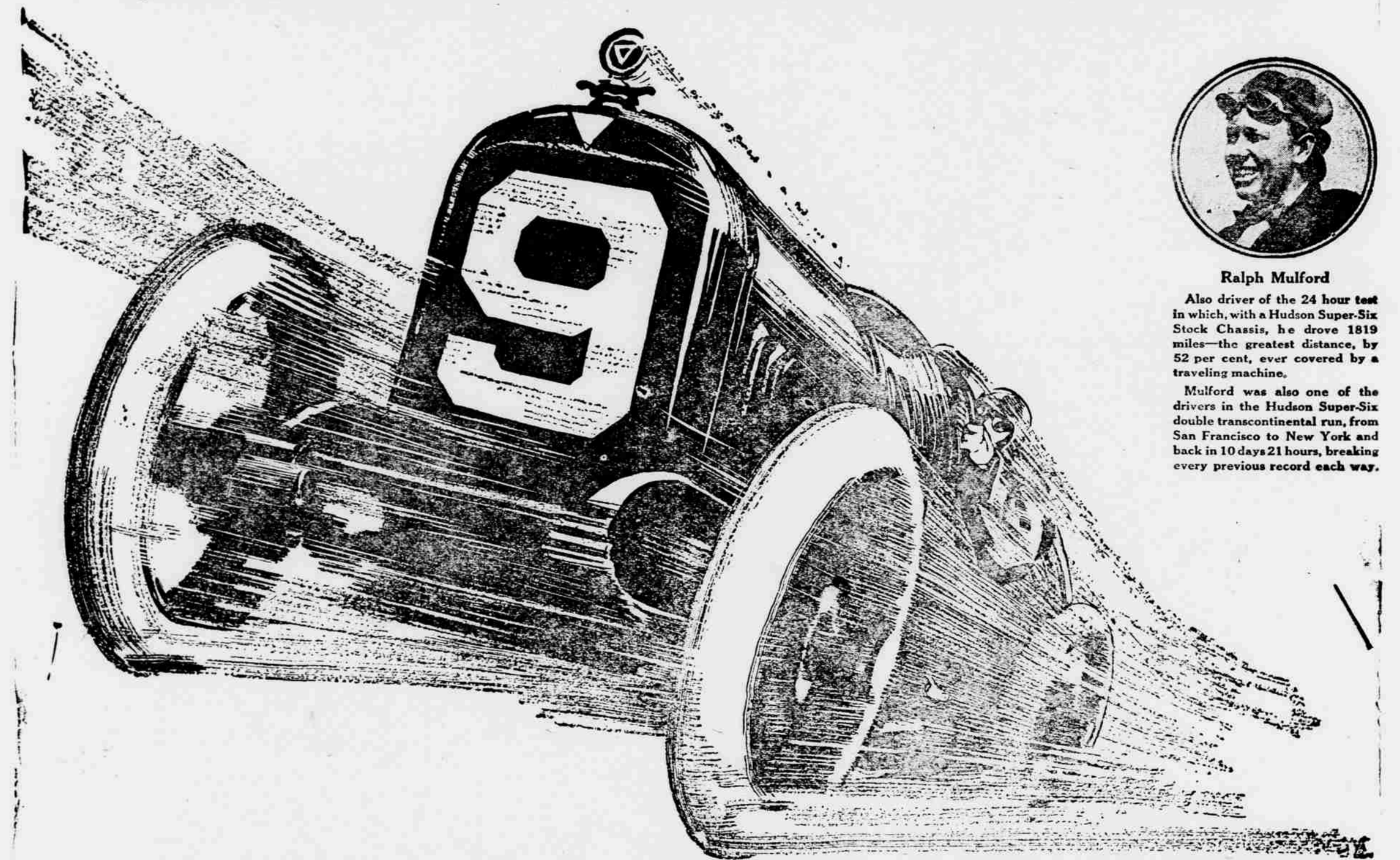
Exquisite story of childhood. A rare treat for the young  
folks and a delight for adults who saw this famous play  
when children, as well as for those who have not seen it.

[Shown Under The Auspices of Hickory Community Club]

Admission 5 & 10 Cents--- Matinee 2:30 P. M.  
Night 7:30 P. M.

Subscribe to the Daily Record---\$4.00 a Year

Again Hudson Proves  
Greatest Endurance



Ralph Mulford  
Also driver of the 24 hour test  
in which, with a Hudson Super-Six  
Stock Chassis, he drove 1819  
miles—the greatest distance, by  
52 per cent, ever covered by a  
traveling machine.  
Mulford was also one of the  
drivers in the Hudson Super-Six  
double transcontinental run, from  
San Francisco to New York and  
back in 10 days 21 hours, breaking  
every previous record each way.

This Time Hudson Super-Six Special Makes New American Speedway  
Record for 200 Miles, Averaging 104 Miles an Hour

Ralph Mulford has again demonstrated the en-  
durance of the Hudson Super-Six.

At the Chicago Speedway June 16th 50,000 people  
saw him establish new speed records for 150 miles  
and for 200 miles.

A special racing car was used. It embodies all  
the details of design and construction that has ac-  
counted for the records of endurance held by Hud-  
son Super-Six stock and racing cars.

The motor is exactly the same size as the stock  
motors. The design is no different.

The principal changes are such as could be made  
at nominal cost to any Hudson Super-Six.

The Hudson Super-Six motor, more than any  
other type, has minimized vibration. That is why  
the Hudson Super-Six is more powerful and capable  
of greater endurance than other cars.

These Tests Prove It

Hudson Super-Six speed tests are in reality en-  
durance tests.

It is possible to build faster cars than the Hudson  
Super-Six Special, but the speedway record of 104  
miles an hour for 200 miles, now held by a Hudson  
Super-Six Special, proves that endurance is more  
important.

Faster cars have never been able to meet the  
strain of such long distances.

Endurance is just as vital to you as it is to the  
driver on the speedway. Even though you may  
not care for great speed, you do want endurance.  
Your car must be able to meet every service strain.

Our interest in racing is not so much to see how  
fast we can make the Hudson Super-Six. It is  
to demonstrate motor endurance. It would take too  
long, at ordinary driving speed, to demonstrate the  
endurance life of a Super-Six. The speedway in  
a few hours calls for all the stamina required in  
years of ordinary use. These racing tests are of  
interest because they show the endurance of a  
Hudson Super-Six.

Race drivers are the most exacting critics of  
car performance. More Hudson Super-Six cars  
are used in racing than of any other make. Most  
of them are entered by professional drivers whose

only interest is to win prizes. They were stock  
cars made suitable for racing, chosen because  
of proved endurance. No other racing car of  
prominence so nearly resembles stock production  
as does the Hudson Super-Six. Practically all  
of the notable racing cars, and particularly those  
against which the Hudson Super-Six Special has  
shown its superiority, were built especially for  
racing. They bear slight resemblance to the stock  
production of any factory. Their cost is usually  
so great that not more than two or three cars  
are ever built. The Hudson Super-Six is es-  
sentially a production car.

This Calls for Endurance

The principle by which it has minimized vibration  
and thus increased power and lengthened motor  
endurance, makes it easily suitable for racing.  
Experts who know the true quality of all cars select  
Hudson Super-Sixes because they can rely upon  
them to win their races.

The very qualities of endurance that are necessary  
in racing are the qualities you should demand in  
the car you buy. It guarantees safety, low main-  
tenance cost and long service.

You can get a Hudson Super-Six in any body type  
you may desire. There are eight designs to choose  
from. The carriage detail matches the high quality  
of the chassis construction. Because there are now  
36,000 Hudson Super-Six owners, a Hudson Super-  
Six costs considerably less than any car with which  
it is comparable.

Endurance All Important

Vibration is the foe to long motor life. It ac-  
counts for breakdowns and for high maintenance  
cost.

Vibration is usually responsible for the car's fre-  
quent trips to the repair shop.

It is vibration more than anything else which  
forces cars out of speedway contests. Vibration  
accounts for diminishing power of motors.

If vibration and friction could be entirely elimi-  
nated there would be no such thing as a motor car  
ever wearing out. By reducing vibration the life of  
the car is prolonged.

Vibration also reduces the usable power of the  
motor. Much of the power generated is consumed  
within the motor by its own vibration.

Phaeton, 7-passenger...\$1650  
Speedster, 4-passenger...1750  
Cabriolet, 3-passenger...1950  
Touring Sedan .....\$2175  
Town Car ..... 2925  
Town Car Landaulet....\$3025  
Limousine ..... 2925  
Limousine Landaulet .... 3025  
(All Prices f. o. b. Detroit)

Abernethy Hdwe. Co.