

UNKNOWN TERRAIN OF NORTH MAPPED, FIND GLACIAL AREA

WASHINGTON, D. C.—Discovery of a unique, semi-glacial formation on the slopes of Pavlov volcano has been reported to the National Geographic society headquarters here (Washington, D. C.) by Professor Thomas A. Jaggar, noted volcanologist, who is the leader of an expedition of the society now at work near the end of the Alaskan Peninsula. Professor Jaggar also reports the collection of data for a topographic map of 1,500 square miles of hitherto unknown territory, and the assembly of numerous interesting geological, botanical and biological specimens.

Expedition Is Studying Volcanoes
The expedition is primarily for the study of the volcanic phenomena in which the Alaskan Peninsula and the neighboring Aleutian islands are rich, but while crossing the tundra and foothill country preparatory to reaching the active and dormant volcanoes, scientific members of the party have made a study of natural phenomena in general.

The peculiar ice formation on the foot slopes of Pavlov is termed by Professor Jaggar "an ice jumble." It is almost, but not quite a glacier, he states. Explosive eruptions have dumped debris into the area for years, he explains, and this has been frozen together. The materials consist, Dr. Jaggar writes, "of ice, gravel, boulders, bombs, pumice, ash and sand in a vast hummocky sea of jumble." Four streams flow from the front of this near-glacier. Nearby and above, Pavlov volcano fumes constantly from its symmetrical cone, an American Fujiyama.

Hugged Huge Bear
On May 31 Professor Jaggar and his assistants scaled a newly found volcanic peak which he named Diana volcano, for J. D. Dana, the leading American volcanologist of the nineteenth century. During this climb the party bagged for museum purposes a huge Kodiak bear, which measured 13 feet from paw to paw, diagonally. These are the largest bears known.

In their reconnaissance members of the party have observed numerous animals: bears, foxes, wolverines, porcupines and herds of caribou. The region is a paradise for bird breeding. Professor Jaggar reports. Ducks and other sea birds, shore birds and land birds have been seen in great numbers.

Use Half Boat, Half Auto
In addition to its small power cruiser, "The Geographic," the expedition is making use of a unique vehicle called by Professor Jaggar an "amphibian." It operates as a boat in the bays and inlets and as an automobile along the beaches and over the smoother tundra. The device has been a marked success and with changes based on this summer's experience, can, in Professor Jaggar's opinion, be improved so that it will negotiate even the vast swamps and rough tundra that have been encountered. In exploring the swamps and hummocky tundra, the party now uses horses which are difficult to transport from civilization to such remote areas and do not thrive under such conditions.

Occasional mail contact with civilization is maintained by the expedition through the far flung fishing stations and their boats that operate along the Alaskan coast.

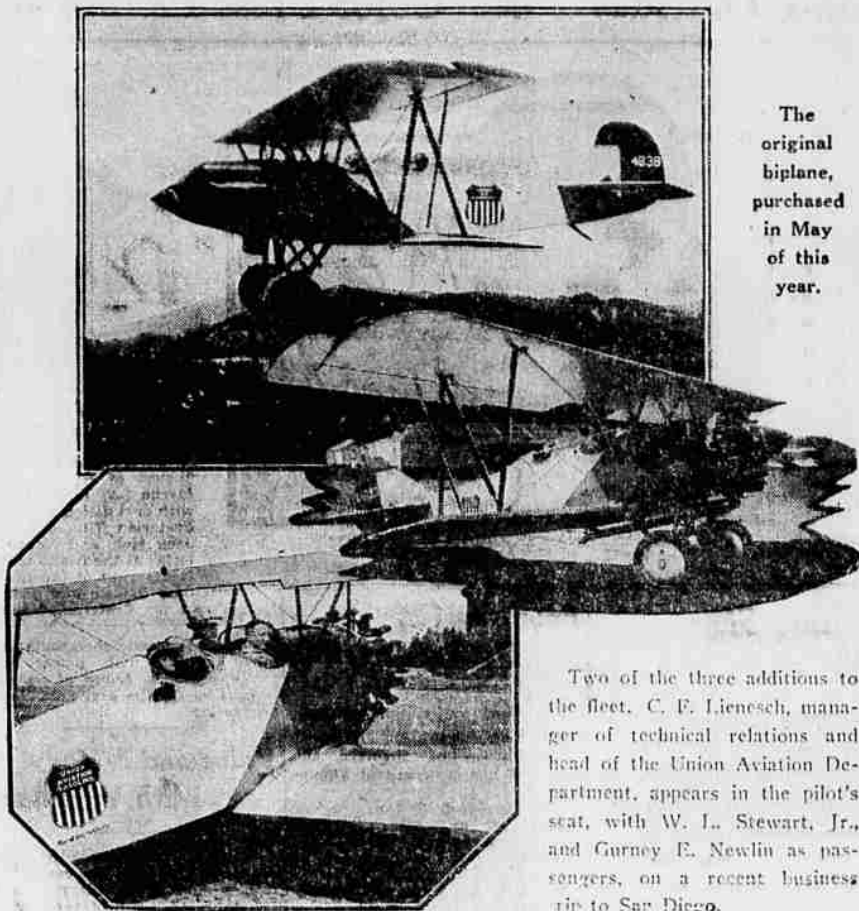
Regular Air Service
CALAIS, France—Air flights to England in 15 minutes are offered the public at France's first seaplane port. Three small seaplanes, each carrying the pilot and three passengers, have opened a commercial company's service, and 10 ships are to be operated within a year if all goes well.

Woman Nominée Angles
KEY WEST, Fla.—Ruth Bryan Owen, democratic nominee for congress in this state, has taken a lesson from President Coolidge and Herbert Hoover. Mrs. Owen recently caught her first fish, a 14-pound yellow jack, known as one of the gamest fish in Florida waters.

Beauty No Art
PIERRE, S. D.—What a beauty parlor produces may be a work of art, but the South Dakota law calls the establishment a "work shop." As such Attorney General Buell P. Jones classified them in stating that the minimum wage statute applies to the parlors.

Rogue River Valley—The scenic paradise of the world

Union Oil Has Fleet of Planes



The original biplane, purchased in May of this year.

Two of the three additions to the fleet. C. F. Lienesch, manager of technical relations and head of the Union Aviation Department, appears in the pilot's seat, with W. L. Stewart, Jr., and Gurney E. Newlin as passengers, on a recent business trip to San Diego.

Why the Gulf Stream Flows

WASHINGTON, D. C.—Is the great Gulf Stream stopping its flow or changing its course?

This question is asked more or less seriously every few years when some transatlantic steamship captain notes unusual temperatures in mid-ocean, or even a reversal at some point in the usual flow of the surface waters. Within recent weeks the question has been raised anew both in England and the United States.

Stream Has Settled Habits
The answer, according to a bulletin from the Washington D. C. headquarters of the National Geographic Society, can safely be put down as "no."

"History, botany, geology, meteorology and oceanography can be called as high-powered character witnesses to testify to the settled habits of the Gulf Stream," says the bulletin. "From the testimony of this array of sciences it can be assumed that the great river of the ocean has been flowing along its course for centuries and even for scores of millenniums. The huge stream, which moves more water than all the rivers of the earth combined, can hardly be expected to change its age-old habits over night."

"Place an electric fan so that its current of air strikes one side of the surface of a tub of water," continues the bulletin, "and you will have the phenomena of the Gulf Stream repeated on a small scale. The fan's air blast will drive the surface water before it. The moving surface water will drag the deeper water along. Before long practically all the water will be in motion, swirling around the tub."

Islands From Funnels
"In the case of the Gulf Stream the North Atlantic ocean stands in place of the tub, and the Trade Winds of the northern hemisphere play the part of the electric fan. Other factors have a hand in creating and molding the Gulf Stream, however. The Caribbean Sea, hemmed in on the north by Cuba and Haiti, and on the south and southwest by the coasts of Central America and Yucatan, is a gigantic funnel with the spout leading into the Gulf of Mexico. The waters of the Caribbean, blown westward by the Trade Winds, rush through this spout and pile 'up,' so to speak in the Gulf of Mexico."

The only outlet is through the Florida Straits between the tip of Florida and Cuba. Through this nozzle, then, the stream gushes out, an irresistible current 40 miles wide and nearly 3,000 deep. Guided northward by the Bahamas and then by the continental shelf of North America, the great stream moves with such momentum that it flows through the ocean and preserves its identity all the way to Europe.

"Although the Gulf Stream is usually thought of as arising in the Gulf of Mexico and spreading itself on the shores of Europe, in reality much of it completes the circuit and constitutes a vast merry-go-round of waters in the North Atlantic. A branch of the stream turns north of the British Isles and enters the Arctic ocean; but another part turns south to the coast of Portugal, then southwest and finally comes again under the influence of the Trade Winds which give it new life."

Stream Shaped Europe's Climate
The Gulf Stream has had a role in world affairs. The importance of which is seldom realized. For ages it has helped in the scattering and evolution of animal and vegetable forms. It has held the climate of much of northern Europe in its moving waters. But for its beneficent work as carrier of equatorial heat to the northward and eastward, England might have the climate of Labrador and Norway the bleakness of Greenland. It has even had much to do with the geological formation of large areas of the ocean's bottom by determining the places of sedimentation. And day by day it is a factor in the price of everything carried aloft between Europe and America as well as in the safety of all who cross the Atlantic.

As Old as Ocean
"The great current has had its part, too, in shaping the history of America. Before the discovery of the new world, strange

woods and fruits were found on the shores of Europe and the off-lying islands. Some of these were seen and examined by Columbus, and to his thoughtful mind were convincing evidence that strange lands existed somewhere to the westward. These objects were carried by the Gulf Stream and by the prevailing winds from the American continent, so that the stream laid the foundation for Columbus' famous voyage. Once underway, and sailing across the southern rather than the northern portion of the Atlantic, Columbus had the return flow of the great circular stream to help carry him to the West Indies.

"How long has the Gulf Stream been flowing?"

"The question cannot be answered in years, but can be answered in geological terms. As a stream forced into and then out of the Gulf of Mexico, it must have been flowing ever since the gulf and its peninsulas and neighboring islands have existed in substantially their present form. But even before the Gulf of Mexico existed there have been, as at present, a clockwise swirl of war waters in the Atlantic basin. Today, part of the so-called Gulf Stream does not enter or leave the Gulf of Mexico, but joins the Gulf arm of the stream north of the Bahamas. It is reasonably safe to say that there has been a 'Gulf Stream' (although the gulf may have played no part in its early existence) ever since there has been an Atlantic ocean and Trade Winds to blow upon it."

ST. ALBANS, Vt.—The loss of two customers in one day through heated political arguments has led a lumber shop owner to post a sign forbidding discussion of politics.

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PRESIDENT WILLYS RETURNS TO U. S.

John N. Willys, president of Willys-Overland, was among the arrivals on the Leviathan recently, returning from an extended trip in Europe where he had been in close touch with motor car developments. He reports Willys-Overland Crossley Co. at Stockport, England busy on the largest schedule of deliveries of Whippet and Willys-Knight cars in its history, and says that the assembly plant which was opened at Berlin about a year ago is now running at maximum capacity. The presidential election, the peace plan proposed by Secretary Kellogg, and the American-built motor car are the three principal subjects of discussion in Europe at this time, and the motor car is coming in for a large share of the discussion. England has entered upon an elaborate good roads program and the English engineers are following the method of construction which has been adopted by engineers in this country.

There is now an excellent motor highway from London to Liverpool and the traffic over this new motor road greatly resembles that on the larger arteries in the United States.

An interesting feature of the automobile situation in England is ready surpassed its greatest year in sales and shipments and we have a little better than four months to go. Present indications are that sales for the next four months will show a large percentage of gain over corresponding months for the last year as were established in the early months of this year.

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Chevrolet Chiefs Tour West Coast



W. B. Knudsen (left), president and general manager of the Chevrolet Motor Company and R. H. Grant, vice president, in charge of sales, who are on a tour of the west coast to study the business market and the automobile field.



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