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Legal Notices

EXECUTRIX NOTICE

Having qualified as executrix of the estate of Richard N. Dickinson, deceased, late of Carteret County, State of North Carolina, this is to notify all persons having claims against the estate of the deceased to present them to be undersigned at Beaufort, N. C., duly verified, on or before the 24th day of July, 1942, or this notice will be plead in bar of their recovery. All persons indebted to said estate will please make prompt payment.

This 18th day of July, 1941. Mrs. Mollie Dickinson, Ex. estate of R. N. Dickinson July 24, 31; Aug 7, 14, 21, 28.

NOTICE OF LAND SALE

Authorized by, and proceeding under, judgment of the Superior Court of Carteret County in "Town of Beaufort et al vs Robert L. Humber, et ux, undersigned will on Tuesday, (Monday 1st, being a legal Holiday),

September 2nd, 1941 at 12 M. o'clock Daylight Saving Time

at courthouse door in Beaufort, N. C., offer for sale, and sell to the highest bidder for cash (or upon terms bid at sale)—all subject to Court's confirmation—the following described lands in Beaufort, N. C.:

On west side of Moore street: Beginning at the northeast corner of lot 31, old town, where it intersects Jas. Mason's lot and Moore street, then southwardly along Moore street 120 feet; thence westwardly and parallel Front Street to the Davis House line; thence northwardly and parallel Moore street 120 feet to Jas. Mason's lot; thence along Jas. Mason's lot eastwardly and parallel Front Street to beginning. This 29th day of July, A. D., 1941.

J. F. DUNCAN, Commissioner of the Court. July 31; Aug. 7, 14, 21, 28.

NOTICE OF SALE

Under and by virtue of an order of the Superior Court of Carteret County made in a special proceeding entitled E. W. Hill Administrator of Lizzie A. Lupton, deceased, versus Leonard Lupton and others, heirs-at-law, the same being No. 677 upon the Special Proceeding Docket of said Court, the undersigned Commissioner will on Monday, the 1st day of September, 1941,

at 12 o'clock M., Eastern Standard time, at the courthouse door in Beaufort, North Carolina, offer for sale to the highest bidder for cash two certain tracts or parcels of land lying and being in Beaufort Township, Carteret County, North Carolina, adjoining the lands of Huntley & Hancock and others, and more particularly described as follows, to wit: 1st Tract. Beginning at an iron stake on the west side of the Beaufort and New Bern Road where J. L. Stanton's intersects with the New Bern Road, running up the New Bern Road North 3 degrees West 188 feet to an iron stake; thence North 12 degrees West 202 feet to an iron stake at Huntley and Hancock's Southeast corner;

thence with their line South 72 degrees West 132 feet to an iron stake; thence with Hancock's and Huntley's line North 28 1-2 degrees West 93 feet to an iron stake; thence North 73 degrees West 487 feet to an iron stake; thence South 6 degrees West 407 feet to an iron stake on the North side of J. L. Stanton's Road; thence South 79 degrees East 650 feet to the beginning, containing 6 acres, more or less.

2nd Tract. Situate and being on the west side of the New Bern Road and described as follows: Beginning at an iron-stake axle set at G. A. Lupton's Northwest corner and running North 6 degrees West 666 feet to an iron stake set in E. B. Whitehurst's South line; thence South 70 degrees East 300 feet to an iron stake at E. B. Whitehurst's corner; thence South 16 degrees East 163 feet to an iron stake set at A. W. Avery's Southwest corner; thence South 60 degrees East 60 feet to an iron stake set at G. W. Huntley's Northwest corner; thence with his line South 58 degrees East 547 feet to an iron stake set at Lupton's Northeast corner; thence North 79 degrees West 487 feet to the beginning, containing 6 acres, more or less.

This 2nd day of August, 1941. E. W. HILL, Commissioner. Aug. 7, 14, 21, 28.

NOTICE OF SALE

Directed by judgment in matter of "Carteret County vs Sabiston et al," Superior Court said county, undersigned will on

Saturday, at 12 M. O'clock, September 6th, 1941, (Daylight Saving Time)

at court-house door in Beaufort, N. C., offer for sale, and sell to the highest bidder for cash (or upon terms bid at sale)—subject to court's confirmation—the following described portion of the lands known as "Stanton lands" on east side of Inland Waterway, Core Creek, viz:

Tract No. 3, Mildred V. Whitehurst; beginning at a post designated on the map by figure 2, at the hand which the northeast corner of tract No. 2, and runs with the home line of said tract reversed north 85 degrees west 79 poles; thence north 10 degrees west 58 poles; thence north 1 degree east 24 poles; thence south 87 degrees east 85 poles to the New Bern-Beaufort road, then with said road south 8 degrees east 10 poles to a stake; thence south 1 1-2 degrees east 73 poles to beginning, containing 43.1 acres.

Tract No. 5, Ruby Sabiston Felton; beginning at a post designated on map figure 1, which is also J. F. and B. B. Small's northeast corner in Mrs. J. W. Bell's line, and runs with said line north 16 degrees east 84 poles to a stake; thence north 12 degrees east 15 1-2 poles; thence north 80 degrees west 41 poles to Inland Waterway right of way, then with its several courses as follows: south 10 degrees west 21 1-2 poles, south 25 degrees west 14 poles, south 1 degree east 36 poles, south 21 degrees west 5 poles, south 40 degrees east 26 poles to beginning, containing 21.3 acres.

Tract No. 6; Patricia Sabiston; beginning at a post designated on map figure 2, being northeast corner tract 5, runs north 12 degrees east 60 poles to a ditch; thence with it north 84 west 45 poles to Inland Waterway right of way thence right of way south 13 west, 28 poles; thence south 4 west 26 poles; thence south 10 west 5 poles to corner tract 5; thence with said tract reversed south 80 east 41 poles to the beginning, containing 16 acres.

Tract 7; Bessie D. Taylor; beginning at post on map figure 3 at the hand, northeast corner tract 6, runs north 12 east 54 poles to a ditch; thence with ditch north 84 west 45 poles to Inland Waterway right of way; thence with right of way south 10 1-2 west 52 poles, to northeast corner tract 6; thence with home line reversed south 84 east 45 poles to the beginning, containing 14.7 acres.

This 4th day of August, A. D., 1941.

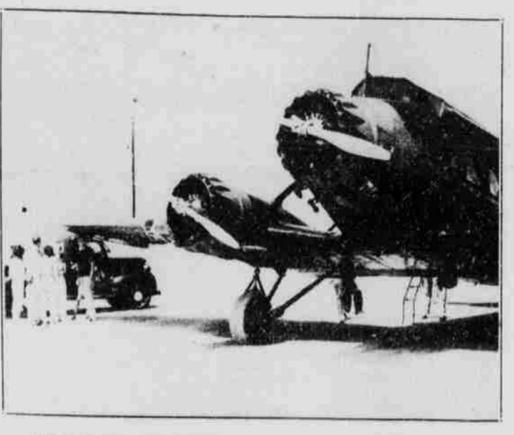
J. F. DUNCAN, Commissioner of the Court. Aug. 7, 14, 21, 28; Sept. 4.

NOTICE OF SALE

Authorized and directed by judgment in matter of "Town of Beaufort et al, vs Lillie B. Denoyer", in Carteret County Superior Court, undersigned will, on Saturday, September 6th, 1941, at 12 M. O'clock (Day-light Saving Time) at court house door in Beaufort, N. C., offer for sale, and sell, to the highest bidder for cash (or upon terms bid at sale)—all subject to court's confirmation, the following described:

1. Beginning at intersection of Ann and Gordon Streets, on east side of Gordon street, with Gordon street southwardly forty-eight (48) feet, more or less, to Bonner G. Willis' north line; thence with Willis' line and parallel Ann street one hundred eight (108), feet to John Mason's west line; thence with Mason's line and parallel Gordon street northwardly forty-eight (48) feet to Ann street; thence with Ann street westwardly to beginning; East Beaufort, N.

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NO PLANE IS TOO large to land on the mile-wide beach of Ocracoke Island. Aviators who have landed there say it is the largest natural airport in the world. The above picture was made on Ocracoke beach a few days ago. It shows a partial view of the big 3-motored Stinson owned by Mayor R. J. Reynolds, of Winston-Salem. In this plane Mayor Reynolds, who is also treasurer of the National Democratic Committee, gets about the country in a hurry. He is a mighty busy young man and has to go places in a hurry so you will agree if you read Bob Erwin's story about him which we reprint elsewhere in today's edition from State Magazine.—(Photo by Aycock Brown.)

MORE ABOUT REYNOLDS

In those days, Amelia Earhart was an aviatrix unknown, although later she came to be recognized as a first-rate pilot. It so happened that Dick Reynolds was in England when the "Friendship" landed there. Miss Earhart decided to place and done things, Reynolds likes to reminisce over the early days of American aviation in which he played quite a prominent part. Back in 1926 and 1927, as a youth of 19 and 20, he was the owner of Curtis Field, (Long Island, now known as Roosevelt Field, and was manufacturing airplanes at the Ireland Amphibian plant at Mineola, Long Island. In those days, many pioneer aviators, whose names are permanently inscribed in American aviation at Curtis Field and hopped off from there on transatlantic flights.

Byrd, Lindbergh, et al Rear Admiral Richard E. Byrd, then a naval commander and yet to make his mark, stored at Curtis the plane in which he later flew the Atlantic. Charles A. Lindbergh used the airport, as did the Frenchman, Rene Fonek; Ed Music, later chief pilot for Pan American Airways who was killed in the Pacific; Wilmer Stultz, who piloted Amelia Earhart in the plane "Friendship" on their crossing of the Atlantic; Lou Gordon, mechanic of the same flight, and many others. Music was Dick Reynolds' chief pilot during the Curtis field days.

"Lou Gordon was a taxicab driver in Philadelphia when Wilmer Stultz and I picked him up," Reynolds recalls. "We had entered his cab and he was driving us to the Philadelphia Navy Yard, where we took delivery on a Folker tri-motored plane. It so happened that he was a mechanic for the Yellow Cab Company when he was not driving a cab. We took a liking to him, and he helped us with plane which had been laid up for a year. Gordon quit his taxi-

cab job and became our mechanic. It was in this way that he won a place on the "Friendship." sell the plane in England, and gave its pontoons to Dick. "I stored those pontoons in Southampton, England, in a warehouse adjacent to the shipyard," says the Mayor. "The pontoons were made of aluminum. I don't know what happened to them, but I had planned to give them to a museum. They were large and unwieldy, and therefore it was better to store them."

As for the Earhart flight, he recalled that Stultz and Gordon had agreed that Miss Earhart was to get all of the publicity derived from its success. Wilmer Stultz always known as an outspoken person, was guest of honor at a dinner tendered by the Royal Aero Club in London, and Reynolds also was one of the guests. The Englishman who introduced Stultz spoke in a most friendly manner, and asked the American if he had accomplished the flight for technical reasons or to make a survey of weather conditions in the air over the Atlantic.

"Wilmer answered no," Dick Reynolds relates. "He told them that he did it for money, for \$25,000 in American money, or 5,000 pounds in British money, and that any of us would have done it for that." Aviators at Curtis field founded one of the oldest organizations for airmen in the world, a fraternity known as "Q. B." standing for Quiet Birdmen. The Winston-Salem Mayor is a charter member, and the fraternity has grown to the point where it now has chapters in many of the larger cities in the United States.

In 1929, young Reynolds sold out Curtis field and its name was changed to Roosevelt Field. Meanwhile, he had become a licensed pilot in the days before the United States passed a Federal licensing law in 1927, when President Calvin Coolidge named William McCracken as Assistant Secretary of Commerce for Air. Before that, most anybody who could get his hands on an airplane in the United States could fly one and the only licensing agency was the Federation Aeronautique Internationale, otherwise known as the FAI, an international agency that issued licenses to pilots.

Dick Reynolds and several friends purposely waited until the great Orville Wright, who made the first flight in a heavier-than-air craft with his brother Wilbur, was examining officer for the FBI for a term of one year. When Mr. Wright took office, they applied for licenses. He gave them their flight tests and then signed their licenses. Dick's license is such a prized possession today that he does not even keep it on exhibit, but instead keeps it locked up in a safe.

he relates, "but I was never able to get a cargo there."

For several years, he enjoyed life on the Harpoon, making intermittent visits to his home in Winston-Salem where he finally fell in love with and married Miss Elizabeth Dillard.

"When did you quit the sea?" he asked him.

"When I got married," was the reply. "My wife said that a freighter was not a particularly good place for bringing up a family, so I sold the Harpoon and settled down."

The Reynolds' now have four sons, Richard J. Reynolds, III, who is 8 years old; John Dillard, 6, Zachary Taylor, 3, and William Neal Reynolds, 18 months old, named after his father's uncle, Will Reynolds.

The tobacco heir now divides his time between his home city, of which he was elected mayor in June, and Washington where he serves as Treasurer of the Democratic National Committee. His appointment to the latter post was preceded by his service as director of finance for the Democratic Na-

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tional Committee in North Carolina for last year's campaign.

For some years, he has been a member of the Board of Trustees of the University of North Carolina. As a youth, he had been a student at State College.

Dick Reynolds is just as interested in aviation as he ever was, but he has not flown enough in recent years to keep his pilot's license. He still owns an airplane, however, and often flies about the country, riding with his pilot, L. S. McGinnis, a former mechanic with whom the Mayor learned to fly at Curtis Field.

These adventures, it might be added, are only a few that have

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fallen Dick Reynolds, and should he ever have time and desire, he could write a book that would prove again the truth of that old adage that "truth is stranger than fiction."

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