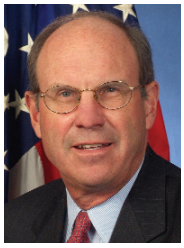
SUMMER 2009
SPECIAL 50TH ANNIVERSARY ISSUE

ST. LAWRENCE SEAWAY
VOIE MARITIME DU SAINT-LAURENT
1959 2009

ADMINISTRATOR'S COLUMN



Collister Johnson, Jr.

Remarks made during the 50th Anniversary Celebration in Massena, New York

Ladies and Gentleman, Consul General Rioux, President Corfe, and other honored friends from Canada; Secretary LaHood, Congresswoman Marcy Kaptur; my fellow employees of the U.S. and Canadian Seaway Corporations, and other distinguished guests. It is with a profound sense of history and pride I welcome you to Massena, New York, to

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Special Issue:

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www.greatlakes-seaway.com

Seaway's 50th Anniversary Simply Golden

Dignitaries arrive on board the U.S. Coast Guard Cutter Mobile Bay.

The long awaited salute to the St. Lawrence Seaway's half century of operations got underway officially July 10 at 3 p.m. at the Dwight D. Eisenhower Lock in Massena, New York on a picture perfect day for a celebration. In a two-hour program that included music by the U.S. Army Herald Trumpets, the Saint Lawrence Seaway Development Corporation paid tribute to all who participated in making the Seaway a reality: political and business visionaries, tradesmen and support staff who worked in often brutal winter conditions on the 'billion dollar' hydroelectric-navigation project, and employees past and present of the Saint Lawrence Seaway Development Corporation.

50th Anniversary dignitaries Left–right; Karl Weissenbach, Director of the Eisenhower Presidential Library and Museum in Abilene, Kansas; Georges Rioux, Consulate General of Canada; John B. Adams III, former U.S. Army Corps of Engineers Project Engineer and former SLSDC Chief Engineer; Terry Johnson, Administrator, SLSDC; Richard Corfe, President and CEO, SLSMC; Admiral Peter Neffenger, U.S. Coast Guard 9th District; Susan Eisenhower, President of the Eisenhower Group, Inc.; Richard Kessel, President and CEO, New York Power Authority; Honorable Marcy Kaptur, Member of Congress (D-OH); and Ray LaHood, Secretary, U.S. Department of Transportation.

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SeawayCompass
U.S. Department of Transportation • Saint Lawrence Seaway Development Corporation

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celebrate the 50th Anniversary of the opening of the St. Lawrence Seaway.

Before I begin, I would like to take a moment to recognize two former Seaway Corporation Administrators in attendance today. Jim Emery, who served as Administrator from 1983 to 1990, and Gail McDonald who led the Corporation from 1996 to 1997. I thank both of you for helping lead this great federal agency. I would also like to recognize Scott Walker, Chairman of the Saint Lawrence Seaway Development Corporation's Advisory Board, and Jack McGregor, member of the Board.

In addition, I would like to thank U.S. Coast Guard Admiral Peter Neffenger for providing the MOBILE BAY cutter for this afternoon's event and to Lt. Commander Tasikas Vasilios for delivering our dignitaries here safely on board the vessel. And finally, I want to thank the SLSDC's marine crew on board our tug, ROBINSON BAY, for leading the cutter through the lock.

That so many of you would take the time to travel from Canada and the United States to commemorate the opening of this waterway is a sure sign of the Seaway's continuing vitality, its historic past, and its bright future.

We stand today where the Queen of England and President Dwight Eisenhower once stood to celebrate the opening of the St. Lawrence Seaway and the Moses-Saunders Power Dam. It is truly a marvel of engineering and has been designated as one of the top ten engineering projects in the history of North America.

I haven't been in government long, but long enough to realize—and perhaps the Secretary and Congresswoman will agree with me on this—that getting approval and funding for transportation projects is hard work.

So, I marvel at the Seaway, not only as a breathtaking engineering accomplishment, but also as an example of what strong leadership, a forward-looking vision, and political will accomplish. We are here today to honor those who possessed that leadership and vision; Prime Minister St. Laurent, President Eisenhower, Transport Minister Chevrier, Congressman Blatnik and so many others.

The Seaway however is much more than an infrastructure project. It is a grand experiment in binational collaboration and friendship. Never before had two countries undertaken an effort to jointly construct, operate, and maintain a transportation asset of this magnitude. A vessel traveling from Montreal to Lake Erie crosses the international border 27 times, yet that ship's transit experience is as seamless as if it were merely traveling up the Chesapeake Bay.

It is a testament to the confidence of the Seaway's creators in the ability to Canada and the U.S. to collaborate on something so complicated and unprecedented. It is also a tribute to the dedication, creativity, and fortitude of the many Americans and Canadians who have worked at the Seaway over the last 50 years and who continue to meet the daily challenges of running a binational waterway.

As a major international transportation route, the Seaway has more than proven its worth by acting as the channel for moving over 2.5 billions tons of cargo valued at more than $375 billion dollars over the last 50 years.

Today we celebrate the history of the Seaway. But we also look to the next 50 years. As a vital transportation route, that future looks promising, but just as maritime transport has changed vastly over the last 50 years so too must the Seaway change, with new technologies and new market. Our two governments have committed hundreds of millions of dollars to renew the Seaway's infrastructure and our users are investing billions in new ships and equipment.

The Seaway continues to extend the hand of friendship and cooperation to the environmental community, to our customers, stakeholders, neighbors, and employees. As the ninth Administrator of the Saint Lawrence Seaway Development Corporation I am honored to be here with you to celebrate this vital international waterway—the St. Lawrence Seaway! Thank you all for coming!

Seaway's 50th Anniversary Simply Golden, continued from page 1

Special guests for the ceremony included U.S. Congresswoman Marcy Kaptur (D-OH), Secretary of Transportation Ray LaHood, Consulate General of Canada (Chicago) Georges Rioux, Eisenhower Presidential Library and Museum Director Karl Weissenbach, and Eisenhower Group Inc. President Susan Eisenhower (granddaughter of America's 35th president). SLSDC Administrator Collister Johnson, Jr. welcomed them and special guests Richard Corfe, President and CEO of the St. Lawrence Seaway Management Corporation; Richard Kessel, President and CEO of the New York Power Authority; and John B. Adams, former U.S. Army Corps of Engineers Project Engineer and the SLSDC's first Chief Engineer.

Ray LaHood, Secretary, U.S. Department of Transportation stands proudly with the U.S. Army Herald Trumpets.

Master of Ceremonies for the outdoor event that attracted roughly a thousand spectators was Massena radio personality Sanford Cook. The ceremony included presentation of colors by the U.S. Customs and Border Protection Swanton, Vermont sector Honor Guard. Performing both the U.S. and Canadian national anthems were the Massena Central High School Band, Chorus and Orchestra. Leading the crowd in recitation of the Pledge of Allegiance was SLSDC employee and Commander of VFW Post #1194 Robert Staires. U.S. Army Chaplain Capt. Matt Rendon from Ft. Drum gave the invocation and blessing of the fleet. Afterwards followed a moment of silence, playing of Taps by the 'Herald Trumpets', and a 21-Gun Salute by Massena's AMVETS Rifle Squad.

Administrator Johnson welcomed all guests and thanked U.S. Coast Guard 9th District Commander Rear Admiral Peter Neffenger for providing the cutter *Mobile Bay* for the event. Calling the Seaway "truly a marvel of engineering", he said that it serves as an example of what "strong leadership, a forward-looking vision, and political will can accomplish." Mr. Johnson noted that the Seaway is "much more than an infrastructure project. It is a grand experiment in binational collaboration and friendship."

St. Lawrence Seaway Management Corporation's (SLSMC) President and CEO, Richard Corfe said that the SLSMC is committed to building upon the 50-year legacy of the Seaway by "adapting the system to the specific requirements of the different user groups and focusing on sustainable business practices."

Guests making presentations at the ceremony included Eisenhower, Weissenbach, Kessel, Adams, Rioux, Kaptur, and LaHood. A synopsis of key points for most of these addresses is available in the following pages of this special summer edition. The binational Seaway Corporations are working to include full remarks, photos, and edited video of the 4-days of celebration on their website (www.great-lakes-seaway.ca) in the near future.

ADMINISTRATOR COLLISTER JOHNSON, JR.

Collister (Terry) Johnson, Jr.

The Administrator paid tribute to the strong leadership, worthwhile vision and political will of key Canadian and American politicians who pushed for implementation of a seaway connecting the continent's heartland to world markets. Calling the waterway 'much more than an infrastructure project', he deemed it a "grand experiment in binational collaboration and friendship." He noted that "never before had two countries undertaken to construct, operate, and maintain jointly a transportation asset of this magnitude."

"The waterway is much more than an infrastructure project, it's a grand experiment in binational collaboration and friendship."

Pointing out that the waterway had proven its worth by moving more than 2.5 billion tons of cargo valued at roughly $375 billion over half a century, Johnson called the hydroelectric power and navigation project "a daring experiment in international partnership, the Seaway remains a shining example of how nations can cooperate in a conflicted world." His ending focus was on the future, however, not the past: noting both governments' commitment to revitalizing Seaway infrastructure so it will continue to meet demands of future generations for the next fifty years.

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Seaway's 50th Anniversary Simply Golden, continued from page 3

SECRETARY OF TRANSPORTATION RAY LAHOOD

Secretary of U.S. Department of Transportation Ray LaHood

Secretary LaHood thanked the men and women who helped build, manage and operate the Seaway and its infrastructure over the past half century. He noted that "like all great public works, the Seaway posed many daunting challenges at the beginning—from taming the rapids and constructing the locks, to excavating millions of cubic yards of material." The result has been a vital commercial artery for both America and Canada, "an economic engine for cities and towns on both sides of the border."

"Like all great public works, the Seaway posed many daunting challenges at the beginning—from taming the rapids and constructing the locks, to excavating millions of cubic yards of material."

The Secretary reminded the crowd that Congress had allocated $17.5 million for several capital projects to rehabilitate Snell and Eisenhower Locks and simultaneously pump $5 million or more into the North Country economy. That amount was but a down payment, he said, for a Congressional pledge to provide $165 million for this Asset Renewal Program over the next decade.

CONGRESSWOMAN MARCY KAPTUR

Left–right, Honorable Marcy Kaptur, U.S. Secretary of Transportation Ray LaHood, and Susan Eisenhower.

Ohio Congresswoman Marcy Kaptur praised the Seaway as "an efficient channel of waterborne and intermodal transportation, commerce and renewable hydropower." Calling the Seaway a vital link of commerce between America's heartland and global markets, she said it supports the entire U.S. economy with a 'strong foundation built of an abundant and sustainable agriculture and a superstructure of heavy manufacturing.'

"The Seaway is an efficient channel of waterborne and intermodal transportation, commerce and renewable hydropower."

Ms. Kaptur praised visionaries in the U.S. and Canada who helped obtain approval for the waterway and noted that the Seaway is "the linchpin in our transportation web." She explained that other U.S. Great Lakes ports as well as Toledo in her northwest Ohio district stand to benefit from construction of a state-of-the-art container terminal in Nova Scotia that can be serviced by waterborne feeder service through the Seaway.

JOHN B. ADAMS

John B. Adams III

The SLSDC Seaway Project Engineer during the construction of the waterway and for many years afterward, John Adams recounted what it was like to work on a construction job that moved 211 million cubic yards of overburden—"enough dirt and stone to fill the Chicago Sears Tower 90 times." It required the world's largest construction equipment available and that's what was on-site. For example, the dragline widely known as 'The Gentlemen' could "hold 30 tons to a bite, or the equivalent of a tractor trailer loaded with stone." Winters brutal subzero weather threatened deadlines but dedicated work crews employed blowtorches and burned barrels of oil to keep machine parts moving. The bitter cold turned soupy clay to dense glacial till harder than concrete and stone broke the dredge bucket's steel teeth every shift, he said.

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Seaway's 50th Anniversary Simply Golden, continued from page 4

"Working with such a dedicated and marvelous group of people was the highlight of my life."

When the cofferdam was blown July 1, 1958, Lake St. Lawrence was formed within four days by the mighty river's waters. "Working with such a dedicated and marvelous group of people" was, he said, the highlight of his life, and describing the opening ceremonies involving British royalty and President Eisenhower and Vice President Nixon 50 years ago were clearly memories he treasured.

SUSAN EISENHOWER

Susan Eisenhower

Granddaughter of America's 34th president, Susan Eisenhower noted that "the Seaway, like the interstate highway system, has become so much a part of everyday life that we absolutely take it for granted." She praised Mr. Adams remarks for reminding us of "how difficult it actually was to realize a complicated infrastructure project like this back in the days when technology was in a different state altogether." Less than a decade after the end of the carnage known as World War II, Eisenhower had followed his distinguished military leadership role in that conflict to lead his nation in peace. He must have felt a great sense of accomplishment to sign (Seaway's authorizing) legislation that 'would be a source of betterment for the lives of Americans and Canadians for decades to come,' she said. She ended noting that Ike wrote in his memoirs that the Seaway's construction was one of only four challenges (along with the interstate highway and statehood for Alaska and Hawaii) "people thought could never be done."

"The Seaway, like the interstate highway system, has become so much a part of everyday life that we absolutely take it for granted."

Following the two-hour ceremony, a Concert at the Lock got underway with music by the Conrad Story Blues Band. Sponsored by the Massena Chamber of Commerce, the two hours of music included a bring-your-own picnic or an opportunity to purchase food on-site.

Yet another event taking place early that evening for dignitaries was a reception and dinner at the Massena Country Club. The guest keynote speaker was Davis Helberg, former dean of U.S. Great Lakes port directors and an historian of maritime activity in the Great Lakes Seaway System. Other distinguished industry speakers included Laurence Pathy, President and CEO of Fednav Ltd., Allister Paterson, President and CEO of Seaway Marine Transport and Adolph Ojard, Executive Director, Duluth Seaway Port Authority. Closing out the memorable evening was a special Trident "Guardian of the Seaway" Awards presentation to 50 individuals and organizations who have significantly impacted the U.S. Seaway since its construction in the 1950s.

Recipients of the Trident "Guardian of the Seaway" Award.

Events Saturday July 11 got underway with Administrator Johnson's senior staff gathering in the Admin Building for a quarterly meeting of the SLSDC Advisory Board. Among those being briefed were Board Chairman Scott Walker, Milwaukee, Wisconsin's County Commissioner, Jack McGregor, and Trip Dorkey. The status of the Asset Renewal Program, a rundown on trade numbers, and legislative activity were among items reviewed.

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Seaway's 50th Anniversary Simply Golden, continued from page 5

Main Street lined for the Seaway Parade.

A parade down Main Street complete with floats from Jefferson Elementary School and Massena Memorial Hospital were augmented by a marching band from the Massena Central High School Band. Riding in a classic car provided by the Massena Olde Car Club was Administrator Johnson and Ray Stiles. The parade proceeded through a downpour yet the hundreds of spectators stayed in place under umbrellas.

Seaway Float constructed by the American Federation of Government Employees Local 1968.

Parade Marshall Terry Johnson.

Kids enjoy an old fashioned potato sack race.

Following the parade more than three hundred picnickers spent the afternoon at the town beach gathered under the pavilion for fun conversation and excellent food. Children played any of a dozen games including the potato sack race, ring toss, cards, and bingo. Young and middle-aged swapped stories and gossip, while greybeards reminisced over the changes they'd seen in the Seaway and Massena over 55 years since the Seaway changed the North Country forever. While at the pavilion, John Adams gave a slide presentation that captured highlights of construction and major events during the Seaway's history. The event ended with employee recognition awards and a special remembrance of longtime SLSDC employee Ed Margosian.

Terry Johnson, SLSDC Administrator, (middle) gives a special remembrance plaque to Levan Margosian, the brother of a long-time SLSDC employee who passed away last year.

As dusk turned to dark, the crowd became increasingly restless as the fireworks were prepared under lightning-filled skies. With the first rocket fired, the alternate booms and crackles were interspersed with 'oohs' and 'ahhs' from the crowd. A glorious day ended with the last flurry of explosions followed by a slow trudge back to the car and

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Seaway's 50th Anniversary Simply Golden, continued from page 6

the vague realization that a once-in-a-lifetime event was closing.

Sunday morning at the Eisenhower Visitors' Center saw the diehards meet for coffee and pastry and conversation to discuss the events of the last three days. Jack Kelley's Little Big Band performed for the crowd at Eisenhower Lock and received energetic applause from all quarters. Locals would return home, and those who had made lengthy journeys to New York prepared to drive or fly back to their homes.

The "Jack Kelly's Little Big Band" performs during the Open House.

An oral presentation — The St. Lawrence Seaway and Power Project

Dr. Claire Parham, a Watertown, New York native historian, teacher, and author presented lectures to standing room only crowds July 9 on her recently published work, *The St. Lawrence Seaway and Power Project — An oral history of the greatest construction show on Earth*.

Strong popular interest in the topic by local residents and tourists in Massena for the waterway's 50th anniversary celebration resulted in an additional lecture being offered after tickets for the first were snapped up. Both lectures were held at the Frank S. McCullough, Jr. Hawkins Point Visitors Center of the New York Power Authority.

Dr. Parham's book was based on the results of 53 interviews she had conducted with aging construction workers who participated in the project honored by the American Public Works Association in 2001 as one of one of North America's top 10 public works projects of the 20th century.

Author Dr. Claire Parham signs her book, The St. Lawrence Seaway and Power Project — An oral history of the greatest construction show on Earth, *for Davis Helberg, Great Lakes Historian and former Executive Director, Duluth Seaway Port Authority.*

She interviewed masons, carpenters, electricians, engineers, dredgers, truck drivers, cooks, and office workers over a 15-year period beginning in the 1990s. Dr. Parham captured both the rigors and dangers of construction in long winters that workers faced as well as the politics and world events that protracted completion of the project for several decades.

The St. Lawrence Seaway's 50th Anniversary Hits the U.S. Secretary of Transportation's Blog Site

The Fast Lane is the official blog of the U.S. Secretary of Transportation. This forum provides an opportunity for Department of Transportation officials to engage in a dialogue with interested citizens, members of the transportation community, and the blogosphere about our Nation's transportation System.

Check out what was blogged about for the St. Lawrence Seaway's 50th Anniversary Celebration.

St. Lawrence Seaway Celebrates 50 Years by Looking Forward

This afternoon, I'll be celebrating the 50th anniversary of the St. Lawrence Seaway. The Seaway is a US-Canadian waterway that has carried over 2.5 billion tons of cargo, valued at over $375 billion since its 1959 opening by President Dwight D. Eisenhower and Queen Elizabeth II.

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This binational project is a vital maritime gateway that moves cargo between North America and international markets. The Great Lakes Seaway System stretches over 2,300 miles from the Gulf of St. Lawrence to Lake Superior.

So, if you live near the Great Lakes, you probably already appreciate the value of the Seaway for delivering the goods you use as well as the goods your region produces.

If you aren't familiar with the Seaway, it's a tremendous engineering feat that stands as a testament to all that can be accomplished when great nations work together to invest in their economic welfare—not just for the present, but for generations to come.

But an asset like the Seaway must be kept in good repair. Too much is at risk to let this route and its locks, markers, bridges, ports, and other tools succumb to time and the ravages of weather and water. That's why US Seaway Administrator Collister Johnson, Jr. reminds us that it's "important to remember its history, but most important to prepare the Seaway to meet tomorrow's needs and challenges."

And we have taken Administrator Johnson's words to heart. At the celebration today, we will highlight the $17.5 million Asset Renewal Plan to begin addressing long-term Seaway infrastructure needs.

Today, we'll be celebrating the Seaway's history and anticipating its future at the Eisenhower Lock in Massena, New York. I am looking forward to the trip, and to sharing my photos and impressions in a future entry.

A Thriving Seaway is a Lifeline to the World's Ports

On Friday, Rep. Marcy Kaptur stood with me aboard the US Coast Guard cutter *Mobile Bay* and said, about the St. Lawrence Seaway: "It is really our lifeline for waterborne commerce to the world."

While Rep. Kaptur may not have been speaking for those who don't live in the Great Lakes area, the Toledo Blade reports that the Seaway "sustains about 150,000 jobs in America and Canada." That's nothing for any of us to sneeze at, no matter where we live.

The reality is the Seaway connects the heartlands of America with ports around the world. It is indeed a lifeline, and attending its 50th anniversary celebration was eye-opening.

Lots of interesting moments at the celebration: standing aboard the *Mobile Bay* in the Eisenhower Lock; waiting for the lock's valves to drain away 22 million gallons of water; feeling the vessel being lowered 44 feet in only 7 minutes; listening to former US Army Corps of Engineers Project Engineer and Chief Engineer John B. Adams III speak about the many challenges Seaway builders faced.

But, the Seaway is not some artifact; it is a living waterway, and to keep our heartlands connected to trade routes, and to keep those 150,000 people employed, we need to keep the Seaway thriving.

As U.S. Seaway Administrator Collister Johnson, Jr., said:

> Maritime transport has changed dramatically over the last 50 years, so the Seaway must adapt to new technology and new markets. Our two governments have committed hundreds of millions of dollars to Seaway infrastructure, and our users are investing billions of dollars in new Seaway-sized ships. The Seaway must remain relevant to their needs.

President Dwight D. Eisenhower, remembered the Seaway fondly as one of those accomplishments people said he would never pull off. By maintaining the Seaway's competitiveness, we honor President Eisenhower's memory.

Official Letters Note Seaway's Anniversary

We proudly add to the collection of historic commemoratives of the Seaway's 50th anniversary, several high level governmental communications congratulating the St. Lawrence Seaway System on this milestone year. The U.S. Department of State issued a Media Note indicating the Seaway's important role in U.S.-Canadian bilateral relations. U.S. Congressman John McHugh, who represents Massena, NY where the two U.S. locks are located, entered an official statement in the *Congressional Record* calling the historic anniversary to the attention of his colleagues in Congress. New York Governor David A. Paterson sent a congratulatory letter greeting all who gathered to celebrate the anniversary of the opening of the Seaway and noting the Seaway's place as a beloved state landmark.

U.S. DEPARTMENT OF STATE
Office of the Spokesman

For Immediate Release
2009/718

July 13, 2009

MEDIA NOTE

50th Anniversary of the St. Lawrence Seaway

This month marks the 50th anniversary of the opening of the St. Lawrence Seaway. The Seaway was created between 1954 and 1959 and stretches 265 miles from Montreal to Lake Ontario, much of that distance along the U.S.-Canadian border. Over the last half century, the St. Lawrence Seaway has served as a crucial thoroughfare from the Atlantic Ocean to the Great Lakes, and serves as an important symbol of the breadth and depth of the bilateral relationship between the United States and Canada.

The St. Lawrence Seaway serves as a conduit for an enormous amount of cross-border trade between the United States and Canada. The Seaway plays a major role in the economy of the Great Lakes region in particular. Since it first opened in 1959, more than 2.5 billion tons of cargo, valued at over $375 billion, have passed through the Seaway. The joint Seaway power project is also a model for the energy cooperation between our two countries. The St. Lawrence Seaway project features the Moses-Saunders international hydrodam, which provides low-cost power to more than 1 million citizens in both the United States and Canada. The Seaway is credited with creating and preserving millions of jobs in both the Great Lakes states and Canada.

This year marks the beginning of the biggest infrastructure investment in the Seaway's history. Both the U.S. Congress and the Canadian Parliament have budgeted tens of millions of dollars to modernize and maintain the 27-foot-deep channels and 15 locks that comprise the Seaway. This investment serves as an important testimony to the relevance of the St. Lawrence Seaway to both the United States and Canadian economies into the future. The United States and Canada are actively working together to further the positive impact of the St. Lawrence Seaway for citizens on both sides of our shared border.

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COMMEMORATING THE GREAT LAKES SAINT LAWRENCE SEAWAY SYSTEM'S 50th ANNIVERSARY

THE HONORABLE JOHN M. McHUGH
OF NEW YORK
IN THE HOUSE OF REPRESENTATIVES

July 9, 2009

Mr. McHugh. Madam Speaker, I am proud to rise today to ask my colleagues to join me in commemorating the 50th anniversary of one of the world's great waterways, built and operated by the United States and Canada: the Great Lakes Saint Lawrence Seaway System. On June 26, 1959 in Montreal, President Dwight E. Eisenhower and Her Majesty Queen Elizabeth II officially opened the Seaway, followed the next day by the dedication on U.S. soil in Massena, New York, of the two U.S. locks, Snell and Eisenhower. At that ceremony in Northern New York, Vice President Richard M. Nixon and Queen Elizabeth presided to celebrate the completion of these last two of the seven Montreal-Lake Ontario locks.

This historic anniversary year provides a perfect opportunity to celebrate the beneficial impacts the Seaway System, and its many users, have had on the Great Lakes region. The Seaway links the many cities of North America's heartland to the Atlantic Ocean and to ports across the world, providing a vital trade corridor for business and industry. It directly serves an eight-state, two-province region that accounts for 29 percent of the U.S. gross domestic product (GDP), 60 percent of Canada's GDP, 55 percent of North America's manufacturing and services industries, and is home to one-quarter of the continent's population. At age 50, the Seaway has facilitated the movement of over 2.5 billion metric tons of cargo, valued in excess of $375 billion. Maritime commerce on the Great Lakes Seaway System impacts 150,000 U.S. jobs, $12 million per day in wages, $9 million per day in business revenues, and provides approximately $3.6 billion in annual transportation cost savings compared to the next least costly mode of transportation.

At its height, the massive Seaway construction project employed 22,000 workers on both sides of the St. Lawrence River. The undertaking required 210 million cubic yards of excavation, 6.1 million cubic yards of concrete, 45 miles of dikes, 69 miles of channels, the relocation of 9,000 people, the rerouting of 47 miles of highway and 40 miles of double-track railroad. The engineering challenges and magnitude of the work was staggering, not only for its time, but by today's standards as well. The St. Lawrence Seaway/Power project was subsequently recognized as one of the top ten public works projects of the century by the American Public Works Association.

The Seaway has been a shining example of how two nations, the U.S. and Canada, can work together cooperatively to achieve a common goal. The U.S Saint Lawrence Seaway Development Corporation coordinates its activities with its Canadian counterpart, the St. Lawrence Seaway Management Corporation, particularly with respect to rules and

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regulations, overall day-to-day operations, traffic management, navigation aids, safety, environmental issues, and trade development programs. The unique binational nature of the Seaway System requires 24-hour, year-round coordination and the two Seaway agencies work hand-in-hand to provide seamless operation and management of this vital U.S. and Canadian asset.

While a lot has changed in 50 years, the Great Lakes Saint Lawrence Seaway System remains the safest, most efficient, environmentally-friendly mode of transportation available for moving cargo in and out of North America's heartland. It has been a model of performance and dependability, achieving a 99 percent reliability rate over its history. It is truly a cornerstone of the region's economy and culture.

This year's 50th anniversary opening ceremony will be held at the Eisenhower Lock Visitors' Center in Massena, New York on Friday, July 10. A number of U.S. and Canadian dignitaries will be speaking at the event, including U.S. Secretary of Transportation Ray LaHood; Canadian Consul General Georges Rioux; Congressman James Oberstar (D-MN); Congresswoman Marcy Kaptur (D-OH); U.S. Seaway Administrator Collister Johnson, Jr.; Canadian Seaway President Dick Corfe; Susan Eisenhower, granddaughter of President Dwight D. Eisenhower and President of the Eisenhower Group; Richard Kessel, President of the New York Power Authority; Karl Weissenbach, Eisenhower Presidential Library and Museum Director; and John B. Adams, former U.S. Army Corps of Engineers Seaway construction project engineer.

Madam Speaker, please join me in congratulating the Seaway on this milestone anniversary and wishing them a memorable celebration weekend and an enduring future.

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STATE OF NEW YORK
EXECUTIVE CHAMBER
ALBANY 12224

DAVID A. PATERSON
GOVERNOR

July 9 – 12, 2009

Dear Friends:

I am delighted to send greetings and warm regards to all gathered to celebrate the *50th Anniversary* of the opening of the St. Lawrence Seaway.

The citizens of the Empire State are pleased to join in commemorating those significant milestones in the rich history of the beloved New York landmarks which have helped shape our present and future. Since 1959, the St. Lawrence Seaway – as part of the Great Lakes St. Lawrence Seaway System – has served as a safe and environmentally-friendly commercial waterway, greatly contributing to the economies of the United States and Canada. The Seaway continues to stand as a true monument to what human ingenuity, inspiration and determination can accomplish and, further, serves as a benchmark of prosperous international collaboration.

On behalf of all New Yorkers, I applaud the St. Lawrence Seaway Development Corporation and the St. Lawrence Seaway Management Corporation for their dedicated efforts to maintain and build upon the Seaway's sterling reputation for another 50 years of success.

All those present have my very best wishes for a fun-filled, memorable weekend.

Warmest regards.

Sincerely,

David A. Paterson

David A. Paterson

www.ny.gov

Personnel Changes

The Montreal Port Authority recently announced the appointment of **Sylvie Vachon** to the position of President and CEO. Ms. Vachon had been Vice-President, Administration and Human Resources at the Montreal Port Authority since 1997.

Ms. Vachon has extensive experience in corporate management. She has had the opportunity to develop her expertise in the private, public and parapublic sectors. Throughout her career, Ms. Vachon has been associated with change and organizational development.

Upcoming Events

September

September 10 – 12
Great Lakes Restoration Conference
Duluth, MN
Contact: Beth Houser, 734-887-7134;
HouserB@nwf.org

September 29 – 30
Great Lakes Commission Annual Meeting
Erie, PA
Contact: Tim Eder; teder@glc.org

October

October 6 – 7
IJC Great Lakes Water Quality Agreement Biennial Meeting
Windsor, Ontario
Contact: bevacquaf@washington.ijc.org

October 25 – 29
AAPA Annual Convention
Galveston, TX
Contact: (703) 684-5700, info@aapa-ports.org

ST. LAWRENCE SEAWAY
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