

# The Cleveland Star

SHELBY, N. C.  
MONDAY — WEDNESDAY — FRIDAY

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**THE STAR PUBLISHING COMPANY, INC.**  
LEE B. WEATHERS ..... President and Editor  
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RENN DRUM ..... News Editor  
L. E. DALL ..... Advertising Manager  
Entered as second class matter January 1, 1905, at the postoffice at Shelby, North Carolina, under the Act of Congress, March 3, 1879. We wish to call your attention to the fact that it is and has been our custom to charge five cents per line for resolutions of respect, cards of thanks and obituary notices, after one death notice has been published. This will be strictly adhered to.

WEDNESDAY, JULY 8, 1931

## TWINKLES

More sunshine after the week-end rains and watch the crops hop up.

WHEN YE TWINKLER hears of a hitch-hiker holding up the motorist who gives him a lift we are inclined to advise all motorists to do a bit of thumbing of their own—thumbing of a type small boys use to throw "a name" on each other when angry—when a thumb steps to the side of the highway and signals for a ride.

THERE APPEARS to be general approval over the county of the appointing of W. A. Broadway as road head for the highway work in Cleveland county under the new road system. Mr. Broadway is not only experienced in road construction work and maintenance, but he knows local people, local conditions, and local links of highway and their respective importance better than would an outsider.

## A NOTE ON THE RECORD

IT IS CHEERING to note the careful manner in which North Carolina motored about for the Fourth. In Shelby there was not a single hospital case resulting from automobile mishaps on the holiday and over the entire State there were comparatively few automobile fatalities, particularly so when we recall that just a year or so ago the highway toll in the State was approximately two lives per day. On the Fourth the highways were lined with streams of automobiles moving in each direction. That the day passed with only a minimum number of accidents is ample evidence that the average motorist realizes the vast importance of careful driving.

Perhaps, after travelling along for several years at a speed-maddened pace, we are finally coming back to the horse-sense reasoning of that old adage about it being better to be safe than be sorry.

## ENCOURAGING SIGNS

JUDGE RUFÉ CLARK, the Greensboro News editorial writer who packs plenty of "gumption" in his comment on all topics, takes The Star to ride every time we point out that business must be good because postal receipts are holding up and increasing. Postal receipts do not offer an up-falling barometer of business conditions, he says, and Judge Rufe should know for he spent several years postmastering. There may be times, as he contends, when a gain in postal receipts does not mean a business pick-up, but nevertheless it is cheering to us to note that in Shelby and other North Carolina cities and towns postal receipts are running ahead of those of 1930 and of other preceding years.

A gain has been shown at the Shelby post office for every month of this year over corresponding months of the previous year. Business cannot be so bad under those conditions; something is bound to be going on. Maybe if the majority of us would give more time to observing figures which show a gain in this and that instead of sitting down and giving the blues a chance to thrive, business would show renewed life.

## THE PROPER MOVE

CLEVELAND COUNTY citizens seem to be unanimous in commending County Recorder Maurice Weathers for his order in the county court as to the filling out of the bills of costs. These citizens express no desire, in one form or another, of encouraging lax enforcement of the law; instead, they think it only proper—and why should they not?—that the law itself is entitled to more respect when it meets the requirements of the law. What could the average fair-minded person think of a system of justice that meted out punishment for some violation of the law and inflicting that punishment violated the law itself? The bill of costs in county court should be exactly what the law says it should be, and that is what the recorder said when he issued his order that the law be interpreted and items of costs be included accordingly. If the costs are not enough the law should be changed, but until that time the law should be followed. There is no other just procedure. If a reversal of the costs and fees work a hardship upon officers of the law, then other methods should be taken of giving officers suitable remuneration for their labor.

## FROM MAGELLAN TO POST AND GATTY, WHAT OF THE FUTURE?

THE PROGRESS of the modern world is so amazing that truth becomes stranger than fiction.

Sixty years ago the imaginative Jules Verne had a fictitious character, Phileas Fogg travel around the world in 80 days. Readers of the colorful story were astounded that anyone could even imagine such a wild impossibility. It was more than 350 years before the day of the fictitious Fogg—in 1520—that Fernando Magellan started his day and time by circling the globe in a little more than 1,000 days.

Now the 1,083-day trip of Magellan has been cut down to a little more than one week, not quite nine days, by Wiley Post and Harold Gatty. When Post and Gatty landed in New York after whipping their airplane completely around the globe in a little more than four days flying time a new and

remarkable record was established.

The people of Magellan's day would not have believed that anyone would ever go around the globe in 600 days, half of Magellan's time, yet in 1880 George Francis made the trip in 67 days. The world gasped. The people of Francis' time would have scoffed at any prediction of a quicker trip, but just 33 years later John Henry Mears changed from trains to boats and from boats to trains and travelled around the world in 35 days. Would anyone of that day have believed that in 1929 the Graf Zeppelin would span the world in 20 days? But imagine going back through those different periods and predicting that in 1931 two American aviators would be back home in a little more than one week after starting around the world.

What, then, of the future? It does not seem any more absurd and impossible to predict now that in a few years men will fly around the world, covering the 16,000 miles, in 48 hours without once stopping than it would have several decades back to predict the Post-Gatty flight.

Ten years from now as we look back upon today, do you not think we will consider Post and Gatty as "slow movers"? Following is a history of the globe circling industry from the three years of Magellan to the eight days of Post and Gatty:

Fernando Magellan, 1,083 days, 1519-'22—Seville, Tenerife, Pernambuco, La Plata Estuary, Port St. Julian, Strait of Magellan, Pacific Guam, Philippines, Borneo, Moluccas, Indian Ocean, Cape of Good Hope, Cape Verde Islands, Seville. Magellan was killed in Philippines. Only one of his five boats returned.

Sir Francis Drake, 1,052 days, 1577-'80—Plymouth, west coast Morocco, Cape Verde Islands, Rio de la Paris, Port St. Julian, Strait of Magellan, Mocha Island, along coast of Chile and Peru and North America to 48 degrees north altitude, Moduccas, Celebes, Java, Cape of Good Hope, Guinea, Terceira, Plymouth.

Thomas Cavendish 781 days, 1586-'88—Plymouth, Sierra Leone, Cape Verde Islands, Cape Frio, Brazil, Patagonia Strait of Magellan, Ladrone, Philippines, Moluccas, Java, Cape of Good Hope Plymouth.

Phileas Fogg (Jules Verne's fictitious character). Nelly Bly was commissioned to beat that record and started a whole series of similar trips, 80 days, 1872—London to Suez via Mont Cenis and Brindisi by rail and boat, boat to Bombay, rail to Calcutta, boat to Hongkong, Yokohama, San Francisco; rail to Sacramento, Reno, Denver, Omaha, Chicago, New York; boat to Queenstown; boat and train to London.

Nelle Bly, 72 days, 6 hours, 11 minutes, 1889—By boat and rail: New York, London, Amiens, Brindisi. Boat, Brindisi, Suez, Red Sea, Strait of San Francisco. Rail to New York.

George Francis, train, 67 days, 12 hours, 3 minutes, 1880—(Similar to Nelle Bly's) New York to New York.

Charles Fitzmorris, 60 days, 13 hours and 29 minutes, 1901—(Similar to Nelle Bly's). Chicago to Chicago.

J. Willis Sayre, 54 days, 9 hours, 42 minutes, 1903—Seattle to Seattle.

Col. Burnlay-Campbell, 40 days, 19 hours, 30 minutes, 1907—First to abandon water route via Suez and use trans-Siberian railway.

John Henry Mears, 35 days, 21 hours, 36 minutes, 1913—Boat and rail, New York, London, Parris, via trans-Siberian railway to Vladivostok; Harbin, Fusan, boat to Yokohama, Victoria, Seattle. Then to New York.

U. S. planes, 175 days, 1924—First circumnavigation by air. Actual flying time, 14 days, 15 hours. Seattle, Juneau, Alaskan Peninsula, Aleutian Islands, Kurile Island, Tokyo, Shanghai, Amoy, Hongkong, Saigon, Bangkok, Rangoon, Burma, Calcutta, Delhi, Karachi, Bagdad, Constantinople, Belgrade, Budapest, Vienna, Paris, London, Glasgow, Reykjavik, Cape Farewell, Greenland, Labrador, Pictou, Portland, Boston and by irregular route across country to Seattle.

Edward S. Evans, Linton Wells, 28 days, 14 hours, 36 minutes, 1925—Boat New York to Cherbourg; automobile to Le Bourget airdrome, Paris. Plane to Berlin, Moscow, Omsk. Train to Chiata, Harbin. Plane to Antung, Yokohama. Boat to Victoria, Seattle. Plane to New York. Their mileage was 4,100 by train and motor car, 6,300 by plane, 8,000 by steamer.

Mears and C. B. Collyer, 24 days, 15 hours, 21 minutes, 1928—Plane to New York to S. S. Olympic. Plane, Cherbourg, Paris, Cologne, Berlin, Koenigsberg, Moscow, Kazan, Chiga, Pingyang, Tokio. Boat to Victoria. Plane Victoria, Spokane, Minneapolis, New York.

Graf Zeppelin, 20 days, four hours, 1929—Lakehurst, Friedrichshaven, Kasumigura airport, Tokio, Los Angeles, Lakehurst.

Gatty and Post, 1931—Roosevelt Field, Harbor Grace, Chester, Berlin, Moscow, Novo-Sibirsk, Irutsk, Blagovchensk, Edmonton, Cleveland, Roosevelt Field.

All these records will probably be smashed to pieces within two years by some aircraft that will circle the 16,000 mile route in 48 hours without touching the earth from start to finish, refueling in flight.

In two years we shall look back here and see.

## Build With Brick

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## IS LOVE stronger than THE LAW?



It was a pitiful sight—that morning Mary found Bob White—near her desolate mountain cabin—his legs crushed under a rock—hurled down by a landslide.

Terrified lest death should claim him—frantically, Mary pulled—tugged his mammoth, half-conscious body to her cabin—set his splintered legs—dressed his wounds—nursed him night and day.

How she worshiped that bravery—that defiance to pain—even death—the saw in his noble eyes. Here was a man—a man worth loving. And day by day—she could see that he, too—was growing to love her.

Glad, excited, insanely happy—the weeks flew by—Bob's legs almost healed—and the day of reckoning came. "Mary," he said. "I love you—I got to talk. That morning—the rock—I was hiding money"—he choked. "You see—I'm—well—you don't want a train robber—for a husband!"

"Oh, Bob!" she cried—threw herself on his chest. "You're mine—forever. God sent you to me—or else—He'd have taken you—out there." "Don't, honey," he pleaded. "Remember The Law. It's out to get me—even if I've quit the game—for good."

"The Law," she hurled back. "I saved you—from Death—Death that defies all Law of man. You're mine—mine! I'll fight—The Law—nothing can take you—ever—EVER!" she screamed—WHEN—at the door—there came—a crash—another man—on his chest—the gleam of a sheriff's star! . . .

Here, in this terrific climax of clashing human emotions, what could Mary do to save Bob White from The Law—from that relentless, menacing Arm which would drag him away to prison—crush her heart—and wreck forever her only hope for love and happiness?

You must read for yourself this amazing true-life story HIS OWN LAW—of how a beautiful woman fought with all the madness of a tigress—used all the subtle wiles a woman knows—to hold her man whom she had claimed from the very jaws of Death and defied the mightiest Law of the land to take. Read "HIS OWN LAW" and other astounding real-life stories including titles such as "Love's Strangest Lesson," "Blind Paradise" and "In the Eyes of My Wife"—in August TRUE STORY MAGAZINE. Your copy—get it—read it today!

For the True Story Hour, tune in on any of these stations every Monday night at 10 o'clock, New York Time

New York City WJAF Pitts'gh, Pa. WCAE Boston, Mass. WREI Cleveland, O. WTAM Prov., R. I. WJAR Detroit, Mich. WWJ Wash., Mass. WTAG Chicago, Ill. WENR Portland, Me. WCHS St. Louis, Mo. KSD Phila., Pa. WLIT Davenport, Ia. WOC Wash., D. C. WRC Des Moines, Ia. WHO Schenectady, N. Y. WGY Omaha, Neb. WOW Buffalo, N. Y. WBNK Kans. C., Mo. WDAF

\*TRUE STORY HOUR is now broadcast over

WEAF and N. B. C. Red Network

Every Monday night, 10 o'clock New York Time

The stories listed above and marked with asterisks (\*) will be broadcast, one each Monday night, during July.

By getting your copy of TRUE STORY for August and reading it in advance, your enjoyment of these stories, when broadcast, will be greatly increased.

## True Story

In Shelby and suburbs you can get THE STAR EACH AFTERNOON of PUBLICATION DAY by paying the Carrier Boy who passes your door. 25c per month.

## First National Bank

SHELBY, N. C.

STATEMENT OF CONDITION

JUNE 30TH, 1931

### RESOURCES

Loans and Discounts	\$2,868,265.83
Overdrafts	216.84
U. S. Bonds to secure Circulation	250,000.00
Other U. S. Bonds owned	51,893.43
N. C. State Bonds	55,295.82
Stock in Federal Reserve Bank	22,500.00
Other Stocks and Bonds	113,201.00
Real Estate owned	111,740.82
Redemption Fund	12,200.00
Cash on hand and due from other banks	612,278.20

TOTAL ..... \$4,097,891.44

### LIABILITIES

Capital	\$250,000.00
Surplus	500,000.00
Undivided Profits	76,579.37
Accrued Interest Reserved	39,857.02
Reserved for Taxes	15,000.00
Circulation	250,000.00
Dividend No. 56	15,000.00

Notes Re-discounted with Federal Reserve Bank	269,500.00
Deposits	2,681,955.05

TOTAL ..... \$4,097,891.44

Our statement above reflects improving conditions in this section and our people have much to be thankful for from a financial status. Business along all lines seems to show some improvement and individuals and firms are proceeding with caution and economy, which plan will ultimately lead to financial independence and stability. We invite your banking business and co-operation in every way.

## First National Bank

SHELBY, N. C.

Capital, Surplus and Profits Eight Hundred and Twenty-Six Thousand Dollars.

## UNION TRUST CO.

SHELBY, N. C.

STATEMENT OF CONDITION

JUNE 30TH, 1931

Including Branch Offices at Lattimore, Lawndale, Fallston, Mooresboro, Rutherfordton, Forest City and Caroleen.

### RESOURCES

Loans and Discounts	\$1,144,644.42
Overdrafts	98.45
N. C. State Bonds	71,619.12
United States Bonds	72,100.00
Other Stocks and Bonds	11,500.00
Banking Houses	66,528.16
Other Real Estate Owned	34,579.40
Furniture and Fixtures	26,861.03
Cash on hand and due from other banks	317,297.37
Advances on Farm Expense	1,028.65

TOTAL ..... \$1,746,256.60

### LIABILITIES

Capital	\$150,000.00
Surplus	150,000.00
Undivided Profits	12,989.40
Reserves for Interest and Depreciation	41,172.72
Bills Payable and Re-Discounts	184,033.66
Bonds Borrowed	28,000.00
Deposits	1,180,060.82

TOTAL ..... \$1,746,256.60

The trend of business is improved and each week and month brings a more optimistic outlook. With economy and conservation as watch words, the customers of The Union Trust Company should go forward and strive by team-work, economy, frugality and saving to bring about an even greater financial stability throughout our section. We invite your banking business.

## UNION TRUST CO.

CAPITAL AND SURPLUS THREE HUNDRED THOUSAND DOLLARS