

Michigan Looks to Water Ways For Transportation Efficiency

Michigan, blessed with ports on three of the five Great Lakes, has relied for some three centuries on water transportation. . . . Great Lakes boats, from the crude bateaux of the French voyager to the 730-foot giants of today, have carried Michigan's commerce to and from her shores. Three years ago the St. Lawrence Seaway opened. "Distiny's Ditch" gave free access to Michigan ports to some 90 per cent of the world's merchant marine.

IN THE FANFARE of the Seaway opening, there were gilded orations about cargoes of "ivory, apes and peacocks, sardalwood, cedarwood and sweet white wine." There have been many exotic cargoes. Except for the apes and peacocks, the others have come in, along with Norwegian herring, cuckoo clocks from West Germany, Czechoslovakian glass and Indian brass.

These items of so-called "general cargo" have been interesting and important. But the quantity imported since the Seaway opening has not increased significantly over the amount brought in through the old lock system. The little "canallers" of the pre-Seaway days were amply large to handle this "general cargo" of high dollar value per unit of weight.

WHEN THE SEAWAY opened the lakes to the larger ocean freighters the real advantage was for the shipment of bulk cargoes, coal, grain, bauxite, chemicals and petroleum products. On these shipments of relatively low value and high volume, where

every fractional saving in shipping costs represents a significant percentage of the per-ton worth, the larger, more efficient vessels now accommodated by the Seaway have made a considerable economic contribution. Industrial Michigan was well-gearred to take full advantage of this contribution.

THE ST. LAWRENCE Seaway came at a time when—and largely because of—the approaching end of high-grade shipping quality iron ore in Michigan's Upper Peninsula and the vast ranges of Minnesota. From the Civil War to the present, four-fifths of the nation's steel has been made of ore hauled down the Lakes on Great Lakes freighters. But with the bottom of the iron ore barrel in sight, America's steel industry looked elsewhere for a new supply.

IT WAS A DESPERATE search. Millions of dollars were spent to erect plants to up-grade the inferior taconite and jasper ores of the Lake Superior region. And when a rich deposit of high-grade ore was found deep in the muskeg along the northern Labrador-Quebec border, additional millions were spent to reach this wild, nearly inaccessible area, set up a mining operation and build a railroad to haul the ore to a shipping port.

That port was Sept Iles, or Seven Islands. It was a salt water port, far out in the Gulf of St. Lawrence. Between Sept Iles and America's hungry steel mills were many watery miles. Huge Great Lakes freighters had provided the most economical

transportation known to man from the iron ranges of the Upper Lakes to the steel mills of the Lower Lakes. But these freighters were two and a half times as long as the tiny Canadian locks on the St. Lawrence River.

IRON ORE From Sept Iles would have to come up the St. Lawrence as far as Montreal in large freighters, be transferred to tiny, 250-foot "canallers" to pass up through the river, and then be transferred at the head of the river to "lakers" for the final leg to the ore docks. This multiple handling would have boosted the cost of the Labrador-Quebec ore to a point where America's steel mills could not have profited.

The Seaway permits this ore to be loaded into gigantic ore carriers at Sept Iles for transportation directly to the Great Lakes ore docks.

SIMILARLY IRON ORE can be brought from overseas, particularly Venezuela, Europe and even Africa, to the Great Lakes ore docks at a considerable saving because of the St. Lawrence Seaway. This saving is reflected in the cost of steel and steel products, and is passed along to everyone who buys anything made of steel, from a penknife to an automobile. In authorizing construction of the St. Lawrence Seaway, Congress provided that the cost should be paid out of the Seaway's tolls over a 50-year period.

Canada didn't want tolls, preferring that any saving in transportation costs be added directly to the country's economy. The cost would

be paid out of taxes on that economy.

BUT, SINCE TAXPAYERS and steel users both account for every one, it mattered little which pocket the cost came out of. Insisting on tolls to pay the cost quieted some of the vociferous—and effective—opposition of other transportation means, particularly the railroads.

One drawback, however, has been that the Seaway hasn't earned enough in tolls during its first two years of operation to make its "mortgage payments" on the cost. In its first year the big ditch brought in \$10,046,877 in tolls. Last year this was boosted slightly to \$10,198,050, of which the U. S. received \$3,115,040, still \$212,000 short of expectations. Neither is anywhere near enough to pay the annual operating expenses together with the annual principal payment on interest on the \$136,000,000 cost to the United States.

But the direct and indirect benefits to the nation's economy are not decreased by this failure to meet a statutory requirement. Michigan is one of the states gaining heavily from operation of the Seaway.

ALTHOUGH BULK CARGOES account for 90 per cent of traffic through the Seaway, the remaining 10 per cent of general cargo has not been overlooked. Slight though it may be in volume, it is high in dollar value.

A desk calculator, for example, doesn't take up much space but it represents a lot of money. A case of scotch whisky doesn't do much to fill up a cargo hold but its value shows up nicely on the ledger.

So the ports of the Great Lakes—Michigan's among them—compete for these general cargoes. Detroit's two principal general cargo terminals, Detroit Harbor Terminals and Detroit Marine Terminals, have spent millions of dollars to provide the shore-

side equipment for general cargo handling.

AMONG THE STATES other principal ports, Muskegon, Port Huron and Bay City have been outstanding in their efforts to attract this lucrative general cargo trade. The port business is a two-way street with benefits to be derived from both importing and exporting. Detroit, for instance, imports ore, steel, chemicals, petroleum products and other raw materials. Water transportation brings them here at lower cost.

Detroit exports its manufactured products such as automobiles, calculators, farm machinery, drugs and heavy machinery. Colored waterborne transportation costs enable Detroit products to be competitive throughout the world.

MEANWHILE THE STATE is not neglecting the Great Lakes transportation that enabled it to reach its present high stage of development. Despite the influx of ore through the Seaway, vast amounts of "beneficiated" iron ore, sintered or pelleted, stream down the lakes to Michigan in the holds of Great Lakes freighters.

Michigan limestone, from the world's largest limestone quarry at Rogers City, comes in specialized "self-unloaders" boats to Michigan industrial centers as well as to other ports throughout the Great Lakes. Michigan beans go out to the world by the boatload.

Michigan automobiles go by boat to other Great Lakes ports—120,000 to Buffalo alone last year—and overseas. The Water Wonderland still looks to Michigan for unparalleled transportation efficiency.

The Unisphere, a huge open-work globe of stainless steel will be the symbol of the 1964 World's Fair in New York's Flushing Meadow.

John E. Hildebrandt In Reserve Training

PORT RILEY, KAN.—Cadet John E. Hildebrandt, 24, whose wife, Mary, lives in Dearborn, completed six weeks of training July 23, at the Army Reserve Officer Training Corps (ROTC) summer camp at Fort Riley, Kan. Cadet Hildebrandt is a 1964 graduate of Birmingham High School and a student at Eastern Michigan University. His parents, Mr. and Mrs. Ernest E. Hildebrandt, live at 2800 Colonial Trail, Bloomfield Hills.

Plan Development Of New Tax Form

Mortimer M. Caplin, commissioner of Internal Revenue, announced recently that, as an initial step in improving the individual income tax return, the better features of both Forms 1040 and 1040W will be utilized in developing a new Form 1040 for 1961. Form 1040W will be discontinued as a separate form. No major changes are contemplated for the punch card Form 1040A.

Form 1040 is the general purpose individual income tax return, whereas the two-page Form 1040W was introduced in 1959 for use by individual taxpayer whose incomes consist primarily of wages. DETAILS OF THE revision of Form 1040 for 1961 will be announced well before the filing period.

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