

St. Lawrence Seaway Expected To Bring Increased Prosperity To Midwest Region

Editor's note: This is the first in a series of five articles by United Press Correspondent Robert E. Jackson, who toured the St. Lawrence Seaway route from Montreal to Milwaukee and interviewed leading officials of the project.

By ROBERT E. JACKSON
United Press Correspondent
Along the St. Lawrence Seaway — The Midwest is on the march.

It is walking on water—along "the Seaway" which will open the heart of North America 2,350 miles inland to ocean-sized vessels sailing off the Atlantic, up the St. Lawrence river into the Great Lakes, and out again. This will be a new "eighth sea," a "fourth seacoast" with 8,000 new miles of shoreline. It will put Chicago and Cleveland, Duluth and Detroit, Muskegon and Milwaukee on the dockstep of the world.

Ocean freighters of 8,000-10,000 tons and lake-type ships of 25,000 tons — 90 per cent of the world's shipping — will be able to steam up the network of canals, locks and channels deepened to 27 feet.

Grain can move from the Midwest breakfast straight to Europe by sea. Iron ore can come from the new deposits in Labrador to feed the blast furnaces of the area which already churns out a third of America's agricultural and industrial products.

To Open In '59
In April, 1959, the spectacular billion-dollar Canadian-American Seaway will open the Lake Erie ports of Buffalo, Cleveland and Toledo to world shipping.

By 1962 an American channel-deepening project will allow the bigger ships, with bigger payloads of Lake Huron, Superior and Michigan to move more goods more rapidly and cheaply than by the old railroad routes.

As a political by-product, the "isolationist" Midwest will look out on the globe.

It is an exciting vista which has stirred the imagination of the world. It has, in fact, stirred some right out of this world—those who saw Chicago passing New York as a world port, geisha girls from Tokyo dancing on the docks of Detroit, the Queen Mary tying up at Cleveland's bare new pier.

Critics and competitors of the Seaway, who held up the project for a bitter half-century, have heard so many exaggerations and pierside pipedreams from the lakes that they tend to shrug it off as an over-publicized white elephant.

But businessmen to the East, West and South ignore the clatter along the lakes at their peril. This is going to affect everyone in the United States.

In the short run it may hurt some eastern and southern ports and railroads who will lose business to the lakes.

In the long run, however, the entire nation can hope to benefit from the economic momentum the Seaway will generate. There will be, the experts say, plenty for all to transport.

With a sober second glance,

Porter To Inspect Prefabrication Plant in Indiana

Washington, D.C. — Rep. Charles O. Porter (D-Ore.) was to fly to Lafayette, Ind., today to inspect the largest prefabricated home manufacturing plant in the world. Congressman Porter will be the guest of the Prefabricated Home Manufacturer's Institute and will be shown through the plant by the president of the National Homes Corporation, James Price.

Porter will be accompanied on the trip by his administrative assistant, Jack Billings, and by two housing experts, Joseph B. McGrath, legislative director for the National Association of Home Builders, and Carl Boester, housing consultant for National Homes Corporation and professor of light construction at Purdue University. McGrath described the National Homes Corporation plant at Lafayette as the "largest single buyer of lumber and lumber products in the United States."

Effort To Find Help
Congressman Porter said the one-day trip is "part of my continuing effort to find help for the depressed lumber industry in my district and to help provide a badly needed and appropriate new industry for the area." He said he would try to gather sufficient information to enable Western Oregon industrialists and others to study the possibility of constructing such plants.

The 4th District Representative has been in contact with officials of the National Association of Home Builders in connection with some of the problems involved in the national housing shortage and the critical lumber market situation. McGrath told Porter that "it is not an easy question to answer what it would cost to set up a plant in Western Oregon for the purpose of prefabricating homes."

According to Conrad "Pat" responsible officials in the Midwest today realize the shortcoming of the Seaway. It will be icebound five months a year. Some of the ports will not be ready for expanded trade. There will be no overnight jump in foreign cargo.

Every small town will not be even be a Chicago or Milwaukee. The Seaway's locks will have a limited capacity which will prevent the fantastic tonnage predicted by super-selling boosters.

New York, New Orleans, Philadelphia and the railroads are not going to roll over and play dead in the face of new competition. Nor will Houston, Baltimore, Boston and Norfolk.

Miss Main Point
Yet many of the critics who

still douse the Seaway with cold water miss the main point. To the 40 million "lake people"—and their neighbors in booming Canada—the Seaway is not just a waterway. It is today a catchword, the catalyst which they hope will help them build an economic colossus rivaling the most mighty.

A generation from now it may be impossible to say whether it was "the Seaway" or "the expressway" which lured industry to the lakes. The point will be that industry came.

And industry is already coming. The impact is already here. With the promise of cheap, fast transport of Labrador iron, steel firms have plunged hundreds of millions of dollars into Midwest plant expansion. With power and a waterway next door, aluminum and automobile companies are pouring \$125 million into factories on the St. Lawrence at Massena, N.Y. Yesterday Massena was a sleepy sulphur spa.

See Silver Lining
Small towns around the lakes, their dreams of world commerce dashed, now see a silver lining — industrial expansion.

The interest in exotic foods seemed intense. Ever since I was in at 11:30, so nobody wants to take me out.

Nancy and I aren't like Leona and we want to enjoy the things other girls do.

Mrs. K.P.—My husband and I have learned our lesson and we aren't going to let the same thing happen again.

We thought we brought our youngsters up right, gave them a good home and religious training. But we see that isn't enough in these crazy times. The teenagers in our community are wild and we don't trust one of them from here to the corner.

Iris and Nancy are good, obedient girls, not headstrong the way Leona was. But we want to keep them nice. They should try to understand that it is only their good we have at heart.

Our clergyman explained to us after the tragedy with Leona that our fault was in not giving her close enough supervision. We aren't going to be caught in the same mistake.

The Council: Certainly these parents have the right goal and the right general idea about protecting their younger daughters from harm. Nevertheless, it is possible that some modification is required in their methods—if they want them to be as effective as possible.

Close supervision is important, but there is a distinction between such supervision and nagging, hounding and constant hovering anxiety. Perhaps Iris and Nancy have been getting a little too much of the latter. When the bonds are too tight, the prisoner rebels. These parents may produce the very results they fear by exerting too much pressure.

"The tragedy of Leona" is hanging like a black cloud over these parents and their younger daughters. It would be far better for them to try to push this event in the background a bit. Their attitude should be that they expect the best of Iris and Nancy—not that they fear the worst.

It would be advisable for these parents to screen their daughters' friends as carefully as possible and to direct the girls toward supervised social activities—church and school functions, parties at which adults are present. Then they can allow the girls a little more freedom.

They should encourage them

Harness, executive director of the PHMI, "it would take from \$100,000 to \$400,000 to set up a prefab plant of any real value. For perhaps \$250,000 you might get one which would produce about 3,000 homes a year."

In a letter to McGrath, Porter said: "It seems to me, if the transportation difficulties could be worked out, this would be a first-class answer to one of the major economic problems that face my district, namely, the fact that we in Western Oregon get very little, percentage-wise, of the total man hours of production from the raw material which we supply."

Get rid of onion odor on hands by rubbing with an unpeeled raw potato. Then hold hands under cold running water.

Sleepless?

—because of Acid Stomach? Eat 1 or 2 Tums at bedtime—to neutralize acid fast!

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TUMS FOR THE TUMMY.

SURE, she's crazy about him—she's down at Parker Woods Leona Tols to Teens 105 E. MAIN buying new clothes all the time—ain't she?

Get it Right
The perennially popular song titled "Casey Jones" was written by Wallace Saunders, a friend and fellow employee of the heroic engineer. Saunders did not copyright the song. T. Laurance Seibert and Eddie Newton, two railroad men, revised the Saunders version in 1909 and copyrighted it. This new version was introduced and popularized by the Three Leighton Brothers at the Ship Cafe.

The Family Council

Editor's note: The Family Council consists of a judge, a psychiatrist, three clergymen, a newspaper editor, a women's editor and two writers. Each article is a summary of an actual report. The Family Council does not give advice; it merely reports on problems that have been dealt with by responsible agencies and counselors.

Iris P.—Our parents are too strict.

Mrs. K.P.—We don't want the tragedy repeated.

Iris P.—I am nearly 17 and my sister is 15. We both have a terrible problem with our parents, who are much too strict with us.

You see, three years ago an older sister of ours got into terrible trouble with a married man. Leona had a baby and gave him out for adoption. She is now living in another city and we hardly ever see her.

Because of this, our parents are always after us. Whatever we do, they think we are up to something bad. If they see us walking home from school with a boy, they start asking all kinds of questions. My sister Nancy isn't even allowed to have dates.

They have just recently allowed me to have dates, but I must be in at 11:30, so nobody wants to take me out.

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On The Side

By E. V. Durling
(Distributed by King Features Syndicate, Inc.)

The fool that willingly provokes Has made himself another evil angel. And a new hell, to which all other torments Are but mere pastimes.

—Bramont and Fletcher

Santa Monica, Calif. The Leighton Brothers also popularized the modern version of the song titled "Frankie and Johnnie."

Shakespeare's "Merchant of Venice" was written in the 16th century. It is said to be based on an actual happening of the 14th century. So as the heroine of the tale was Portia, a woman lawyer, we must assume feminine legal lights have been permitted to practice in Europe for from 300 to 500 years.

Women lawyers were not permitted to appear in court in this country until 1869. There are now about 6,000 active women lawyers in the United States. I have often hoped to have a chance to view a battle of wits between a green-eyed, red-haired woman lawyer, acting for the defense and a blue-eyed brunette woman lawyer acting as the district attorney. Who do you think would be the winner? I am inclined to favor the blue-eyed brunette. A very sharp type of femininity.

About two months ago I bet a friend the Brooklyn Dodgers would never move to Los Angeles but that the Chicago Cubs would. That is, that the Chicago National League franchise would be given to Los Angeles. What do you think are my chances of winning this wager? My friend gave me three to one.

Ethel Barrymore is said to have observed: "A socialite in Los Angeles is anybody who graduated from high school." Those reporting this apparently rate it a witty remark. It is merely a display of ignorance. There are many fine old families in Los Angeles whose ancestors settled in California centuries ago. Then social distinction is equal to that of the first families of New England New York or Virginia. Ethel Barrymore is a capable actress but is not possessed of an unusual sense of humor. The real wit of her family was her father, Maurice Barrymore.

You are, of course, familiar with the details of the historic steamboat race on the Mississippi from New Orleans to St. Louis between the Natchez and the Robert E. Lee. But do you know about the feat of John V. Symund. He swam, without leaving the water, from St. Louis, Mo., to Caruthersville in 89 hours and 48 minutes. That was in 1940. The distance between the two places is 292 miles. And those British Channel swimmers and the fellows who have swum from the Battery, New York Harbor to Coney Island have the nerve to call themselves "long distance swimmers."

White House Denies Pastor on Mission

Washington — The White House denied Saturday that the Rev. Edward L. R. Elson, pastor of President Eisenhower's church, is traveling abroad on a government mission.

White House press secretary James C. Haggerty said Dr. Elson is traveling with a letter of introduction from Eisenhower "and that's all."

"In no sense is he an government emissary," Haggerty said. Elson is pastor of the Washington Presbyterian church. There had been published reports that he was working for Arab-Israeli peace at the request of the president while travelling in those areas.

Grange Notes

POMONA GRANGE
Jackson County Pomona Grange 27 will meet Saturday, July 27, at 8 p.m. at Enterprise Grange in Wimer. Refreshments will be furnished by the host Grange.

Mrs. Melvin Lattie, Secretary

Roman women athletes in the 4th and 5th centuries wore garments like the so-called "Bikini" bathing suit while participating in games. Mosaics uncovered in an imperial villa in Sicily show them racing, hurling a discus, and tossing a ball.

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Greatest Styling Advance in 20 Years! Why follow the fashion—when you can drive it? Record sales prove Chrysler's styling the most successful today! It's lower (13½ ft.) and longer (219.2 in.) than anything in its price class. And it has the widest front seat shoulder room (61.0 in.)... the longest front seat leg room (45.5 in.).

Top Resale Value! It's at a record high and still going up! This is a direct reflection of Chrysler's advanced styling and engineering... its great public success. You not only get more for your money when you buy it... you get more when you trade it in!

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They had never flown before. But early one morning Zdenek Machinier, 19, and Karel Kucera, 20, tied up a Czech guard and wobbled to the safety of West Germany in a stolen plane.

Neither could fly... but they soloed to freedom

Everybody is listening—even the Communists," said an escaped Czech skating champion.

From 29 powerful transmitters, Radio Free Europe broadcasts to 20 hours of truth a day to five key satellite countries—Poland, Czechoslovakia, Romania, Hungary and Bulgaria. And how the Communist bosses fear it!

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