

## GARDNER PAYS TRIBUTE.

(Continued from first page.)

no taxes, but they possessed a spirit that has become the world's storehouse for warning human hearts and generating human sympathy from which has come a continuous stream of tax paid gold to advance and glorify human government and alleviate human suffering. If we enlist in the army of these two powerful progressives and with an unconquerable spirit follow their flag there will never be occasion to call North Carolina a stand pat state or denounce its government as backward, parasitic and unprogressive.

We have placed a high estimate on the word "progressive" in North Carolina. It is a comprehensive word and subject to wide and varied interpretations. LaFollette was one sort of progressive and J. B. Duke another, but in terms of things they were not related by blood or marriage. The literal meaning is to go forward. I like to think of it, however, as a great spiritual movement. As applied to government, progress does not consist solely in the collecting and disbursement of public funds; although money is an essential element to the guarantee of the States' uninterrupted progress, to greater heights than she has ever yet achieved. It takes money and lots of it

if we are not to lag in the march of modern civilization, and North Carolina is not a lagging State.

## Taking Stock.

We are today taking stock after a big investment and tremendous expansion in order to ascertain our true bearing, harmonize our assets, inventory our resources, and prepare for the systematic liquidation of our obligations to the end that we may rather renewed strength to go forward. There must be no reduction in the potential horsepower of our engine, but the machinery of progress must have definite control as well as great power. We are running North Carolina with one foot on the accelerator and the other in close proximity to the brakes. The machine is dead without the engine and dangerous without the brake. If we have too much engine we run away. If we have too much brake we skid into the ditch. Give us great power, give us safe control, give us wise operation on hard surface roads, and North Carolina will steadily climb the heights that lead to the final uplands.

## The States' Pride.

We take pardonable pride in the marvelous development and material prosperity of North Carolina, but I declare to you that the crowning achievements of our State have not come from industry, insurance, real estate, agriculture and commerce. It has come from the awakened con-

science of an aroused people. It is reflected in the lives of the redeemed boys and girls; in the unstopped ears of deaf children; in renewed strength to the ripped deformed; in the restored health of poor and broken bodies; in the blinded eyes made to see; in the hushed wall of the insane; in the brightened faces of nine hundred thousand school children; in the growth and enlarged institutions of every kind under State control; and finally in the outstretched arms of the mother State calling to her children to come up higher and higher.

The last eight years have been the golden age in North Carolina. In this period we have lightened the way with a policy of broad benevolence, unstinted charity, and splendid sacrifices which has so sweetened the life of the State as to smooth the rough places, relieve the sorrows, alleviate the sufferings, remove the disease, save the erring, educate the illiterate and lighten the heavy load of care upon the conscience of progressive people. It is in this human current of the life of your state I urge you, young men, to enter, and to enter with powerful determination to give heart and hope and inspiration and yourselves, that North Carolina may be welded and cemented into a great and glorious civilization welcoming the dawn of a better day and the building of a finer and nobler

state. We must all move, but we must move together. No progress, which does not lift all, ever permanently lifted any.

## Secret Election Law.

We shall not rest content with our material, social and educational programs. In a modern democracy the life of a people is expressed at the ballot box. The boasted sceptor and crown of a free people if an untrammelled ballot. Our elections have been as free from corruption and injustice as human nature and partisan feeling will permit. Let I am convinced that the time has come in our state when we should stand abreast of our sister commonwealth and offer to the electorate of North Carolina a secret ballot in conformity to the Australian law.

My feeling is that we should maintain an election law so fair and free and just that it will secure, beyond the shadow of a doubt, unchallenged expression of popular will. I therefore urge the American Legion to throw the weight of its powerful influence to the enactment by our General Assembly of the Australian ballot.

In conclusion, let us pledge each other that we will henceforth love and serve our country more devotedly, that we will abate none of our convictions, but that our partnership shall be without the sting of person-

al abuse; that we recognize a world-wide sorrow as having drawn us into a clearer understanding at home and abroad, and that the heartfelt emotions of the American Legion will find definite expression in kinship with the race and membership in the immortal throng of God's children.

## END OF STATE FAIR POSSIBILITY SEEN

Carolina-State Football Game Was Big Feature. Crowds At Fall Event Small (By R. E. Powell.)

Raleigh, Nov. 10.—Failure of Carolina and State College to agree upon a date and terms for the annual football game between these two institutions or the refusal of Carolina to play here on Thursday of fair week, according to the way you look at it—may mean the end of the great State Fair. The football game on Thursday has been the increasingly major attraction for the past four years. Meantime, the fair association has continued to show a loss. It was not making money when, at the beginning of the former Mrs. Vanderbilt's administration, the wild and woolly shows

and gambling devices were barred and the flower gardens substituted. It has not made any money since and it has attempted nothing new in the way of attracting crowds.

## Want Horse Show.

Some eminent sportsmen last season conceived the idea of a society horse show, a proposition which looked attractive. There has been renewed interest in horses during the last few years. A show of fashionable steeds and all that goes with such exhibition would have been a great thing for the 1925 fair. But there wasn't enough money on hand to finance it and the sportsmen who were willing to give their time and interest and some money were unwilling to take all the risk.

Except for the fact that Q. Max Gardner, of Shelby, was identified as president of the North Carolina Agricultural Society—with the last proposition it is extremely doubtful if it would have proved a success as measured by the failures for the three years past. Many of Mr. Gardner's friends pitched in this time through sheer interest in his administration of the job. The gates were open an extra day but the gate receipts showed little swelling as a result. The snap and pep were missing and the difficulty which exhibits have been having in the past kept many of them away.

Controversy On.

In addition to the debt which the society owes, there is the continuing controversy between the fair officials and State College, on one hand and the City of Raleigh on the other. Much of this concerns the city's revisionary interest in the plant and land. Much concerns a feeling at the college that it is better equipped to stage a fair than the present or any past management of the annual event. A great deal of which is approximately correct.

The annual meeting of the fair society which may do something about the whole thing, is scheduled for next January. The three year contract with E. V. Walborn, who came here after the great success of the Ohio fair, has expired. It is a reasonable guess that Mr. Gardner will not accept the presidency again and with the Carolina-State ball game off the boards, little remains but the singing of a dirge.

Mr. Kellogg may not be as big as Mr. Hughes, but he can register just as much alarm at the sight of red.

Among the noted examples of faint praise is the statement that men are more considerate than women.

Still, if all of us had twice as much money, the net effect would be to make desirable lots twice as hard to buy.

## SHELBY'S WEEKLY CARTOON &amp; BUSINESS REVIEW PAGE

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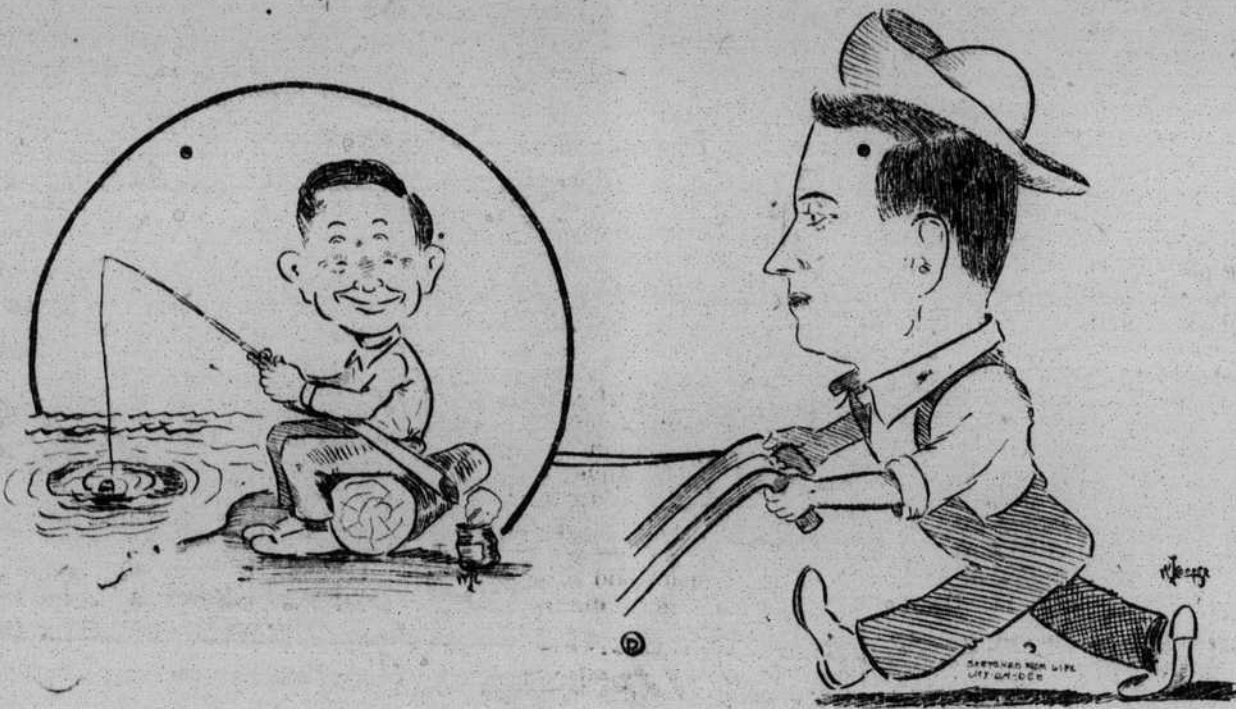
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## Clayton Peeler and the Dodge Brothers Automobile

Clayton P. Peeler, owner and manager of the Cleveland Motor Company was born on the farm at Belwood but he has done more to introduce the well and favorably known Dodge Brothers automobile to the people in this territory than any other because he has sold this car for a number of years and each year the sales record increased. Mr. Peeler knows automobiles, that's why he has settled down on the Dodge and pushes it with all his enthusiasm. He came to Shelby in 1916 and associated himself with Chas. L. Eskridge local dealer for the Ford and Fordson. The connection was continued until 1920 when he organized and incorporated the Cleveland Motor Co., handling in the order named the Hudson, Essex, Overland and Dodge.

Back in 1922 Mr. Peeler bought the business from the stockholders and leased all other contracts except the Dodge which has proven so popular here. The new building which the Cleveland Motor Co. occupies is the largest and handsomest garage in this section. It is fire-proof, 60x100 feet, two stories high, brick, concrete and steel construction.

The upper story is used for Storage, the shop and stockroom and the first floor holds an up-to-date showroom, displaying the latest models of the famous Dodge cars, modern accessory shop, handle a general line, and additional space is for storage.

The organization also operates a first class filling station. They handle such well known trade-marked goods as Fisk and Ajax Tires, C. G. Bumpers, Exide Batteries and other accessories just as famous and well known.

## Harry Hartz Drives A Dodge Car.

In a short interview with Mr. Peeler, regarding automobiles he spoke of the automobile races held at Charlotte today, and of a famous driver Harry Hartz who made a recent purchase.

"Prominent speedway pilots whose daring and skilled driving thrills thousands of automobile race fans at this important speedway race are fully aware of the risk and danger to which the sport constantly subjects them Peeler stated. These men contrary to popular belief are almost invariably careful, thoughtful, considerate drivers in the city and on the highway.

It is only natural that a driver whose safety and life depends upon the car which he drives several hundred miles above two miles a minute, should devote much attention to the mechanical condition of his mount. Back of that he is interested in the ability of the axles, steering knuckles, steering connections and other vital parts to endure the severe strains set up by the terrific speeds.

"When a driver buys his car for his own use or that of his family he is of course interested in the strength and endurance of the chassis and in the safety of the body.

Harry Hartz, who finished second in a miller eight cylinder car in the 250 Mile Labor Day Race, on the board oval at Altoona, Penn, bought a Dodge Brothers special business Coupe the day before the big event. When he drove this attractive new car to the track his friends began to ask him where he got it, why he bought it, and what he was going to do with it after the race. Hartz explained, "I intend to drive it instead of taking the train to the rest of the speedway races here in the East and then to drive back to California. "When asked why he bought the car he replied, "Because there is no doubt as to its absolute dependability—the all-steel body is safer than any wood frame body—and it has all the power and more speed than I need on the highway.

"That Hartz knows motors and motor performance and knows the importance of alloy steel in making a car safe is assured," Peeler continued, "by the experience he secured with Fred Dusenburg as mechanic and as driver. Harry and Jimmy Murphy, in fact took the sixteen cylinder Dusenburg to Florida and groomed and tuned it up for the establishment of the records which still stand for the kilometer and the mile and the mile and the distances up to ten miles. For the last two years Hartz has been driving Miller cars in all the prominent speedway races and been playing consistently among the first few to finish.

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