

Dale Carnegie

5-Minute Biographies

Author of "How to Win Friends and Influence People."



EDDIE RICKENBACKER Chiseling Tombstones Was Too Dangerous For Him—So He Joined The Flying Squadron

This is the story of a man who apparently can't get killed, a man who defied disaster and flirted with death for a quarter of a century. He has zoomed down the track at hair-raising speed in more than two hundred automobile races; and in the bloody days of 1918, he shot down twenty-six German planes from mid-air—shot them down while explosive bullets whined and cracked within inches of his head; yet he never suffered a scratch.

Yes, this is the story of Eddie Rickenbacker, commander of the

famous "Hat - in - the - Ring" Squadron, and America's Ace of Aces in the World War.

Immediately after the war, I was the mahager of one of the most charming men I have ever known—Sir Ross Smith, the famous Australian Ace, the first man who ever flew above the Holy City of Jerusalem and the first man who ever flew half-way around the earth. I found Sir Ross Smith and Eddie Rickenbacker, both distinguished fighters and fliers, to be very much alike—extremely quiet and modest and soft-spoken, not at all like the men one expects to find behind barking machine guns, spitting death from the skies.

Up to the time he was twelve years old, Eddie Rickenbacker was a wild, undisciplined boy with a fiery temper, the leader of a neighborhood gang, busting street lights and raising Cain in general. Then a tragedy happened. His father died, and overnight, little Eddie was changed into an old man. That is the way he expresses it.

The day his father was buried, he resolved to become the head of the family. So he quit school and got a job working in a glass factory for five cents an hour, and he worked twelve hours a day. He walked seven miles to the factory each morning, and seven miles home again at night, to save ten cents' carfare. The boy was determined to forge ahead. Nothing could stop him. The work in the glass factory was monotonous, dull, deadly. He despised it. He longed to be an artist, to create, to dream dreams in color and lines. So, he studied drawing in a night school and got a job chiseling angels and cherubs in marble for a man who sold tombstones. He chiseled the inscription on the stone that now stands above his father's grave. But chiseling tombstones was dangerous work—he was told—the dust from the marble would get into his lungs. "I didn't want to die young," Eddie says. "So I started looking for something safer to do."

He was fourteen years old when he stood on sidewalk one fateful morning and stared at the first automobile he had ever seen—a curious, weird contraption chugging and sputtering through the streets of Columbus, Ohio. Yet to him it was Destiny on Wheels. It altered his entire life.

Before his fifteenth birthday, he had landed a job in a garage; he learned to drive by backing cars back and forth in a wooden building that had once been a livery stable. Building a workshop in his backyard, he made his own tools and was preparing to make his own automobile. Presently, an automobile factory started in Columbus, and Sunday after Sunday, Rickenbacker went there and begged for a job. But Sunday after Sunday he was turned away. After he had been turned down for the eighteenth time, he turned to the astonished owner of the factory and said, "Look here. You may not know it, but you have a new employee. I am going to work tomorrow morning. The floor is dirty. I am going to sweep it and run errands and sharpen your tools."

Salary? He didn't give two whoops about salary. He wanted a chance to get started, and he got it. Enrolling in a correspondence course in engineering, he prepared himself for the opportunities that lay ahead. From that time on his rise was rapid—workman, foreman, assistant engineer, trouble man, salesman, branch manager. Then the lust for speed, the craving for adventure, got into his blood. The glamor, the applause, the excitement of a racing driver captured his heart. He knew he would have to change. So he set about resolutely to conquer his fiery temper. He developed self-control. He forced himself to smile until his smile became famous.

The grueling grind of racing called for nerves, iron nerves. He knew that. So he gave up smoking and drinking and went to bed every night at ten o'clock. By the time he was twenty-five Eddie Rickenbacker was one of the most famous racing drivers that ever roared around a track.

And here is a funny thing! He has driven cars hundreds of thousands of miles during the past thirty years, yet he has never had a driver's license, and he doesn't have one even now.

And he doesn't believe in good luck charms. His friends used to give him rabbits' feet and tiny horse-shoes and good-luck elephants; but one day while he was crossing the continent, he raised a train window and dumped all his good luck charms out onto the plains of Kansas.

When America entered the War, Eddie Rickenbacker was the idol of the automobile world; so he sailed for France as General Pershing's chauffeur. But driving a General about was too tame for his adventurous blood. He craved action, and he got it. He was given wings and a machine gun and within eighteen months, he had written his name at the very top of the list of America's War heroes and was smothered with decorations from three governments.

In a swiftly moving book of 370

pages, he has set down the epic story of his fights and flights. If you want to read a book that is packed with courage and action and hairbreadth escapes, go to your public library and ask for Fighting the Flying Circus, by Eddie Rickenbacker. It is the most thrilling chapter in America's air history.

IT MIGHT HAPPEN TO YOU

John Smith wasted money. He lived like a lord, And bought many things He could not afford. But now all is changed, Many creditors sue, Friends smile at his folly— It might happen to you!

Bill Jones did not take Any care of his health, He spent weary hours In piling up wealth. Now his body's a wreck, And his days very few, Men sneer at his weakness— It might happen to you!

Old Squeers was a miser Who hoarded his gold, And hoped to be happy When he had grown old. He lived until ninety, Despite his wrong view A wretched old skinflint— It might happen to you!

Be sure you are planning A life that is right, With a margin of time To make other lives bright. Be ready and willing Some service to do; Many put off too late— It might happen to you!

Not All Play

Mrs. Wimpus—I understand that instead of the word "obey," the new wedding pledge for the bride is "to love, cherish and inspire."

Wimpus—Yes and to have it right for the groom it should be "to love, nourish and perspire."

NOTICE

Under and by virtue of a Ven Ex directed to the undersigned Sheriff of Surry County by the Clerk Superior Court of Surry County, authorizing and directing the sale of the lands hereinafter described to satisfy judgment of the F-W Chevrolet Company against J. A. Somers, which is docketed in the office of the Clerk Superior Court of Surry County, I will on Monday the 20th of September, 1937 at 1:30 o'clock, P. M., at the court house door, Dobson, Surry County, N. C., sell the lands hereinafter described to the highest bidder, for cash to satisfy said judgment, interest, principal and cost:

Said lands being described as follows:

That certain tract of land lying on High Piny Spur in Franklin Township, Surry County, North Carolina, bounded on the North by the Daniel Collins heirs land on the East by the lands of J. W. Moxley, on the South by the lands of John Church Estate and on the West by lands of John Church and John Carrico, said lands be-



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W. M. Wall, Jeweler
Phone 56 Elkin, N. C.

COMING!

WINSTON-SALEM AND FORSYTH COUNTY FAIR
Oct. 5-9



located and known as William Evans land.

This the 17th day of August, 1937.

H. S. BOYD,
Sheriff Surry County,
By W. J. SNOW,
Executing Deputy.

ADMINISTRATRIX NOTICE

The undersigned having qualified before the clerk of the Superior Court of Surry county as administratrix of the estate of Sarah J. Atkinson, late of Surry

county, this is to notify all persons having claims against said estate to present them to the undersigned within twelve months from date hereof or this notice will be plead in bar of their recovery. Persons owing said estate will please make immediate settlement.

This the 9th day of August, 1937.

MRS. MAE B. ATKINSON,
Administratrix of Sarah J. Atkinson, deceased.

Franklin Cane Sugars



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ELKIN, N. C.



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From the Firestone plantations in Liberia comes an ever-increasing supply of the world's finest rubber. Money saved here and its manufacturing and distribution enable Firestone to sell a safer, first-quality tire at lower prices.

Why FIRESTONE MAKES A SAFER TIRE AT A LOWER PRICE

PRICES AS LOW AS \$6.40

IN THE Firestone Standard Tire, you get extra value in the form of extra safety. It costs more money to build a safer tire. But Firestone can build a first-quality tire made of top grade materials and sell it for less money, because Firestone controls rubber and cotton supplies at their sources, manufactures with greater efficiency and distributes at lower cost.

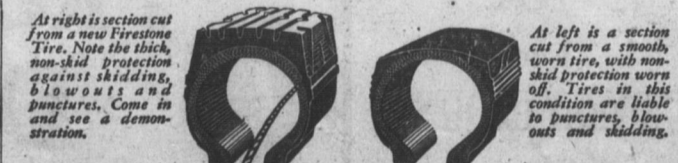
YOU GET EXTRA PROTECTION AGAINST BLOWOUTS—eight extra pounds of rubber are added to every 100 pounds of cord by the Firestone patented Gum-Dipping process. By this process every fiber of every cord in every ply is saturated with liquid rubber. This counteracts dangerous internal friction and heat that ordinarily cause blowouts.

YOU GET EXTRA PROTECTION AGAINST PUNCTURES—because under the tread are two extra layers of Gum-Dipped cords. YOU GET EXTRA PROTECTION AGAINST SKIDDING—because the tread is scientifically designed.

YOU GET LONGER NON-SKID MILEAGE because of the extra tough, long-wearing tread.

You need all of these features to make your car tire-safe on your week-end or vacation trip. Firestone gives them to you at lower cost. Join the Firestone SAVE A LIFE Campaign today by equipping your car with a set of new Firestone Standard Tires—today's top tire value.

DON'T RISK YOUR LIFE ON SMOOTH WORN TIRES! DO YOU KNOW THAT last year highway accidents cost the lives of more than 38,000 men, women and children? That a million more were injured? THAT more than 40,000 of these deaths and injuries were caused directly by punctures, blowouts and skidding due to smooth, worn, unsafe tires?



JOIN THE Firestone Save a Life Campaign To-Day

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Elkin, N. C.

Firestone STANDARD FOR PASSENGER CARS	
4.50-20 \$8.70	5.50-18 12.95
4.50-21 9.05	5.50-19 13.10
4.75-19 9.55	HEAVY DUTY
5.25-18 11.40	4.75-19 11.75
5.50-17 12.50	5.25-18 14.25

OTHER SIZES PROPORTIONATELY LOW

Firestone SENTINEL	
4.40-21 \$5.65	4.75-19 \$6.70
4.50-20 6.05	5.00-19 7.20
4.50-21 6.35	5.25-18 8.00

OTHER SIZES PROPORTIONATELY LOW

Firestone COURIER	
4.40-21 \$5.43	4.75-19 \$6.37
4.50-21 6.03	30x3 1/2 Cl. 4.87

SEAT COVERS	
Coups \$1.69 up	Coaches & Sedans \$3.69 up

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