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MEMORANDUM

March 25, 1972

TO: Senator Humphrey

FROM: Mark Epstein

SUBJECT: Statement on the Great Lakes and the St. Lawrence Seaway
Press Conference, Superior, Wisconsin
Monday, March 27

We have included your record of support for the Seaway and proposals for the further development of the Great Lakes Region -- the "fourth seacoast."

The facts come from our own research and the Washington office of the St. Lawrence Seaway Development Corporation.

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REMARKS BY SENATOR HUBERT H. HUMPHREY

PRESS CONFERENCE

SUPERIOR, WISCONSIN

MARCH 27, 1972

001555

THE GREAT LAKES--THE GREATEST INLAND BODIES OF WATER
IN THE WORLD--ARE THE PRIDE OF ALL AMERICA--AND THEY ARE
THE GATEWAY TO THE HEARTLAND OF AMERICA.

THE GREAT LAKES ARE AMERICA'S "FOURTH SEACOAST."

UNDER THE MERCHANT MARINE ACT OF 1970 THEY ARE TO RECEIVE
EQUAL TREATMENT WITH THE ATLANTIC, PACIFIC, AND GULF COASTS.
OPERATING SUBSIDIES AND SHIP CONSTRUCTION INCENTIVES ARE
NOW AVAILABLE--TO MAKE GREATER USE OF THE LAKES AND THE ST.
LAWRENCE SEAWAY.

I'VE FOUGHT LONG AND HARD FOR MORE THAN TWO DECADES
FOR THE GREAT LAKES AND THE ST. LAWRENCE SEAWAY.

I WAS ONE OF THE SPONSORS IN 1954 OF THE AUTHORIZATION FOR THE SEAWAY. WHENEVER THERE IS A NEW IDEA--AN IDEA THAT CHANGES THE WAY WE WORK AND LIVE--THERE ARE SOME PEOPLE WHO OBJECT, WHO DON'T WANT PROGRESS. BUT WE PERSEVERED, AND WE AND THE PEOPLE OF THE GREAT LAKES WON THE CHANCE TO COMPETE EQUALLY WITH THE REST OF AMERICA.

BUT, TODAY, ARE THE GREAT LAKES RECEIVING FAIR AND EQUAL TREATMENT? ARE WE DOING ALL WE CAN TO INCREASE TRAFFIC ON THE ST. LAWRENCE SEAWAY?

THE ANSWER IS "NO."

THE MORE THAN 30 MILLION PEOPLE WHO LIVE NEAR THE SHORES OF THE GREAT LAKES ARE BEING SHORTCHANGED.

THE GREAT AGRICULTURAL AND INDUSTRIAL PRODUCERS OF
MID-AMERICA--WHO GIVE US CLOSE TO HALF OUR GROSS NATIONAL
PRODUCT IN INDUSTRIAL AND AGRICULTURAL COMMODITIES--ARE NOT
GETTING A FAIR CHANCE TO COMPETE AND PROSPER.

--ONLY \$6.5 MILLION IS BEING SPENT NOW ON NEW RESEARCH
AND DEMONSTRATION PROJECTS TO LENGTHEN THE OPEN SEASON OF THE
SEAWAY SYSTEM. AND THIS EFFORT IS ONLY THE FIRST IN THE DOZEN
YEARS SINCE THE ST. LAWRENCE SEAWAY OPENED.

--THE ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION HAS
ONLY 6 PEOPLE WORKING ON GREAT LAKES TRADE DEVELOPMENT. JUST
6 PEOPLE. AND THIS YEAR THEY ARE ALMOST DOUBLING THE NUMBER--
TO A COMPLETELY INADEQUATE TOTAL OF 10.

--IN THE 1971 SHIPPING SEASON, ABOUT 53 MILLION TONS OF GOODS WERE MOVED ON THE GREAT LAKES. THE PORT OF NEW YORK ALONE SHIPS MORE THAN THREE TIMES AS MUCH TONNAGE. AND THESE 53 MILLION TONS --A RECORD AMOUNT--ARE ONLY 3 PER CENT OF AMERICA'S TOTAL ANNUAL SHIPPING--OVER 1 1/2 BILLION TONS.

THIS IS NOT FAIR AND EQUAL TREATMENT. IT IS DISCRIMINATORY TREATMENT--AGAINST THE PEOPLE OF THE GREAT LAKES REGION AND THEIR INDUSTRIES AND FARMS.

WE MUST FACE THE FACT THAT THE "FOURTH SEACOAST" HAS NOT REALIZED ITS GREAT POTENTIAL.

--I CALL FOR PRESIDENT NIXON TO RAISE THE ISSUE OF GREAT LAKES SHIPPING AND THE ST. LAWRENCE SEAWAY WITH PRIME MINISTER TRUDEAU WHEN HE TRAVELS TO CANADA IN APRIL.

OUR 1909 BORDER WATER TREATY WITH CANADA EMPHASIZES INCREASED NAVIGATION ON OUR COMMON WATERWAYS. LET'S DO SOMETHING ABOUT IT--LET'S INCREASE THE NUMBER OF LOCKS ON THE SEAWAY SO WE CAN INCREASE TRAFFIC AND NOT HAVE TREMENDOUS BACKLOGS AT THE END OF EVERY SHIPPING SEASON.

--WE MUST PUT MUCH MORE MONEY INTO RESEARCH AND DEVELOPMENT--SO THAT THE APRIL TO DECEMBER SHIPPING SEASON CAN BE LENGTHENED. WE MUST WORK ON SHIP DESIGN, NAVIGATIONAL AIDS, ICE-BREAKING TECHNIQUES, HARBOR MANAGEMENT, WEATHER SURVEILLANCE--SO THAT THE SEA ROUTE TO MID-AMERICA CAN BE USED MORE FREQUENTLY AND MORE EFFICIENTLY.

--AT THE SAME TIME, WE MUST INCREASE OUR EFFORTS TO MAKE SURE THE ENVIRONMENT OF THE GREAT LAKES DOES NOT SUFFER FROM THE INCREASED TRAFFIC OUR ECONOMY DEMANDS AND THE AMERICAN PEOPLE NEED.

--WE MUST MAKE IT ECONOMICALLY FEASIBLE AND ADVANTAGEOUS FOR THE AGRICULTURAL PRODUCERS AND THE INDUSTRIES OF THE GREAT LAKES REGION TO TRANSPORT MORE GOODS THROUGH THE GREAT LAKES. WE MUST MAKE SEAWAY SHIPPING COST-COMPETITIVE WITH OTHER ROUTES. WE CAN--AND WE MUST--WITHSTAND PRESSURES TO INCREASE TOLLS ON THE SEAWAY--WE MUST HOLD THEM AT PRESENT LEVELS.

--AND WE MUST TELL THE WORLD: THERE IS A "FOURTH SEACOAST" IN AMERICA--A SEACOAST THAT HAS DIRECT ACCESS TO OUR FARMS, OUR INDUSTRIES, AND OUR PEOPLE IN THE GREAT LAKES REGION.

TO THE PEOPLE OF THE TWIN PORTS OF DULUTH--SUPERIOR
AND ALL WISCONSIN THE "FOURTH SEACOAST" IS THE FIRST SEACOAST.
IT DESERVES--AND THE PEOPLE DEMAND--FAIR AND EQUAL TREATMENT.



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