

The Everyday Counselor

Rev. Herbert Spaugh, D. D.

"Give me Lord, the serenity to accept what I cannot change; the courage to change what I should; the wisdom to distinguish between them." This prayer, attributed to Saint Francis of Assisi, has been passed on to me by a correspondent who has found it helpful. It is one of the choice prayers of all time. It could probably be placed on the walls of every office, shop and home.

How we all need the philosophy contained in that prayer. How we fight against, fume about those things we cannot change or alter. They're out of our control. Yet we use up so much energy and time on them that we don't have enough left to devote to changing those things which we should and can.

Individually, neither you or I can do much about improving relations between our State Department and Russia, and their relation towards the world peace. But we can do something about winning the peace in our own hearts, and improving the relations in our own homes between the members of our own family. Yes! We can do that. But we want to do something bigger. We want to join the League for the Preservation of Democracy, all the while forgetting that there may be some little democrats back home where we can make our influence felt for good much more, than by writing speeches.

Giving long life to harness is simple. All that is necessary is to keep it clean and well oiled with a good harness oil.

and articles and signing petitions for world peace.

From my observation as a pastoral counselor, the battlefields of human heart and mind concern us more right now than world battlefields of tomorrow.

There are some things that we simply can't change, and have to endure. Well, then, why not endure them gracefully, pray for strength to bear them. There's no use getting all steamed up over circumstances, conditions and people whom we can't change. We only get a phobia or complex on the subject. Some of us have jobs to do which we dislike, but have to do. Well, then! Go on and do them gracefully. Don't be one of those who is a chronic complainer. You make yourself unhappy and everybody else around you.

The biggest task of all is to be able to discern what we can change and what we can't. That takes judgment, and discernment. Of this we can all be certain, that when we start out on any reformation program to improve conditions which surround us, the first one to start on is ourselves. That's where any adequate reformation program must commence.

Serenity, peace and contentment as far as you're concerned, stem back into your heart. I know of no better way to secure them than to live in the daily conscious presence of your Lord. When you make peace with your Lord and your fellow man, you're at peace with yourself.

County Man Tells Of Trip On "River Of No Return"

By Cayce Fresnell

In 1805 when Lewis and Clark were on their way to the Pacific ocean they came over the continental divide, then they proceeded down the Lemhi river to where it empties into the Salmon river in central Idaho. It was there they gazed upon a river so wild, so treacherous and so beautiful, that they could not find words to describe it. Winding through canyons among steep bluffs and cliffs, with treacherous rapids, going right through Idaho's most primitive area.

Lewis and Clark now proceeded down the Salmon river. However, after pushing along the river's edge for approximately 60 miles they were stopped. They found that the canyon became a mass of cliffs impossible to travel over or around, and there the river plunged into a turbulent rapids impossible to be navigated by boat so they decided. As history relates, Lewis and Clark back-tracked about 40 miles up the Salmon river, went up the north fork of the Salmon river crossed the Bitterroot Pass into Montana and continued their journey.

The rapids that turned Lewis and Clark back are only the beginning, for it is now known that the Salmon river is a continuous mass of rapids and falls, with impassible walls for approximately 80 miles from the Lewis and Clark rapids. Even today there have been but few people to visit this wild, rugged, primitive canyon. As few forest service trails and a few placer miners who wish to live out in the wilds by themselves are the only changes since 1805.

Unlike the days of Lewis and Clark, the Salmon river can now be navigated down stream, provided a special type of boat is used. Experienced river boatmen are also an absolute necessity. Even then those who make the trip down the Salmon river are taking a great risk, for many have met disaster while making this perilous trip. With all the modern equipment of today it is still impossible to come upstream through this area of the river. That is how it long ago acquired the now famous name, "River of No Return."

In the early summer of 1945, in connection with the Columbia Valley Authority, a party of U. S. Coast and Geodetic Survey engineers were selected to run a survey down the River of No Return. Two boats were constructed in Salmon, Idaho for the trip. Two of these boats were built for shooting the rapids and to provide sleeping and eating quarters for members of the party. They were 32 feet in length and 8 feet wide with a long sweep at both bow and stern to enable the boatmen to maneuver the boats through the fast flowing rapids. The third boat was a small reinforced rowboat which was used to carry the workmen around the steep cliffs. Names chosen for the boats were The Dreamboat, The Garbage Box and The Argument.

The party consisting of 7 U. S. engineers, 3 boatmen, and one cook, embarked from Salmon, Idaho on July 23. It took the party 2 days to go down the river 60 miles to where Lewis and Clark were forced to turn back. The third day they began in earnest the most treacherous river trip in the U. S. A.

We had heard much talk and many comments concerning the abundance of wild life in this wild and little visited area. We found this to be true far above anything we had heard or expected. As we progressed down stream, every few miles there were beautiful trout streams emptying into the main river. These streams were so full of fish that it was an easy proposition to catch two fish at a time by having two hooks on the same line. These fish consisted mostly



THE DREAM BOAT AND ARGUMENT

of Eastern Brook, Rainbow, and Speckled trout. We took many Jolly Varden, Steel head, salmon and sturgeon from the main river.

Occasionally on Saturday afternoon some of the party would hike up on top of the river canyon. Here we found many beautiful lakes, all of which were full of fish, mostly rainbow and lake trout. We saw many deer throughout the entire 80 mile trip. Most of the deer were high up in the mountains as there was more forage in the highlands during the summer months. However we often ran right up on a deer along the river which had come down to drink or cross the canyon. I recall one incident when a deer swam the river during the night, coming out on the shore between our two boats which

were about 15 feet apart. Evidently this deer was not afraid of anyone, and seemed to know that all these two legged animals were asleep. Or maybe it was the snoring from the crew that brought him over to investigate. When there were elk, many of them although we saw only cows and their calves along the river. However, on our Saturday afternoon trips up into the highlands we saw many proud seven point bulls. As we progressed about 50 miles down this primitive canyon we saw an abundance of sure footed mountain goats. They seemed to be well satisfied with their air conditioned home among the towering crags and cliffs. We also found numerous mountain sheep in this region. Both brown and black bear were common sights along the trip. Some few moose were also to be seen, but they were not as plentiful as other kinds of big game. Cougars are to be found in excessive numbers as they have plenty of game to prey upon. Smaller animals such as beaver, otter, mink, weasel, muskrat, and coyote are plentiful. Birds such as ducks, grouse, and quail exist in abundance.

Army engineers had estimated that only a mile of leveis could be run in a day down The River of No Return. It was often necessary for the men to use ropes to pull each other over the high cliffs. At other times the surveyors had to swim around the cliffs. But there were many places where they could neither swim around or climb over. Here the work boat "Argument" usually solved the problem.

There were only minor mishaps to mar the trip. The work boat, "Argument" was overturned in one of the rapids, but the crew of 3 swam ashore with the aid of their life belts. All 3 of the boats were scarred and battered from the rough water. Our trip was completed September 21. Our survey showed that the

river had a drop of approximately 2000 feet in the 80 mile stretch. The one most treacherous rapids on the entire trip had a drop of approximately 200 feet in a half mile.

Now that the trip has been completed, the entire crew feels that they have run a survey down the roughest and yet one of the most

beautiful rivers in the United States. We are sure that none of us will soon forget the "River of No Return," with its beautiful forests, sky blue upland lakes, rugged cliffs and canyons, and abundance of almost any kind of wild life. Its boiling, white rapids and falls truly make a trip down this river the wildest boat ride in America.

Attention Builders!

See Us For

Cinder Blocks

Size 8 x 16 at 21c ----- 6 x 16 at 17c

4 x 16 at 12c

Cement Blocks, Size 8 x 16 ----- 22c

Granite Blocks, Waterproof, size 6 x 16 at 21c

We also have Mortar Mix and Cement

Delp Hdw. Co.

Sparta,

N. C.

WANTED: USED TIRES

The last 1000 miles are the danger miles ... don't drive past the danger point

FORMER PRICE \$16.10 PLUS TAX
Now \$14.40
6.00-16 PLUS TAX
LESS A BIG ALLOWANCE FOR THE OLD TIRE OFF YOUR CAR

B. F. Goodrich tires that outwear prewar tires...now...at less than prewar prices!

WE have a big market for sound used tires.

On your car, it is impossible to detect the exact condition of a tire. But we have the experience and equipment to examine them thoroughly, to detect flaws and to select casings suitable for repairing, recapping or reconditioning. This knowledge is extra money in your pocket, because we can give you a bigger allowance if your tires can be made safe for further use!

And this allowance comes off the already lower-than-prewar price of most popular-sized B. F. Goodrich Silvertowns that outwear prewar tires. This new tire has a wider tread that runs flush-to-the-road, gives greater road contact, firmer footing, more even wear, more road grip. Finer, sturdier cords and more of them give the tire greater strength and suppleness to resist the road pounding of high speeds.

So don't be satisfied with less than the best when the tire that outwears prewar tires costs so little!



Castevens Motor Company

SPARTA

N. CAROLINA

B.F. Goodrich
FIRST IN RUBBER

Don't look afar FOR BARGAINS

YOU CAN FIND THEM HERE READING THESE ADS

Elkin Stock Car Racing Returns

Stock car auto racing, which has become the No. 1 sport in northwestern North Carolina in the short span of three months, booms back into the Elkin Speedway Sunday afternoon with all of the trimmings belonging to the world's greatest racing show.

Sunday's 100 laps of speed and skill will be the second such race to be held at the Elkin track, labeled as the fastest half-mile dirt track in the United States.

Time trials are scheduled to begin at 1 p. m., with the first race starting at 3 p. m. The grandstand, largest of its kind in the South, will be entirely completed by Sunday.

Don't Miss Our

Big 8 - Day SALE

Starts Friday August 29

SUPER - VALUES FOR ALL

Come Early

- FOR YOUR CAR
- FOR YOUR HOME

See our big circular for many of our values. Visit our store for others. We have many that are not advertised.



Western Auto Associate Store
Home Owned & Operated by C. R. ROE
Sparta, N. C.

MR. MERCHANT SEE THAT SHE READS YOUR AD IN THESE COLUMNS



Before She goes SHOPPING