

Radio Tape for Week of Aug. 5, 1964

For Broadcast Week of Aug. 9, 1964

Ladies and gentlemen . . . this is Senator Hubert
Humphrey speaking to you from my office on Capitol Hill in
Washington . . .

I want to report to you today on a recent decision
in Congress that is most encouraging for Minnesota and nine
other states in mid-America . . . a favorable vote on a
\$500,000 appropriation to start plans on the Great River Road
along the Mississippi River.

I have sponsored River Road proposals in several past
Congresses--working in close cooperation with the Mississippi
River Parkway Commission. This is an agency representing the
parkway commissions of the 10 states bordering the Mississippi.
Now persistence is at last starting to pay off.

This \$500,000--to be divided among the 10 states for preliminary planning--is the first step. I expect now that we'll see steady progress toward completion of this great scenic parkway.

The Great River Road will enhance the beauty of the Mississippi Valley by preserving unspoiled countryside and restricting roadside development. It will wind for 2,740 miles through states on both sides of the river and will not be a high-speed turnpike.

Funds involved are mainly to purchase right-of-way for roads, recreational facilities and rest and parking areas. We also want to give the states as much incentive as we can so they can acquire lands along the river for public recreation.

I understand that many of these states have completed . . . or soon will complete . . . surveys of their sections of the Great River Road.

The Federal Government has the obligation to participate in this historic enterprise. The 2,740-mile roadway will connect the Trans-Canada Highway--which leads to both Alaska and the Atlantic Seaboard--with the road system along the Gulf of Mexico. It would constitute one of the most scenic and historic routes in our national highway system.

Existing parkways will be used wherever possible. Roads which do not meet standards of parkway construction will be brought up to approved specifications. Due to the location of existing state highways along the proposed route, it is possible to link them together and obtain nearly complete control of access . . . and this can be done without disrupting local highway patterns.

No other highway will include such a richness and variety of the folklore and history of America.

In Louisiana the route winds around the old plantations of the ante-bellum South. Mark Twain country surround it as it passes through historic river towns in Missouri and Illinois. Further north the traveler comes to the exhilarating north country of Wisconsin and Minnesota.

I could talk at length on the beauty of the Mississippi as it passes through such cities and towns as Winona, Lake City, Red Wing, Hastings, St. Cloud, Little Falls and others. And of course the twin cities of Minneapolis and St. Paul. This is a route that ought to be traveled by every American . . . it provides an incomparable portrait of our land and people.

Most of the states along the route already have worked the Great River Road into their highway planning. Now we are beginning to get support needed to put federal funds into this planning. Minnesota and every other state along the route will benefit . . . but most of all the American people will. Thank you.

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MINNESOTA RADIO TAPE FOR WEEK OF AUGUST 5, 1964

FOR BROADCAST WEEK OF AUGUST 9, 1964

Ladies and gentlemen. . .

This is Senator Hubwet Humphrey, reporting to you from my office on Capitol Hill in Washington. . .

Today I would like to tell about a persistence that is at last beginning to pay off for Minnesota and nine other states in the Mississippi Valley. I refer to the Great River Road Project-- a proposal to make a scenic parkway through ten states bordering the Mississippi River. Year after year, I have been introducing legislation to start this project. Finally ^{a bill} ~~there~~ ^{has} passed ~~a bill~~ to expedite "the interstate planning and coordination of a continuous Great River Road and appurtenances thereto traversing the Mississippi Valley from Canada to the Gulf of Mexico." Five hundred thousand dollars has been appropriated, to be divided among ten states, to make the preliminary plans.

This is the first step. I expect now that we shall see steady progress toward bringing this great highway into being.

The Great River Road is to be a parkway. By carefully preserving the unspoiled countryside and by restricting roadside development, it will enhance the beauty of the Mississippi Valley. By using existing parkways and by adding new and improved links, it will wind through states on both sides of the river. It will be a scenic route, emphasizing the historical aspects of American life, and will not be a high-speed turnpike. In fact, when completed, the Great River Road ~~shall~~ would constitute one of the most scenic and historic routes in our national highway system.

No other highway in America will include such a richness and variety of the folklore and history of America. In Louisiana the highway will wind around the old plantations of the ante-bellum South. Historic battle sites of the Civil War, such as Vicksburg and Fort Donelson will be nested on the route. Mark Twain country is just above that in all of the historic river towns of Missouri and Illinois. Rolling northward through Iowa, from Davenport and Burlington on up through Dubuque one will see where the continental plain begins to roll in its gentle climb to its Western mountains. Finally the traveler will come to the exhilarating north country of Wisconsin and Minnesota.

I could dwell at some length on the beauty of the Mississippi as it passes through such cities and towns as Winona, Waukasha, Lake City, Red Wing, Hastings, St. Cloud, Little Falls, among others, and of course the great Twin Cities of Minneapolis and St. Paul. I believe this route ought to be travelled by every American. It would provide an incomparable portrait of our land and our people.

In addition to the scenic beauty and the historical value of this road, it should be noted that it will be a link in a great inter-American highway system. This two thousand, seven hundred and forty mile Great Tiver road will connect in the north, with the Trans-Canada highway, leading to Alaska or to the Atlantic Seaboard. At its southern extremity, it will join its South American counterpart, the Pan-American highway. Here, it will provide one more visible sign of our interest in communication with our Latin American neighbors.

It is most proper that the Federal government should participate with the States in this historic enterprise. Indeed this has been recognized for a long time. As long ago as 1949, Congress instructed the Bureau of Public Roads and the Park Service to survey the route. Then in 1951, a joint report by the Secretaries of Commerce and Interior developed a new idea in interstate

highway development--the idea of the Federal aid parkway. Many of the states have done a great deal of work and planning of their highways with the Great River Road in mind. Now I think we are beginning to see light at the end of the tunnel with this bill to put substantial money into the final planning. Every state along the route will benefit, but mostly the American people will

Thank you.



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