(Labrador area) via St. Lawrence Seaway is our main import. These ores, unloaded at our port, are transshipped inland to the steel mill area, mainly Youngstown and Warren in Ohio, and Pittsburgh and Sharon in Pennsylvania. Limestone is an important import, too; coal an export.

The Pittsburgh & Conneaut Dock Company is well on its way towards completing a modern high-speed coal loading facility and beginning the construction of similar facilities for ore and limestone unloading.

Foreign ore imports have been harmful to our harbor and City economy. Since it does not move through our port, I do not have exact dollar figures, but let me bring some points to your attention. Exhibit A shows 13,282,414 Gross Tons of ore unloaded in 1953; 12,699,685 Gross Tons were unloaded in 1957. Normal tonnage in those years ranged from 9 to 11 million tons. This was what is called group ores, from Upper Great Lakes Ports (Minnesota areas), American ores—hauled by American ships—between American ports. We were rated as the fastest single dock for unloading iron ore in the world.

Discovery of foreign ore deposits with higher iron contents later shipped into our ports and steel mill areas (Pittsburgh, Youngstown, etc.) really slowed down our Harbor operation. Foreign ores have stymied the whole Great Lakes ore commerce. The State of Minnesota passed legislation lowering taxes on mined ores to help combat foreign ore competition.

The American Steel Industry, through extensive and expensive research, developed a process of pelletizing low grade ores into higher iron-content ores. These new pelletizing plants in the Upper Great Lakes area are just getting into full operation. Now I note that a new, similar $50 million plant is being constructed in Venezuela, so our foreign ore competition is still there.

The Conneaut Harbor ore unloading business is making a comeback with Upper Lakes pelletized ores and Canadian ores via St. Lawrence Seaway. The Canadian ores from Labrador ore fields, shipped via the Seaway, are a welcome stabilizer leading to our port's more steady operation. Note the total Seaway percentage (%) on Exhibit A. This ore trade is in constant jeopardy due to unfair Seaway tolls. The Great Lakes basin, as a whole, is handicapped in world commerce generally, due to Seaway tolls—the only American waterway with tolls.

Unit trainloads of ore, new self-unloading (1970) bulk cargo vessels (40,000 tonners in comparison with today's 18,000 to 20,000 tonners) and keener competition between ports is a constant challenge to the workers and labor leaders in retaining the present employment.

Continue uncontrolled and unfair foreign ore imports, and one can foresee trouble ahead.

The Nation's Steel Industry—the industry that has been the barometer of our Nation's economics, and stock market investors, will be in trouble. As goes Steel, so goes the country—was once a factual statement. What is happening to this once proud industry? I believe nothing more than what has happened to many industries, and still others will face. Competition within the industry, substitutes like plastics, aluminum, etc., longer-lived corrosion resisting steels, and other improved lighter, yet stronger steel alloys, are all part of the picture. The Steel Industry is meeting these competitive factors through technological improvements, automation, and overall plant modernization, which has substantially improved production.

Loss of jobs through mergers, automation, improved plant facilities, etc., is an ever-increasing, serious problem to the men affected, and officers of labor unions. Severence pay, right to transfer within the industry, higher pensions to encourage earlier retirement, assistance in seeking new jobs, are constantly being bargained for by the companies and unions. In the Steel Industry alone, 100,000 jobs have been lost since 1952, even though production has increased. Steel imports are currently costing the American Steel Industry about 12% of its domestic market. If this steel were produced in United States, at least 85,000 additional job opportunities would be available, plus thousands of others in supporting industries. In 1957, the United States imported 1.2 million tons; in 1967, 11.5 million tons, and the current rate is estimated at 16 million tons on a yearly basis. Foreign steel imports, left uncontrolled, will cause irreparable damage to the industry, workers and the American economy. It seems ironic that our Nation is the world's largest steel producer and yet the world's largest steel importer, with unused capacity which could fill all demands. The costly preparations the industry has made for expansion and growth, the hope of steelworkers