

### News Union Church Section Of Interest

(Special to The Star)  
June 24.—Our Sunday school is doing some fine work now. The de-

partments are divided into two groups. Mr. J. T. S. Mauney was leader for one and Mr. P. L. Yellon was the other. Mr. Mauney's group was the winner and will be entertained very soon by the losers. Much interest was created during the con-

test month which we hope to keep up. Our entire S. S. has planned to attend the S. S. picnic at Boiling Springs next Sunday. Messrs. Geo. Gold, J. T. S. Mauney, Mr. and Mrs. Dother Spangler and Miss Frances Mauney attended a meeting at Boiling Springs on Sunday afternoon.

Misses Mozelle Weathers and Tvalie Blanton attended the W. M. U. meeting at Sandy Plains on Sunday afternoon. Miss Vela Blanton had as her week-end guests the following young ladies: Misses Ruth Mauney, Nellie Weathers and Evangeline McEntire.

Mr. and Mrs. W. W. Mauney and children spent Sunday afternoon with Mr. and Mrs. H. H. Gold at New House. Mr. and Mrs. D. H. Spangler and daughter, Frieda, were Sunday dinner guests of Mrs. M. M. Mauney.

A number of young people attended a birthday party given by Miss Gladys Mode Saturday night in honor of her birthday.

Mr. and Mrs. L. A. Shuford and son, Heyward, and Mr. and Mrs. Bailey Gold were visitors at the home of their parents Mr. and Mrs. J. M. Mode during the week-end.

Misses Ford of Limestone college and Sarah Lee Hamrick of Boiling Springs were callers in this community last Thursday.

Mr. and Mrs. G. A. Greene motored to Rutherford hospital Sunday to visit Miss Grace Greene who is in training there.

Mr. Paris Weathers of Lattimore visited his parents during the week-end.

The business meeting of the B. Y. P. U. will be held on Tuesday night of this month. Miss Evangeline McEntire is the director for next quarter. Miss Frances Mauney is intermediate leader while Miss Mozelle Weathers is leader for juniors.

Revival At Camp Creek Will Open Soon; Other News

No. 1 Township Items. Sunday School Attendance Good. Personal News Items.

(Special to The Star) The Rev. D. C. Wesson preached a fine sermon at Camp Creek last Sunday morning. The attendance was fine as also the attendance in Sunday school. The mothers class had charge of the opening exercises.

The revival meeting will begin at Camp Creek the second Sunday in August.

Misses Beola Bailey and Virginia Byars spent last Saturday night with Miss Inez Davis.

Misses Lois and Selma Price, of Cliffside, spent the week-end with Miss Eloise Hamrick.

Mr. Norman Dickey of Buffalo, N. Y. is visiting Mr. S. Bridges and family.

Mr. Forest Ellis and family of Grassy Pond, S. C. visited Mr. and Mrs. Rester Bailey Sunday.

Miss Myrtle Bridges of Spartanburg, S. C. spent the week-end with her parents.

Mr. and Mrs. John Beheler and Mr. and Mrs. Will Beheler of Lantonia and Mr. Lucian Blanton, Sherman Weaver and Mr. Putnam of Flint Hill visited Mr. and Mrs. Bulo Earls Sunday.

Mr. and Mrs. Rome Davis and family, Mr. and Mrs. Robert Jolley and children and Miss Joanna Jolley were visitors at Mr. Guy Humphries Sunday night.

Mr. Herbert Allison and family of Gaffney, S. C. and Mr. Dee Allison and family of Chesnee, S. C. visited relatives here during the week-end.

Mr. James Bailey of State Line, S. C. is visiting Mr. Rester Bailey this week.

The Rev. D. C. Wesson took dinner with Mr. Thamer Humphries and family Sunday.

Mr. and Mrs. Joe Ellis and family spent Sunday at Mr. Wess Hawkins.

Misses Malivia Jolley of Trinity and Lucille Buchanan of Boiling Springs spent the week-end with Miss Exie Humphries.

### PLANES HAVE CROSSED OCEAN

Yellow Bird Latest To Conquer Seas; No. 4 Navy Ship First, In 1919.

New York.—Landing of the French monoplane Yellow Bird in Spain brought to a total of 16 the number of times the Atlantic Ocean, north and south, has been crossed by heavier-than-air machines. Dirigibles have made the crossing five times.

A summary of successful flights follows: May 27, 1919.—NC-4 U. S. navy Read in command, made first successful airplane crossing of Atlantic, covering 2,150 miles from Tresspass, Newfoundland, to Lisbon, Portugal, stopping at the Azores, in the flying time of 26 hours and 45 minutes.

June 14, 1919.—Capt. John Alcock and Lieut. Arthur W. Brown, flying Vickers vimy bomber made first non-stop flight across Atlantic from St. John to Clifden, Ireland, 1,900 miles in 16 hours, 12 minutes.

July, 1919.—British dirigible R-34 made first non-stop dirigible flight across the Atlantic, covering 3,130 miles from East Fortune, Scotland, to New York in 108 hours, 13 minutes. Left on return trip on July 13, in air 75 hours.

October 1924.—Dirigible ZR-3, later the Los Angeles, crossed Atlantic from Friedrichshafen, Germany, to Lakehurst, N. J., 5,066 miles in 81 hours and 17 minutes.

1924.—United States army around the world flyers spanned Atlantic in flight from England to Labrador.

January 31, 1926.—Commander Ramon Franco completed flight from Las Palos, Spain, to Pernambuco, Brazil.

February 24, 1927.—Commander Francesco de Pinedo completed flight from Italy to Pernambuco, Brazil.

March 18, 1927.—Major Sarmiento Beires, Portuguese aviator, completed 1,715 mile flight from Bolomeo, Portuguese Guinea, to South Africa.

May 21, 1927.—Colonel Charles A. Lindbergh flew 3,160 miles in non-stop flight from New York to Paris, in 33 hours, 29 minutes.

June 6, 1928.—Clarence O. Chamberlain in 3,790 mile non-stop flight from New York to Eisleben, Germany, in about 42 hours, setting distance flying record.

June 30, 1927.—Commander Richard E. Byrd and crew made 3,447 mile non-stop flight from New York to Ver-Sur-Mer, France.

August 28, 1927.—William F. Schlee and William Brock make 2,350 mile non-stop flight from Harbor Grace, Newfoundland, to Croydon airfield in London, in 23 hours, 21 minutes.

October 14, 1927.—Costes and Le Brix hop from Senegal, Africa, to Port Natal, Brazil, 19 hours and 59 minutes.

April 13, 1928.—Airship Bremen forced down on Greenly Island after flight from Dublin in 36 1/2 hours, completing first non-stop westward crossing of the North Atlantic by airplane.

New Small Sized Dollar Bill Will Typify Mr. Farmer

Washington.—The new small sized dollar bill was characterized the "farm relief dollar" in the house by Representative Rankin, Democrat, Mississippi.

Borrowing one of the old sized greenbacks from another member, Mr. Rankin laid the small one inside the large one and said it illustrated the size of the farmer's dollar, when compared with the industrial dollar.

"But," he said, "I would have the inscription on each side changed. On one side I would have a bale of cotton, a shock of wheat and a stalk of corn. On the other I would have a typical American farm home in the year 1929 with a dilapidated house and desolated surrounding."

"Don't forget to put in his automobile," suggested Representative Denison, Republican, Illinois. "Yes, I would put in a broken down machine," said the Mississippian. "And in front of the home I would have an old farmer because all of our farmers are old men now. The young ones have been driven off the farms into the industrial world."

OPERATION ENDS GIRL'S BLINDNESS AFTER 20 YEARS

Augusta, Ga.—Twenty years of blindness for Miss Lavada Amos, honor student of Augusta schools, was ended by a surgical operation.

Not A Foodless Farmer.

The Twin City Sentinel.

Walter Morrison, one of the best farmers who ever operated a farm, and one of the successful men in Cabarrus during his day, often said that farmers made the mistake of starting out to make money rather than make a living.

Mr. Morrison himself operated on the basis of making a living, and no man on earth could find fault with the living he made. But more than that this same man always had a surplus which he banked and the longer he lived and the better he farmed the better he lived and the more he invested off the farm.

Our forefathers may have had to put up with muddy roads and tin wash basins but they didn't have to worry about germs because they didn't know they had any.

### A NEW KIND OF CAR THEN—A NEW KIND OF CAR NOW



The Chrysler is a new type of motor car, which holds entirely novel sensations for every motorist. The fact is, that Chrysler engineers have in this car employed the fundamentals of motor car design in a manner fully as revolutionary as the application of the steam turbine to ocean-going ships. Your first ride in a Chrysler will compel a new conception of automobile transportation.



### WHAT YOU EXPECT OF CHRYSLER

The imposing succession of Chrysler accomplishments has led the public instinctively to expect more of Chrysler than of other cars—and it is the completeness with which Chrysler fulfills these higher expectations that explains the ever-rising tide of Chrysler success. You expect of Chrysler a charming individuality in style, and you get it. You expect a livelier and more thrilling spirit of performance, and you get it. You expect a more luxurious feeling of cradled comfort, and you get it. You expect a greater sum total of actual value in Chrysler, and you find it. Chrysler today exerts a tremendous influence over the entire industry—and justifiably. In the five years of its

meteoric rise, Chrysler has done more than any other force in the automobile world to revolutionize and modernize motor car standards.

That is the reason why the volume of Chrysler sales has increased to such mighty proportions—and why Chrysler enjoys such prestige in 93 countries.

We invite you to take a Chrysler demonstration—expecting more of Chrysler than of any car within several hundred dollars of its price.

CHRYSLER "75"—\$1535 to \$1795—Eight Body Styles. CHRYSLER "65"—\$1040 to \$1145—Six Body Styles. All prices f. o. b. factory. Chrysler dealers extend convenient time payments.

# CHRYSLER

CHRYSLER MOTORS PRODUCT

## George Thompson Motor Co.

SHELBY, — — N. C.

Trade your tires that S-l-i-p for tires that G-r-i-p!

Those smooth-worn treads mean skidding—possible crashes, damage or injury. Why risk it—when we'll buy the mileage left in your present tires? We'll give you, instead, new Goodyear All-Weathers—the ONLY tires with those big, deep-cut, sharp-edged cross-blocks IN THE CENTER. They grip like "cleats." Twenty winters have proved the All-Weather the safest and best non-skid tread. Far superior to treads with shallow indentations that clog up, or to treads with nothing but "sled-runner" ribs down the center.

Lowest Prices in 31 Years  
Highest Quality in History

Lifetime Guarantee against any and all defects

(Sizes and Prices)

All other sizes at similar low prices

*Test it Yourself*

Press down on the tread of the GOOD YEAR New All-Weather Balloon it grips your hand just as it grips the road.

**The UTMOST IN TRACTION AND SAFETY FOR ALL ROADS**

**GOOD YEAR**

**IDEAL SERVICE STATION**

J. REID MISENHEIMER, Proprietor.  
PHONE 194. SHELBY, N. C.

# WORKMENS' COMPENSATION

## BEGINS JULY 1st

If you employ 5 or more people you must accept or reject liability protection under the new North Carolina law which goes into effect July 1st.

We write employees liability for some of the strongest companies in America and would like to have an opportunity to explain the workings of this new law. With this protection which we offer (and which you must accept or reject right away) you are fully protected against loss because of injury or death to one of your employees in your employ.

No litigation can arise when you have this protection. You and the injured employee know what he is to get for his injury under the workmen's compensation. The adjustment relieves you of paying some large amount that a whimsical jury might require.

Under this act you must carry liability insurance whatever loss that might arise yourself.

Get this protection now. All claims are promptly adjusted without worry or trouble to you and the cost is small.

INSURANCE DEPARTMENT

# UNION TRUST CO.

J. F. ROBERTS, Secretary-Treasurer. PHONE 91.

## His Trucks Run Better After 100,000 Miles, Says Burdge

### Red Bank, N.J., Operator Needs No Mechanics to Maintain his 15 Buses, Vans and Trucks

### Stresses Importance of Good Motor Oil

W. A. Burdge rightfully gets full value from his trucks by using oilier motor oil

The problem of lubrication fails to worry W. A. Burdge of Burdge & Sons, Red Bank, N. J. He picked the proper motor oil when he started business, and depended on it to take care of his trucks. It did.

"Right now," says Mr. Burdge, "any one of our 29-passenger buses can step out in high speed from a complete stop. That shows excellent condition if anything does. Most cars are worn out after 100,000 miles, but we don't consider a bus really good until it has gone that far.

**Drivers Prefer Oldest Trucks**

"Pretty strong statement? Well—maybe. But recently I had to send a man on a long trip and told him to take our newest bus. Instead of being pleased he asked if he couldn't take the one that has 375,000 miles credited to its motor. He knew it was the best job we have.

"That," continued Mr. Burdge, "merely illustrates my point—the value of good lubrication. Throughout the eleven years we have been in business we have used 'Standard' Motor Oil exclusively in every one of our buses, vans and trucks.

"Here's another secret. When a bus comes in from a hard run of many miles at high and steady speed we insert a dose of 'Standard' Penetrating Oil through the carburetor to lubricate the valves and keep them from sticking. Another way we keep the buses in good condition is to spray the springs with 'Standard' Penetrating Oil. In fact, we use almost the entire line of 'Standard' Oils and Greases."

**READ THE STAR. IT NOW GOES INTO 5,000 HOMES EVERY OTHER DAY. \$2.50 A YEAR BY MAIL. FOUR WEEKS FOR A QUARTER BY CARRIER BOY.**

Star Advertising Pays