

Eastport refinery progress strains U.S.-Canada tension

HEAD HARBOR PASSAGE, New Brunswick (AP) — "Any kid" could pilot a supertanker through these waters, says a Maine fishing boat skipper, but a Canadian expert claims fog and rushing tides make Eastport, Maine, the "worst single place" for an oil refinery.

Feelings have run high on both sides of the border here since 1971, when the Pittston Co., a coal mining company headquartered in Greenwich, Conn., proposed Eastport, Maine — the nation's easternmost city — as the site of New England's first major oil refinery.

Supertankers would anchor off East Quoddy Head, the northern tip of New Brunswick's Campbell Island, waiting to ride the incoming tide south through eight miles of turbulent Canadian waters to Eastport.

The clash arises largely out of Canada's commitment to its fisheries, and its worries about oil spills, versus economic hardships in poverty-bound eastern Maine.

At a three-day conference of some two dozen New England journalists and Canadian officials and academics early this month the refinery debate resurfaced.

The group put out from the Lubec waterfront aboard a 50-foot chartered fishing boat for a water-level view of Head Harbor Passage.

As the boat chugged north to the mouth of the bay, the outgoing tide was marked by a clear line across the water amid swirling eddies and whirlpools from every shoreline outcropping.

In the storm, David Scarratt of Canada's Department of Fisheries and Oceans knelt over a chart, describing the route a tanker would have to take through the narrow, wind-blown, fogbound strait.

Forward, in the deckhouse, George Harris stood at the helm of the boat he built and owns.

The tide runs "straight as an arrow" from the mouth of the strait to Eastport, said Harris, who's navigated this passage for 37 years.

"Any kid could bring in a supertanker on the right tide. You could set her adrift and she'd make it to Eastport," insisted Harris.

Scarratt presided in the stern, warning of navigational dangers and the unpredictable weather.

Because of the fog and powerful tides, "the hazard is such that this is not the place," a refinery should be built, he said.

The threat of a tanker accident and a resultant oil spill means that Eastport, "from a Canadian point of view, is the single, worst place you

could choose" for a refinery, he said. "It would be among the most dangerous in the world."

The region is one of the most "unspoiled and pristine parts of the world" and should be protected, said the bearded marine biologist.

Off nearby Charlotte County, New Brunswick, an estimated 60,000 metric tons of herring are caught each year, Scarratt said, equal to half the entire international fish haul from the rich Georges Bank off Cape Cod.

In a 1979 report, he wrote that a combination of tanker accidents and routine pollution from a refinery would mean "important Canadian interests would be put at risk."

Scarratt concedes it is "technically possible to put a big boat into Eastport." But he says it would not be prudent.

A 1974 Canadian study said because of the "high navigational risk" and the degree of environmental vulnerability, Eastport as a site poses "the highest environmental risk of any site on the eastern Canadian seaboard."

Said Scarratt, "We've made a social decision in Canada to support the fishing industry."

But he emphasized that the conflict is not a clear-cut Canadian-American issue. "There is certainly a divergence of opinion" on both sides of the border, he said.

Indeed, even public sentiment in Eastport, once strongly supportive of the refinery as a boost to a depressed local economy, has shifted.

Several weeks ago, the city council refused to honor a 1968 sales agreement to turn over the city's airport to Pittston, which wants to put its tank farm on the 255-acre site. The company says it will sue the city to acquire the property.

Harris doesn't think a large tanker would be affected by the swiftly moving water.

"The larger the boat, the steadier she is," he said, bringing about his craft and heading back toward Lubec in deep fog.

Opposition to the refinery is merely the thw work of "the hippies over there in Eastport," he said.

"Well, maybe not hippies, but there're the people who come here from other places," he said. "They're the ones who are up in arms."

The name of Harris' boat reflects his pessimism.

He named it the Quoddy Dam after a controversial tidal hydroelectric project that has never gotten beyond initial planning.

Of his own Quoddy Dam, he said with a chuckle: "I figure that's the only one that's going to be built."

His next boat, he added, will be named The Pittston.

Radio stations choose inventive call letters

WMTC in Vance, Ky., stands for "Win Men to Christ," WTOP in Washington, D.C., is at the "top" of the radio dial, and WARE makes its home in Ware, Mass.

Like vanity license plates, radio stations often have call letters which suggest the station's format, location or slogan. The result can be creative, offbeat or bizarre.

If you live in Pittsfield, Mass., you may listen to WUPE, "whoopie radio" as they call it. In East Longmeadow, Mass., there's WAQY — "wacky radio." In Orleans on Cape Cod, there's WKZE — "crazy KZ."

The purpose of call letters is three-fold. They identify the nationality of the station, the type of station and the individual station itself.

Broadcasters may request as many as five call signs for their stations, in descending order of preference. If a new broadcaster makes no specific request, the station is assigned a call sign by the Federal Communications Commission.

In the early days of broadcasting, stations could be assigned three-letter call signs, such as WBZ in Boston and WHN in New York.

With new stations popping up everywhere in the middle 1920s, the FCC added the fourth letter.

A quick flip through the Broadcaster's Yearbook turns up many inventive call signs.

Any interested journalist can find out WHO in Des Moines, Iowa, or WHOM in Mt. Washington, N.H., WHAT in Philadelphia, WHEN in Syracuse, N.Y., or WAIR in Winston-Salem, N.C. Alas, there is no WHY.

In the Boston area, listeners can go WILD, or tune in to WNTN in Newton, and WCAS, which covers Cambridge, Arlington and Somerville.

WITS is information, talk and sports, while WBCN, which started out as a classical station, stands for Boston Concert Network. WCOZ was once cozy, easy listening, and WEZE still is.

Some stations suggest their format in their call signs. WAOR in Niles, Mich., plays contemporary music (it may or may not be Album Oriented Radio as its sign indicates), but WMOR in Morehead, Ky., not only stands for its town but for its middle-of-the-road format.

WIDE in Biddeford, Maine, attempts to reach a diverse audience. WPOP in Hartford is misleading, however. The station is all-news.

There's WISE in Asheville, N.C. You can get your KICK in McCook, Neb., or a singular KICK in Springfield, Mo.

Have you ever been to San Mateo, Cal., for KOFY? How about Brookfield, Conn., for WINE? Or perhaps you've had KOKO in Warrensburg, Mo.

For food, there's KORN in Mitchell, S.D., KAKE in Wichita, Kan., or a whole KBBQ in Ventura, Cal.

But let's face it, things are KAAK in Lake Charles, La., and KEEN in San Jose, Cal. So give a WINK like they do in Ft. Myers, Fla., and remember: there's no place like home in San Jose, except possible a KWND in Windsor, Conn.

By the Associated Press

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SOME SPECIALS MAY NOT BE AVAILABLE UNTIL MONDAY

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COLONIAL SPECIAL CUT 12 oz pk
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BUY THE FAMILY PAK SAVE 20c LB
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BUY THE FAMILY PAK 4-5 lb av
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GROUND CHUCK LESS AMT. 1.69 LB 1.49

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RUSSER BRAND
VIRGINIA BAKED HAM PRE-SLICED 2.49

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LARGE SIZE • SAVE 20c
CALIFORNIA CANTALOPE 69¢ EACH

CALIFORNIA • SAVE 20c
ICEBERG LETTUCE 39¢ HEAD

★ MORE DOLLAR SAVERS ★

SAVE 64c • KRAFT
MACARONI AND CHEESE 4 7 1/4 oz pkgs \$1

SAVE 30c • BLUE BONNET
MARGARINE 2-lb qtrs \$1

SAVE 50c • NEWTON FARMS
ORANGE JUICE FROZ. 4 six oz cans \$1

SAVE 40c • PLANTERS • 18 oz jar
PEANUT BUTTER 99¢

SAVE 25c • LIQUID BLEACH
CLOROX 79¢

SAVE 30c • CORONET • 8 ROLL PKG
BATHROOM TISSUE 1.69

SAVE 30c • ASSORTED 18 1/2 oz pk
BETTY CROCKER CAKE MIXES 69¢

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SAVE 1.50 • GALLON CAN
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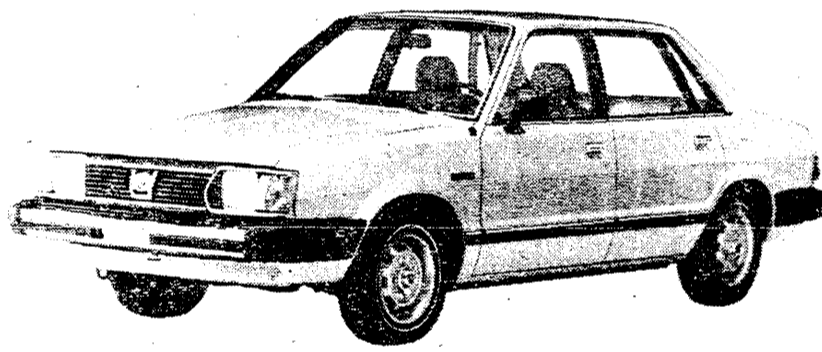
SAVE 75c • CONTADINA 8 oz
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The 1980 Subaru 1600 GL-5 likes highways smooth or rough. Staff Photo by Peter Southwick

A test-drive report

Despite Subaru's good points, there's room for improvement

By GEORGE J. SOUZA
Automotive Editor

When we learned our next test car was to be the 1980 Subaru 1600 GL five-speed, four-door sedan, we looked forward to the experience with great anticipation for we were greatly impressed with our previous test of the Japanese-made car.

Some months ago we test drove the Subaru three-door, four-speed hatchback model and it proved excellent in just about every category. So maybe we were spoiled, expecting just a little bit more than we received from the higher-priced sedan.

It performed very well in numerous ways but we believe the test car had room for improvement. We were forced to downshift virtually every time we hit an incline of any degree.

We also found ourselves wishing it would shift gears with a bit more ease.

On the straightaways it was more than fine and the fifth-overdrive gear performed very smoothly giving a truly nice drive while aiding in the gas consumption.

The Environmental Protection Agency rates the car at 25 miles-per-gallon in city driving and 40 highway. We obtained 19.5 mpg city and 30.4 highway. Its fuel tank has capacity for 13.2 gallons.

The front-wheel drive car is equipped with a 1600 cc, four-cylinder, liquid cooled, overhead valve, four-stroke, horizontally opposed engine. It delivers 5200 rpm with maximum torque of 2400 rpm. It has a compression ratio of 8.5:1 and a final drive gear ratio of 3.889.

We have to mention that when first starting the car and at low speeds the engine was noisy and sounded like a loud diesel but we believe this may well be limited to this one particular vehicle. This is most noticeable when a car window is open or from the outside for the 1600 is really solidly built, not a rattle in it. Despite having no frames, the windows also fit snug and securely.

Steering is extremely firm and direct and there were no problems with the front wheel drive when the road took an unexpected turn or became bumpy. In fact the car seemed to like these sudden surprises so that it could show off its stuff. All this added up to excellent "roadability." Suspension is independent MacPherson strut type in front while the rear is of independent semi-trailing arm type. Both do their job well.

Outside the car is an eye-catcher. The newly designed Subaru is stylish and clean of line but

decidedly with a sporty look of its own so that it is easily separated from many other cars in its field.

Our test car was equipped with the optional sun roof and air conditioning which provided cool comfort. The car, with a suggested base price of \$4,999, may be ordered with other popular options such as vinyl sport grip steering wheel, intermittent wipers, AM/FM stereo radios and cassette combinations, deluxe speaker system, electric antenna, roof-mounted luggage rack, with bicycle or ski attachments, fog lamps, rear deck racks, alloy sport wheels, walnut shift knob and more.

Among the additional features of the GL four-door sedan are larger 175/70 R 13 whitewall steel belted radial tires and wider 5J designed wheels.

Also AM/FM radio, four-spoke steering wheel, cloth/vinyl seat trim, fully carpeted interior and lower door trim, drivers door map pocket, trunk light and the fanciest dome light we've seen in some time. The light swivels giving you the choice of a spot or map light or may just be used for general illumination.

The dash has a full complement of gauges: tachometer, voltmeter, oil pressure gauge, low fuel warning light, digital clock and trip mileage meter along with the standards.

That dash is really something — like one you would expect to see in a jet fighter plane. Illumination is orange on flat black making the whole display exciting at night but all gauges are located well and easy to read at a glance.

However, we did hear some complaint that the steering wheel combined with low-slung seats blocked out portions of the gauges but we did not find this a problem.

The seats are quite comfortable as are the seat belts. However we did find if we did not push the seat belt lock, located at the side of the seat, to a down position if not used, your elbow has a tendency to bump it. Of course it remains in an upright position when the seat belts are attached, as they should be.

The interior is roomy for a car of this size, partially due to the front-wheel drive which eliminates the driveshaft hump found in conventional front-engine, rear-drive cars. The rear seat is also comfortable providing adequate leg room.

Subaru notes that the 1600 cc engine was especially designed for use with front-wheel drive. Because the cylinders are horizontally opposed in this aluminum alloy engine they are smaller, lighter and run with less vibration than conventional in-line engines of the same displacement.



Tama Hamilton, director of the New Hampshire Office of Citizens Services, answers some of the 50 calls her office receives each day from people with questions or complaints about state government.

Science Beat

Pregnancy doubles resistance to cancer

By JOHN M. LANGONE
Science Editor

A young woman's breasts undergo changes during pregnancy which double her resistance to breast cancer — as compared to women who delay childbearing until later life.

Just how mammary cells get a protective edge against cancer from early pregnancy is a mystery which may be solved, in part, by Salk Institute scientists who have learned to monitor growth and development in breast tissue.

Scientists explain that each of us is a collection of trillions of cells, most of which are highly specialized in function.

But before pregnancy, a woman's breast cells remain less differentiated — immature in comparison to other organs. Cells with the capacity for milk production are left in this immature state until pregnancy stimulates a maturing process which leads to lactation.

And it's this very cellular maturation which may be responsible for reducing the rate of breast tumors in women who conceive children early in life.

extinction of surface-dwelling life forms in the world's oceans occurred some 65 million years ago.

This would make it synchronous with or preceded by 500,000 years the equally mysterious disappearance of the dinosaurs.

The close correlation in time between the extinction of the dinosaurs and the disappearance of surface life may emphasize the independence of land and marine life, or it may point to a more dramatic event in the history of the earth.

Some scientists believe that most life may have temporarily disappeared from the surface waters under the influence of a collision with an extraterrestrial body, possibly a large comet.

Others propose that relative motion between continental masses altered ocean circulation patterns, causing chemical and climatic changes on the surface which were too severe for the delicate life forms.

Pope John Paul II has formally proclaimed St. Francis of Assisi the patron saint of ecology.

Francis, who is also the patron saint of Italy, was named because "he considered nature as a marvelous gift from God to humanity."