

**INTERESTING
AND
OTHERWISE**
(CLARENCE GRIFFIN)

**Anson County, Col. Wade and Their
Relations to Rutherford**

Twelve miles northeast of Wadesboro and seven miles in the same direction from the village of Lilesville, overlooking the Pee Dee River, is the grave of Colonel Thomas Wade, Revolutionary patriot, and the man for whom Wadesboro, present capital of Anson, is named. The grave is located on a bluff overlooking the impounded waters of Blewitt's Falls dam, on the Pee Dee, and is just fifty yards from the site of Anson County's first courthouse.

Turning northeast in the village of Lilesville from State Highway No. 20, North Carolina's Main Street, is a turnpike that leads to the grave of Wade. The road may be traversed easily enough in a car for five miles. The last two miles is over a wretched trail cut through wooded bluffs along the Pee Dee, and through a section of the county that is sparsely populated—a veritable hunter's paradise. The last stretch of the road, if it may be called that, leads over a water worn gully, cut into holes and trenches by the weather. The trail finally wends itself through a field of cotton or "the flats", along the river bottom and ends abruptly within a hundred yards of the grave.

The grave is located in a clump of trees and underbrush, matted together with crawling ground ivy. In the center of the thick hedge is several small headstones, denoting the graves of several people whose names have doubtless been forgotten. However, one grave has at its head a large rock, on which is surmounted a bronze tablet bearing the following inscription:

Burial Place of
Colonel Thomas Wade
Born and Reared Near
This Site, 1720-1768

Fifty Yards East Was
Located Anson County's
First Court House

This Stone is Traditionally
Known as "The Indian
Execution Rock."

Placed by the Craighead-Dunlap
and Thomas Wade Chapters
Daughters American Revolution
April 28, 1928

Since the marker and boulder is in such inaccessible location, a granite boulder is located on the outskirts of the village of Lilesville, beside Highway No. 20, which carries a bronze tablet giving the location and distance of the grave of Wade, also the location of the county's first court house. This marker also bears the information that at one time Anson county covered practically one-third of the present state of North Carolina.

Anson county was formed in September, 1748, from Bladen and was named for Lord George Anson. When the county was formed it embraced all the territory in the present state of North Carolina from a line at the present town of Lumberton north to the Virginia line and west to the Cherokee Indian nation, whose undefined boundary ran approximately along the crest of the Blue Ridge mountains. A strip of territory parallel with the Indian nation and including some of the present state of Tennessee was also included in this large county.

This large county was not long to remain undivided. The inhabitants from the far-flung outposts of this territory became dissatisfied with the tremendous distances that must be traversed to the capital of the county. This resulted in the formation of Mecklenburg in 1762, and seven years later the formation of Tryon from Mecklenburg. At a later date Tryon county was abolished and Rutherford and Lincoln formed from it. In this manner Rutherford county is a direct 'descendant' of Anson. In fact, practically the whole tier of western counties of today trace their history back to the time when they were a part of Anson county. Anson county's first court house was built in 1775 at Mt. Pleasant, where the body of Col. Thomas Wade now resides. During the time that elapsed between the formation of the county and the building of the first court house the courts of the county were held in the various homes of the magistrates in this far-flung county, and as a result many of the records were lost. In 1785 this first court house was moved to the present town

of Wadesboro and was rebuilt into a residence.

The first name of the town was New Town, or Newton, which was later changed to Wadesboro, in honor of Col. Wade. The first court house built there was of logs at the intersection of two streets and was so large that a driveway was constructed through it. This building remained in use a number of years, and in it Bishop Asbury held a revival meeting. It was replaced in 1830 with a brick structure which was burned in 1868. In 1914 the present court house was built and is among the most beautiful structures of its kind in the state.

Colonel Wade was one of the state's outstanding citizens and it is fitting that his memory should be preserved to posterity by the naming

of the beautiful little city of Wadesboro for this gallant patriot.

Rutherford county has an interest in Colonel Thomas Wade as well as in Anson county. When the third Provincial Congress met in Hillsboro, in August, 1775, among other work done was the devising of a military system. The state was divided into six military districts, and ten companies, of fifty men each, to be known as the "Minute-Men", were to be raised in each district. Colonel Wade was at once placed in command of the Salisbury district, which included, besides Tryon county (later Lincoln and Rutherford) the following counties: Anson, Rowan, Mecklenburg, Surry, Guilford, Burke, Wilkes, Montgomery, Richmond, Sullivan and Washington, the latter two now are a part of Tennessee. Adlai

Osborne, one of Rutherford county's foremost citizens, was elected lieutenant-colonel, and Joseph Harbin, Major.

This detachment of "Minute-men" saw much service in the state during the Revolutionary period, perhaps the most notable being the engagement at McFalls Mills, on Drowning Creek, near Fayetteville, August 4, 1781. Wade and Osborne both rendered distinguished service to their state in its hour of need. Following the war Wade was several times elected to the state legislature, and was a member of that body when his death occurred in 1791.

We can make you loans on improved property or farms. Chas. Z. Flack, Phone 40, Forest City.

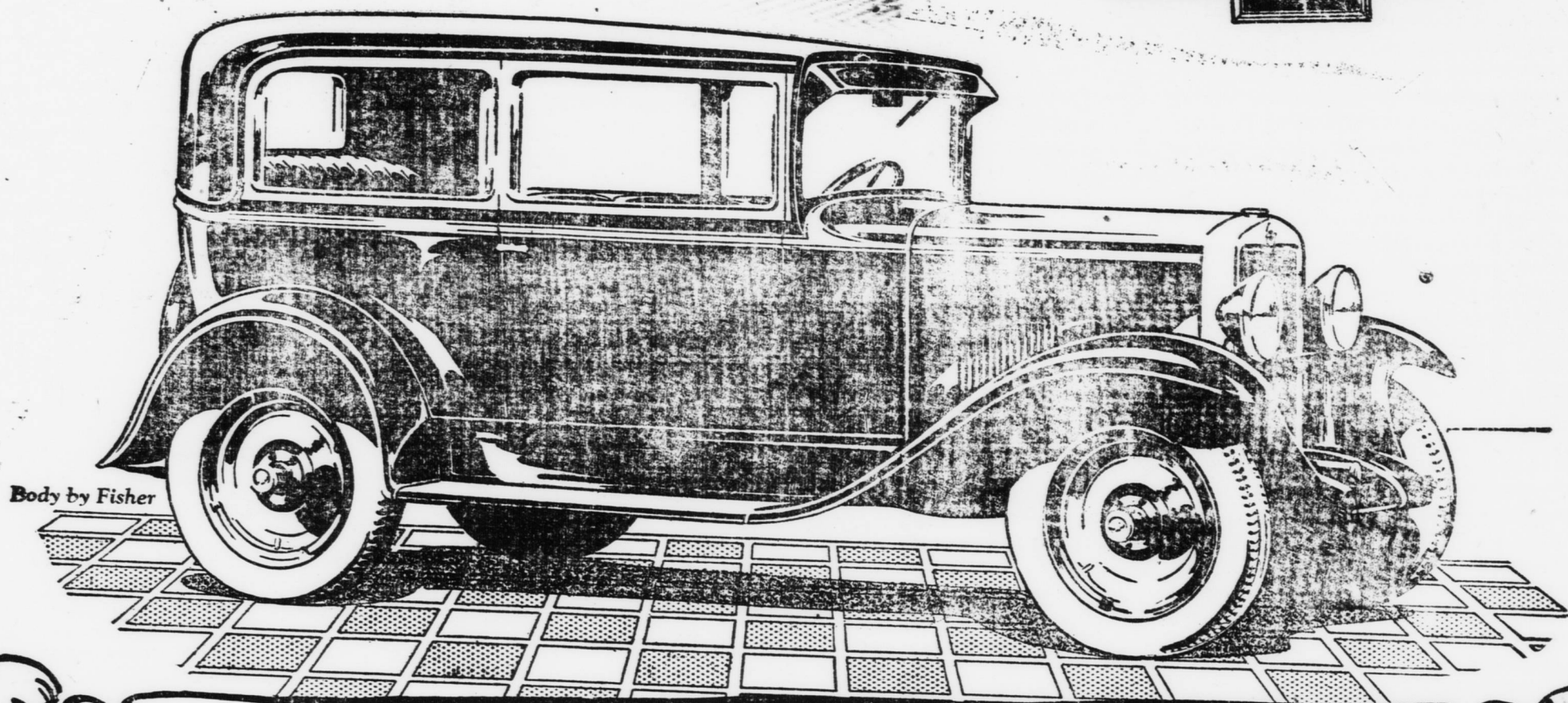
FINE SUGGESTION

The Travelers' Protective Association, at Greensboro, has formulated a sensible suggestion for Chairman Page to consider before he gets out of office. It is to carry the white and black lines that mark the middle of the highway on curves the full length of the road on every mile of the hard-surfaced stretches. Automobileists who have observed the operation of traffic under guidance of these lines have been struck with the useful purpose they serve, and time and again have remarked on what a good thing it would be if these lines were made universal. For one thing, the line keeps automobiles to their side of the road, and the line is customarily followed because the driver

who gets over it and becomes involved in collision with another machine, knows the owner of the other car would "have the law" on him. The highway department is provided with machines to mark the lines and the cost of full extension would not be heavy. Then benefits derived would at least be much greater than the mere matter of cost. The line would serve as an excellent safeguard against loss of life and property, and for one, The Observer is hoping to see the suggestion by the Greensboro post adopted.—Charlotte Observer.

If you want to sell your house and lot or farm, or if you want to buy property of any kind write or see me. Chas. Z. Flack, Forest City, N.C. 1-1f

for Economical Transportation



The
Outstanding Chevrolet
of Chevrolet History

- with Marvelous New Bodies by Fisher!

Only a short time has elapsed since The Outstanding Chevrolet was introduced—but already it has swept on to one of the greatest triumphs in automotive history. Never before has the American public so overwhelmingly endorsed a new Chevrolet—for never before has there been provided, at prices within the reach of everyone, such a generous measure of beauty, comfort, performance and dependability!

New Fisher Bodies
The marvelous new bodies by Fisher—longer, lower and roomier, with all closed models equipped with adjustable driver's seat that may be moved forward and back for proper driving comfort—represent one of the most valuable contributions ever made to motor car comfort and beauty. The hood streams back from the voguish new chromium plated radiator in straight, unbroken lines and blends flawlessly into the body contours. Body mouldings divide at the cowl line—giving a paneled effect to the cowl and

hood that is both distinctive and pleasing. Concave front pillars lengthen and smarten the profile. And distinctive new Ternstedt hardware lends a final touch of custom elegance.

New Six-Cylinder Motor
The great new six-cylinder valve-in-head engine was developed from more than a hundred motors that were built and tested over a period of four years by Chevrolet engineers. Not only does it develop 32% more power than any previous Chevrolet engine... not only is it sensationally faster and swifter in acceleration—but it performs with a smoothness and quietness of operation that are almost unbelievable in a low-priced automobile.

It idles along in the traffic line with remarkable ease and quietness. It leaps ahead at the signal light like an arrow from a bow. It takes the hills, no matter how steep, with truly astounding ease. And it delivers this amazing performance with an economy averaging better than 20 miles to the gallon of gasoline!

New Comfort and Handling Ease

But sensational as this performance is—it is matched in impressiveness by the marvelous comfort and handling ease that have been engineered into the chassis. The heavy, rigid, channel steel frame extends beyond the entire length of the body and rests on four semi-elliptic shock-absorber springs—set parallel with the road. The front springs are 36 inches long and the rear springs 54 inches—while all spring shackles are equipped with Alemite fittings.

The steering mechanism is designed with ball bearings throughout, with complete lubrication at all points of contact. Brake pedals are correctly spaced for easy and safe manipulation. The two-beam headlights are controlled by a foot button located on the floor boards. And a slender, flat-type steering wheel fits snugly into the hands.

Come in For Complete Information

We cordially invite you to visit

our showroom and secure complete and detailed information regarding this great new car—which will be ready for delivery beginning January 1st.

Advance Showings

The Outstanding Chevrolet of Chevrolet History is being displayed in a series of advance showings. The final advance showings are in the cities listed below:

Atlanta, Dec. 18-22, Auditorium—
Armory . . . Dallas, Dec. 18-22,
Adolphus Hotel, Junior Ballroom . . .
Portland, Ore., Dec. 18-22, Public
Auditorium.

The ROADSTER	\$525
The PHAETON	\$525
The COACH	\$595
The COUPE	\$595
The SEDAN	\$675
The Sport CABRIOLET	\$695
The Convertible LANDAU	\$725
SEDAN DELIVERY	\$595
LIGHT DELIVERY CHASSIS	\$400
1½ TON CHASSIS	\$545
1½ TON CHASSIS WITH CAB	\$650

All prices f. o. b. Flint, Michigan

- a Six in the price range of the four!

Model Chevrolet Company

FOREST CITY, N. C.

QUALITY AT LOW COST