

Many Questions Remain Unanswered as St. Lawrence Seaway Work Goes Ahead

Editor's note: Following is the fourth in a five-part series on the St. Lawrence Seaway. The series was prepared by Robert E. Jackson, United Press Correspondent who toured the Seaway route.

By ROBERT E. JACKSON
United Press Correspondent

Along The Great Lakes —
Controversy is a permanent passenger on the St. Lawrence Seaway.

What tolls to charge? Will Canada build its own parallel seaway? Will the project pay for itself as planned? Will the channels have to be deepened again? Will industry really shift from rail to water?

Few issues stirred such hot debate as that six-letter word "seaway" in the half-century before Congress, afraid Canada would "go it alone," finally approved the project in 1955.

The railroads and eastern ports, fearing competition, had been the main opponents on

grounds it was a waste of money. But when the steel companies saw the opportunity for cheap transport of Labrador iron, they threw their support to the Seaway. Treasury Secretary George

Humphrey was an iron man and in the cabinet. Opposition crumbled, construction began. In the words of N. R. Danielian, chief pilot of the Seaway on its voyage through the Washington political rapids, "the Seaway is not a magic wand which will make the desert bloom."

Many Problems Remain

There remain problems as big and deep as the new channels. And where there are problems, there are arguments.

The open battle against the Seaway has ended. Some eastern railroads like the New York Central and Pennsylvania are climbing aboard the gravy boat with expansion plans near the

lake ports.

But sniper fire can be heard all over the lakes as the "men of the seaway" blast each other.

Target for most of the potshots is Danielian, a 50-year old former economics professor at Harvard, Massachusetts-born of Armenian extraction. He is president of the Great Lakes - St. Lawrence Association, representing industrial and farm interests, and chairman of the Seaway Users Committee on Tolls.

Along the lakes men accuse Danielian of "undermining" the project he helped pioneer. By speaking of its limitations, he is going to scare away potential foreign trade, they fear.

For Industrial Use

Danielian replies that he is only being realistic. The Seaway is going to be used mainly by industry for bulk cargo —

for removing raw materials. While the Seaway can clear 32 ships a day, the Welland Canal between Lakes Ontario and Erie can handle only 28. This, says Danielian, means only 21 million tons of NEW tonnage — most of it domestic.

Danielian also fears that the tolls will be so high that the Seaway may price itself out of competition. On the other hand, if the tolls are kept low enough to foster trade, then, he warns, the Seaway cannot possibly pay for itself in 50 years.

Lewis G. Castle, the Duluth banker who moved over from Danielian's association to become administrator of the St. Lawrence Seaway Development Corp. in Washington, retorts that the tolls will be low enough to insure use and the corporation will pay off its 140 million dollar debt to the U.S. Treasury on schedule.

The cost of the Seaway has doubled since the first estimates in 1953, due to rising construction costs, extras tossed into the

Prison Garden Club Declared Beneficial

Joliet, Ill. — One of the most exclusive garden clubs in the United States is at Stateville Penitentiary.

"Gardening helps the time pass," Warden Joseph E. Ragen explained.

Ragen believes gardening, with its closeness to nature, "changes the attitude of even the most hardened men."

"Working in the gardens makes them feel good because they are doing something constructive — many for the first time in their lives," he said.

He said many convicts trained in gardening and horticulture have turned to professional gardening as a livelihood when they were released.

"It has turned many towards profitable, law-abiding lives," he added.

Ragen, himself a veteran gardener, began Stateville's flower-raising program 20 years ago because "men were sitting around with nothing to do but get into trouble."

Now Stateville raises half a million flower plants a year.

Arizona has a total area of 131,956 square miles and is smaller only than Texas, California, Montana or New Mexico.



INGRID IN A HAPPY PORTRAIT—A beaming Ingrid Bergman gathers her children around her at Santa Marinella, Italy for this happy family portrait. Ingrid holds one of her twins, little Ingrid, 5. The other twin sits between Robertino Rossellini, 7, and Jenny Ann Lindstrom, 19. Jenny Ann, daughter of the actress' previous marriage to Dr. Peter Lindstrom of Hollywood, is visiting her mother for the summer. Meanwhile, rumors were circulating that Ingrid's husband, Italian movie director Roberto Rossellini, intended to bring home with him an Indian beauty with whom he has been romantically linked.



...and be sure it's White Star tuna—the one with the delicate flavor!

Tell him why, too! That White Star Tuna is the prime fillet of tuna, the finest money can buy. And it's so carefully pressure-baked—always moist, firm, tender. And the texture... so light, so delicate—truly the finest tuna on the market today. Don't you agree?



SALAD INSPIRATION
...try a few slices of unpeeled, coarsely grated or chopped apple slices—with oil-and-lemon-juice dressing—for your next tuna salad.

To be sure, look for the mermaid on the label.



If sweet soft drinks leave you thirsty...

switch to **SQUIRT** never an after-thirst

What a difference! Unlike syrupy soft drinks, SQUIRT really quenches your thirst. SQUIRT is refreshing, not filling. You'll like its clean, fresh flavor of pure fruit and the tangy sparkle that makes SQUIRT the perfect mixer. Buy SQUIRT in the thrifty 6-pack Tartan Carton.

COCA-COLA BOTTLING COMPANY of MEDFORD



New nylon blouse?

No... just looks new. I keep nylon white with **CLOROX**

You get a **CLEANER WASH** with **CLOROX**... whiter...brighter...sanitary, too!

RIGHT! Whether you launder white nylon in the wash basin or washing machine, always launder it with Clorox—the same way you do cotton! The Clorox label gives directions for laundering white 100% nylon, rayon, Dacron, Orlon and Dynel...as well as white and color-fast cottons and linens. Ultra-refined Clorox is extra-gentle on nylon...safely bleaches and removes stains. Most important, Clorox deodorizes and disinfects! Use Clorox to whiten age-yellowed nylon, too!



Kitchen cleaning calls for Clorox! Besides being a washday favorite, Clorox is the most efficient house-cleaning aid of its kind! And you give your family added health protection when you clean house with Clorox!



Every time you use **CLOROX** you protect family health!