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demonstration program is underway to run ships through the ice this winter 1978-79.

In the 1978-79 Demonstration Program, the Corps and the Seaway Development Corporation plan to have winter traffic along a 15-mile corridor, approximately, extending from Morristown, New York down river to Cardinal, Ontario. Modifications of ice booms in the Ogdensburg-Prescott region and near Galop Island are planned as part of the project. Sections will be removed to allow vessel transit. Anchors and reinforcements will be needed to stabilize the booms. Installation will necessitate bottom disruption, including dredging. The channel will be kept open by ice-breakers. These tests are opposed by the Governor's office, the New York State Department of Environmental Conservation (DEC), the Power Authority of the State of New York,

Ontario Hydro, The Sierra Club, the National Audubon Society, and SAVE THE RIVER COMMITTEE.¹

SAVE THE RIVER does not stand against progress, but rather sees progress as a way to achieve the proper balance between environmental, economic, and social interests. Technology in the past fifty years has saved many lives worldwide. Undisciplined technology has also taken many lives. It is our contention that technology for the mere sake of technology will eventually cause devastating harm to the future of this great and beautiful natural resource. Technology is a tool, not an end in itself. Without cautious and responsible use, this same tool, technology, can become the Frankenstein of modern day. Man differs from all animals in his capacity to think logically and rationally. Man also has memory.

LONG TERM PLANS

What are the long term goals of the Seaway Development Corporation? Eleven-month navigation continually through the entire river system is the ultimate goal being discussed. What would eleven-month navigation mean? The latest (July 1978) plans suggest the following for the St. Lawrence River area:

- 1) Construction of 15 new ice booms along the river.
- 2) Major dredging of the river bottom. Possibly 84 million cubic yards (32 miles long, 400 feet wide, 40 feet deep).
- 3) Installation of an all-weather system.
- 4) Winterization of all locks.
- 5) Continuous ice breaking activity to maintain the channel and assist ships.
- 6) Extensive, but as yet unspecified work on the Canadian side of the river.
- 7) Ice breaking at Cape Vincent to assist ship pilots in gaining access to the corridor.

Another plan under discussion has been the suggestion to install four nuclear plants along the river and use the thermal nuclear waste to melt the ice.

ALARMED? You have every reason to be, for besides increased danger of oil spills and many other hazards to the environment, the ultimate result of these developments would be a heavy negative impact on the local economy of the North Country.

Do we want to be remembered in history for sacrificing one of the few remaining natural wonders of the world to the needs and greed of a few? Wouldn't we be far wiser in the long run to be cautious and use technology to develop alternative methods of industrial progress?

We are an industrial nation, but it is the PEOPLE which account for its strength. Without healthy water people can not live. Already, our Great Lakes have faced the possibility of total stagnation. Even our oceans are facing irreversible damage by man. Is it unfair then to question the Army Corps of Engineers and the St. Lawrence Seaway Development Corporation's plans for major alterations of the St. Lawrence River?

SAVE THE RIVER COMMITTEE is dedicated to giving YOU enough information, facts, opinions, so you can decide for yourself

whether winter navigation will cause irreversible damage to the river and to the way of life of its people. It should also be up to you to decide if the final effects are worth it. Up until the present, these decisions have been made by outsiders. We must work together to change that. No longer can we take the river for granted. The river's life depends upon our responsibility and courage to UNITE IN THE FIGHT for its survival.

- T. Menkel

For more information or to volunteer to help, please contact:

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¹Taken from STOP WINTER NAVIGATION ON THE ST. LAWRENCE information pamphlet prepared by SAVE THE RIVER COMMITTEE. Ask for a copy for more details.

WHO REALLY PROFITS?

The Public Relations information of the Seaway Development Corp. would have us believe that the Seaway has been and, with the proposed modifications, continue to be a boon to our local economy. But let's examine that more closely.

They claim year-round shipping would create \$500 million in wages and allow for doubling the current annual tonnage to about 100 million tons of cargo. The greatest profits would be in store for steel, oil and grain interests. Shipping companies would benefit, as would mid-western ports.

New York has never benefited much from the Seaway. It helps bypass New York ports and has crippled the railroad industry in the northern part of the state. Winter navigation would be detrimental to revitalization of the railroads. The recreational-based economy along the river will be disrupted. Property values will decline because of increased erosion, damage to structures, and general lack of attractiveness of the region. Many fisheries, such as those at Cape Vincent, would be destroyed. Its fishing could only go on in bays. Island residents, who depend on ice transportation, would be cut off from the mainland. And so on.

In addition, the Seaway Development

In addition, the cost of getting the first ship through the entire River-Lakes system is presently estimated by the Corps at 1.2 billion dollars. Average annual costs are estimated at 112 million dollars for the first fifty year period or 5.6 billion dollars. All this comes from taxpayers' money.

SAVE THE RIVER

SAVE THE RIVER COMMITTEE is a new idea on the St. Lawrence River. This organization can be compared to the river itself. The St. Lawrence connects the five Great Lakes to the Atlantic Ocean. The River Community is composed of thousands of individuals and communities. It includes everyone who is somehow exposed to the river because its spirit becomes embedded deep within each individual who touches it. The Indians called this valley the "Garden of the Great Spirit."

SAVE THE RIVER COMMITTEE is attempting to unite all individuals and all communities for the purpose of protecting the St. Lawrence River from irresponsible decisions which might cause serious, irreversible damage to the river as we know it today. These decisions concern winter navigation on the Great-Lakes-St. Lawrence Seaway System.

What is the history of the St. Lawrence? The scientists tell us the river was formed when the last great glacier, the Wisconsin glacier, melted away, 10,000 years ago. One of the fifteen greatest rivers in the world, it is second only to the Amazon in the number of gallons it pours into the ocean each day. Geologically, the last twenty-five years have been its worst.

In 1958, the St. Lawrence Seaway was created, allowing ocean vessels to peddle their wares to the Great Lakes. Islands were dynamited, millions of cubic yards of bottom dredged, tens of thousands



of fish killed. Men were killed also. Effects to the entire river-based ecosystem can only be guessed at since no serious study was completed before construction began. The Seaway is here, we accept it as the River has stabilized itself,

STOP WINTER NAVIGATION ON THE ST. LAWRENCE

perhaps biologically diminished, but still alive. Once again, however, massive disruption is being planned.

Today, 1978, the Army Corps of Engineers and the St. Lawrence Seaway Development Corporation propose major surgery on the St. Lawrence River. There is still no baseline of data, the vital signs of the river remain unknown. Scientists are only beginning to grasp the complexity of its biology, yet a