

HAVE ROUGH EXPLORING TRIP

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had hit the fence and the current had taken it sidewise and held it against this fence in midstream, causing the water on the upstream side to come over the side and sink the boat several inches below the surface, when, fortunately, the lower wires of the fence against the force of the current, held the boat in this position. This saved us from a probable serious catastrophe at least for me, for as you know, in my condition of not being able to handle myself because of my semi-paralyzed side, the situation would have been very trying.

But with the help of that top wire and some out-stretched willow branches, we finally managed to reach the bank by climbing on to a willow tree.

Wet thoroughly to my waist, and the water was somewhat cold too, my teeth began to chatter and although I hated to give up the trip, realizing my condition, I called to the others that they should try to draw the boat up on the bank and get some dry clothes on immediate-

ly. But just to show the pluck of those boys, one called back that they would rather try to go on with the journey.

Unfortunately, I was on the wrong side of the stream and had to go all the way around to the other side by way of the bridge from where we had started, and so walked several miles to my home as quickly as possible.

The other two companions righted the boat and started once more down stream when the hit a very narrow place where the creek turned around a high bank and cajsized, both boys getting wet all over, one disappearing entirely from sight and taken down stream. It was a funny sight to see eLeon and Ed. holding onto a willow branch growing from the bank and he extended at length on the surface of the water, which at this point had an unbelievable strong current. This ended the adventure for as soon as the boat could be pulled up on the bank, the two hurried back to the house for a complete change.

Of course there was not much of an opportunity to look for my dog, and almost a week has passed without a sign of him. It goes to show

how much a person undergoes for the sake of dumb animals, in particular for a pet dog. I have fairly scoured this part of the valley, and had half

a dozen boys helping me to do it, to say nothing of my daughter Helen. Wish I were with you to celebrate this Christmas, at least hope this let-

ter will arrive in time to give you my greetings.

With best wishes for the season to your family from us, I am.

As ever yours,
L. A. SALADE, Jr.

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Adventures Signify New Significance

By HENRY BOTSFORD

AFTER well nigh a century and three-quarters a new interest has recently been aroused in the earliest military adventures of George Washington.

When barely twenty-one years old, in 1753, Washington was sent by Governor Dinwiddie of Virginia into the far northwestern wilderness—that is, northwestern Pennsylvania—to warn the French that they must cease their efforts to occupy that region. Recent researches have given a new historical significance to that expedition, during which Washington, always reckless of his personal safety, had one of his narrow escapes from death at the hands of a treacherous Indian guide.

The French at that time occupied Canada and claimed the Mississippi and Ohio Valleys. Though the fringe of English speaking colonies along the Atlantic contained the chief European population, France maintained sovereignty over most of North America's area. They were apparently determined to occupy northwestern Pennsylvania, partly because it was known even then to be rich in petroleum.

Region's Wealth Known

Pioneers and missionaries, English, French, German and Dutch, had all reported to their governments that the petroleum was of great potential value. There is, however, no reason to believe that Washington knew of its existence or value until his adventure of 1753. Then he learned that the oil had long been used by the Indians and the pioneering whites for fuel and light, for medicine and in making war paint. Washington was so much impressed with its possibilities that he later became owner of a large area of oil-bearing lands. Although the petroleum industry in its modern form was then undreamed of, Washington was so sure that a fortune resided in his oil-bearing lands that in his will he listed them as his most valuable holdings. In the property schedule attached to the will he wrote:

"This tract was taken up by General Lewis and myself on account of the bituminous spring which it contains, of so inflammable a nature as to burn as freely as spirits and as nearly difficult to extinguish."

The Will of Washington

Some historians declare that in an earlier will Washington dedicated this "burning spring" to the public. At any rate, it had passed from his ownership before his death. He sold this tract for \$200,000, but, suspecting it might revert to his estate under a mortgage, he warned his heirs that should it do so it would be worth much more than the \$200,000.

Although Washington's first knowledge of petroleum was gained within a few miles of the place where the first oil well in the world was drilled, that first well was not opened until one hundred and six years later, 1859. In that year Edwin Laurentine Drake bored the first well, just south of Titusville, Pennsylvania, and really started the modern petroleum industry.

A Development Wonder

Today the American industry is the major part of the world's oil business. Americans are directing oil developments all over the world. It is all part of the huge problem: to make sure that the tomorrows shall see America's requirements met. Every decade the production of petroleum has doubled. Science and technical progress have met all demands. Foreign investment and development are in the nature of insurance for the future.

In the days of Drake and the industry's beginnings petroleum's value lay in lubricants and kerosene. The age

of machinery was only beginning with its insatiate demand for lubricants, while kerosene, though the best illuminant ever known, was dangerous because poor refining left gasoline that was liable to explode. It is difficult nowadays, when the world is being combed for more petroleum to make more gasoline, to realize that gasoline was once a nuisance and a menace. The internal combustion engine created the demand for gasoline now the primary product of petroleum. The demands of millions of motor cars increasing constantly, invention and chemistry were set at work by the captains of the industry to make the barrel of petroleum a turn out a larger and larger proportion of gasoline. This was done by the cracking process, through which every year now sees a larger proportion of crude oil turned into gasoline.

High and Growing Demands

Today well-nigh 2,500,000 barrels of petroleum are required every day to satisfy the demand for motor cars, tractors, trucks, buses, artificial gas plants and the innumerable by-products. Invention is constantly finding new uses, as enterprise just as constantly finds new supplies of petroleum. The wonderful and rather mysterious fluid has revolutionized social habits and industrial methods; yet it is only two-thirds of a century since the industry had its feeble beginning in the Pennsylvania oil country.

This year the country will use about 750,000,000 barrels of petroleum. The country will use 700,000,000 gallons of gasoline and will export 1,900,000 more. The production, processing and marketing of petroleum is probably second only to agriculture among American industries.

Roundly, 70 per cent of the world's petroleum industry is American. Ten billions of capital is invested in it—half the valuation of the national railroad system. It employs just about 1,000,000 people. The petroleum pipeline system, gridironing a good share of the country, aggregates about 85,000 miles. Petroleum revolutionized naval warfare by bringing in the oil burning ship; it is fast revolutionizing merchant marines in the same fashion. Multiplication of motor cars, along with the special taxation of their gasoline, has made possible the modern highway system.

A True Social Service

Perhaps the most nearly revolutionary result of Drake's modernization of the petroleum industry is to be found in the change it has brought in the life of rural America. It has carried the city to the country, the country to the city. It has, by making possible the cheap and quick transportation that everybody nowadays enjoys, enabled country and city to know and understand each other as they never did before. It has brought social and educational privileges to country dwellers that a few decades ago seemed absolutely denied to them. On the one hand it has enabled the cities to spread out into suburban areas and the zone of country estates; on the other, it has enabled the people of the open country to have neighbors, society, church and school privileges, intimate acquaintance.

It is a historic fact that the tendency toward division of interest and understanding between city and country is the most serious internal menace to the security of nations, to the integrity of society.

More than anything else, country and city need to know and understand each other and each other's problems. The easy transportation, the ready opportunity for association and acquaintance that have come with the Age of Petroleum have made possible, in this favored country at least, exactly this new intimacy and understanding.

Washington's Early Adventures
Now Assuming New Significance



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