

IF COAST LINE AND L. AND N. GET THE CLINCHFIELD

Greensboro News.

The announcement that the Atlantic Coast Line Railroad and the Louisville and Nashville Railroad company have made arrangements to acquire a long time lease on the Carolina, Clinchfield and Ohio Railroad is the biggest piece of news that has hit the railroad world in the southeast for a long time. There is no announcement that the proposed lease has been approved by the Interstate Commerce Commission but those familiar with railroad developments are of the opinion that the matter would not have gone so far as having the stockholders of the A. C. L. approve the lease unless it had been tentatively approved by the Commission. It is noted that interests in Richmond, prominently identified with the Seaboard interests, are going to oppose the lease when the matter comes up formally before the Interstate Commerce Commission for the approval of that body.

Another interesting point is that the Clinchfield interests are now considering a 20-mile line from Norton Va. to near St. Paul, Va. to connect the L. & N. and the A. C. & O. lines. There is at present no physical connection between the two companies but this extension will take care of this. The Louisville & Nashville is controlled by the A. C. L. which owns a majority of stock. The A. C. L. interests, headed by Henry Walters, also own a majority of the N. C. & S. L. and have long time leases on the Western Railway of Alabama, the A. & W. P. and the Georgia railroad, in addition to the control of the Charleston & Western Carolina.

This group of railroads is already one of the most powerful in the whole southeast and with addition of the Clinchfield, the system becomes the strongest combination in the south. The A. C. L. and the L. & N. have been well known as money-making railroads and were very successful in fighting the shipmen's strike.

Those who attended the consolidation hearings in Washington a year ago when the Interstate Commerce Commission took up the southeastern railroads, noticed particularly the great interest that the A. C. L. lines took in the proceedings. It was well known that the Clinchfield was on the market, and the general manager, J. J. Cannon remarked that it looked as if his line was the "best seller" as the A. C. L., the S. A. L. and the Southern Systems were all concerned about the final disposition of the Clinchfield. Prof. Ripley who has studied the railroad situation and was acting as expert for the commission was keenly interested in the disposition of grouping of the C. C. & O. for he felt that it occupied a very strategic position in the transportation structure. The hearing developed that there was keen rivalry for the Clinchfield, particularly by the S. A. L. and A. C. L. interests. The Seaboard regarded its access to the coal mines by a direct line as being most essential to its ability to continue as a separate system instead of becoming a part of another railroad system. The A. C. L. itself had no direct access to the coal fields and Atlanta was the nearest point that the A. C. L. and the L. & N. lines joined and this made a most circuitous route. This very circuit has figured most prominently in the southeastern freight rate hearings in an attempt of these carriers to keep the Atlanta gateway to the Carolina points open on business moving from Ohio river crossings. The acquisition of the Clinchfield will remove this embarrassment.

About the time of the consolidation hearings last year there were very active reports that the Southern Railway System was seeking to acquire the Clinchfield, but at the hearings Vice-President L. E. Jeffries for the Southern did not ask especially that the Clinchfield be allotted to the Southern, contenting himself with the statement that the Southern had about all the lines it needed at that time and in fact too many branch lines. The price that the Clinchfield company wanted for its road was never openly stated but it was understood to have been a very large figure, representing a considerable profit over cost of construction. The making of a lease rather than an outright purchase would indicate that the purchase price was extremely high and the long lease was regarded as better.

The position of the Seaboard Air Line in regard to the Clinchfield is almost tragic. The original purpose of the Clinchfield was to work in conjunction with the Seaboard and large yards were built at Bostic, and at first much tonnage was handled over the S. A. L. lines. About 10 years ago so Vice-President Capps of the Seaboard testified at the Washington consolidation hearing, the S. A. L. and the Chesapeake

& Ohio had negotiated a joint 99 year lease of the Clinchfield the C. & O. having the line from Elk Horn to the C. & O's main line at about Ashland, Ky. But minority interests in the S. A. L. threatened to throw the road into the hands of receivers if the lease was ratified and thus was lost the greatest chance the S. A. L. ever had to get the coal fields over lines controlled by itself, and with the passing of the Clinchfield into a rival, it may well be understood why the Richmond interests "view with alarm."

Then the tonnage gradually drifted away from the S. A. L. until last year the consolidation hearing figures showed that the Southern was sharing more largely in this tonnage and also that considerable was going to the A. C. L. through the C. & W. C. Railroad. The Southern testified that it was giving much of its coal from the V. & S. W. lines to the Clinchfield at Speer's Ferry, Va., and taking it back from them at Marion and that this was more economical than hauling it for itself via Morrisown and Asheville. Many railroad men predicted that the economic factor alone would force the Southern Railway to acquire the C. C. & O. as this might save very expensive double tracking of the Asheville-Morrisown lines and the rebuilding outright of the Saluda mountain section of the Asheville-Staunburg line. But there was evidently a power within the L. C. C. that said the Clinchfield was not for the Southern and so the reports died down.

A move with regard to the Clinchfield was hardly expected to be made until the commission announced its further report after the consolidation hearings were completed. The tentative grouping placed the Clinchfield within the A. C. L. and the S. A. L. groupings as well and there was strong suggestion that the Clinchfield might be a "bridge" or independent line, to serve all three carriers.

The Clinchfield lease brings into question two important things. One is what is the future of the Winston-Salem Southbound, a road owned jointly by the A. C. L. and the N. & W. and said primarily to open the A. C. L. that much nearer to the N. & W. coal fields. Certainly the A. C. L., L. & N. interests will use the Clinchfield to its maximum and save paying another carrier to haul their coal. On the other hand the N. & W. and the L. & N. have had a working arrangement through Norton, Va. where the two lines connect by which a considerable volume of tonnage is moved. The building of a line paralleling the N. & W. from St. Paul to Norton may mean that some change in this relationship may be made.

And this brings us to the Bowie railroad proposition which was authorized by the last legislature to build the main line across the mountains at a cost not to exceed \$10,000,000.

If the engineers can find a good is no doubt but that there will be a road to lease it. The proposed line will be about 330 miles shorter from the Bristol section to Greensboro or Winston Salem than the present combination via Marion. This combination is now more than 100 miles shorter than the Morrisown route of the Southern. It would appear that the Southern, owning to Wilkesboro, on the one side, and owning the lines on the Tennessee side, may in the light of recent events, see a little more merit in the Bowie proposition.

In the meantime, Frank Miller's surveying crews will take the field and in a few months something more definite may be known of the actual possibilities of the road across the mountains, and the future of the project all depends upon locating the line with a very low grade, so it will serve the transportation structure of the country.

Any purely local road will be of no use to the country, but will be a burden on the transportation systems of the country.

A HOT SUMMER IN PROSPECT?

Yesterday we had in this column the prediction of a fall cold summer by a certain famous heliologist. Today we present a counter prediction by a no less famous astronomer. His name is Dr. Charles F. Brooks, and he is one of the best known astronomers in America, so they say. This summer will be a hot one, he declares despite the late spring which has been caused by the sun giving off four per cent less heat than normally.

The reduced heat of the sun was to be expected, says Dr. Brooks, as a customary part of the "11-year sun spot period" which reached its greatest development in 1917 and recedes to its lowest point in 1923.

Brooks points out that the sun every eleven years normally goes through a period of excessive activity and then a recession from it. When Old Sol is hitting on all cylinders, sun spots appear. These wane when the sun slows down and its engine cools. Not scientific terminology, but we trust we've interpreted it so it is understandable by those who are tremendously interested in the weather but haven't time to "study up" on astronomy.

These spurts of activity (increased heat followed by subnormal heat) are staged by the sun every eleven years. There was an abnormal radiation of heat from the sun in 1906 the same as eleven years later in 1917. The next cycle will have its climax in 1928.

Dr. Brooks says: "There is a paradox that the cooler the sun the warmer the earth. The period of sun spot maximum is one to two degrees cooler than otherwise."

One scientific explanation is that when the sun has a mild chill, as at present, its ultra-violet rays have greater opportunity to "escape" through the sun's atmosphere. These

ultra-violet rays from a blanket of ozone around the earth, far overhead. This ozone blanket absorbs and holds much of the heat which the earth radiates or gives off. (The radiation is what makes the night cool even after a hot day.) The earth's heat starts returning back into space and the ozone blanket tends to keep it near us, the same as a thermos bottle.

So, says Dr. Brooks, there probably is at present a reduce dross of the earth's heat through space despite a reduction of the amount of heat we're receiving from the sun. The ozone, formed overhead by nature to contract the sun's chill, works like asbestos around a steam pipe.

The net result," Dr. Brooks concludes, referring to the coming summer, "should be a higher temperature, considering the world as a whole, than at the time a year or two ago when the heat received was greater."

Even the facetious who say, "Aren't nature wonderful?" will have to marvel at nature's marvelous system of checks and balances, revolved against ozone insulation now forming above on ahead to compensate for reduced sun's heat and keep us from acute suffering.—Winston-Salem Journal.

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A PRETTY GOOD WORLD

Pretty good world if you take it all round—
 Pretty good world, good people!
 Better be on than under the ground—
 Pretty good world, good people!
 Better be here where the skies are as blue
 As the eyes of your sweetheart
 a-smilin' at you—
 Better than lyin' heath daisies
 and dew—

Pretty good world, good people!

Pretty good world with its hopes and fears—
 Pretty good world, good people!
 Sun twinkles bright through the rain of its tears—
 Pretty good world, good people!
 Better be here, in the pathway you know—
 Where the thorns in the garden, where sweet roses grow,
 Than to rest where you feel not the fall o' the snow—
 Pretty good world, good people!
 Pretty good world! Let us sing it that way—
 Make up your mind that you're in it to stay—
 At least for a season, good people!
 Pretty good world, with its dark and its light
 Sing it that way till you whisper, "Good-night!"
 Pretty good world, good people!
 —FRANK STANTON.



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when a business man places his ready money in the care of a good bank and carries away the convenient little book that records the fact. Armed with this, he pays All bills by check, transacts business on paper, and thus firmly establishes his financial standing. Backed by the bank's great probity, he takes a short road to success.

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Tut's Pills
 Tone and strengthen the weak Stomach, Bowels, Kidneys, and Bladder.

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As a preventive, apply Vicks as a salve before going into the sun. Rub well in. To relieve the burn, apply Vicks lightly. Do not rub in.



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 "—and that's just the start. I'm going to refinish all the wood-work, floors and furniture."
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LADY WAS IN A BAD FIX FROM NERVOUS INDIGESTION

Biloxi, Miss.—"I had, for a year or more, nervous indigestion, or some form of stomach trouble," says Mrs. Alonzo Ford, 1117 Clay Street, this city. "The water I drank at that time seemed to constipate me. I would suffer until I got so nervous I wanted to get down on the floor and roll. I felt like I could tear my clothes."
 "Every night, and night after night, I had to take something for a laxative, and it had to be kept up nightly. My side would pain. I looked awful. My skin was sallow and seemed spotted. I would look at my hands and arms, and the flesh looked lifeless."
 "I happened to get a Birthday Almanac, so I told my husband I would try the Black-Draught, which I did. I took a few big doses. I felt much better. My liver acted well. I made a good, warm tea and drank it that way. Soon I found

that nervous, tight feeling was going, as was the pain in my side. I found I did not have to take it every night. Soon, after a few weeks, I could leave it off for a week or so, and I did not suffer with constipation. . . I gained flesh. I have a good color, and believe it was a stubborn liver, and that Black-Draught did the work."
 "I went to my mother's (Mrs. Deeters) one day, and she wasn't well at all. . . I told her we'd try Black-Draught. We did, and now she keeps it to take after eating. It certainly helped her, and we neither will be without it in our homes. It is so simple, and the dose can be regulated as the case may be. We use small doses after meals for indigestion, and larger doses for headache or bad liver."
 Theford's Black-Draught liver medicine is for sale everywhere.

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