

This is the fourth Sunday afternoon chat in a series of broadcasts to bring the people of Minneapolis just a little bit closer to their city government.

I am sure you will recall that at the very beginning of these programs I ~~explained~~<sup>expressed</sup> to you the thought that our city government and those civic institutions can only be as effective as the willingness of the people who support them. ~~But~~ intelligent support and assistance to any civic program is possible only when the great majority of the people participate in the decisions which are made and the policy which is adopted and fully understand the purposes and the objectives of the policy or program.

These post-war days are so filled with activity and there are so many big and little problems being brought to our attention that I am sure that you feel as I do at times - confused and uncertain as to just what we should do. I know that you are deeply concerned with the great events on an international level. Permit me to say that we as Americans must continue to have faith in the United Nations Organization and must banish from our minds the complex of a third world war. We must understand that nations which have been at war for 5 or 6 years do not suddenly settle down to the processes of peace without considerable discussion and at times open differences. Repeatedly, I have said from the public platform that the world looks to America for leadership. Yes, I say leadership and not appeasement nor an inarticulate policy. We as a people need to be unusually well informed as to our commitments and responsibilities. This applies to local government

or government on a national and international level.

A very prominent business man once remarked that "as Main Street goes, so goes the nation". The thoughts that we have here at home, the understanding of political and economic policies that we exhibit here in the City of Minneapolis will do a great deal to promote a peaceful and prosperous world. It is surely true that if this old world of ours is to have any hope of security and freedom, that hope rests in the political and economic leadership of the American people. We as a people are committed to political democracy. We are beginning to understand democracy not only as a system of political principles but also as a set of economic attitudes.

Maury Maverick, former Mayor of Houston, Texas, and ex-Congressman, when asked to define democracy stated: "Democracy is free speech and groceries". That is very much a modern definition of this term democracy. In other words, Mr. Maverick included in the phrase, free speech of the political freedoms and protections which we enjoy such as free elections, free speech, freedom of assemblage, freedom of worship, along with representative government. When he said that Democracy also included groceries, he meant that we can no longer be satisfied with just the political protections and freedoms but also must so design our society as to afford an opportunity to every individual for employment and a decent and wholesome community. These are the broader problems that are continually being brought to our attention and about which we all have a deep concern, but now

we speak in these generalities it is important that here in the city of Minneapolis we discuss and think in terms of specific jobs to do and specific proposals to be carried out.

Last week, I mentioned the serious parking and traffic problem in our city. You may want to know just what is being done to remedy this situation. First of all, your city government is not unaware of the parking difficulties. Our police officers and city engineer have been giving this problem detailed study. The City Planning Commission has directed our city planning engineer and his staff to provide traffic flow studies with the objective in mind of the construction of additional parking facilities. I mean by this, that the old fashioned parking lot where a vacant space at ground level is used for automobile parking is out of date. We are going to have thousands of new cars on the streets. We must expect to have a greater population in the city than ever before. If we are going to give employment to all those who are willing to work there will be hundreds of thousands more people in our retail loop district than ever before. There is but one answer to this critical transportation situation. That answer lies in the construction of modern up to date parking garages capable of holding from 500-1500 cars in each building. We need a series of these in the up town district, conveniently located so that once you have parked your car it is not necessary to walk too great a distance.

Our city engineer department and our planning commission is preparing preliminary blue prints for the construction of these parking garages. Private agencies are at work in this field also.

The Minneapolis Civic & Commerce Association has established a special committee to study the problem of parking in our loop area. This committee is hard at work analyzing every suitable means. The trade unions have a keen interest in the flow of traffic and parking facilities. You see, a large amount of the commodities sold over the counter in our retail stores are trucked to the loading zone of each and every retail establishment. If these loading zones are used for ordinary passenger car parking, it is impossible for a truck to unload and move the needed merchandise. Because of the urgency of this problem many groups are at work in an attempt to solve it. It is my plan to call together representatives of each of these organizations and request immediate action. This is a matter which can no longer wait. This is not a problem of the future. We are experiencing the difficulties and the hardships right at this moment. Transportation is the very heart of an industrialized and urban society. The manner in which we plan our streets, our highways, our railroad and aviation facilities, along with our water transportation ~~///~~ will pretty much guide the future growth and development of this city.

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If Minneapolis is to become the city that we want it to be, if it is to be truly a great and large urban area, then we must have the courage to take bold action in solving our transportation problems.

Just what is the situation today? Our railroads are some of the finest in the nation. We are a center focal point of

railroad transportation. I think it would not be boasting to say that the finest trains in America run between Minneapolis and Chicago and Minneapolis and points North, South, East, and West. Yet because this city is a great railroad terminal we have serious problems of automotive transportation due to our grade crossings. You know what I mean - that whole series of grade crossings that cuts across South Minneapolis along Cedar, Franklin and Hiawatha. The grade separation program that has been talked about for years has now finally crystalized into a specific project. This year we should begin the construction of the first grade separation - that very infamous and notorious one out on Cedar and Franklin. I am sure that when you think of all the many times you have had to wait for trains to pass and all the many minutes and hours that have been wasted because of blocked traffic, that news of a grade separation program will bring joy to your heart. It is the purpose of this administration to do everything possible to press for a solution of this all important traffic hazard!

Through the cooperation of the Federal and State governments, we will move ahead and will have this city free of traffic blocks such as our grade crossings.

Your City Council fully recognizes that the condition of our streets today is anything but good. During the war, we had to curtail street improvement but the City Council has acted and acted wisely. Money is being appropriated and material is now available for an extensive repair job on the streets of Minneapolis.

We have always been proud of our fine paving and the excellent condition of our streets.

From time to time I am sure that you have heard me speak about the Metropolitan Air Port and the proposed expansion of that great air terminal. Today, just let me state briefly that 9 major air lines are asking the Civil Aeronautics Board in Washington for permission to fly their ships in and out of Minneapolis. Already we have 2 great air lines - Northwest and Mid-Continent - serving our city in transcontinental runs. We have through service out of Minneapolis to New York and Seattle, to Winnipeg and Texas and many points along the way. Our proposed air ports development which will be under way this year and give Minneapolis and St. Paul ~~about~~ one of the finest air ports in America.

This will mean new *business* for our city. It is estimated that in the year 1947-48, over 2 million passengers will leave from or arrive in Minneapolis. The proposed air port expansion will provide permanent job opportunities for an estimated number of people of approximately 16,000. This means good pay rolls for city. It means that Minneapolis will become an international port of entry. Airport expansion for Minneapolis is as vital to its future as the location of railroads back in the early days of our city. Our airport is under the jurisdiction of the Metropolitan Airports Commission. The State Legislature provided this Commission with the authority and the responsibility to maintain and guarantee air port facilities for Minneapolis and St. Paul and surrounding areas. This Commission has definite plans of expansion. As a member of that Commission, I can report



to you that we are hoping to start our program of development and growth in this year of 1946.

The final aspect of our transportation system is the great Mississippi River. Just think how fortunate we are in being one of the great cities along the greatest river system in the world. Envision if you can, 2 great sister cities at opposite ends of the river. Way to the south is a city of similar size to Minneapolis - the beautiful and historic New Orleans - one of the greatest ports in the world and here we are up in Minneapolis as the northernmost point of river transportation on this same Mississippi. Today, we have a 9 foot channel that permits huge river barges to bring to our city coal, oil, petroleum products, farm machinery, and many other commodities. I am sure that many of you have seen our river terminal just below the Washington Ave. bridge. This terminal was a good beginning and provided the necessary means of loading and unloading the limited number of barges that came to our city. But I am sure that all of you remember that for many years we have talked about and dreamed of a great Upper Harbor project in an upper harbor that would permit tremendous industrial development in North Minneapolis along the banks of the river. You see, the Washington Ave. bridge terminal is literally enclosed by steep river banks. This makes it impossible for any *industries* to locate along the river and it likewise makes it impossible for any extensive loading and unloading of river barges. Our present river terminal consists of less than 16 acres of ground. If Minneapolis is to be a great river port - if it is to enjoy the benefits that come from water transportation

we must have a river port terminal that makes possible hundreds of acres of land in close accessibility to the river itself. This situation is possible and is planned for in North Mpls. where the river runs along the lowlands and the flat lands and where ~~the~~ railroad trackage can be brought right up to the river bank without the handicap or hazard of steep embankments.

The Upper Harbor project calls for the expenditure of a sizeable amount of money, but our Congress has already approved this project and has allocated money for the planning of the locks and the deepening of the river channel. There will be series of 3 big locks at Washington Ave. bridge up through St. Anthony Falls. All of this expenditure will be taken care of by Federal funds. The cost to the city will include the development of a river terminal and the elevation of certain bridges along the route but your City Council has already set aside ~~the~~ a reserve fund of \$1,500,000 for our share of the cost.

All we need at this time is for an appropriation by Congress and our Upper Harbor will become a reality. I want to assure you that the members of the City Council and I along with other public officials are doing everything we can to urge upon our Congressional delegation the appropriation of the necessary funds. Other cities have been given the benefits of water transportation and harbor development. It is now our turn and the time is ripe for pressing the issue and demanding of the Congress that Minneapolis, the third largest city along the mighty Mississippi, be given its day in river transportation.



At a later date, I will tell you much more about this all important program. Just keep thinking about it. If Minneapolis will unite behind this project, we can make possible the realization of our Upper Harbor.



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