

# Great Lakes Shipping: Impact on The Western Reserve

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From the beginning of heavy industry in the cities of the Western Reserve and elsewhere in the region, Great Lakes shipping has been the major link in the intermodal long-distance raw materials lifeline. The maritime industry today, as in the past, is multifaceted. Any study of it must include the people on the ships, docks, factories, mines, offices, and the many support industries, as well as the shipowners, industrialists, and shipbuilders who collaborate to make it work. Today, U.S.-, Canadian-, and third-flag ships carry more than 200 million tons of cargo to and from Great Lakes ports. The 60 U. S.-Flag ships alone haul 118 million tons per year. While construction, electric power, agriculture, and many other industries depend upon this water lifeline, the largest user of Great Lakes ships for the past century has been the steel industry. America's and Canada's steel industries are located on or near the waters of the Great Lakes. In the United States, the steel capital of the nation is Indiana; however, there are significant steelmaking centers in Michigan, Ohio, Pennsylvania, and Illinois. Ohio has 13 steel-producing companies which in 1996 employed nearly 30,000 workers, produced 19.9 million tons of steel, and had a payroll of \$1.4 billion. In the region more than 125,000 workers have a vested interest in the future of Great Lakes shipping. That means they need to support the dredging of channels, the placement of navigation aids, ice-breaking, and national policies such as Cabotage Laws. Through a slide presentation, a brief review of the history of lake shipping, the related industrial activity in the Western Reserve, and the current technology of ships, navigation routes, ports, training, and the people who make it work, will be explored.