

Gondoliers May Have To Battle Autos In Venice

Venice, Italy—The gondoliers of Venice are always complaining bitterly about competition from the motorboats. What will they say when they see the cars?

Yes, automobiles. A tentative zoning plan calls for a highway linking the outer lagoon islands, and opponents of the scheme charge that this would inevitably lead to opening Venice's eastern waterfront to automobile traffic.

This, to any lover of Venetian tradition, is like adding cubist details to a Raphael painting or shaving off the beard of Giuseppe Garibaldi.

The zoning plan, worked out by city authorities and currently under study at the Public Works Ministry, calls for construction of a highway on the long and narrow sandy islands of Pellestrina and of the Lido, which extend almost in a straight line, closing the Venice Lagoon and leaving the city inside. The highway would be served by ferry boats in the four narrow channels dividing the islands from one another and from the mainland.

The island road would provide a new and fast link between the Bolognese-Venice and Trieste-Venice highways, which currently join on the mainland at the town of Mestre.

Link

Critics of the scheme, led by the Italia Nostra (Our Italy) Association, which fights for the defense of architectural beauties all over Italy, charge that the highway would destroy the entire nature of Venice.

First of all, said critic Emilio Lavagnino in the Rome Newspaper Il Messaggero, the plan would turn the narrow green belt of islands between the lagoon and the open sea into a big suburban road. In the second place, the obvious next step would be to open the Fondamenta Nuove (new foundations) waterfront to car traffic as a link between the new highway and the city's railroad station, which in turn is connected to the mainland by a long bridge.

"The hallucinating sight of a car in St. Mark's square will very soon be a reality if we go on this way," Lavagnino wrote. "And the gondoliers in Venice will look like those false old fishermen in Capri, put there to provide folklore for the foreigners."

Whether the gondoliers remain at all was far from certain. The gondoliers have been fighting, demonstrating and striking for years against what they say is unfair competition from fast motorboats.

Dangerous Waves

The motorboats, incidentally, cause waves in the canals which the gondoliers say are dangerously undermining the underwater foundations of ancient palaces.

The gondoliers, whose numbers have been steadily decreasing for the past decades, claim that the motorboats are stealing all traffic from them, except for tourists in the summer months. They have asked city authorities to ban motorboats from the canals altogether or to impose a speed limit.

What would happen if cars joined the motorboats was something the gondoliers—and many Venetians—are loath to dare to imagine.

April Crusade To Be 'Intensive'

Portland — The April crusade of the American Cancer Society's Oregon division will be the "most intensive" in the division's history. Elmo Smith, publisher of the Albany Democrat-Herald and state crusade chairman, has advised division directors.

Smith said an organization of several thousands of volunteers will carry the crusade to every corner of the state, seeking funds to support the division's research, education and service programs.

The crusade will reach its climax on the night of April 19 when volunteers will go door-to-door.

In addition to seeking funds for the society's attack on the nation's No. 2 killer, volunteers also will do an educational job during the crusade. Smith said, placing particular emphasis on the importance of every person learning cancer's seven danger signals.

Early diagnosis and treatment are potent weapons in the fight for cancer control, Smith stated, pointing out that at the present time one cancer patient in three is now being saved as against only one in every four a few years ago.

He said that half of the persons who get cancer today could and should be saved and explained that at the present time, 250,000 new cases of cancer are diagnosed each year, 250,000 could be cured if treated soon enough.



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SWIFT'S PREMIUM. Excess fat and bone removed. Really tops in a fine oven roast. Aged for tenderness.

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WEGARDT'S OYSTER STEW 10-oz. can 5 for 99¢

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MEADOWBROOK CREAMERY BUTTER 59¢
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• High glaze finish
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• Large 64-in. x 72-in. size
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Baker's Modified Milk 4 for 1.00 \$4.98
Garnalac 23¢ \$4.89

Moisture Detector For Missile Systems
Fort Belvoir, Va. (Science Service)—A moisture detector for missile installations has been developed by the U.S. Army Engineer Research and Development Laboratories here.

Known as an "electrolytic hygrometer," the instrument can detect moisture that could cause vital instruments and equipment to break down. The 35-pound instrument absorbs and simultaneously electrolyzes any moisture it spots from an air sample. The detectors will be used in missile systems such as the Redstone.

The earliest known research studies to determine salt requirements of farm animals were undertaken in France about 1850. The studies showed that sheep fed stock salt in their rations grew faster, and improved in general health compared to those receiving no supplemental salt.

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USE OUR LAY AWAY PLAN

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NOT CHAP
The all-factory-built houses are not small or cheap. They are made to compete with houses costing \$15,000 and including land. With conventional pre-fabs erected by builders in subdivisions, the shell delivered by the factory usually accounts for only one-third the cost of the house without land. On the all-factory-built house, virtually the whole price goes to the factory except for the land.

Assistant Director Of BLM Is Named
Portland — James P. Doyle, area administrator of Portland for the bureau of land management, has been promoted to an assistant director of the bureau. Secretary of the Interior Stewart L. Udall has announced. He will work primarily on plans and legislation.

Doyle, a career civil servant, has been with the department of the interior for the past 23 years. Since 1947 he has been with the bureau of land management in Portland. Doyle went to Portland as attorney for BLM's O and C administration; in 1950 he became assistant area administrator for Area 1 (Oregon, Washington, and California); and in 1954 was promoted to area administrator.

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Expanded Sales Of Factory Built Homes Expected
New York—The all factory-built home that is delivered to the site in only two to four pieces will be sold to a lot more families in a lot more communities this year.

But local building codes and the determined opposition of plumbers, electricians and other labor unions still are keeping the pre-fab house companies from achieving real mass production.

At least seven manufacturers will push hard in the East, the Midwest, and Southwest, and the Far West this year to overcome local objections to the all factory-built home.

Unlike pre-fabs being put up by the thousands in new subdivisions, the all factory-built house is completely finished inside and out at the factory with wiring and plumbing fixtures in place. It is hauled to the homeowner's lot in two, three or four pieces and then set on the foundation by a crane. The sections are bolted together and the plumbing lines joined by pipe sleeves and connected to the ground water, gas and sewer lines.

Aside from the obvious time saving, the all-factory-built house can save money for the buyer and increase the manufacturer's profit at the same time, according to Phil Duff, vice president of Gordon Industries of Marquette, Mich.

"About \$400 in financing charges can be saved the builder or buyer because there is so little onsite work that no interim financing is needed. Everything is financed in one big loan—like a trailer or auto sale."

That doesn't include buying the lot, of course. Some of the companies even are considering selling furnishings along with the factory-built house and financing the whole business in the purchase mortgage.

The house sections are cut about the size of a big trailer so they can be hauled easily on the highway. Generally, the sections just bolt together, but there are a few ingenious models in which floor, wall and roof panels of one section fold against the side of the other section in transit so both sections can be hauled on one truck. One of these folding houses (made by Transa Structures of Pullerton, Calif.) has three bedrooms and sells complete for \$12,500.

You must provide your own lot. Not cheap.

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