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Your best Insurance Policy is one that insures your income. We pay from the first day irrespective of cause. Write today to J. C. Watson, Jr. Jonesboro, N. C., ask for Form No. 581 A.

WANTED — Old Timey Furniture, one hundred years old is very valuable. I pay highest cash prices for furniture, jeweler dishes and Confederate stamps. Write John Daly, 231 Summit Ave., Greensboro, N. C. J 12 2t

DEATH REMOVES NOTED TYSON & JONES TRIMMER

Late Henry Reid Did Much to Create Southwide Reputation of Carriage Firm—A Friend Eulogizes Him.

Funeral services over the remains of Mr. Henry Reid, veteran Tyson & Jones employee and well known citizen of Carthage, were conducted Tuesday morning from the Methodist church, of which the deceased was a member, by Rev. J. E. Ayscue, assisted by Revs. Messrs. Buffalo of Carthage, and Adams, of Sanford. Death came Monday morning at 5:20 o'clock at a Sanford Hospital, where Mr. Reid had been suffering from a complication of diseases for more than three weeks. Interment was in the Methodist cemetery by the side of his wife, who died many years ago.

The deceased is survived by four daughters, Mrs. Burney Wallace, of Carthage, Mrs. H. C. Roberts and Mrs. T. L. Riddle, of Sanford, and Mrs. R. L. Yow, of Carthage.

The passing of Mr. Reid, which was universally bereaved, removes another one of those pioneer buggy makers who made the name of Tyson & Jones famous throughout the South, and West. Of him and his work, a life-long friend says:

A Friend's Tribute. "The funeral of Henry Reid ought to be an inspiration to every young man who thinks his opportunities proscribed.

"A passing stranger would have thought we were burying a congressman.

"A man amounts to just what the other people think of him.

"And our Henry has demonstrated that a man following a seemingly humble occupation may so live that he will be highly respected. Who ever saw Henry looking 'slouchy'?"

"At eleven fifty-nine he would be a mechanic working deftly and swiftly in his long white apron—at 12 he would pull off his apron, put on his hat and coat, and presto—he changed to a gentleman. Immaculately perfect and handsome. And he lived as clean as he dressed.

"The illness of his father made it necessary for Henry to go to work early in life, but he continued his studies at a night school conducted by no less a personage than our J. C. Black, whose memory Henry cherished.

"As a worker Henry was no shirker or 'dude'. He could do more work and better work than any trimmer who ever worked for Tyson & Jones. "Fate chose his occupation as a propitiation to necessity, otherwise Henry might have been a statesman. He surrendered to necessity only so far as became obvious. Ten hours of each day he was a mechanic—the other fourteen he was a gentleman.

"Henry came into manhood during that hectic period when the town had five general stores and seven bar-rooms. The mayor had to swear in six to twelve policemen every court to preserve the town from utter wreckage. Henry served on the force, and he was fearless in the pursuit of his duties. On one occasion a man he was trying to arrest ran and dodged behind a horse. Henry jumped over the horse and landed on his man. He could outrun any man in town, and could jump a horse with a saddle on.

A Fine Workman. "He was a charter member of the Carthage brass band, which won in a contest at the State fair over other bands in the State. Frankenfield, the noted composer, was present, and rode around the race course in the Carthage bandwagon.

"He belonged to the Picnic Club, and to a dramatic club. He played Laertes to Tommie Tyson's Hamlet—Sue Padeford starring as Ophelia. "When the South began to convalesce from its soul quenching reconstruction period, men began to ask for better carriages, and but for Henry Reid, Jim Montague, Joe Downing, and Bob Shields, the northern factories would have outclassed our factory and driven it out of business. A governor of a Southern State ordered a landau. No one of us had perhaps ever seen a landau. It was a comparatively new creation. It was to buggies what the high priced limousine is to runabouts now.

"Mr. Jones asked these men if they could build it. If they had failed, the company would have retrograded. They said they could. Bob built the body, Joe ironed and made the gear, Jim painted it and they brought it to Henry to trim. I am sure he had the hardest job, but we knew he would do it, and he did. Took him four weeks, but when he finished, it was perfect. A six passenger coach with six plate glass windows, two glass doors, upholstered with Morocco, and trimmed with silk. High above the wheelhouse in front was the seat for the footman and the driver.

Served on Town Board. "Mr. Jones made long trips to the South, going as far as Houston, Tex., and Palm Beach, Fla., being away from home as long as eight weeks some times. On one occasion he left Henry trimming a landau. But some hurry jobs displaced it for weeks, so that he happened to be finishing it when Mr. Jones returned. The old man shook hands with Henry and remarked: "another one of the same kind, Henry—Another one of the same kind?"

"No, no Mr. Jones—it is the same one." "The old man went away scratching his head in a puzzled manner, and Mr. Humber remarked: "That's

TO BEAUTIFY STATE HIGHWAYS

TO BEAUTIFY STATE HIGHWAYS

The General Assembly of 1929 will be asked to amend the state highway laws to permit the use of road funds for planting trees and shrubbery along the right of way of state highways, it was announced recently following a conference of Frank Page, State Highway commissioner, Wade H. Phillips, director of the Department of Conservation and Development and J. S. Holmes, State forester for the conservation department.

The State officials were informed that at the last session of Congress the Federal Highway Act was amended in order to allow Federal road funds to be used "to plant and maintain shade trees along the highways authorized by said act."

Authority for the use of Federal and State funds in beautifying highways by tree-planting, the state officials said, will assure North Carolina of means to turn her good road system into a series of the most attractive motor lanes in the country. They declare that there has been an increasing demand from various women's organizations, civic and patriotic societies, and individuals for the development of the scenic possibilities of the highways of North Carolina.

Maybe you have been waiting for a life insurance policy that will pay you for Daily Disability from sickness or accident, IRRESPECTIVE OF CAUSE. No obligations on your part to know what this policy will do for you. Give age, occupation. J. C. Watson, Jr., Jonesboro, N. C.

SANFORD ROUTE 5.

People in this section are very busy gathering and curing tobacco. Everybody is wishing for rain as it is getting very dry through here.

Mr. L. H. Hipps' tobacco barn caught on fire one day last week, but was soon discovered and put out before much damage was done.

Miss Alma Gunter has returned home after spending a week at Siler City.

Mrs. Nannie Kelly, who has been sick for the past year or two doesn't seem to get any better.

Mrs. J. E. Gunter has returned home after spending a week in Sanford with her sons, L. P. and C. L. Gunter.

Mr. Bud Gunter got hurt a few days ago while working on a house. He fell and hurt some of his ribs, but is better at this writing.

Honoring Miss Gunter, of Moncure, Mrs. J. C. Hough entertained a few of their friends at their home in Siler City, on Jordan street, Thursday evening from eight to eleven o'clock, honoring their guest, Miss Alma Gunter, of Moncure.

The living room was beautifully decorated with ferns and crepe paper. The guests were invited into the living room where many lively games were enjoyed. The hostess, assisted by Miss Gladys Hough, served delicious ice cream and cake. Tiny hearts were given as souvenirs. Those present to enjoy the occasion were Misses Ella and Gladys

CARD OF THANKS.

We wish to express our sincere thanks and appreciation to the doctors, nurses and friends in Sanford for their sympathy and kind attention during the sickness and death of our father.

Mrs. H. C. Roberts, Mrs. R. L. Yow, Mrs. T. L. Riddle, Mrs. B. C. Wallace

WHY HE DIED—

He might have lived had he known the truth, And I think he would, but "Ye God Forsooth!" Some one told him Chiropractic was a fake, And he believed this terrible mistake!

Let me Explain CHIROPRACTIC To You!

DR. R. O. HUMPHREY, Sanford, N. C.

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In addition, the new Utility Truck offers all those basic features which have been so largely instrumental in Chevrolet's success as the world's largest builder of trucks—rugged rear axle with one-piece banjo-type housing... four semi-elliptic truck type springs, set parallel to the load... air cleaner, oil filter and positive action vane-type oil pump... thermostatic control of water circulation... low loading height... and generous road clearance.

No matter what your business may be—come in and get a demonstration of this remarkable new truck. You'll find that it offers every feature needed for dependable low-cost transportation—and we can provide you with a body type to meet your individual requirements.

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