Prices Catch Up With Canners

Fourteen Delaware Valley farmers say their tomato fields red than profitable long processing plant here.

Counties and two in Bucks
County have refused to grow
tomatoes this year for the have shown more financial Stokely - Van Camp Inc.

green.
So through their fledgling
New Jersey Agricultural Marketing Association (NJAMA),

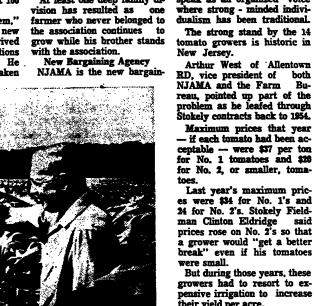
Disagreement over price and acreage to be planted broke nearly 25 years of good relations. These growers tilled

age for catsup and juice turned out by the plant at 100

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

tion members had cultivated. the association continues

At least one deep family di-vision has resulted as one farmer who never belonged to grow while his brother stands



But during those years, these growers had to resort to exsive irrigation to increase their yield per acre.
Irrigation helped push New

Last year's maximum pric-

speak as an organized

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 con-

Because of this, says John Waldbusser of Dutch Neck, "I averaged a little more than \$30 a ton last year. Fifty percent of the Stokely growers lost money."
Thomas Moore, NJAMA field



No. 190 Trenton, N.J., Wednesday, July 8, 1964

Will Have 2 Grand Openings

Carbon Lights Sputtered? By William J. O'Donnell

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

These 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.

Do You Remember When...

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

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 unfastening a 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 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."

Von 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

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

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.

If you have a little age, you probably owned, rode in or admired the Maxwell, Saxon, Pullman, Velie, Franklin and

Then there were the Hupmobile-long and low like a dachschund, the Pierce Arrow-with the headlights in the fenders, the Stutz Bearcat—the symbol of the playboy, and the Mercer-with lines as pew as tomorrow.

To stir memories, how about the LaSalle. Durant, Locomobile, Overland. Apperson, Deusenberg, American Simplex, Jordan Playboy, Viking, Paige and Reo?

Maybe you have keener memories of the Roosevelt, Marmon, Star. Cole. Oakland, Winton Six, Essex, or Hudson Super Six? Or perhaps you remember when the Packard was the chauffeur-driven car, and if you had a Nash, Cord, Ford or Olds, you drove it yourself.

If your memory of cars is on the hazy side, perhaps it's because you spent too much time in the movies. There was a time when you could see Pearl White. Ruth Roland, Mary Pickford, Douglas Fairbanks. Charlic Chaplin and the other stars at a dozen theaters within the city. Drive-ins hadn't

You're no youngster if you can remember when the old Rialto on Pennington Avenue was called the Park and when the Bella ran nightly at 721 Chestnut Avenue.

You're going back a good piece if you can remember when the Star was on South Broad Street between State and Front and when the theater across the way was later called the Capitol and present International 70 was known as the Taylor

IEW FROM HERE Partially Finished Shore Road

By James Lawrence

ATLANTIC CITY — The Atlantic City Expressway, designed to funnel more thouof vacationers to this famed New Jersey resort, will have two grand openings — one on August 1 and the other

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

vesterday. 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.

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 ceremon-

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 dredges seems peculiar, but that is the way the last link of the expressway is being con-

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 un-

derwater.
This 44-mile read 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 high way 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 | August 1 at 8 p.m. the Penn- tions are plans for anti-mos-

22, 1963, is considered a highway engineering record.

The new road will accom-

modate cars, buses and trucks and will be patroled by a de-tachment of 23 state troopers whose headquarters will adioin the central maintenance center a little east of Hammonton.

There are a number of interchanges with other South Jersey highways as well as with the Garden State Parkway and an access to the Atlantic City racetrack. Contrary to belief that the

expressway will benefit racetrack patronage, the builders feel that this use will be relatively small, compared to year-round driving on route. It was estimated that track traffic would represent only 5 percent of total annual

The objective is to give va cationers another fast way to reach Atlantic City, avoiding traffic stops and congestion which has grown on parallel

highways.
The tour of the expressway by 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 newes and most plush motel-hotels. Greeted By Farley

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 ex-

pressway authority chairman. They told of plans for a ceremony August 1 when the expressway from Turnersville the Garden State interchange would be opened and the prospect of a second larger celebration when the route

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 Court House, Cape May County, and Clyde D. Fear, Woodbury, Gloucester County.

grow profitably at the prices assure Stokely of tomatoes

Said Waldbusser, "I don't know how far the canning industry will try to go with the farmer. The canners know the chain stores are too power-

Took Price Cut Last season, these growers took a price cut of \$1.50 a ton th Nos. 1 and 2 toma-

toes that had been priced at \$35.50 and \$25.50 in 1962. They also took a cut in the amount of acreage from which Stokely contracted to buy the harvest. The good 1962 season, when Stokely had to rent extra space to take all the es, dictated the 1963

cut, Eldridge said. Through the early Spring bargaining this year, the growers' committee asked a return to 1962 prices but no increase in acreage. "We just wanted to start back up the road." Moore said.

Stokely offered the same price and acreage, upped the waste allowance from 5 to 7 percent, offered free fruit fly dust worth \$4 an acre and advanced from 22 to 35 the number of hampers of tomatoes it guaranteed to take per acre

per day.
This "hamper limitation," however, has never been en-forced and Waldbusser says "We'd be ruined if Stokely ever enforced it. I get 50 hampers at the height of the season. That's the way Mother Nature pushes them off."

He says pressure on the grower must be stopped. "If it keeps up, you have nothing but a broken - down farmer Stokely has more to lose this year because they'll get poor quality."

Price denied this, though he and Eldridge agreed the association members are excellent growers.

West says the growers' requests would have cost less than 2 cents a basket, or about \$8,000 in all for the company this season. "They's be happy if they could settle a union contract for that amount," he

With a good growing season, the requests would nave meant about \$600 more this

year for West.
Stokely contracted with other Delaware Valley growers for tomato acres this season, and that led to the other gripe association members

repeat most:
As negotiations continued this Spring, Eldridge con-tracted for the acreage that had been alloted to them.

Charge 'Ghost' Bargaining NJAMA President Carleton E. Heritage charged this was "ghost" bargaining but Eld-ridge said the growers were

"When someone says in wating he's not going to grow for you this year, what are you

supposed to do?" asked Price. But says West, "That cut us deeply.' Price agreed Stokely legally could have cancelled its contracts with its new growers prior to April 15 but he said, "We wouldn't have done that any more than we would try

eak the association. "I hope things work out that we can get them back next

Mrs. David Everett, wife of the growers' negotiation com-mittee chairman and, like most farm wives, a partner in the business, said, "I didn't think we'd be used like we were.' Indiana's new marketing association negotiated a first contract this Spring. It calls for \$30 a ton for No. 1's and \$19 — or a \$1 increase

ton for No. 2's. NJAMA President Heritage, who said the company negotiated in good faith there, also said there was a "discriminatory type of action" here. Some growers met harvest labor bills of \$2,000 a week.

They won't have that this year. Some face year - end pay-ments on short - term loans of \$10,000.

Tomatoes helped pay these obligations and the costs of other products whose returns are not so swift. Says Mrs. Everett: "It won't put us out of busi-

ness, but when the end of the year comes, maybe loans won't be paid off and will have to be carried over the the new year. This means more interest. West says he's better off now without tomatoes but

this could change before the growing season ends. For him, there were " a lot of quick changes this Spring. I creased my white potatoes.

Waldbusser stepped up seed corn acreage to supply the beef cattle industry with seed for feed. "If I make out this year, the corn will have to do it," he says.

Other growers have increased their soy bean acre-

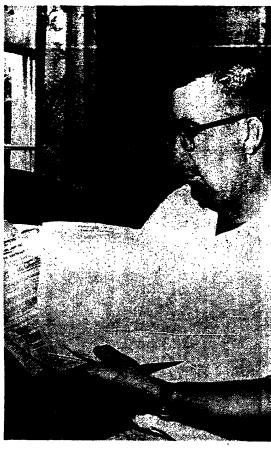
predicts, farmers will buckle under this year because they are growing tomatoes."

Waldbusser says farmers always are being told to cut their labor costs but he says these workers get little enough now. He helped his regular migrant picking crews get jobs elsewhere this year because they always were faithful to

Mrs. Everett says, "Farmers are optimistic. We hope things will be better next



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



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

Heller Would Give Federal Surpluses To The States

Heller is chairman of Presi-stimulating move. In the past would seem to be the most log-ment to share its wealth with

the recent federal income tax formula for dividing up this Hughes' proposed personal in-Will Walter W. Heller save cut, to the states each year with bonanza among the states. But come tax. er celebration when the route is fully completed about August 1, 1965.

Will Walter W. Heller save no strings attached, which would should it be parcelled out acgust 1, 1965.

There is no indication in dispatches from Washington that the idea for the federal govern-

> dent Johnson's Council of Econ-federal funds have been award-ical step. New Jersey's share the states has proceeded any omic Advisers and he has come ed to the states for specific proj-would be \$200 million.
>
> further up the chain of compup with an idea that has fiscal ects, usually accompanied by a That is about \$35 million more mand than Heller and Federal

> advisers in this state smacking stiff matching requirement. than a 3 per cent sales tax Budget Director Kermit Gordon. their lips.
>
> The surplus is reliably esti-would produce in one year, even But apparently their plan is for mated to mount to a level of \$6 under the most optimistic esti-the President to propose distributions. tribute federal budget surpluses, billion toward the end of 1965 mates. And it is \$50 million ution of the funds to the states expected to accumulate with un- New Jersey's Share more than the estimated annual in his next budget message.

precedented speed because of Heller has not suggested any revenues from Gov. Richard J.

The most convincing argument plan is that the accumulation of vast budgetary surpluses before full employment is reached would harm the nation's econ-

omy. His term for this phenomenon is "Fiscal Drag." The Alternatives. . . The alternatives to outright Pennington is president and grants to the states are further Mitchell Carter Jr. of Titus- federal income tax cuts or increased federal spending. The former proposal would seem to

The group chose the amphi- be politically unnecessary, since theater project as its first, van the presidential election will be Dommelen says, both to make over by the time Johnson delivmoney and "to make the com- ers his next budget message, asmunity and the large area suming he is re-elected. The lataware of our existence.

They point to the fact that the park — a major historical

The logic advanced for state site and designated as a na- use of the surpluses is that,

tional historical landmark in even should some of the money 1962 — contains no. tangible be wasted, most of it would spill fragments of the past other out into the economy and furthan the McKonkey Ferry ther stimulate employment, as House and Continental Lane, well as advances in welfare, edover which the American ucation and highway programs under control of the states.

The park, now containing something more than a pipe-Assuming the Heller plan is The park, now something more and a something acres, will be doubled in dream, it could save Hughes the political expense of running for sometimes 200 or 300 schoolchildren visit the park in one ly unpopular income tax plank. Hughes' plan to save the state

McKonkey Ferry House unfor- from a broad based tax by bortunately holds only 10 people rowing \$750 million, for repayment later with surpluses from Tickets for the Pennington the New Jersey Turnpike, was Players production can be purchased at the park office; from members of the Washington Crossing Park Citizens other possible source of revenue Committee; by mail from the to direct the voters' attention

paign?

Natural Amphitheater

Players Will Put Crossing's Beauty Spot To Use.

Park has slumbered here almost undisturbed for centuries, visited only by an occasional group of picnickers. Come the end of this month,

cluded any longer. A group of citizens has discovered that the spot is a natural amphitheater, and the Pennington Players will take advantage of its attractiveness by presenting a play

the spot will be even more

beautiful, but it won't be se-

there. A grassy slope. the future site of the seats, dips down to a creek bed. On the left of this slope is a quiet pond, which trickles over a dam into the creek. On the right is a grove

of trees and shrubbery.

On the other side of the creek — Steel Run — is a flat space framed by a backdrop of woods and occupied only by a small fireplace. It is here the actors will perform.

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 On July 24, 25 and 31 and

minister's bravery during Revolutionary times. The play was chosen to dovetail with 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.

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."

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 spill-

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 prepara-

wav was rebuilt.

WASHINGTON CROSSING, ington Players will present quito fogging a few days beN. J. — A beautiful dell in the heart of Washington Crossing il's Disciple," the story of a moval of a few clumps of which van Dommelen is a member. has even more ambipoison ivy.
. The hidden spot's possibili-

ties were first foreseen by van Dommelen. "During my second year here," he said, walked in here and thought: 'Hev, this would be a nice spot for an amphitheater.

He had seen several such amphitheaters in his native Holland and helped build one



Dirk von Dommelen

The Washington Crossing member, has even more ambitious plans for the park. Mem- tors. bers feel it should contain much more in the way of historical. cultural and recreational facil-

One plan is a memorial museum which would house. as its main attraction, a full-scale replica of a Durham boat. George Washington used 40 of these boats, each 60 feet long, to cross the Delaware with his battered troops and turn the tide of the Revolution at Trenton.

Another possible project is the restoration of the Nelson House. This is believed by some to be the original ferry house at the site, pre-dating the McKonkey Ferry House, the park's only museum.

The Nelson house is a small building, unused now, and members believe it could be refurbished for use as an information center.

The citizens committee. numbering about 40 or 45, includes such prominent area residents as former Judge J. Conner French, Judge Arthur S. Lane, Senator Sido Ridolfi and Charles R. Howell, commissioner of banking and in- 1776, Titusville:

surance. Alfred F. Schuster of ville heads the board of direc-

troops marched on Christmas Night in 1776. size shortly with Green Acres acquisitions. And although day, van Dommelen says, the

at a time. committee at Post Office Box toward in his re-election cam-