



MISS UNIVERSE 1957—Voted the most beautiful woman in the world at Long Beach, Calif. is Gladys Zender of Peru. The new Miss Universe, 18, daughter of a wealthy Lima paper manufacturer, has been reared in the old Spanish tradition. She has never been out on a date—only with groups of friends and always chaperoned. Miss Brazil was chosen first runner-up. Last year, South Americans complained that their entries were being ignored.

Nail Kegs Going; Popular Style Now Is Box of Nails

Chicago — The keg of nails is headed for the same fate that overtook the cracker barrel.

Nails now are showing up in hardware stores in cardboard boxes designed for the convenience of the do-it-yourself trade.

Package designer Bruce Beck believes the transition from keg to cardboard container will prove a boon to nail sales.

"It will take them out of hiding in bins behind the counter and put them on display where customers can see them," he said.

Beck, vice president of Design Dynamics, has come up with a package bearing a chart that translates such obscure jargon as "6-penny" and "10-penny" into length in inches.

"That's so the do-it-yourself enthusiast can buy nails without revealing his ignorance," Beck said.

"Not many carpenters really know the length of a 10-penny nail. They just know which jobs to use it on."

Beck didn't know, either, until he began researching the lore of nails. It seems that in 15th century England nails were sold by lots of 100 at four pence, five pence, six pence, etc., depending on their size. Hence the "penny" designations for size.

Later, they came to be sold by the pound, and the "penny" designations have confused generations of occasional carpenters.

Beck conceded that the switch from kegs to packages is not the biggest revolution to hit the nail industry. That came at the start of the 19th century, with the introduction of nail-cutting machines. Up to then, nails had been hand-forged, hammered out laboriously by blacksmiths.

They were expensive and they were used sparingly. When old houses were razed, the old square nails were salvaged.

Prior to the industrial revolution, nail production largely was a household industry. In Birmingham, England, 60,000 persons were so employed, using up a weekly supply of 200 tons of nail rods.

But in 1786 Ezekiel Reed of Bridgewater, Mass., got a patent for a "cut-nail" machine. In 1790 John Clifford got the first English patent. And by the early 1800's nails generally were being turned out by machines.

The U.S. Department of Agriculture says candy sales in 1955 amounted to 16.8 pounds for every man, woman and child in the country.

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Israelis Plan To Turn Small City Into Large Port

Eilat, Gulf of Aqaba—A night, its population has nearly trebled since the Sinai campaign last autumn. It is still below the 2,000 mark but the hustle and bustle make the visitor aware that something big is in the air.

Officials frankly admit that they have been caught unprepared. The big plans for Eilat are still in the blueprint stage and to carry them out the government will need a lot of money and time.

Situated at the tip of the Negev triangle, Eilat is still virtually cut off from the Israeli hinterland by a vast expanse of desert. A small Dakota (DC-3) plane keeps up a shuttle service with Tel-Aviv, carrying experts, military men and the occasional tourist. A rough road links it precariously with Bersheba, the new key point in the northern part of the Negev, nearly 200 miles away.

Conditions Good
The French are examining the prospects of building a railway net between Bersheba and Eilat, with sidelines to the potash center of Sodom (also in the south of the Negev desert). Its cost would be, according to present estimates, about \$30,000,000. And it will take time to build it. But the government appears firm in its resolve to do it, or alternatively, to build a road system there as it has successfully done elsewhere in the country.

Moreover, the port itself requires considerable development if it is to perform anything like the ambitious task envisaged by the government today. The government's plan is to pass through Eilat some 700,000 tons of cargo annually.

The experts claim conditions for a deep water port in the Aqaba Gulf are exceptional. There is no need for a breakwater nor for deep underwater excavations since the water reaches a depth of 30 feet or more at a distance of 150 yards from the shore.

Israel's calculations are based on the assumption of large-scale exports of phosphates which are found in the Dead Sea area and also on exports of cement and salt, the latter to Asia. The experts say Israel could export about 70,000 tons of salt annually and about 80,000 tons of potash in years to come. She expects, moreover, that much of her imports may go this way into foreign ships.

Twenty miles to the west of Eilat Port Israel is building now a big copper extraction plant. It is situated in the middle of the desert in this area of King Solomon's mines of Biblical fame. The plan is to process the copper on the spot and export several thousand tons per year to the Far East.

GOOD DEED BACKFIRES

Milwaukee — Ezra Evans spotted a car on fire so he stopped his truck, grabbed his fire extinguisher and put out the fire. When he returned to his truck he found that police double parking. But the story had a happy ending when grateful firemen, who arrived after the fire was out, talked the policeman out of the ticket.

WAR FLAG

Delaware, Ohio, — A giant flag that floated over the U.S. Navy cruiser Brooklyn during the Spanish-American War has been presented to the City of Delaware. The flag was donated by Walter S. Pollock, 92, who received it from his late brother, Capt. Edwin Taylor Pollock, a former officer on the ship.

The first vessel to pass through the Panama Canal was the Alex La Valley in 1914.

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