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October 17, 1980

MEMORANDUM

TO: Bill Timmons
FROM: Bob Garrick *RMG*
RE: The attached material

The research information you have requested is attached.

I have forwarded this to the RR Tour and last night was advised that Governor Reagan would support these projects. I have also advised Scheduling as there was a question as to whether or not the Governor should go to Columbus, Mississippi. It was resolved that he would make this visit.

X X X

RMG:jnw

Attachments

October 3, 1980

MEMORANDUM FOR: ED MEESE
FROM: BILL TIMMONS *BT*
SUBJECT: Mississippi

Can you staff out a Reagan position on the Tennessee-Tombigbee Waterway in Mississippi and Alabama?

This is a Corps of Engineers water project to connect two rivers for a short route to the sea. It is popular in Tennessee, Mississippi and Alabama. It was started by President Nixon and will take years and many billions to complete, although it is well along.

The environmentalists have been fighting it in court, but have failed so far to stop it.

Political people say imperative that Governor Reagan support project.

cc: Bill Morris/briefing book item

October 3, 1980

MEMORANDUM FOR: ED MEESE
FROM: BILL TIMMONS *BT*
SUBJECT: Locks & Dam 26

Please ask staff to research Reagan position on Locks and Dam 26 near Alton, Illinois. This is a Corps of Engineers project to build a new set of locks and dam on the Mississippi River, replacing the 50 year old facility. More tonnage goes through there than the Panama Canal.

The project has been authorized by Congress but held up by environmental suits (now resolved). Carter got Congress to impose a waterway user fee on commercial traffic using the inland waterways and has not fully appropriated funds for this project.

Locks and Dam 26 is extremely popular in Minnesota, downstate Illinois and eastern St. Louis - as well as New Orleans, the terminal port. Farmers use the waterway as does much industry.

Any recognition of L&D 26 during Reagan's St. Louis trip would reap many votes.

TO: Stef Halper
FROM: Eric Hemel
RE: Locks and Dam 26

The issues concerning Locks and Dam 26 near Alton, Illinois, are not much more complicated than outlined in Bill Timmons's short memo to Ed Meese.

Lock 26 is at a critical juncture of the upper Mississippi navigational system, just above St. Louis. Originally, the Army Corps of Engineers wanted to construct two new locks at the site, both being considerably larger than the lock that is there now. The Congress authorized construction of one of the locks in 1977, and only authorized a study of the economic feasibility of the second lock. The first lock was initially delayed by environmental suits that have now been disposed of. The study of the second lock has become subsumed by a larger study to be eventually released by a federal group called the Upper Mississippi River Basin Commission. The whole thing is a mess.

Governor Reagan could probably capitalize on the issue simply by expressing his whole-hearted support for the project. He could say that the project has been studied to death, and that the time to begin construction of the second lock is now.

He will not lose any votes as a consequence. Locks and Dam 26 is extremely popular in Minnesota, downstate Illinois and eastern St. Louis--as well as New Orleans, the terminal port. Farmers use the waterway as does industry. According to Mike Touhy, minority counsel on the House Public Works Committee, the lock and dam in their present states constitute a major bottleneck to the movement of Midwestern grain at harvest time. All of the farm and industrial organizations along the upper Mississippi favor construction of the second lock.

It has been a while since the entire cost of the dam and both locks has been estimated. Given past estimates and inflation, the likely price tag is in the range of \$600 million.

1. Team-Tan - cost was to shut down
than to compete
Wylie Carter - Cochran

2. Charity - private funds
phil of govt

3. "states rights" - no

4. avoid race - rednecks
piddle - use Baden Pooge

10/17/80

TO: Jim Brady, Marty Anderson, Ken Khachigian, Lyn Nofziger
Mike Deaver

FROM: Bob Garrick

RE: Tennessee-Tombigbee Waterway

The Tennessee-Tombigbee Waterway is a 232 mile navigational channel connecting mid-America's 16,000 miles of inland waterways to ports in the Gulf of Mexico. It will shorten the distance from points on the Tennessee River system to the eastern Gulf by 829 miles. It will shorten the distance from the Ohio River system to the eastern Gulf by 399 miles. The project is now more than half way through to completion.

The project is extremely popular in Tennessee, Mississippi, and Alabama. In a way it is a moot issue, since the project is well on its way to being finished. Nevertheless, Governor Reagan can still score some points in these states by endorsing the project and committing himself to its speedy completion.

President Carter put the project on his hit list of water projects when he first took office. Although that is now history--Carter lost the battle in Congress--people in the South still hold his initial opposition against him. Reagan could appear forceful on the issue if he pledged to see that the waterway is completed by 1985--a date that the Army Corps of Engineers says is reasonable. Reagan can point out that the sooner the project is completed, the lower the costs, and the sooner the benefits will be realized.

Reagan can also remind his audience of the project's benefits. Its supporters say that it "is the most important addition to America's water transportation system since the construction of the St. Lawrence Seaway." The waterway will carry 28 million tons of cargo the first year alone, at savings of \$3/ton. The project will save 25 million gallons of diesel fuel a year. It will reduce the transport costs of coal and grain, two of America's most important exports. The project will benefit businesses in 14 states. 27% of the project's workforce is minority, and \$15 million of the project's costs are being channeled to new minority businesses.

The total cost of the project is estimated at around \$2 billion, of which \$800 million has already been spent. Construction of the project began 8 years ago.

I might add that the project is a frequent rhetorical target of Congressmen and Senators outside of the South. Senator Domenici, a Republican from New Mexico, has tries to squash or delay the project whenever he gets the opportunity. Senator Moynihan has said that the project amounts to "cloning the Mississippi."

*Frank E. AR
10/20
10.38 cu*

To: Brady, Nofziger, Anderson, Deaver,
Khachigian
From: Garrick (JMc)

Sent:

Send
Garrick
2002/10/10

POINTS FOR COLUMBUS, MISS. BARBECUE

1. Charitable institution : The Mississippi Sheriff's Assn Boys and Girls Ranch is a recreational facility for underprivileged children (currently 22 in residence). This is an example of the private sector voluntarily meeting social needs - should be applauded. Many service organizations in the state also contribute.

2. States Rights: Last time in Mississippi RR's use of "states rights" drew attack from black leaders. Avoid use of states rights. Consider tribute to "equal justice under law for all Americans". Sheriffs Assn has black sheriffs in it - example of racial progress in Deep South. (NOTE: whole issue very sensitive - discuss with local people before making any statement even remotely suggestive of race relations.)

3. Tenn-Tom: See attached Hemel memo on Tennessee-Tombigbee Waterway. RR supports this project; Carter had it on the hit list (Congress reinstated it.) Might note that 27% of work force building waterway is black.

4. Audience will be largely "rednecks", for want of better term. They are intensely patriotic; believe in freedom, dislike federal government, gun control, taxes. Will respond to strong leadership image .