

# BUSBY PRAISES CAL-SAG WATERWAYS DEVELOPMENT COMMITTEE

## Rivers-Harbors Congress Told Sag Widening Vital

Congressman Fred Busbey of the Third Illinois District in a statement to the National Rivers and Harbors committee during their meeting at the Mayflower hotel in Washington reiterated his oft expressed views that the completion of the Cal-Sag canal was a critical necessity since Chicago is going to be an important seaport and because of the canal's vital link in the national defense plans.

He urged the committee of the National Rivers and Harbors Congress to give full approval and active support of the Calumet-Sag project.

Cong. Busbey also pointed out that the newly formed Calumet-Sag Waterways Development Committee, Inc., which is chaired by Henry E. Seyfarth, chairman of the First National Bank of Blue Island, is a "sound and practical agency, with the proper congressional contacts, and a background of solid achievement to insure its successful operation."

### CAL-SAG FOLDER ISSUED

Chairman Henry E. Seyfarth of Cal-Sag Waterways Development Committee today announced that, in order to meet the constantly rising number of inquiries for information on the Cal-Sag Channel Project, the Cal-Sag Committee has issued the folder entitled "What Is Cal-Sag?"

The Passage of the St. Lawrence Seaway Act, Mr. Seyfarth said, has greatly increased public interest in waterway development, particularly of Cal-Sag. In attempting to satisfy this demand, the folder treats the Cal-Sag Project from the multiple angles of interests involved.

For Mr. Seyfarth said, inquiries reaching Committee headquarters have been from all quarters of the nation and from a wide diversity of industry, labor, civic and financial interests.

the highly sensitive field of education for local support of the waterway."

In this connection the Congressman said: "For at least 50 years, practically every major industrial organization and civic body in the area has voiced its interest in this vital project. At every session of Congress, for instance, from 1930 to the present time, the Federal Government has been urged to start construction on the Calumet-Sag Channel. Yet, during all that

time, there was a puzzling lack of any sort of unanimous action on the part of the interested groups. Various organizations and authorities have sent petitions to Congress. But, not until last year was any successful attempt made to unify the activities of the various organizations and to give cooperative and organized weight to the petitions submitted.

In recognition of the inefficiency of this unfortunate division of interest and lack of unanimity, steps were taken in 1953 to set up a coordinating body that would give practical weight and influence to the petitions on behalf of Calumet-Sag.

"This coordinating body, called the Chicago Committee, was composed of outstanding business and labor leaders in the area. The committee succeeded in uniting all interests on a concentrated program of education and publicity. This program was eminently successful in many respects. First, the full news and editorial support of every newspaper in the area, as well as many in adjacent areas, was obtained. Second, the placement of educational and informative articles in major national magazines was successfully accomplished.

"This educational material was also utilized advantageously in informing members of Congress on the subject of our vitally important waterways. Here again, outstanding success was attained. Through this educational campaign, Calumet-Sag became a major topic of interest in our National Capital. Once accurately and fully informed on the subject, members of Congress responded actively to this intelligent and practical approach.

"A direct result of this program was my introduction of H.R. 7514, asking for an appropriation of \$5,000,000 to start construction on the Calumet-Sag Project. Congressmen McVey, O'Hara and Veldas—all representing Illinois Districts—later introduced companion bills. Beyond that direct action, plans were laid for further and even more direct legislative action. The majority of the members of the Illinois delegation in the House of Representatives indicated to me that they would be willing to introduce identical bills to H.R. 7514, if and when I requested them to do so.

"A valuable lesson was learned during the course of this campaign, as the accomplishments proved that the action taken by the Chicago Committee was correct and practical. As a result, the Chicago Committee became affiliated this year with the Cal-Sag Waterways Development Commit-

tee, Inc. This organization, as its name implies, became the proper coordinating body to spearhead the drive to bring the program launched last year to a successful conclusion. This new organization has already gained the strongest approval of the leading industrial and labor figures in the area, as well as the cooperative support of those agencies which are wholeheartedly in favor of the Calumet-Sag Project.

"At the present time, the Cal-Sag Waterways Development Committee, Inc., continues to act as a sound and practical agency, with the proper congressional contacts and a background of solid achievement to insure its successful operation."

### URGE EISENHOWER TO AUTHORITY ON CALUMET SAG

The Illinois delegation to Congress was to present a resolution to request Eisenhower this week urging the immediate improvement of the Illinois waterway including the Calumet-Sag as important to the national interests.

Specifically through the leadership of Cong. Busbey the Illinois delegation is urging the President and Budget Director Hughes to "provide funds for beginning work on the Calumet-Sag channel improvement."

eration in this highly sensitive field of education.

"Furthermore, the Cal-Sag Committee has appeared on the scene at a most critical juncture in the affairs of Calumet-Sag. The recent passage of the St. Lawrence Seaway Act now makes construction of the Calumet-Sag an absolute "must." With the construction of the St. Lawrence Seaway, Chicago will become an Atlantic seaport located in the heart of the great Mid-Continent industrial area. This redoubles the practical necessity for a link with the Mississippi System of inland waterway. In other words, Calumet-Sag was a necessity when Chicago was merely a Great Lakes port. Now, with Chicago destined to become a great seaport in the foreseeable future, Calumet-Sag becomes an absolutely critical necessity.

"I desire to re-emphasize the fact that the Calumet-Sag Project cannot, by any stretch of the imagination, be considered as merely a local project, of importance only to Chicago and the area through which the Mississippi River flows. It is a national project; a vital link in our program of national defense, and, therefore, of prime importance to every section of the nation and to every segment of its population."

## Some New Social Security Regulations Violate Original Law Concepts

"Some of the recommendations contained in the legislation designed to 'expand and improve' the country's Social Security system and which are at present being considered by Congress, completely violate the original concepts of the Social Security Act," stated Donald St. Hilaire, president of the Calumet Chicago Heights Association of Life Underwriters, following a meeting of the board of directors of the local group called to endorse its national organization's policy toward the proposed revisions.

"When the Old Age and Survivors Insurance program came into being it was conceived as a means of providing an economic floor below which none of our retired aged citizens would be permitted to go," Mr. St. Hilaire stated.

"The life insurance agents of the country have always been wholeheartedly in accord with those basic concepts upon which the nation's Social Security system was established.

"But during the last few years there has been a trend away from those original concepts as is evidenced by the use of the word 'adequate' in place of 'basic minimum' when relating to benefits under the Act as amended from time to time," Mr. St. Hilaire stated.

Mr. St. Hilaire said "the life insurance men and women of the country had long advocated and urged the extension of Social Security coverage to all gainfully employed persons and they were glad to observe that one of the recommendations now proposed would accomplish that objective. He also believed that the proposed liberalization of the work clause so as to allow beneficiaries who continue working after age 65 to earn up to \$1,000 per year and still qualify for their old age benefits would be a step in the direction of eliminating the criticism that the present work clause exacts too great a penalty from those beneficiaries who continue to work after age 65.

"However the proposed increases in benefits, particularly in the upper levels, will carry the social security program out of the area of basic needs and invade the field of private savings plans," Mr. St. Hilaire stated.

In testifying before the committee on ways and means in Washington last month the National Association of Life Underwriters stated that they felt that

old age benefits under the system should be considered taxable income.

The National Association of Life Underwriters is an organization composed of nearly 60,000 life insurance agents whose business it is to encourage millions of people to make provision, by private means, against the hazards of premature death and old age. In writing life insurance for 90 million policyholders for a total of more than \$200 billion of protection in which we have assisted these people in accumulating reserves of \$50 billion, we have talked intimately with millions of families about their private, individual financial affairs," Mr. St. Hilaire added.

Mr. St. Hilaire stated that the members of the NALU have gone on record several times as being in favor of placing the entire program of Social Security on a realistic, "pay-as-you-go" basis with a reserve maintained sufficient only

to meet underestimated costs in a few years of unfavorable time-comes.

The local group went on record endorsing the attitude and policies of its national organization toward the proposed revisions of the present Act and resolved to acquaint their policyholders and their legislators in Washington of the "facts" surrounding some of these recommendations which, if adopted they still would be harmful to the free enterprise system of the United States.

## Sunshine Club To Meet June 15

Mrs. Amy Schneider, 13024 Haynes ave., will welcome her co-workers of the Sunshine Club of Grace Methodist church to her home on Tuesday June 15, Mrs. Fred Koehler as co-hostess will assist with the luncheon which will be served at 1 o'clock. All members will be most heartily welcome.

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## Cal-Sag Widening Ceremonies To Include Governor

Gov. Stratton, Chicago's Mayor Daley, Mayor John M. Hart of Blue Island as well as the heads of about two dozen other Chicago area cities as well as the citizens thereof are invited by officials of the Cal Sag Commencement committee to witness the gala groundbreaking ceremonies Nov. 2 starting the \$4 million widening of the Cal Sag.

Co-Chairman Henry Crown of Material Service Corp. and John W. Evers, president of Commonwealth Edison Co., who are heading up the committee of business and civic leaders planning the launching of work festivities on the Cal-Sag, have invited the mayors of cities and towns surrounding Chicago to join with Honorable Richard J. Daley, Chicago's mayor, at the rites Nov. 2.

The public is being urged through daily and community newspapers to attend the function, which is planned for 2:30 p.m. at a location at the west end of the Cal-Sag channel.

The exact groundbreaking site, where speakers' stand and grandstands are being constructed, is two blocks east of hwy. 83 at Old Archer ave. bridge (Rt. 44).

A giant Maritime Parade of power boats and barges will highlight the commencement program, according to Co-Chairmen Crown and Evers.

They described the waterborne parade as more than a mile and a quarter long and will be an exhibit of channel and river carriers, tugs and other water craft that carry cargoes to and from the South Chicago industrial area by way of the narrow inland waterway known as the Cal-Sag channel.

The channel has long been a bottleneck for transportation from Lake Michigan to downstate Illinois and the Gulf coast.

These numerous cargoes that are dependent on the Calmet-Sag for present and future transportation will pass in review on the carriers, including shipments of oil and petroleum products, grain and feed, coal, steel products, chemicals, refined products, sand and gravel and similar industrial cargoes. Shallow draft tugs of various descriptions will push the carriers.

A Maritime Committee of six officials representing river and lake carriers, terminals and ports, will assemble and supervise the giant water parade.

Chairman of the Maritime group is A. M. Thompson, Mississippi Valley Barge Line Co. Others are Arnold I. Sobel, Illinois River Carriers Association; W. Stanley Huggett, president of the Propeller club of the United States, Port of Chicago; Vincent Kozee, Marquette Cement Co.; Abraham Feldman, Lake River Terminals and Maxwell Oil, Interland Steamship Co.

The parade will point up restrictions of the present Calmet-Sag channel. Diesel powered boats, 80 to 100 feet long, will push the 195 foot barges—whose 35 foot width will not allow another oncoming vessel to pass. The channel is 60 feet wide, and is to be widened to 225 feet to allow a passage of larger tows to traffic the Cal-Sag.

According to the Corps of Engineers of the Army, this is one justification of the Cal-Sag project—an expected increase within the first five years of operation from a present 3.5 million tons of cargo handled, to 8 million tons. It is expected that this tonnage will gradually increase as the Cal-Sag attracts more and more competitive transportation, to 18 million tons within the first 25 years of its operation.

Another phase of the maneuvers will emphasize an additional restriction of the Cal-Sag: the low bridges that dot the 16-mile long channel from Blue Island westward to Sag Junction. All of the power boats must have telescopic pilot houses, Thompson explained, made necessary by the low bridge clearances.

Channel improvement work, in addition to widening, will include bridge reconstruction serving railroads, trucks and automobiles. Here is the complete list of mayors and village president who will serve on the Honorary Committee headed up by Governor Stratton:

Richard J. Daley—Mayor of Chicago  
Frank P. Zeldner—Mayor of Milwaukee, Wis.  
John M. Hart—Mayor Blue Island  
Peter Mandlich—Mayor of Gary,

Ind. Vernon C. Anderson—Mayor of Hammond, Ind.  
Walter M. Jeeves—Mayor of East Chicago, Ind.  
James P. Hennessey—Mayor of Joliet.  
Arthur E. Turngren—Mayor of Gary.  
Stanley E. Bejger—Mayor of Calumet City.  
Michael B. Blatnick—Mayor of Whiting, Ind.  
Henry Strosinski—Mayor of Riverdale.  
Daniel T. Lambert—Mayor of Lockport.  
Arthur J. Blackburn—President, Village of Burnham.  
William Patere—President, Village of Calumet Park.  
Ira J. Hastings—President, Village of Dolton.  
Theodore Hendricks—President,

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