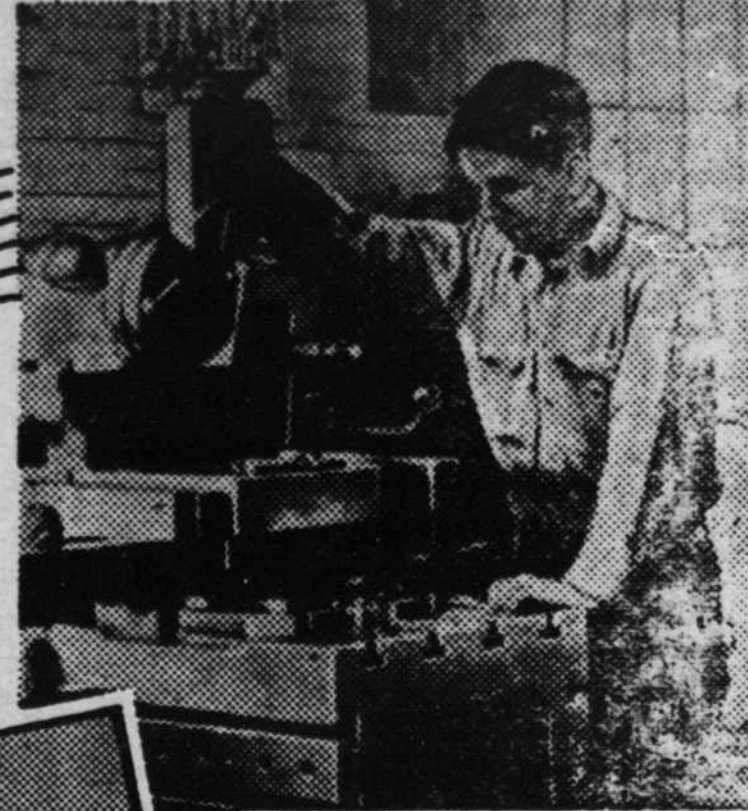


# In The WEEK'S NEWS



**A GOOD JOB**—E. G. Barrow, secretary of the New York Yankees, congratulates W. S. McKees, director of advertising for the Fisher Body division of General Motors, following preview of the new official sound motion picture of the American League, "Batter Up." The picture was produced and will be distributed by the body building division of the automotive concern. Thomas A. Yawkey, Lew Fonseca and League President Wm. Harridge are also shown.



**APPRENTICE TRAINING BY INDUSTRY EXPANDS**—During 1937 there was an increase of 254 per cent in the number of employees enrolled in apprentice and adult training programs through cooperative arrangements between the International Correspondence Schools and industrial organizations, Ralph E. Weeks, president of the I. C. S., reports.



**PRESIDENT JOINS PARALYSIS FOUNDATION**—A certificate enrolling him as a founder of the National Foundation for Infantile Paralysis is presented to President Roosevelt by Thomas Parran, Surgeon General, U. S. Public Health Service, as Keith Morgan, National Committee chairman, and Dr. Thomas W. Gossing look on.



**PUBLISHER BECOMES SCULPTOR**—M. F. Wegrzynek, publisher of a Polish newspaper, had a talent and didn't know it. Recently, without previous experience, he successfully did this bust of his little daughter Zofja. Mr. Wegrzynek has been a newspaperman all his life and has never before done sculpturing.



**LIGHTWEIGHT AIRCRAFT MOTOR**—Prompted by the growing popularity of lightweight planes, Al Menasco of Los Angeles, noted aircraft motor designer, displays newly developed engine weighing only 156 pounds and producing 50 horsepower.



**BIRTHDAY FOR SMALLEST BABY**—Jacqueline Benson, who weighed only 12 ounces at birth, tipped the scales at 24 pounds on her second birthday. Jacqueline is shown with her mother and a birthday cake as big as she.

## Scrugham Sees Mining Advance

By J. G. SCRUGHAM  
Representative in Congress  
from Nevada

The principal possibility of major industrial advancement in Nevada in the near future seems to lie in the development of new mineral resources that now lie concealed beneath the surface of the ground.

The exposed areas of the state have been well prospected, both for mineral and agricultural possibilities. This statement also applies to the entire area of the continental United States, as well as to the surface of our own state.

When the nation was yet in its infancy, our forefathers judged the value of land (agriculture and stock raising then the predominant industry) by the color, depth and texture of the soil, as well as the native verdure growing thereon.

The latent wealth of the nation in that day was contained in the first foot of soil that mantled the earth. What lay below this readily examined surface value gave the early American no concern, unless lack of surface waters in the form of streams or springs made necessary the digging of a well.

Such minerals as were required in that day could be obtained abroad in exchange for tobacco, cotton and wool, products of the first foot of surface soil. Even brick and tile were imported where wanted.

As the nation grew in numbers and wealth, our people, following in the footsteps of all previous peoples, turned to the stores of mineral wealth, almost universally located below that first "surface foot" of soil.

Such was the beginning of our mineral production, expressed in the form of surface mining, from depths at times exceeding a mile, and in the case of oil and natural gas, through the medium of wells sunk in the beginning a few feet in depth, this has extended until today drilling tools penetrate the earth a distance approximating two miles.

Such was the beginning of our mineral form of national wealth, without which we would yet be little more than agricultural and pastoral people, paying tribute to other countries for each mineral item required.

To find, remove and make useful our mineral wealth today requires more skill and scientific effort than was required by the early day mine operators.

In addition to the better known geological methods for finding hidden orebodies, repeated experiments have firmly established conclusions that there are several different electrical or geophysical methods that can, under favorable circumstances, detect mineral bodies underground, even when their presence cannot be inferred from surface indications.

In order to make a more thorough survey of the commercial mineral deposits in the state, there must be brought about a closer cooperation between prospectors, mining men, geologists and geophysicists. By means of coordinated efforts in selected areas, much of practical value can be accomplished in the way of discovery of valuable ore bodies.

Failure of the technical agencies of the government concerned

## Nevada Central Is Dismantling

The Railway and Locomotive Historical Society, nc., at Berkeley, Calif., a branch of the Baker Library of the Harvard Business School at Boston, Mass., is now in possession of the "Silver State" railroad coach, once the pride of the Nevada Central railroad, which was shipped to it from Battle Mountain recently.

Once the private car of the officials of the line, the coach which was built in 1880 and was then the height of luxury on wheels, will, it is understood, be retained and exhibited in Berkeley until next year, when it is expected to form a part of a historical railway exhibit at the great San Francisco fair of 1939. Eventually this well preserved relic of the Nevada Central in its balmy days, which has been housed at Battle Mountain for 58 years, will doubtless be transported to Boston where it will form a permanent unit in the historical railway and locomotive equipment mu-

seum of the Baker Library. It is not known exactly when the dismantling of the Nevada Central line will commence. The rails, some 6000 tons of steel, have been sold to the United Commercial division of Hyman Michaels. The sale was made of the rails as and where they are and the purchaser will remove them, presumably immediately after the discontinuance of the Nevada Central railroad company's public service, which ends on the last day of February or, if the weather is bad, as soon thereafter as it is practicable.—Reese River Reveille.