

Prices Catch Up With Cannery

By Wilson Bario
Times Staff Writer
Fourteen Delaware Valley farmers say their tomato fields have shown more financial red than profitable long green.

12 in Mercer and Monmouth Counties and two in Bucks County have refused to grow tomatoes this year for the Stokely - Van Camp Inc. processing plant here.

Disagreement over price and acreage to be planted broke nearly 25 years of good relations. These growers tiled

80 percent of the tomato acreage for catnip and juice turned out by the plant at 100 Stokely Avenue.

"We hated to lose them," said J. A. Price, the new plant manager who arrived just as Spring negotiations were getting under way. He said other growers have taken

over the 300 acres association members had cultivated. At least one deep family division has resulted as one farmer who never belonged to the association continues to grow while his brother stands with the association.

New Bargaining Agency NJAMA is the new bargaining wing of the New Jersey Farm Bureau, attempting to speak as an organized voice where strong - minded individualism has been traditional.

The strong stand by the 14 tomato growers is historic in New Jersey.

Arthur West of Allentown RD, vice president of both NJAMA and the Farm Bureau, pointed out part of the problem as he leafed through Stokely contracts back to 1954.



John Waldbusser of Dutch Neck views field of corn where tomatoes once grew.

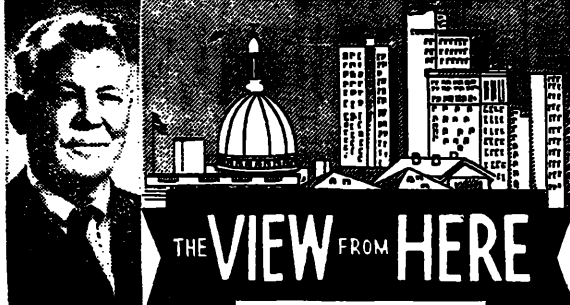
Maximum prices that year — if each tomato had been acceptable — were \$37 per ton for No. 1 tomatoes and \$30 for No. 2, or smaller, tomatoes.

Last year's maximum prices were \$34 for No. 1's and \$24 for No. 2's. Stokely Fieldman Clinton Eldridge said prices rose on No. 2's so that a grower would "get a better break" even if his tomatoes were small.

But during those years, these growers had to resort to expensive irrigation to increase their yield per acre.

Irrigation helped push New Jersey's 1962 yield per acre past that of California, long the leader in tomato growing. Growing tomatoes for processing is a \$9 million - a year New Jersey industry.

As the trucks roll up to the Stokely plant each August and September, a state inspector grades the tomatoes. Many can't demand the top contract price.



Do You Remember When... Carbon Lights Sputtered?

By William J. O'Donnell
Times Staff Writer
Now that the sun is warm and the living is easy and so many readers are on vacation, it might be a good time to take another swing down memory lane. With time on your hands, it might be a good time to consider how time has flown.

You're not getting any younger if it seems like yesterday that the Lindbergh baby was kidnapped. Actually that tragedy occurred on March 1, 1932.

And when do you think the Morro Castle ran aground in Asbury Park? Well, that was September 15, 1934.

What's your recollection of the date the Hindenberg crashed at Lakehurst? You're probably wrong because it was May 6, 1937.

They all seem like yesterday.

It seems like yesterday, too, when Trenton had arc lights on its important street corners and every couple of weeks the maintenance man would come along and change the carbon points. He would let the light down by fastening a rope attached to the light pole. Then he would hop up on an insulated stool while he worked on the mechanism.

And can you remember the times when the carbon lights would not be working correctly? They would sputter, burn brilliantly, go out entirely and then flare again.

Do you remember the first automatic coin machines? Well, they were the penny chewing gum machines that were out in front of most candy stores. If you got a "red" label stick of gum for your penny, you were entitled to a five-cent pack of gum. The gum wasn't very good. Here memory plays tricks, but the recollection is that it was called "Zeno."

You don't have to be very old to remember leather-lunged hucksters came through the streets selling Delaware shad. This was about the time most every church held a strawberry festival in the Spring and quite a few conducted euchres weekly. The patrons at the euchres sometimes played pinochle or "500."

Most of the older housewives should remember when you put ice in your ice box, and what a mess it was when the pan used to catch the water from the melting ice overflowed all over the floor.

The days are slipping past all too quickly if you cannot recognize the different makes of cars at a glance. There was a time, you know, when you could spot a make or model while a car was still a block away.

Trenton Evening Times

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Partially Finished Shore Road Will Have 2 Grand Openings

By James Lawrence
Times Staff Writer
ATLANTIC CITY — The Atlantic City Expressway, designed to funnel more thousands of vacationers to this famed New Jersey resort, will have two grand openings — one on August 1 and the other a year hence.

Legislators, politicians, businessmen and engineers in the South Jersey locale of the state's third toll road and the press were given a preview of the still-uncompleted highway yesterday.

While the official announcements spoke glowingly of two handsome ribbons of asphalt stretching through South Jersey's pine forests, the view currently is more like dust, muck, sand, and scrub pine, oak and cedar trees.

The \$46.8-million toll route will have 36 miles completed from Turnersville 15 miles east of Camden to an interchange with the Garden State Parkway by August 1. There will be appropriate ceremonies.

The tour of the expressway and a cavalcade of buses and private cars carrying the guests of the builders, the New Jersey Expressway Au-

thority, wound up in Atlantic City for cocktails and dinner at one of the resort's newest and most plush motel-hotels.

Among the greeters were State Senator Frank S. Farley of Atlantic, who has worked eight years to get the enabling legislation approved at Trenton; former State Senator Joseph W. Cowgill of Camden, another active pusher, and Elwood F. Kirkman, president of the Boardwalk National Bank at the resort and expressway authority chairman.

They told of plans for a ceremony August 1 when the expressway from Turnersville to the Garden State interchange would be opened and the prospect of a second larger celebration when the route is fully completed about August 1, 1965.

The other members of the authority, who have worked with Kirkman and Farley, are Harry Ambrose of Barrington, Camden County, vice chairman; Anthony P. Miller Sr., Atlantic City, treasurer; Osman M. Corson, Cape May County, and Clyde D. Fear, Woodbury, Gloucester County.

Difficulties Ahead
The most difficult engineering work lies ahead.

The superhighway must cross the salt marshes, some underwater most of the time, between the Garden State juncture and Atlantic City.

There are 4 million cubic yards of swamp bottom—mud—which smells bad and must be removed in the last eight miles of the expressway down to hard sand before the road can be constructed.

Building a highway with dredges seems peculiar, but that is the way the last link of the expressway is being constructed.

When completed, with more hard sand, gravel, macadam and smooth blacktop, the route near Atlantic City will be nine feet above flood tides from the Atlantic Ocean and expected to be usable in storms when other main roads like the Black Horse and White Horse pikes may be underwater.

This 44-mile road has some distinction from other toll roads as motorists commonly know them. There will be only two toll collection stations, one at Egg Harbor, where the charge from Turnersville will be 75 cents, and the second at Pleasantville on the edge of Atlantic City, another 15 cents.

Harold W. Giffin, acting executive director for the expressway, engineering expert for the Garden State Parkway and former chief state highway engineer, said traffic counters have estimated the traffic at the 90-cent toll would pay for the road in 18 years.

Construction of 36 miles in little more than a year since the first contract was let July

22, 1963, is considered a highway engineering record. The new road will accommodate cars, buses and trucks and will be patrolled by a detachment of 23 state troopers whose headquarters will adjoin the central maintenance center a little east of Ham-

ton. The use of the natural amphitheater is part of a campaign by the Washington Crossing Park Citizens Committee to turn the park into "more than just a picnic area."

On July 24, 25 and 31 and August 1 at 8 p.m. the Penn-

ing Players will present George Bernard Shaw's "Devil's Disciple," the story of a minister's bravery during Revolutionary times. The play was chosen to dovetail with New Jersey's Tercentenary observance.

No major improvements are contemplated for the site — at least not right away. Park benches and folding chairs will accommodate part of the audience, and the citizens committee has plans to saw up logs and rest boards upon them for more seats.

"This is all very crude, of course," says Dirk van Dommelen, park superintendent, "but we take it for granted that people know we have an open air theater and expect this."

Some work already has been done. The WPA built the dam which holds back Steel Run Pond, but over the years silt had filled in behind the dam. Last Fall, van Dommelen relates, the pond was cleaned out and the dam spillway was rebuilt.

On the top of the hill behind the amphitheater site is a large field which can be used, van Dommelen says, to park several hundred cars.

Also by way of preparations are plans for anti-mos-

quito fogging a few days before performances and the removal of a few clumps of poison ivy.

Heller Would Give Federal Surpluses To The States

By John Hall
United Press International
Will Walter W. Heller save New Jersey from a broad based tax?

Heller is chairman of President Johnson's Council of Economic Advisers and he has come up with an idea that has fiscal advisers in this state smacking their lips.

The idea, basically, is to distribute federal budget surpluses, expected to accumulate with unprecedented speed because of

the recent federal income tax formula for dividing up this Hughes' proposed personal income tax.

no strings attached, which would be parceled out according to population, which stimulating move. In the past would seem to be the most logical step. New Jersey's share of the states for specific purposes, usually accompanied by a stiff matching requirement.

The surplus is reliably estimated to mount to a level of \$6 billion toward the end of 1965.

New Jersey's Share
Heller has not suggested any

revenues from Gov. Richard J. Hughes' proposed personal income tax.

There is no indication in dispatches from Washington that the idea for the federal government to share its wealth with the states has proceeded any further up the chain of command than Heller and Federal Budget Director Kermit Gordon.

But apparently his plan is, for the most optimistic estimates, And it is \$50 million more than the estimated annual revenues from Gov. Richard J.

Heller has developed for the plan is that the accumulation of vast budgetary surpluses before full employment is reached would harm the nation's economy. His term for this phenomenon is "Fiscal Drag."

The alternatives to outright grants to the states are further federal income tax cuts or increased federal spending. The former proposal would seem to be politically unnecessary, since the presidential election will be over by the time Johnson delivers his next budget message, assuming he is re-elected. The latter would seem to be politically unwise.

The logic advanced for state use of the surpluses is that, even should some of the money be wasted, most of it would spill out into the economy and further stimulate employment, as well as advances in welfare, education and highway programs under control of the states.

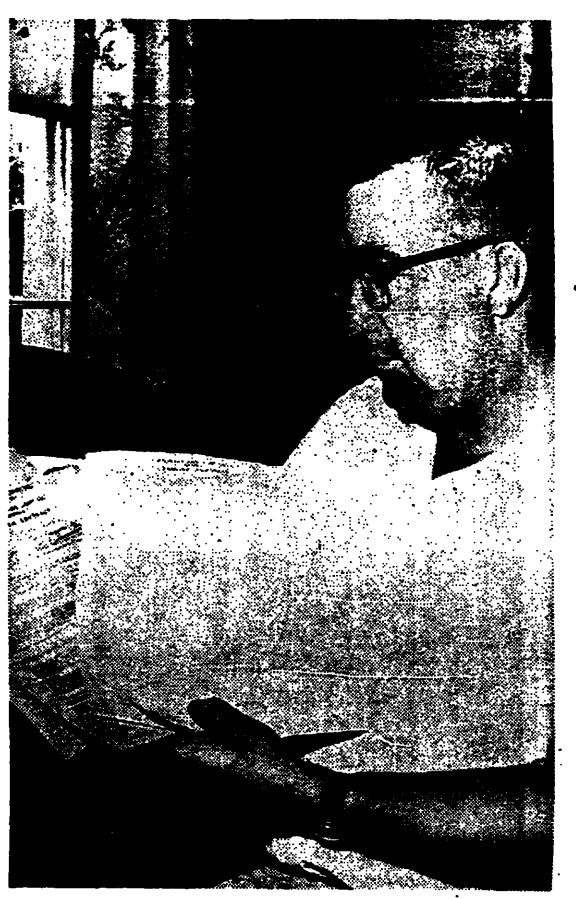
Assuming the Heller plan is something more than a pipe-dream, it could save Hughes the political expense of running for re-election in 1965 on a politically unpopular income tax plank.

Hughes' plan to save the state from a broad based tax by borrowing \$750 million, for repayment later with surpluses from the New Jersey Turnpike, was defeated at the polls last year.

Could it be that the federal treasury will give Hughes another possible source of revenue to direct the voters' attention toward in his re-election campaign?



Dirk van Dommelen... a crude beginning.



Arthur West... his contracts with canning firm date back to 1954.



David Everett... heads negotiation committee set up by area tomato growers.