

Bly Parent-Teachers Hold Meet

A varied program awaited those who attended a meeting of the Bly Parent-Teacher Association here recently.

William Pohl talked briefly of 4-H Club work and exhibited a display of ribbons and a chart with sketched characters constructed by Jim Watts, a member of Gearheart 4-H Beef Club.

The ribbons were won by club members. Watts won a grand champion ribbon for the club. The display also contained a blue ribbon awarded Marian Cline for her black Angus steer.

Pohl introduced Lorna Rentle, club secretary. She related the club's activities and explained its projects.

Harry McCoy, 4-H Forestry Club leader, spoke of his group's accomplishments. He introduced his co-leader, Earl Fishburn, range conservationist.

Jon Murphy and Jack O'Neil, club members, won first place at the Klamath County 4-H Club Fair. Billie Morgan received a second place award. Murphy and O'Neil also won second place ribbons at the state fair this year.

Mrs. Archie Mitchell, missionary from Viet Nam, spoke of changes she has noticed in this country after five years abroad. She closed the meeting with a poem and a prayer.

Refreshments were served by Avis Little, Geneva Morgan, Donna Pratt and Annie Patzke. Parents visited their youngsters' classrooms and visited with their teachers.

Art Museum Names Chief

PORTLAND (AP)—Mrs. Rachael Griffin is the new curator of the Portland Art Museum, succeeding Francis J. Newton who was moved up to director last spring.

Mrs. Griffin, a graduate of the University of Oregon, has been on the museum staff since 1950.

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Earth, Stars and Man (6) Age of the Earth

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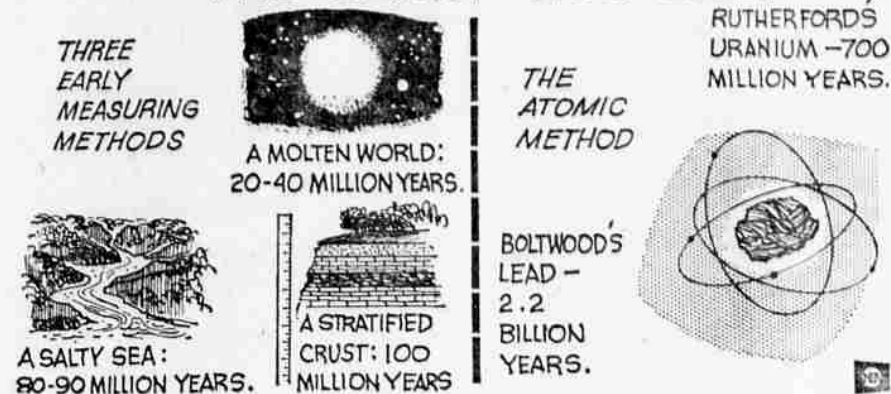
THE ATOMIC METHOD

RUTHERFORD'S URANIUM - 700 MILLION YEARS.

BOLTWOOD'S LEAD - 2.2 BILLION YEARS.

MEASURING THE AGE OF A ROCK

METEORITES CONFIRM THE STORY: 4 1/2 BILLION YEARS



In the 17th century, Archbishop Ussher of Ireland set the date for the beginning of the world at 4004 B.C. Another Biblical scholar further refined it to 9 a.m., October 23, of the same year. Pious men felt that the matter was closed, but students of the earth were unconvinced. Now, 300 years later, the real answer seems to have been found.

In the 19th century, attempts were made to deduce the age of the earth by estimating the amount of salt that had washed into the oceans and by measuring the thickness of sedimentary rocks. In 1897, however, the British physicist Lord Kelvin, assuming that the earth had begun as a molten ball, arrived at the figure of 20 to 40 million years as the time needed

for it to cool to its present temperature. Geologists felt that this was too low, but had no way of disproving it. Chemists and physicists came to the rescue. Near the turn of the century, the phenomenon of radioactivity was discovered.

In 1902, a young New Zealander, Ernest Rutherford, announced that radioactivity was the spontaneous changing of certain atoms into wholly different atoms at a steady rate. This gave a new way to measure the age of minerals and the earth of which they were a part. His figure of 700 million years as the age of a chunk of uranium shook all the previous ideas.

But by 1906 this age had been trebled. Chemist B. B. Boltwood of Yale discovered that uranium decays into ordinary lead. He meas-

ured the lead content of a sample of rock and found it to be over two billion years old. Scientists have since found numerous other similar "rock clocks" and have doubled the figure again.

New information has come in a dramatic way. Meteorites, possibly fragments of a former planet, have been measured at 4.5 billion years. Since they were probably created at the same time as the earth, they imply that the earth is at least that old.

It is against this tremendous background that the search for the origin of life goes on. The story now turns to the paleontologists and biologists—the cosmic detectives who study the record of living things.

NEXT: Fossils and Fancies

Man Held As Justice Fugitive

John Lee Copeland, 27, 4250 deputies Wednesday for running a Frieda Street, is being held in stop sign and given a \$7.50 fine the county jail as a fugitive from Thursday in district court. He is justice. He was picked up by sheriff's on a non-support charge.

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Foul-up Delayed Highway Construction Work In Ohio

Editors Note—A million-dollar road failure, a grand jury investigation, and an administrative mixup—these are an unfortunate byproduct in some states of the vast program to build a \$41-billion network of superhighways. They are examined in this third of a four-part series on progress and problems of the project.

By BEM PRICE
AP Staff Writer

WASHINGTON (AP)—Some of the problems encountered in the nation's huge highway construction program may be illustrated by a look at experiences in New Mexico, Missouri and Ohio.

New Mexico has had a series of investigations and scandals, including a \$1-million road failure. In submitting claims to the U.S. Bureau of Public Roads for reimbursement, the state's paperwork was deemed so inadequate that the federal government is withholding payments of nearly \$6 million.

In Missouri, a federal grand jury at St. Louis has begun an inquiry into alleged collusion among suppliers of highway steel. The investigation followed complaints from contractors that certain steel suppliers refused to bid

against each other and that prices appeared to be rigged. Nine companies are involved.

In Ohio, the construction program under its present director, Everett Preston, seems to be leveling out toward an orderly \$300 million-a-year business—but it was not always quite so orderly.

When Preston took office in February 1959, he discovered that the previous administration had let 21 last-minute highway contracts. He discovered also that the contractors couldn't go to work because the state had failed to acquire rights-of-way.

Work was delayed three to six months. No one has yet analyzed whether the land for these 21 projects cost more than it would have cost under normal procedures.

Like many states, Ohio also has a land problem. Right now there are over 1,000 cases pending in court. Under the previous administration, the state made offers to purchase land on a take-it-or-leave-it basis. Many land owners left it and went to court where juries have proved generous.

Another factor apparently has complicated Ohio's land problem. Ray J. Glaze, Highway Department attorney, said in an interview some evidence exists that a few attorneys had been soliciting land suits from disgruntled owners.

Glaze added, however, that the solicitation—a violation of American Bar Association canons—was done so subtly it would be almost impossible to prove.

Some Ohioans are still grumbling over the 11-month delay in opening a leg of the Interstate route between Columbus and Cleveland. The delay has been attributed to a contracting firm which was overextended financially but was nevertheless permitted to complete the work.

In New Mexico, a wide variety of problems arose. It has had a \$1-million road failure. At least four other roads in the state are what the engineers call in a state of distress.

The State Highway Department is not under civil service and, therefore, there is little job security. Who gets what job is often a matter of politics. Over the past 10 years there have been 61 occupants in the department's 11 top appointive jobs.

On July 15, 1959, L. D. Wilson resigned as chief engineer, complaining the highway commissioners had asked him to "do things bordering on the dishonest." Wilson, now in Alaska, has offered to testify under oath.

A state legislative committee, Jack Adams for extra work performed. Jordan said he didn't think Adams was entitled to the money.

The present chief engineer, D. B. Dixon, says Jordan was not put under any pressure, that he was demoted because of his "inability to supervise construction properly."

Adams built the road at Lordsburg, N.M., which is now classed as a failure. On this project, the federal government is withholding payment of more than \$200,000 until the road is brought up to federal standards. The state has paid Adams in full.

Involved was a \$1,086,000 contract—a stretch of four-lane highway running nearly 4 1/2 miles through the town of Lordsburg, which began settling, cracking, and developing potholes before it was half completed in 1958. Concrete sidewalks, gutters and curbs settled or buckled.

The state estimates another \$477,000 will be needed to put the road in shape. (The federal government says a highway should be trouble-free for 20 years with normal maintenance.)

There were other headaches on New Mexico's part of the big highway program. Stretches of U.S. 65 at Belen and Morieta suffered early loss of stone chips mixed into the top coat to provide traction. Slick pavement resulted.

Projects at Santa Rosa and Top of the World, near Grants, have developed cracks and potholes. Those roads are less than three years old. Some New Mexico roads are so slick that speed limits are reduced in wet weather.

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