is made on them, they mean a savings on government investment capital. When the private farmers arrive, the land is turned mostly to arable farming, wheat, colza, and seed potatoes. Unlike most marine soils, the soils in the Ysselmeer polders contain plenty of lime, and the heavier soils are also rich in potash and phosphates. Crops like potatoes and sugar beets can be grown for years without fertilizer. There are plenty of applicants for leases, and they are carefully chosen. Not only must they have capital and agricultural skills, but also the temperament for settling in a new community. And since the political system of the Netherlands depends on a balance of Protestant and Roman Catholic interests, they must also be selected to reproduce the proportions of the religions in the rest of the country.

East Flevoland, the third polder, was the latest to be completed. It is 135,000 acres in extent, was begun in 1957, and was completed last year. Its greater part is agricultural, as in the first two polders, but in its capital, Lelystad, the first city—or projected city—has made its appearance, and the future of the new polders is to be urban, industrial, and recreational.

Only 5 percent of the land in the first two polders was reserved for towns, forests, and recreation, and even poor soil was treated to make it fit for farming. But the fourth and fifth polders, South Flevoland and Markerwaard —not yet drained—will give over half their land to nonagricultural use. Influences on planning now change quickly. As recently as 1954. East Flevoland was assigned ten villages not more than 10 kilometers apart, that being the greatest tolerable distance for a farmer or a villager on a bicycle. But as the number of people working on the land fell, and the demand for amenities grew, the scheme had to be changed to one providing only for Lelystad, a secondary town called Dronten, and two villages.

By the year 2000 Lelystad will, it is expected, have 100,000 inhabitants. Not so long ago, a visit to it was a journey through a featureless mire to a bleak outpost looking out on bleak waters. Now it has more than 4000 inhabitants, its first residential squares free of traffic, and its first shops and schools. The city still expresses a hope rather than a reality with its neat planners' apartment blocks overlooked by cranes, its signposted and demarcated industrial area, its community center, and its park, all awaiting the 10,000 people expected in the next 4 years to establish the comfortable, closely knit pattern of Dutch urban life. But by way of the new road along the edge of the South Flevoland polder, Lelystad is now only 33 miles from Amsterdam, the heart of what is now known as the Holland conurbation.

Only 14 years after the encircling dyke was laid down, East Flevoland already has a well-established air. The trees may look younger than they do on the old mainland, the farm buildings may look newer, and the horizon, where the pumping stations rear their tall chimneys into the sky, may appear even flatter. The publicity handouts talk not of potatoes and sugar beets, but of woods, nature preserves, water sports, and beaches. The future lies not with selected religious farmers, but with the conurbation's thousands and hundreds of thousands of people pouring along the motorways from the west.

Contention being the greatest pastime of the Dutch, within the framework of their tolerant society, there is contention about the polders. Some argue that Markerwaard should not be reclaimed. It will not have its encircling dyke until 1980 and will not be completed until the end of the century. While the Common Market agricultural policy is throwing land out of use, reclamation costs are increasing. Already the development of Markerwaard has been delayed in favor of the smaller South Flevoland polder, partly because of the cost to the national budget and partly because South Flevoland lies nearer to the Holland conurbation. It is argued that the water that now covers the site of Markerwaard should be kept to supply the faucets of the expanding conurbation and to take its small boats—for where the car was yesterday's symbol of prosperity, tomorrow's is the boat. Time and environmental pressures will presumably resolve this argument. But if Lely's scheme is completed, it will have enlarged the arable area of the Netherlands by 10 percent and its total area by 7 percent. Every year the Netherlands loses about 7500 acres of land to cities, roads, and airfields. At that rate, by a happy chance, Lely's scheme has given the country a 70 years' supply.

—MICHAEL BUTLER

A former British journalist, Michael Buter is now a producer for the British Broadcasting Company's external service.

RECENT DEATHS

Carey Croneis, 70; retired chancellor, Rice University; 22 January.

Harrell E. Garrison, 63; president emeritus of Northeastern State College, Oklahoma; 26 February.

Richard L. Glenn, 56; assistant director of research, Bituminous Coal Research, Inc.; 31 January.

Alice B. Greene, 77; former dean, psychology department, Park College, Missouri; 21 March.

Robert O. Haxby, 59; professor of physics, Iowa State University; 11 January.

Leslie B. Hohman, 80; former professor of psychiatry, Duke University; 28 January.

George James, 56; dean, Mount Sinai School of Medicine and president, Mount Sinai Medical Center; 19 March.

Donald P. Kent, 55; head, sociology department, Pennsylvania State University and former director, Institute of Gerontology, University of Connecticut; 20 March.

William A. Manning, 95; former professor of mathematics, Stanford University; 29 February.

H. Murray McIlroy, 66; former professor of mechanical engineering, University of British Columbia; 9 January.

Bernard J. McMahon, 79; former chairman, otolaryngology department, St. Louis University; 4 January.

Ralph E. Noble, 72; former Vermont Commissioner of Education; 16 March.

Eugene Pacsu, 80; professor emeritus of chemistry, Princeton University; 25 March.

George E. Phillips, 59; director, biochemistry department, Warner-Lambert Research Institute; 28 January.

Henri S. Sack, 68; professor of engineering and applied physics, Cornell University; 17 March.

John J. Sheinin, 71; president emeritus, Chicago Medical School; 9 January.

Richard H. Shryock, 78; former professor of the history of medicine, Johns Hopkins University; 30 January.

Norman R. Sparks, 71; professor emeritus of mechanical engineering, Pennsylvania State University; 23 January.

Marion R. Trabue, 81; dean emeritus, College of Education, Pennsylvania State University; 11 January.

G. Stafford Whitby, 84; professor emeritus of rubber chemistry, University of Akron; 10 January.