

REMARKS OF SENATOR HUBERT H. HUMPHREY

CHRISTENING OF THE MESABI MINER

Duluth, Minnesota

June 11, 1977

What an exciting day this is. What a tribute to the people of the Mesabi range. And what an appropriate site -- Minnesota's World Port -- for the christening of the Mesabi Miner.

Distinguished guests and friends, today we christen the sister ship of the James R. Barker, which was christened in Cleveland 10 months ago. This is living testimony to the vital economic importance of America's "Fourth Sea Coast."

A special tribute should be paid to Elton Hoyt III, President and Chief Executive Officer of Pickands Mather and Company, and James R. Barker, Chairman, President and Chief Executive Officer of Moore McCormack Resources. These two outstanding business leaders represent a corporate effort which has resulted in the construction of the two largest vessels built entirely on the Great Lakes.

To place this event in its proper perspective, I would like to take a moment to add a little historical footnote.

The Great Lakes region has played an indispensable role in the development of our nation. Early in the colonization process, the Great Lakes were recognized as an easy, if not important, transportation route into the heartland of the continent.

With extensive forests and fertile land, lumbering and agriculture fast became the economic foundations of the region. Large coalfields and deposits of iron, copper, limestone and other minerals soon were discovered along or near the extensive shorelines.

The combination of these vast resources with a plentiful water supply quite naturally favored the development of large industries and great metropolitan areas around the Great Lakes.

Yet, the Great Lakes region was somewhat of a "second cousin" in the eyes of the federal government. Even with the opening of the St. Lawrence Seaway in 1959, it took eleven years before the Great Lakes, as a great waterway of American commerce, were finally recognized as being as important to the economic development of this country as the Pacific, Atlantic and Gulf Coasts. I refer, of course, to the passage of the Merchant Marine amendments in 1970 which created the "Fourth Sea Coast."

What does this mean for the region?

It means more jobs and better port utilization.

It means more economical vessel utilization.

It means a newer climate for the development of the Great Lake states.

And it means a vastly expanded utilization of one of the nation's major transportation arteries, and its newest world trade route.

But it also means the growth of both the U.S. merchant marine and U.S. shipbuilding industry, which in turn will ensure a degree of national self-sufficiency for these hard-pressed industries.

The Mesabi Miner is testimony to this case.

One wonders why it took our government so long to "discover" the Great Lakes, and why its full economic potential has yet to be recognized. Just look at Minnesota alone and the tremendous diversified economic growth we have experienced throughout our history -- an economic growth that came despite the lack of full backing from the federal government.

Let me just cite some facts about our state.

-- One-fifth of America's 500 largest industrial corporations manufacture or process some portion of their output in Minnesota, and 38 of those 500 companies are headquartered in the state.

-- Minnesota ranks 16th in the nation in total foreign exports, with about 750 firms engaged in exporting. And the export business is a major source of employment.

-- There are 21 leading foreign markets for Minnesota.

-- Minnesota ranks sixth among all the states in agricultural exports -- it sent \$1.162 billion worth of commodities to world-wide markets in 1974.

-- Finally -- and this is the major reason we are here today -- Minnesota's vital natural resources continue to account for much of our expanding industry. We supply 68 percent of all the iron ore mined in the United States -- with major investments made in recent years in taconite processing centers.

All this in Minnesota. Just think what it really could be like if we had just a little more attention from Washington.

If it received the same federal support as the Pacific, Atlantic and Gulf Coasts, the transportation network of the Great Lakes could save this nation immense fuel costs, reduce the stockpiling by the steel and auto industries that is now required, and provide additional jobs for our hardpressed economy. This would be a real bargain for the taxpayers.

Year-round navigation of the Great Lakes system is a matter of urgency and priority. The St. Lawrence Seaway, for all practical purposes, remains the bottleneck. But we could use major icebreaker help throughout the system.

What would year-round navigation mean for the region and the nation? As the Great Lakes Task Force noted in its January report:

"The Port of Toledo estimates that a single Lake Erie Port would realize nearly \$1 million in additional economic benefits for every two days of season extension. This figure is based on a study of direct impact of Port-related goods and services to the economy of Toledo."

And this potential exists throughout the entire Great Lakes system.

An issue of parallel importance is the need for establishment in the Great Lakes of a District Office of the Federal Maritime Commission. It is increasingly necessary for Great Lakes maritime interests to have information, advice and assistance from the Federal Maritime Commission in order to achieve parity and commercial progress in competition with the maritime interests on the other three seacoast regions of the U.S.

And while we're on the subject of the Federal Maritime Commission, let me just say that the time has come for appointment to the Commission of an individual who is from the Great Lakes region and who represent the best interests of the system and its ports. We have been ignored too long.

Minnesota is an example of a constructive business-government relationship, where the role of government is to provide responsible incentives and assistance to promote fair and effective competition in our free enterprise system.

All that the people of the Great Lakes region ask from the federal government is that they be accorded the full benefits of this relationship in the development of the full economic potential of our region. We have shown it can be done at the State level.

Today's ceremonies represent a tribute to the spirit of the people of Minnesota working hand-in-hand with an enlightened business leadership. It has been this combination which has made Duluth the nation's largest inland harbor, and has brought Minnesota the recognition as one of the largest inland world market places.

The events here today record an historic chapter in the proud tradition of our state and the Great Lakes region. It is a remarkable achievement, but one we have come to expect in the heartland of America.

I offer my congratulations to all who have been involved in this project:

-- The people of the Mesabi range whose tradition of hard work, creativity and preserverance has laid a solid foundation of expanding economic opportunity for the region; and

-- The officials of Pickands Mather and Company, and Moore McCormack Resources who have demonstrated their faith and desire to capitalize on the spirit of our people to further enhance our economic growth.

It has been a privilege and an honor for Muriel and me to play a role in today's ceremonies.

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REMARKS OF SENATOR HUBERT H. HUMPHREY

CHRISTENING OF THE MESABI MINER

DULUTH, MINNESOTA

JUNE 11, 1977

Long abductor (Jim)
cong Blatnick (Johnny)
Elton Hoyt III (Mr Hoyt)
James Barker (Mr Barker)
Mayor Blandin

WHAT AN EXCITING DAY THIS IS. WHAT A TRIBUTE TO THE PEOPLE
OF THE MESABI RANGE. AND WHAT AN APPROPRIATE SITE -- MINNESOTA'S
WORLD PORT -- FOR THE CHRISTENING OF THE MESABI MINER.

DISTINGUISHED GUESTS AND FRIENDS, TODAY WE CHRISTEN THE SISTER
SHIP OF THE JAMES R. BARKER, WHICH WAS CHRISTENED IN CLEVELAND
10 MONTHS AGO. THIS IS LIVING TESTIMONY TO THE VITAL ECONOMIC

IMPORTANCE OF AMERICA'S "FOURTH SEA COAST."

and we owe
to a SPECIAL TRIBUTE SHOULD BE PAID TO ELTON HOYT III, PRESIDENT

AND CHIEF EXECUTIVE OFFICER OF PICKANDS MATHER AND COMPANY, AND

JAMES R. BARKER, CHAIRMAN, PRESIDENT AND CHIEF EXECUTIVE OFFICER

OF MOORE MCCORMACK RESOURCES. THESE TWO OUTSTANDING BUSINESS

LEADERS REPRESENT A CORPORATE EFFORT WHICH HAS RESULTED IN THE

CONSTRUCTION OF THE TWO LARGEST VESSELS BUILT ENTIRELY ON THE

GREAT LAKES.

TO PLACE THIS EVENT IN ITS PROPER PERSPECTIVE, I WOULD LIKE
TO TAKE A MOMENT TO ADD A LITTLE HISTORICAL FOOTNOTE.

THE GREAT LAKES REGION HAS PLAYED AN INDISPENSABLE ROLE IN
THE DEVELOPMENT OF OUR NATION. EARLY IN THE COLONIZATION PROCESS,

THE GREAT LAKES WERE RECOGNIZED AS AN EASY, IF NOT IMPORTANT,
TRANSPORTATION ROUTE INTO THE HEARTLAND OF THE CONTINENT.

WITH EXTENSIVE FORESTS AND FERTILE LAND, LUMBERING AND
AGRICULTURE FAST BECAME THE ECONOMIC FOUNDATIONS OF THE REGION.

LARGE COALFIELDS AND DEPOSITS OF IRON, COPPER, LIMESTONE AND OTHER
MINERALS SOON WERE DISCOVERED ALONG OR NEAR THE EXTENSIVE SHORELINES.

THE COMBINATION OF THESE VAST RESOURCES WITH A PLentiful
WATER SUPPLY QUITE NATURALLY FAVORED THE DEVELOPMENT OF LARGE

INDUSTRIES AND GREAT METROPOLITAN AREAS AROUND THE GREAT LAKES.

Yet, the GREAT LAKES REGION WAS SOMEWHAT OF A "SECOND COUSIN"
IN THE EYES OF THE FEDERAL GOVERNMENT. EVEN WITH THE OPENING OF
THE ST. LAWRENCE SEAWAY IN 1959, IT TOOK ELEVEN YEARS BEFORE THE
GREAT LAKES AS A GREAT WATERWAY OF AMERICAN COMMERCE, WERE FINALLY
RECOGNIZED AS BEING AS IMPORTANT TO THE ECONOMIC DEVELOPMENT OF
THIS COUNTRY AS THE PACIFIC, ATLANTIC AND GULF COASTS. I REFER,
OF COURSE, TO THE PASSAGE OF THE MERCHANT MARINE AMENDMENTS IN
1970 WHICH CREATED THE "FOURTH SEA COAST."

WHAT DOES THIS MEAN FOR THE REGION?

IT MEANS MORE JOBS AND BETTER PORT UTILIZATION.

IT MEANS MORE ECONOMICAL VESSEL UTILIZATION.

IT MEANS A NEWER CLIMATE FOR THE DEVELOPMENT OF THE

GREAT LAKE STATES.

h-1 AND IT MEANS A VASTLY EXPANDED UTILIZATION OF ONE OF THE
NATION'S MAJOR TRANSPORTATION ARTERIES, AND ITS NEWEST WORLD TRADE
ROUTE,

└ BUT IT ALSO MEANS THE GROWTH OF BOTH THE U.S. MERCHANT MARINE
AND U.S. SHIPBUILDING INDUSTRY, WHICH IN TURN WILL ENSURE A DEGREE
OF NATIONAL SELF-SUFFICIENCY FOR THESE HARD-PRESSED INDUSTRIES.

└ THE ^uMESABI [^]MINER IS TESTIMONY TO THIS CASE!

└ ONE WONDERS WHY IT TOOK OUR GOVERNMENT SO LONG TO "DISCOVER"
THE GREAT LAKES, AND WHY ITS FULL ECONOMIC POTENTIAL HAS YET TO
BE RECOGNIZED. JUST LOOK AT MINNESOTA ALONE AND THE TREMENDOUS
DIVERSIFIED ECONOMIC GROWTH WE HAVE EXPERIENCED THROUGHOUT OUR
HISTORY -- AN ECONOMIC GROWTH THAT CAME DESPITE THE LACK OF FULL
BACKING FROM THE FEDERAL GOVERNMENT.

LET ME JUST CITE SOME FACTS ABOUT OUR STATE.

L -- ONE-FIFTH OF AMERICA'S 500 LARGEST INDUSTRIAL CORPORATIONS
MANUFACTURE OR PROCESS SOME PORTION OF THEIR OUTPUT IN MINNESOTA,
AND 38 OF THOSE 500 COMPANIES ARE HEADQUARTERED IN THE STATE.

L -- MINNESOTA RANKS 16TH IN THE NATION IN TOTAL FOREIGN EXPORTS,
WITH ABOUT 750 FIRMS ENGAGED IN EXPORTING AND THE EXPORT BUSINESS
IS A MAJOR SOURCE OF EMPLOYMENT.

(Trade) In concert with Superior, Duluth & Superior account for shipment of 40 million tons of cargo.

L -- THERE ARE 21 LEADING FOREIGN MARKETS FOR MINNESOTA.
Canada, Japan, Britain, Mexico, Hong Kong, France, Middle East, Australia

L -- MINNESOTA RANKS SIXTH AMONG ALL THE STATES IN AGRICULTURAL
EXPORTS -- IT SENT \$1,162 BILLION WORTH OF COMMODITIES TO WORLD-
WIDE MARKETS IN 1974.

L -- FINALLY -- AND THIS IS THE MAJOR REASON WE ARE HERE TODAY --
MINNESOTA'S VITAL NATURAL RESOURCES CONTINUE TO ACCOUNT FOR MUCH
OF OUR EXPANDING INDUSTRY.

(Same is true of our neighbor Wisconsin)

WE SUPPLY 68 PERCENT OF ALL THE IRON ORE MINED IN THE UNITED

STATES -- WITH MAJOR INVESTMENTS MADE IN RECENT YEARS IN

TACONITE PROCESSING CENTERS.

ALL THIS IN MINNESOTA! JUST THINK WHAT IT REALLY COULD BE

LIKE IF WE HAD JUST A LITTLE MORE ATTENTION FROM WASHINGTON.

the Great Lakes
IF ~~#~~ RECEIVED THE SAME FEDERAL SUPPORT AS THE PACIFIC,

ATLANTIC AND GULF COASTS, THE TRANSPORTATION NETWORK OF THE GREAT

LAKES COULD SAVE THIS NATION IMMENSE FUEL COSTS, REDUCE THE

STOCKPILING BY THE STEEL AND AUTO INDUSTRIES THAT IS NOW

REQUIRED, AND PROVIDE ADDITIONAL JOBS FOR OUR HARDPRESSED

ECONOMY. THIS WOULD BE A REAL BARGAIN FOR THE TAXPAYERS!

YEAR-ROUND NAVIGATION OF THE GREAT LAKES SYSTEM IS A
MATTER OF URGENCY AND PRIORITY.

*We need modern,
high powered Ice Breakers to keep
open these lakes -*

It can be done - It should be done -
The USSR - Keep open its Arctic Ports.
-7-

L THE ST. LAWRENCE SEAWAY, FOR ALL PRACTICAL PURPOSES, REMAINS
THE BOTTLENECK. BUT WE COULD USE MAJOR ICEBREAKER HELP THROUGHOUT
THE SYSTEM.

L WHAT WOULD YEAR-ROUND NAVIGATION MEAN FOR THE REGION AND
THE NATION? AS THE GREAT LAKES TASK FORCE NOTED IN ITS
JANUARY REPORT:

"THE PORT OF TOLEDO ESTIMATES THAT A SINGLE LAKE ERIE PORT
WOULD REALIZE NEARLY \$1 MILLION IN ADDITIONAL ECONOMIC BENEFITS
FOR EVERY TWO DAYS OF SEASON EXTENSION. THIS FIGURE IS BASED
ON A STUDY OF DIRECT IMPACT OF PORT-RELATED GOODS AND SERVICES
TO THE ECONOMY OF TOLEDO."

L AND THIS POTENTIAL EXISTS THROUGHOUT THE ENTIRE GREAT
LAKES SYSTEM.

L AN ISSUE OF PARALLEL IMPORTANCE IS THE NEED FOR ESTABLISH-
MENT IN THE GREAT LAKES OF A DISTRICT OFFICE OF THE FEDERAL
MARITIME COMMISSION. IT IS INCREASINGLY NECESSARY FOR GREAT
LAKES MARITIME INTERESTS TO HAVE INFORMATION, ADVICE AND
ASSISTANCE FROM THE FEDERAL MARITIME COMMISSION IN ORDER TO
ACHIEVE PARITY AND COMMERCIAL PROGRESS IN COMPETITION WITH THE
MARITIME INTERESTS ON THE OTHER THREE SEACOAST REGIONS OF
THE U.S.

L AND WHILE ^{im} ON THE SUBJECT OF THE FEDERAL MARITIME
COMMISSION, LET ME JUST SAY THAT THE TIME HAS COME FOR APPOINTMENT
TO THE COMMISSION OF AN INDIVIDUAL WHO IS FROM THE GREAT LAKES
REGION AND WHO REPRESENTS THE BEST INTERESTS OF THE SYSTEM AND
ITS PORTS. WE HAVE BEEN IGNORED TOO LONG.

*This has
been recommended to the
President*

L MINNESOTA IS AN EXAMPLE OF A CONSTRUCTIVE BUSINESS-GOVERNMENT
RELATIONSHIP, WHERE THE ROLE OF GOVERNMENT IS TO PROVIDE RESPONSIBLE
INCENTIVES AND ASSISTANCE TO PROMOTE FAIR AND EFFECTIVE
COMPETITION IN OUR FREE ENTERPRISE SYSTEM.

L ALL THAT THE PEOPLE OF THE GREAT LAKES REGION ASK FROM
THE FEDERAL GOVERNMENT IS THAT THEY BE ACCORDED THE FULL
BENEFITS OF THIS RELATIONSHIP IN THE DEVELOPMENT OF THE
FULL ECONOMIC POTENTIAL OF OUR REGION. WE HAVE SHOWN IT CAN
BE DONE AT THE STATE LEVEL.

L TODAY'S CEREMONIES REPRESENT A TRIBUTE TO THE SPIRIT OF
THE PEOPLE OF MINNESOTA WORKING HAND-IN-HAND WITH AN
ENLIGHTENED BUSINESS LEADERSHIP.

IT HAS BEEN THIS COMBINATION WHICH HAS MADE DULUTH THE NATION'S
LARGEST INLAND HARBOR, AND HAS BROUGHT MINNESOTA THE RECOGNITION
AS ONE OF THE LARGEST INLAND WORLD MARKET PLACES.

THE EVENTS HERE TODAY RECORD AN HISTORIC CHAPTER IN THE
PROUD TRADITION OF OUR STATE AND THE GREAT LAKES REGION. IT
IS A REMARKABLE ACHIEVEMENT, BUT ONE WE HAVE COME TO EXPECT
IN THE HEARTLAND OF AMERICA.

I OFFER MY CONGRATULATIONS TO ALL WHO HAVE BEEN INVOLVED
IN THIS PROJECT:

-- THE PEOPLE OF THE MESABI RANGE WHOSE TRADITION OF HARD
WORK, CREATIVITY AND PRESERVERANCE HAS LAID A SOLID FOUNDATION
OF EXPANDING ECONOMIC OPPORTUNITY FOR THE REGION; AND

-- THE OFFICIALS OF PICKANDS MATHER AND COMPANY,

AND MOORE MCCORMACK RESOURCES WHO HAVE DEMONSTRATED THEIR FAITH
AND DESIRE TO CAPITALIZE ON THE SPIRIT OF OUR PEOPLE TO FURTHER
ENHANCE OUR ECONOMIC GROWTH.

IT HAS BEEN A PRIVILEGE AND AN HONOR FOR MURIEL AND ME TO
PLAY A ROLE IN TODAY'S CEREMONIES.

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