

IS THE GULF STREAM CHANGING ITS COURSE?

(The Pathfinder)

Recently we told of the effect which the present on spot period has on the earth. At the present time, it is playing havoc with our weather. In the arctic regions, for instance, some parts seem to be warming up but other portions appear to be getting colder. In the Greenland sea, north of Europe, milder weather and less ice than ever preceded last winter, while in the Bering sea and in the regions north of America unusually heavy ice was reported.

The Gulf stream has now been traced some 2500 miles north of Hammerfest, Norway — indicating that it has pushed farther north than formerly great masses of ice were found there are now bare places. Glaciers formerly extended far into sea about the island of Spitzbergen, 2,000 miles north of Norway. The appearance of warm weather has brought about great changes in the flora and fauna of this part of the arctic. The whistling have disappeared from Spitzbergen waters and the seal catch is far under the average. Herring and smelt are now found in abundance. The temperature of adjacent waters is much warmer.

In contrast to this, abnormally heavy ice is reported in the Bering sea and the western arctic. This causes the weather bureau to forecast famine conditions in northern Japan. The sea indirectly controls the Japanese food supply to a large extent by the herring it has on its production. The summer temperature of a hot current which flows southward from the Bering sea and neighboring waters.

FOLLOWING SPRING TO A FAREWELL

he warm breath of Spring, coming from the South, has kissed the face of nature in this part of the arctic. Left its imprint and passed on but it is within the possibilities for Charlotte people by hopping into an automobile and heading for the mountains, to overtake Spring in the course of a six-hours drive. The tokens are seen from afar, because only the slightest fringe of green has developed in the woods, against the black background of which the location of the dogwood is betrayed in the white blossoms. The apple trees are likewise in full bloom, and the combination of dogwood in the woods and apple in the orchards, gives a brightened aspect to the landscape. It is in the region of the 2,000-foot level, that Spring is this week to be overtaken. In another week it may be followed to the section where it makes its last stand, and where it is lost overnight in the sweeping-in of Summer. That section embraces what has been commonly referred to as the Lost Provinces, where the valleys are 2,000 feet above sea level and the mountains tower into altitudes of 6,000 feet and over. Here, in Ashe, Alleghany, Vance, Avery, Mitchell and Watauga counties, the breath of Spring is as yet only the faintest zephyr and of but momentary duration, and it is here that the devotee may give Spring the final farewell at a time when the good old Summer sun is beating down upon Charlotte. —Charlotte Observer.

START SOMETHING

Boost your city, boost your lands, Boost the lodge that you attend, Boost the street in which you're dwelling, Boost the goods that you're selling, Boost the street around about you, They can get along without you, But success will quickly find them, If they know that you're behind them, Boost for every forward movement, For every new improvement, the man for whom you labor, the stranger and the neighbor, Be to be a chronic kicker, Cease to be a progress blocker, Boosting helps us to ascend, To the portals of wise men. —Anonymous.

SCHOOL BOY'S COMPOSITION ON THE GOOSE

The goose is a low heavy-set bird, composed of meat and feathers. His head sets on one end and he sets on the other. He cannot sing much on account of the dampness in the moisture in which he lives. There ain't no between to his toes and he carries a toy balloon in his stomach to keep from sinking. A goose has two legs and they are set so far back on his running gear that they came pretty near missing his body. Some geese when they get big are called Ganders. Ganders don't have to set or hatch, but just loaf, eat and go swimming. If I was a goose I'd rather be a gander.

NEW YORK'S IDEA OF BEAUTY

The Interborough Rapid Transit Company of New York City is painting its elevated cars a golden red color, with black roofs and blue lettering. The metropolitan press declares the decoration of the cars a shining red to be an attempt to make them beautiful.

Though the color scheme is more daring than beautiful, the general public will be pleased with this, and every effort to make conveyances look bright and clean. We have seen so many orange and brown and so many lemon and white cars that we would welcome almost any deviation.

When the gentlemen of high finance of different cities consolidated all the trolley lines they had the cars painted the same color. They were imbued with high-financial pride, in that the colors signified that all of the cars were owned by the same interests.

The olive-green color is the most economical, as it does not show dust or dirt so clearly as other colors. But it is dark, and is not a safe color for pedestrians. Orange yellow is bright and makes cars visible, even at a distance.

The Interborough's innovation is worth while. City streets will look more picturesque with multicolored surface and elevated cars. As in the old days, cars may be painted certain colors so as to signify the routes over which they run, and this would be serviceable ornamentation. —E. K.

SPRING

Spring has come and soon you will hear, The earnest humming about your ear, That little bees will go to work, Jubbling people with their darts.

THE MAN WHO WINS

The man who wins is the man who does, The man who makes things hum and buzz, The man who works and the man who acts, Who builds on a basis of solid facts, Who doesn't sit down to mope and dream, But jumps ahead with a force of steam, Who hasn't the time to fuss and fret, But gets there every time—you bet! The man who wins is the man who wears A smile to cover his burden of cares; Who knows that the sun will shine again, That the clouds will pass, and we need the rain, Who buckles down to a pile of work, And never gives up an dnevner will shirk, Till the task is done and the toll made sweet, While the temples throb with the red blood heat, The man who wins is the man who climbs, The ladder of life to the cheery chimes, Of the bells of labor, the bells of toil, And isn't afraid his skin will spoil, If he faces the shine of the glaring sun, And works in the light till the task is done— A human engine with triple beam, And a hundred and fifty pounds of steam. —Selected

The Appalachian Training School defeated Granite Falls Wednesday afternoon in a fast game of ball, the score being 6 to 10 in favor of the Appalachian Training School. Another game was played Thursday afternoon, that is it was started but due to some argument the game was called off. —New-Topic

J. S. Barlow has returned from Boone to his home here. Mr. Barlow installed the new plant for the Watauga Furniture and Lumber Company. —News-Topic.

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RUSSIA IS AGAIN AROUSING ANGER OF SWISS LEADERS

Russia has riddled Lausanne with Soviet shut again and aroused the anger of Swiss statesmen, who pride themselves on their country's impartiality and hospitality. Official Switzerland regards with gravity Russia's complaint made today in M. Vorovsky's public statement, that by preventing the arrival of a Russian courier at Lausanne the Swiss Confederation was guilty of taking sides in a conflict between Russia and certain of the great powers and therefore had abandoned with disloyalty her role of impartiality and fairness.

The whole controversy goes back to the original decision of the powers to invite Russia to Lausanne Conference only for the discussion on the Straits and not in any way to participate in the general peace discussions with Turkey. Russia believes she should take part in all the Near Eastern conversations; she opposes the Straits convention drafted by the Allies with Turkey but contends that as the Straits treaty has not yet been signed she has a perfect right to be at Lausanne.

Swiss officials explained tonight that the Federal Council gave all necessary facilities to all the delegations during the first conference.

Uncommon Sense

By JOHN BLAKE

SALESMANSHIP

WHETHER you are taking orders for threshing machines or life insurance, or drawing a salary of ten dollars a week, you are a salesman. In the first instance you are selling somebody else's product. In the last you are selling your own. You will sell threshing machines or life insurance faster if you know something about them, and believe in them. You will sell your own services for a higher price if you believe in yourself. If the merchandise you offer is not worth the price you ask for it, you can't be sincere in your efforts to dispose of it. And if you do not absolutely know that your services are worth more than you are getting for them, you will never be able to get more. All salesmanship that is worth anything is based on confidence. You will find it hard work to convince people of anything you do not believe yourself. Before you make any effort to raise your own salary be sure that it ought to be raised. Compare yourself with other people doing the same work for the same wages. If they are better than you are at the job, don't ask for a raise until you have made yourself better than they are. Your hands or your brains are the commodity you have to dispose of. Make them just as efficient, just as productive as you can. Discover and eliminate the faults that keep them from doing their best. Work, study, practice—bring yourself up to a higher point of usefulness. Then when you begin to talk about getting more money you will have an argument. Believe in yourself thoroughly and other people will believe in you. But remember that you cannot sincerely believe in yourself unless you are convinced that you can really produce more than the other men who are doing the same kind of work. (By John Blake.)

AVIATORS CROSS CONTINENT WITHOUT STOP

(Continued from page one)

8:30 p. m. over Terre Haute, Ind. 10:15 p. m. over St. Louis, Mo. 1:00 a. m. (Thursday) over Kansas City, Mo.

Here the plane was swallowed by the darkness and was not heard from definitely until after dawn, when it was reported over New Mexico.

Later a report was received from Arizona and then E. Centro, California, flashed the word that the aviators had passed over there at 11:23 a. m. (east time, flying at

NOTICE.
NORTH CAROLINA, WATAUGA COUNTY.
G. M. Sudderth, Administrator vs. Fred Coffey et al Heirs at law of Geo. Coffey, deceased. Having been appointed a Commissioner by the Clerk of the Superior Court of Watauga County, I will on June 9, 1923 offer for sale at the Court House door, in Boone, at one o'clock p. m., the lands situated in Watauga township and known as the Geo. Coffey lands consisting of about 20 acres, said lands bounded by the land of Hill Wright and others. Terms to be announced upon day of sale.
G. M. SUDDERTH, Commissioner.

from 4,000 to 5,000 feet elevation. The landing at Rockwell field was made in about an hour.

The aviators hardly had made their record before they were laying plans for a more ambitious flight—around the world. This they hope to attempt next year, they announced in a statement tonight.

After Kelly and MacReady had refreshed themselves with a quick wash and some food they told their story. It was a composite narrative, first one putting in a sentence or two and the other breaking in.

"When we left New York," said Kelly, "we could not seem to get the full power out of the Liberty engine. We flew for more than 20 miles at an altitude less than 400 feet.

"Over New Jersey the voltage regulator went out. This was heart-breaking for, unless we could repair it in flight, we would be forced to turn back. While I handled the control wheel MacReady set desperately to work taking off the switch and installing a new one.

"He succeeded and a load was lifted from our hearts when the regulator again began to function properly."

MacReady took up the story: "From that moment the flight became a pleasant prospect for us, and we encountered no further mechanical trouble. The Liberty motor was kept operating at 90 per cent of its full horsepower after we had cleared the New Jersey lanes.

Reaching Dayton, Ohio, 560 miles from New York, we landed for St. Louis, thence across the Tennessee, N. M. We were flying at an altitude of 2,000 feet when we were caught as near Indianapolis, approximately 100 miles from Belleville, Illinois, we were thrilled by the sight of a huge beam of light pouring up through the clouds. It was a beacon along a rocky and dangerous shore to us, for otherwise intense darkness prevailed and we were trusting solely to our compass to keep on a straight course.

"Aided by this beam of light, which we knew came from Belleville, we continued straight as an arrow for the Missouri river. A light rain began to fall when we crossed the Missouri line, a condition we were prepared for on account of the cloudy weather in Indiana and Illinois. At the Missouri-Kansas line, while travelling at an altitude of 5,000 feet, we sighted moonlight filtering through cloud holes. It gave us a feeling of security.

"These faint streaks of moonlight were all that we sighted of the heavens, with day break over Tacumari. Kelly was at the wheel. Dawn was just breaking. Kelly gave a shout of joy when, on looking over the side of the cockpit he spied the cemetery on the outskirts of Tacumari. It was a landmark we knew."

From that time on the aviators had not the slightest difficulty. They were flying in daylight over a section they knew well from their previous flight and the plane, lightened of much of its early burden of fuel, did all that was asked of it in climbing over the mountain ranges. They considered that part of the trip so easy they barely commented on it.

MacReady and Kelly said they exchanged positions at the steering gear every six hours except while crossing over the Arizona forest. Then they exchanged frequently, partly to rest and partly to arrange their schedule so that MacReady would handle the controls in making the landing here.

The aviators said they would remain here in the hope of establishing a new world duration record of at least 48 hours. They will make that effort some time this summer. They expect to remain on duty at Rockwell field until next spring, when they plan to go east to prepare for their attempt to fly around the world.

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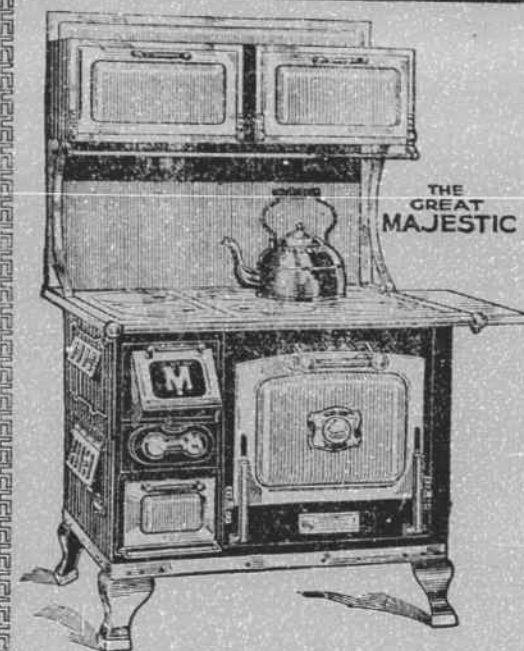


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