

Editorial Page

Way to the Sea

With the official opening of the St. Lawrence Seaway now an accomplished fact the following comments from the Bank of Montreal Business Review seemed timely in their analysis of this great achievement and in appraisal of the future of the 188 mile waterway.

The prospect of linking the shipping lanes of the world's oceans with the world's largest chain of fresh-water lakes in the industrial heartland of North America has offered an obvious challenge to the joint ingenuity of Canada and United States for more than a century. The meeting of the Queen and the President on June 26 formally to open the Seaway marks the achievement of a venture in international co-operation with few historical parallels.

Sixty-four years have elapsed since the idea of a Seaway was first mooted. It was in 1895 that a Deep Waterways Commission was created by the governments of the two countries to report on the feasibility of a deep channel from the Great Lakes to the Atlantic. By the early years of this century the scheme was clearly conceived on the broad lines along which it now stands accomplished — as a joint undertaking of the two countries and with the joint purpose of a ship channel and a hydro-electric power source. These essential aspects have never been lost to sight despite the legislative and technical difficulties that have beset their fulfilment. Even the basic engineering facts of today's St. Lawrence navigation and power project were specified as long ago as 1926 and 1927. In those years a joint board of engineers confirmed the feasibility of developing 2.2 million horse power of electric energy in the International Rapids section and a Canadian advisory committee proposed a 27-foot channel from Montreal to Lake Ontario.

For some years thereafter the history of the project was punctuated by a succession of plans and proposals and of chronic delays in reaching firm decisions. While the Seaway scheme found many enthusiastic supporters it also met a large body of no less determined opponents and one of the strongest lobbies in American congressional history succeeded in defeating the enabling legislation under six Presidents, all of whom favoured it.

The Canadian position was, throughout, rather more clear-cut. The project must have seemed a daring and primitive idea when first proposed. It was certainly a bold conception, providing as it did for transportation and power requirements far in excess of reasonable expectations at the time. Yet, despite her relatively smaller needs and resources, Canada was usually the prime mover.

As time passed, economic growth on both sides of the border brought the facilities offered by the project more within range of the reasonable and indeed within the realm of the necessary. If anything, the Canadian case for pressing forward with construction gained momentum more rapidly than the American to the point where Canada eventually decided to "go it alone" if U.S. co-operation should not be forthcoming. Action was finally initiated by Canadian legislation in the form of the St. Lawrence Seaway Authority Act of December 1951 and United States later joined in by passing the Wiley-Dondero Act through Congress in 1954. Construction of the Seaway, begun late that year, moved forward on a joint basis in 1955.

The task, which was accomplished on schedule in a little more than four years, was immense and complex and met with some unforeseen difficulties. That more than 50 million cubic yards of earth would have to be excavated and 2 million cubic yards of concrete poured was known in advance to more than fifty firms which held major contracts for the Canadian sections alone. But some problems that were not foreseen caused engineering difficulties after construction began. At the Beauharnois lock, contractors met hard underlying sandstone which held up all progress until a new drill had been devised to complete boring. Ice jams, high winds and flood waters hampered construction of cofferdams at the Montreal entrance and at the Cornwall power project, while dredging was complicated by unexpected physical obstacles.

Considerable expense was also incurred in relocating more than 6,500 people as well as towns, railways and roads on the north shore of the St. Lawrence between Cornwall and Prescott which was scheduled for flooding on completion of the Cornwall and Iroquois Power Dams. In addition Indian consent had to be obtained to expropriate part of the Caughnawaga Reservation in the Lachine Section over the Seaway in existing bridges between Montreal and the south shore of the St. Lawrence, while at the same time maintaining an uninterrupted flow of vehicular traffic over these vital links.

The total cost of the combined navigation and power aspects is now considerably higher than expected when construction began. Canada has borne the larger share of costs of the navigation aspects and those have risen from \$205 million estimated in 1955 to \$329 million. Thus the 188-mile waterway between Montreal and Lake Ontario, which is one of the longest ship channels in the world, can also lay claim to the more dubious distinction of being the most expensive.

Other dimensions of the Seaway are more modest. Its limiting depth of 27 feet makes it the eighth deepest in the world, equal to the Chesapeake-Delaware canal, but 14 feet shallower than the Panama. Lock widths of 80 feet and lengths of 768 feet are also smaller than those of the Panama.

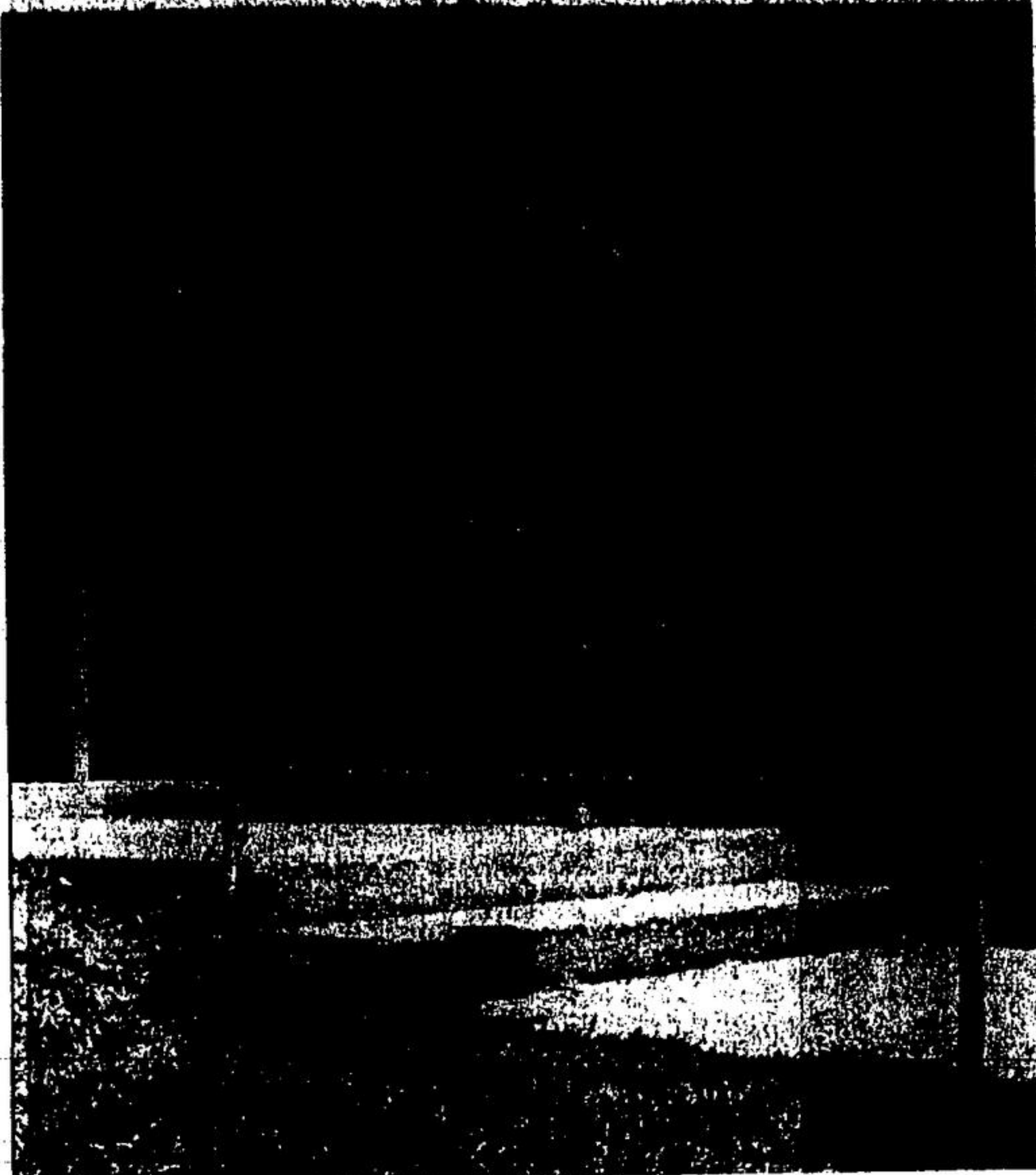
Indeed, doubts have frequently been expressed that the Seaway's basic dimensions — virtually unchanged since specified in 1927 — will prove adequate for the size and quantity of shipping that will use the new ship channel. Some of the largest ocean freighters, particularly bulk carriers such as oil tankers, draw too much water to enter the channel, while many other ocean-going ships may be forced to lighten cargo in order to draw less than the limiting depth. None the less, more than three quarters of the world's ships will be able to enter the Seaway and there is no reason to suppose that tonnage through the new channel will be significantly limited by its depth. Estimates of freight tonnage that may move through the Seaway during the 1959 shipping season vary widely, between 14 and 40 million tons, though over the longer term it is considered that as much as 84 million tons could be handled in any one season. Enlargement in the volume and variety of goods transported should come from a number of quarters. Not only is there likely to be considerably greater overseas traffic but the Seaway will provide a new intracontinental artery. Existing traffic in iron ore westbound from Labrador to mid-continent steel mills and in coal both eastward and westward are expected to be the chief commodities moved within the bounds of the continent.

The Seaway's dimensions may, however, have considerable effect upon the type of shipping using the channel. The postwar trend in ship construction has favoured larger ocean carriers for both bulk and general cargo and if this trend continues it is possible that greater numbers of these large and more economical ships will be prohibited by their deep draft from entering the Seaway. Furthermore, any persistent difficulties that ocean shippers may experience, such as bottlenecks at the St. Lambert lock or Welland Canal, and delays in turn-around time at inland ports, will militate against ocean ships. On the other hand the large specialized lake carrier may prove to be the most competitive and profitable ship to ply the St. Lawrence Seaway, particularly for transporting bulk commodities, such as grain, coal and iron ore, which are expected to constitute nearly 80 per cent. of tonnage carried.

In view of these changes the future of a number of ports on the Great Lakes and St. Lawrence is uncertain. Many communities have prepared for the advent of the new

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That's probably the best solution — a CBC-less summer. By the end of August, even the politicians might be missing the good old Jarvis St. jeezbe. The enforced holiday would save a



—Photo by Esther Taylor

"School's Out"

Sugar and Spice....

BY BILL SMILEY

That was quite a shaker last week, when a horde of CBC people, big and little, resigned in a fine frenzy of foot-stamping. It was as interesting as it was refreshing. Rather like seeing Little Eva putting the boots to Simon Legree.

Personally, I think it was the best thing that has ever happened to the CBC. The resulting furor should mean a thorough housecleaning, long overdue.

Now, don't think I'm going to launch into an attack on the CBC. There is already one weekly columnist who makes a hobby of this. And a well-paid hobby I'll bet it is, as his column is offered free, and you don't get free columns these days unless somebody is grinding an axe for somebody in them.

There is no doubt that the CBC has gathered to its Freudian breast a number of the brightest and most creative minds in the country. Among them were those producers who led the walkout the other day. One must admire their gumption. In any age, any situation, many will risk their lives for their ideals. Few will risk their livelihood. On the other hand, it is equally apparent that the CBC nurtures a goodly brood of idiot children, along with the bright ones. These may be found anywhere in the corporation, from the board of directors down to the girls at the switchboard. All large public-supported bodies are equally infested.

When Mr. Davidson Dunton was the mother of this unwieldy, precocious and sometimes embarrassing family, everything ran, if not like clockwork, at least as smoothly as a Maw

Kettle movie. He encouraged the bright ones, covered up for the backward ones, and managed to keep meat on the table by presenting a sturdy front and ready tongue whenever his employer-landlord called for a reckoning.

His successors have not been as able, apparently, because the bright children are staging a tantrum, and the slow ones are drooling badly. The result is a delightful fracas, the second in a row that has been staged in the middle of the Queen's visit by those weirdies who populate our home-grown broadcasting and television monster.

If the claims of the resigning producers are true — that there has been political pressure brought to bear on certain sensitive portions of the monster's anatomy — let us have the facts and have them snare. If they are not true, and the producers are merely being temperamental, their resignations should be accepted and the whole joint closed down for the summer.

A couple of months without the CBC would be good for everybody. It would be better than medicine for the TV addicts. Some of them might even kick the habit. It would reveal the poverty of the private stations, if they had no CBC programs to flavor the slop they serve. It would give the culture vultures of the CBC a chance to cool down and realize that, outside the palisades, they are no longer unappreciated genius, but merely people out of a job, with the bills piling up.

few millions in taxes. Families would get to know each other again. There would be an up-swing in the national health as people stopped watching those cruddy late movies and got some sleep. Even the teen-agers might be so sickened of rock-and-roll and cowboy "music" they'd be ready for something intelligent.

But let me make one thing clear. If the CBC board of directors decides to accept my suggestion, and shut up shop for the summer, I want them to get their noses to the wheel and be ready to swing back into full operation in September.

The CBC can, and does, make a bollix of a lot of things, but this would be a sorry country if the corporation folded, and our national entertainment and educational programs emanated from those purveyors of pap, the private stations.

Over the years, the CBC has given us a lot of claptrap. But it has also provided us with a lot of stimulating, intelligent programs, and some first-rate entertainment. A good proportion of its stuff is superior to British or U.S. radio and television. And all this on a comparatively miserly budget.

So come back, boys and girls. All is forgiven. You give us a pain in the arm at times, but we couldn't get along without you. We won't let those politicians push you around. After all, they work for us, too.

Way to the Sea

(Continued)

channel with a costly program of harbour improvement and channel deepening, but some are probably destined to be disappointed. Some of the smaller ports do not possess the financial resources to provide the range of services that ship operators require if they are to use such ports regularly. The larger ports along the Great Lakes — Toronto, Hamilton, Cleveland and Chicago for example — have been taking positive steps to attract regular freight services and competition will continue to be keen for several seasons.

The air of uncertainty that now surrounds the prospects for the St. Lawrence Seaway is in part a reaction to the excessively hopeful and speculative atmosphere that attended its construction. Many investors have pinned their hopes on rapid results from the advent of the Seaway, but the changes may be slow in coming. Some time may elapse before the Seaway's direct stimulation of trade and commerce will result in a heavier overall volume of freight movements. In the meantime, it is likely to capture considerable freight from alternative water and rail routes. Much of the opposition aroused by the Seaway has come from interests which fear that this changing pattern will cause losses of an enduring nature to certain regions and communities.

But past experience throughout the world has shown that any major new transport link which contributes to further economic growth tends to benefit all in the long run. Substantial expansion of sea-borne commerce implies growth potential that may well make up for temporary losses.

THE GOOD OLD DAYS

Back in 1909

Taken from the issue of the Free Press, Thursday, July 8, 1909.

Magistrate H. P. Moore had a busy day on Saturday hearing cases growing out of the Dominion Day holiday. Three sittings of the court were held that day. Fines enriched the town's exchequer by \$3 and costs which the men were found guilty of charges preferred.

Last Saturday afternoon, Mr. Fred H. Storey, accompanied by Mrs. Storey and her sister, Mrs. Kennedy, left in his touring car on a trip to Buffalo for the fourth in that city. The trip through the fruit belt was being enjoyed very much as the car ran along at a 10 or 12 mile clip.

While running between Grimsby and Beamsville, a crossing of the electric railway was approached when a thick growth of trees completely obscured the view. As the automobile was a few feet from the crossing, an electric car rushed upon the road and a collision seemed inevitable. There was no hope of making the crossing and Mr. Storey threw on the emergency brake.

The road being shale, the sudden stoppage caused the wheels to skid and the machine was pushed with the occupants under it. The members of the party were all shaken up but all are thankful for their miraculous escape. The machine has been put out of commission for the time being and has been sent to the factory for the necessary repairs. Had the auto not been travelling at the speed limit, the results might have been disastrous.

Acton Fire Brigade were favored with splendid weather for the Dominion Day celebration and the event was gratifying successful for the members. The Acton baseball nine won another exciting game during the demonstration. The Acton team played the Milton stalwarts and although Milton put up a good fight, they were no match for the local team. The crowds are getting larger at the games and quite a number of women were present for the game and appeared to be enjoying it.

Miss Annie A. Harvey, daughter of John Harvey, has passed the normal school examinations and now has her second class certificate. Miss Harvey has been engaged as teacher at Dublin school. Acton churches had no less than four new ministers preaching from the pulpit on Sunday last.

Back in 1939

Taken from the issue of the Free Press, Thursday, July 6, 1939.

W. H. Culyton and his staff at the Bank of Montreal are looking for depositors who left a balance in the bank and failed to make a claim for the money. Apparently the bank have several accounts with a small balance which the owners have failed to claim and the bank manager is attempting to trace the unknown depositors in order to clear the files.

Acton intermediate ball club dropped two games during the week when Georgetown defeated them 11-10 and Oakville trimmed the locals 6-4. The Acton team were somewhat sloppy in their play in both games but on each occasion, their opponents, Golden and Ryder, both pitched stellar ball but received little support from their team mates. Acton are now sitting in third place in the league standing but hope to climb the rung when they meet the league leaders in Milton this Saturday.

Acton park was the scene for Knox Sunday school picnic last Saturday when more than 250 attended, to make the event a successful one. R. N. Brown, superintendent, and the teachers of the Sunday school planned several races and other sporting events, which were enjoyed by the older members of the congregation as well as the Sunday school classes.

Quite a number attended the service on Friday evening in the Acton United church for the induction of the new pastor, Rev. G. Clifton Gifford. The service was in charge of Rev. A. O. W. Foreman, secretary of Halton Presbytery. The new minister recalled his boyhood days in Acton and paid tribute to his father, who was a minister in the old Methodist church in Acton.

Halton county baseball officials held a meeting in Acton last night for the purpose of dealing with the import pitchers brought in by Milton, Oakville and Georgetown. Original arrangements at the time of signing the papers stated no imports would be allowed and now only Acton is sticking to the agreement and continuing to play with their original players. The management of the Acton team is leaving the decision up to the players if they wish to continue, or not.

Taken from an advertisement 20 years ago: Blue Star gas 14 8/10 cents, Major gas 12 8/10 cents.

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THIS SUNDAY'S CHURCH CALENDAR

<p>UNITED CHURCH OF CANADA Acton, Ontario Rev. Gordon Adams, M.A., B.D., Minister Mr. George Elliott Organist and Choir Leader SUNDAY, JULY 5th, 1959 9:45 a.m.—Church School 11:00 a.m.—Morning Worship and Holy Communion, Meditation, "What is Your Intention?"</p>	<p>PRESBYTERIAN CHURCH IN CANADA KNOX CHURCH, ACTON Rev. Andrew H. McKenzie, B.A., B.D. SUNDAY, JULY 5th, 1959 9:45 a.m.—Church School 11:00 a.m.—Morning Worship and Holy Communion, Meditation, "What is Your Intention?"</p>
<p>THE CHURCH OF ST. ALBAN THE MARTYR ANGLICAN Rector: The Rev. H. B. Stokroff, L. Th. S.T.B. 163 Jeffrey St., phone 263 SUNDAY, JULY 5th, 1959 THE SIXTH SUNDAY AFTER TRINITY 8:30 a.m.—Holy Eucharist 11:00 a.m.—Choral Eucharist. All are Welcome!</p>	<p>ACTON PENTECOSTAL TABERNACLE 33 Churchill Road P.A.O.C. Rev. Kenneth J. Reid, Pastor 75 Cook St., phone 649-W SUNDAY, JULY 5th, 1959 10:00 a.m.—Sunday School 11:00 a.m.—Morning Worship. 7:30 p.m.—Evangelistic.</p>
<p>BAPTIST CHURCH ACTON Pastor: Rev. Gordon M. Holmes, B.A., B.Th. 115 Bower Avenue SUNDAY, JULY 5th, 1959 9:45 a.m.—Church School 11:00 a.m.—Public Worship. 7:00 p.m.—Gospel Service. Wednesday, 8 p.m.—The mid-week Service for Bible Study, Witness and Prayer. All are Welcome</p>	

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