

SEABOARD AIR LINE RAILWAY COMPANY
Arrival and Departure of Passenger Trains at Shelby, N. C.

Lv.	No.	Between	No.	Ar.	
4:50	16	Monroe	Rutherfordton	16	4:50
12:27	15	Rutherfordton	Monroe	15	12:27

Schedules published as information and are not guaranteed.
E. W. LONG, D. P. A., Charlotte, N. C.
or H. A. HARRIS, Local Ticket Agent

SCHEDULES
INTER-CAROLINAS MOTOR BUS COMPANY

Leaves Shelby for Charlotte 7 a. m., 9 a. m., 11 a. m., 1 p. m., 3 p. m., 5 p. m., 7 p. m.—Leaves Charlotte for Shelby 8 a. m., 10 a. m., 12 Noon, 2 p. m., 4 p. m., 6 p. m.

SCHEDULE LINCOLN-TON-SHELBY BUS
Leaves Shelby 7:30 a. m., 10 a. m., 1 p. m., 3:30 p. m., 5:45 p. m.—Leaves Lincolnton 8:30 a. m., 11 a. m., 1 p. m., 3:00 p. m., 7 p. m. AUTEN BROTHERS, Owners.

SCHEDULE SHELBY-RUTHERFORDTON BUS
Leaves Shelby 8 a. m., 1 p. m., Leaves Rutherfordton 9:55 a. m., 2:15 p. m. Z. V. COSTNER, Manager.

SCHEDULE SHELBY-ASHEVILLE BUS
Leaves Shelby 8 a. m., 10 a. m., 2 p. m., 4 p. m., 6 p. m. The six o'clock bus stops off at Rutherfordton. RED TOP CAB CO., Owners, Asheville, N. C.
For Information Phone 450—Union Bus Terminal, Shelby, N. C.
Schedule For Information Not Guaranteed.

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The 22 reasons why you see our stores so busy - You too, can serve your family better food at no extra expense - The prices at our nearest store will convince you.

Compound Lard, pound	16c	Rice, Astor Brand, 3 pkgs. for Window Screens, each	25c
Beans, A. & P. Baked, 3 cans for	25c	THEA-NECTAR TEAS Orange Pekoe, India Ceylon, Mixed	59c
Tomatoes, Iona Brand, can	10c		
Sardines, Imported Norwegian, 2 ounce package	25c		10c
Corn Flakes, Sunnyfield Brand, package	8c		19c
			37c

THE GREAT ATLANTIC & PACIFIC TEA CO.
JUST AROUND THE CORNER FROM EVERYBODY
SHELBY, N. C. LaFAYETTE & GRAHAM STS.

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DO YOU WANT A FREE TRIP TO WASHINGTON? WATCH THE CLEVELAND STAR FOR FURTHER INFORMATION. BY SPARE TIME WORK. ASK THE STAR.

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Win Battle of Tires
At Indianapolis, May 30
Setting a New World Mark of 101.13 Miles per hour—500 Miles without Tire Trouble



THE FIRST TEN MONEY WINNERS
—All on Firestone Full-Size Gum-Dipped Balloons

Pos.	Driver	Miles Per Hour
1	De Paolo	101.13
2	Lewis-Bill	100.92
3	Shuler-Morton	100.18
4	Harris	98.80
5	Milton	97.27
6	Daray	96.91
7	De Palma	96.85
8	Krize	95.32
9	Shattuc	95.74
10	Bordino	94.75

strength and flexibility, and eliminates internal friction and heat.
Call at our principal branches—inspect one of these Full-Size Balloons that travelled the 500-mile race without a change.
These wonderful Gum-Dipped Balloons that stood this terrific grind, will give you safety and comfort—and thousands of additional miles—in daily conflict with sharp stones and gravel, worn-out macadam and broken concrete. See nearest Firestone dealer today.

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AMERICANS SHOULD PRODUCE THEIR OWN RUBBER.

17-Year Secret




Because she thought her husband would lose some of his popularity on the stage if the public knew he was married, Pat Gray, stage star, kept her marriage to Fish O'Hara, motion picture actor, a secret for 17 years. During that time the two had many a hearty laugh together over reading mass letters to the husband from admiring young ladies.

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W. H. QUEEN,
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FRANK DIXON
A Sketch By His Brother Tom Dixon

At his home in Brooklyn on Saturday, May 23, the most beautiful day of the spring, my brother Frank, slowly sank into peaceful, painless sleep. For three weeks he had bravely fought double pneumonia which followed an attack of influenza. With a message burning in his heart for humanity he overstepped the bounds of prudence in his last public address. The date was with the Y. M. C. A. in Philadelphia. It was a hundred miles away—he felt sure that he could make it. He rose from his attack of influenza, feeling better, and made the date, returned immediately and went to bed—never to rise again.

He was but fifty-nine years old and came of long-lived, vigorous ancestors. In his veins flowed the pioneer blood of Scotland, France and Germany. His Scotch-Irish forebears, migrating from Scotland to Down and Antrim counties in Ireland. The Dixons, McAfees and Fergusons come from Down and Antrim to America before the Revolution and settled in the foothills of North and South Carolina. They fought the British to a man. Several of them became officers of the Revolutionary army.

His mother, Annanda McAfee Dixon, was the daughter of Abner McAfee and Elizabeth Ferguson. The McAfees were prosperous planters of South Carolina.

On the Dixon side of the house, his great grandfather, migrated from Prussia in 1727 and settled near Kings Mountain. Colonel Hambricht's second wife was a Huguenot who bore him 12 children. His youngest daughter, Suzannah married David Dixon, and of this union his father, Rev. Thomas Dixon, sr., was born. Colonel Hambricht was one of the seven colonels commanding the American forces at the battle of Kings Mountain which was one of the turning events of the Revolution. He was severely wounded in this engagement and was lame for life. Frank's grandfather, Suzannah Hambricht Dixon, was the sole surviving child of the Revolution in South Carolina at the celebration of the 100th anniversary of the battle and was given the seat of honor with Senator John W. Daniel, the orator of the day. She was 104 years old at the time.

Rev. Thomas Dixon, sr., his father, lived to be 90, and was the builder of 15 Baptist churches in Cleveland county, North Carolina.

Frank was born at Shelby, the county seat on February 9th, 1866. In September 1881 he entered Wake Forest college. He was elected to membership in the Kappa fraternity at the end of his freshman year and became the president of Tau chapter. When the faculty of the institution passed a resolution forbidding students to join fraternities or maintain their membership in them, he refused to accept the new law, withdrew from the college and took with him the entire membership of the chapter to the University of North Carolina. He graduated from the university in June 1886. The ill-advised crusade against fraternities in American colleges has long since been abandoned, and Tau Chapter of the Kappa Alpha has been reorganized at Wake Forest.

For two years after his graduation he taught school in Olympia, Washington territory and in Shelby, North Carolina. At Shelby he met and fell in love with his accomplished wife, Launa Murray of West Va., at that time the head of the Music department of the Cleveland Girls college. They were married on December, 20th, 1888.

He had just been ordained a Baptist minister. His first pastorate was at Charles Town, West Virginia, the historic scene of Old John Brown's execution. He was called from Charles Town to Oakland, California in 1889 where he remained until 1892. From Oakland he was called to Hartford, Conn. Here he worked for nearly ten years until 1902.

He was pastor at Hartford when I did my first novel "The Leopard's Spots" and felt that I should give up the Lyceum platform and devote myself to writing. I sketched for Frank the widening scope of the lecture field and induced him to resign the pastorate for the Lyceum. For the past twenty-two years he has been one of the foremost lecturers of America . . . one of our really great modern men of the platform. He was never a vaudeville entertainer. He always had a message that came hot from a big loving heart and a beautiful poised mind. He was a brilliant and eloquent speaker. His eloquence was never cheap noise. It was the real thing. . . though packed until it took fire. I know of few men in America who have done more, in the past two decades for the education of our people in intelligent responsible citizenship. He was the friend of the weak and the oppressed. Yet this friendship was based on a remorseless passion for truth. He hated the mauldin. He believed that the truth would make men free. . . and only the truth.

With his brilliant, resourceful wife he reared three fine boys and a daughter. He lived to see the boys settled in life. Max and Frank Murray graduated from Princeton. George from Columbia. Max is a mining engineer in Mexico. Frank Murray a judge of the county court in Birmingham, Ala., and George a successful young physician in Brooklyn. His daughter Barbara, just of age, bravely passed her final examinations at Barnard college while

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He was sinking to his last sleep. She stood her examinations because she knew it was exactly what he would have her do. His spirit was of steel and she knew it.

The greatest sorrow that ever came to his heart was the crippling of his son Frank Murray in the great final drive of the allied armies in France. He had himself been lame for 56 years. With crutch and cane he had uncomplainingly fought his way through the years and had done a man's full work with every day.

Lieutenant Frank Murray Dixon was one of the first in France. He joined the French artillery before our men came in force, became a skilled air observer and located one of the big German guns. His division lay before Soissons in the final drive. When they moved forward his airplane was shot down two days in succession. On the third day it was shot down again and this time a German shell tore his leg nearly from the body. With an indomitable will he refused to surrender consciousness, tied the wound and twisted the knot until the crippled machine landed behind the French lines. They drew his helpless form from the wrecked plane and the leg was amputated half way above the knee.

When the sad news came I tried in vain to lift the cloud from Frank's heart. I told him how proud we all were of his brave boy. That these men would be the leaders of the new republic that would shape itself from this agony. That his great grandfather was crippled at Kings Mountain and his son had kept the faith of the family. There was a far off look in his eyes and his answer was a bare whisper:

"I don't think there can be any compensation on this earth for such a tragedy."

I saw his tears with a strange sense of awe. Never in all our intimate association of boyhood and manhood had I heard a single murmur over his own lameness. For the first time I caught a sight from the dark hours of life through which his soul had passed. In the tremor of his voice I heard for a moment the echo of his own crutch beat through half a century of brave silent struggle and I pressed his hand with a new sympathy.

The passing years and successful work of his son softened the bitterness of the tragedy and there grew between them an unusually tender bond of love and understanding. When he arrived from Birmingham and bent over his father, Frank promised him to make a harder fight to live for his sake.

He was a gentle loving brother, a devoted husband, an intelligent successful father, a brave citizen, a scholar of real attainment and an orator of unusual power. Such men are the salt of our earth. They and their kind created this Republic breathed into it a soul—and make it today a living force in the development of Humanity.

License Plates To Be Issued June 15
Numbers for This District Will Begin At 182,501. Office Will Be Open from 9 to 5 O'clock.

Motorists are to again receive assistance of the Carolina Motor club in obtaining their license plates according to an announcement of Wado Hoey manager of the local office of the club yesterday. Plates serially numbered from 182,501 to 186,000 have been received and will be distributed beginning with June 15th. The plates are orange with black numerals. The club offices are located at Charles Eskridge's garage.

"Arrangements for the sale of plates have been completed here and automobile owners will be served with every courtesy", Mr. Hoey stated. "The work of the Carolina Motor club rarely misses an opportunity to serve the motorist, regardless as to whether he is a member. The handling of license plates through these branch offices is one of a number of services rendered motorists during the past."

"Increased membership in the club is expected here and it is up to motorists of Shelby to assist in the work the club is doing. Officials of the organization have advised me that they are to visit us here and we hope to form a really active branch organization to handle the many local affairs pertaining to motoring."

"The local office will be open from 9 to 5 o'clock each day to take care of applications for titles and to distribute plates. All trucks are required to have titles and it is suggested that fleet owners who do not wish to be delayed in operating their trucks make early application for title. All municipal and county owned vehicles are required to have title although such titles are delivered without cost."

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