

Gambles Away Money To Cheat 'Jerk' Relatives

LOS ANGELES — (AP) — A Long Beach housewife says she gambled away \$15,000 at the Roulette and dice tables of Las Vegas, Nev., so there wouldn't be any money "for these jerk relatives to fight over."

The woman, Mrs. Thelma Snyder, 40, is accused of converting to her own use most of the \$16,500 from the estate of her aunt, Mrs. Mattie Hurley.

The administrator of the estate claims Mrs. Snyder forged the signature of her aunt on three certificates of stock in a public utility, and is suing for recovery.

"I gambled it all away," Mrs. Snyder testified. "That is, all but about \$1,400 which I gave to my sister to pay for my aunt's funeral."

Asbestos has no fixed chemical formula, being composed of any one of several rocks of high silica content.

Oregon's Highway Board Everybody's Gripe During Twelve Months Every Year

By PAUL W. HARVEY JR.
SALEM — (AP) — Did you ever get sore at the state highway commission? If you haven't, you're an unusual person.

It seems like all citizens have better ideas about how and where to build roads than the highway commission does. They don't hesitate to tell the

commission about it, either. side pick up 2 col lead betty. Investigating the complaints of citizens takes a lot of time, but the commission does investigate each one thoroughly. Some of the complaints lead to improvements, but many of them are a little silly.

The commission gets about 25 complaints a week, not counting the many kicks about the prices the commission is willing to pay for right of way.

Many of the complaints are about poor county roads. The commission answers these by saying the county courts control the county roads.

W. W. Stiffler, assistant state highway engineer, handles most of the complaints. Those aren't his only headaches, though, because he also handles enforcement of truck overloading laws, and deals with matters pertaining to the commission's Columbia river ferries between Astoria and Megler, Wash.

Claims Pose Trying Task
Quite a few people try to collect claims for damages to their cars, but the commission only pays about one of these a month.

These claims are hard to run down. Perhaps a car is splattered by painters working on a highway bridge, or a car is hit by falling tree limbs on a state highway. Most of these claims are filed four or five months after the incident and the commission can't even locate the workmen involved, or find anyone who witnessed the alleged incidents.

The commission got a petition from 43 persons, asking that the highway be straightened and widened at Fred Ray's corner and in Gellatly canyon. Not knowing Fred Ray personally, the commission worked several days to find out where that road is.

By-Passing Stirrs Cities
There's usually a lot of trouble when the commission wants to build a new route by-passing a city. The chamber of commerce and leading citizens usually battle hard to keep the road running down Main street, fearing loss of business.

But in some cities, where there is severe traffic congestion, 1/2 merchants are happy to get the highway moved outside of town.

The commission recently announced plans to build a cut-off to by-pass Dallas on the route from Salem to the coast. The cut-off would be 4.43 miles of straight road, replacing 7.1 miles of dangerous, narrow, curvy road.

That stirred up a hornet's nest of opposition in Dallas, and among the farmers whose land would be crossed by the new route. But the commission, whose slogan is "to do the greatest good for the greatest number," is going ahead.

Fishermen Also Peaved
Stiffler has the Astoria fishermen on his neck, too. They claim the Astoria ferries are tearing up their nets, which the commission admits.

The fishermen want the number of ferry trips reduced, and want one ferry redesigned so it might pass over the nets. Stiffler doesn't know what he'll be able to do about it, but the commission wishes the fishermen would keep their nets out of the way.

A tourist recently wrote the gov-

Smaller A-Bombs Better For Attack, Fechteler Says

MEMPHIS, Tenn. — (AP) — Admiral William Fechteler said here that as atomic bombs get smaller and lighter, a carrier can launch a multi-bomb attack from any place on the world's oceans at targets up to 600 miles away.

At the same time, the chief of naval operations suggested conversion of ships in the mothball fleet to various types of guided missile launching ships.

Fechteler discussed the present and future roles of the navy in atomic age warfare in an address prepared for a meeting of the Navy league here. In it, he said:

"Our new and modernized carriers are capable of delivering the atomic bomb."

"The usefulness of carriers in delivering the atomic bomb increases as the bomb becomes smaller and lighter. This means that the navy has the capability of delivering an atomic bomb, or many atomic bombs, from anywhere on the earth's surface that is covered by water to a target within the radius of action of carrier-based planes — a distance of some 600 miles."

"During a war this means, further, that within the radius of the carrier's planes we can launch an atomic attack without using a previously prepared position or airfield on land. And more importantly, it seems to me, we are able and we are free to launch an atomic attack from the high seas, from international waters."

error that between Aurora and Estacada, there is a nice viewpoint across the road from a tavern. The viewpoint is on top of a cliff. There is danger of falling off, because there isn't any guard rail.

The commission found the tourist knew what he was talking about, and the commission got the Clackamas county court to put up a railing.

Now the tavern customers can cross the road and gaze with safety.

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