

International Control of the Suez Canal

A Symposium of the Section of International and Comparative Law

At the Annual Meeting in Hawaii on August 6, 1967

Edward D. Re, Chairman of the International and Comparative Law
Section, Washington, D.C., presiding.

Moderator:

Robert G. Storey, President, Southwestern Legal Foundation;
former President, American Bar Association; Dallas, Texas.

Panelists:

Clifford J. Hynning, Vice-Chairman of the Division of Com-
parative Law and Editor-in-Chief of *The International Lawyer*,
Washington, D.C.

John G. Laylin, Chairman, Committee on International Water-
ways, Section of International and Comparative Law, Wash-
ington, D.C.

Richard Young, Chairman, Advisory Board, Southwestern Legal
Foundation, Van Hornesville, New York.

ROBERT G. STOREY (Moderator): One reason that prompted
me to accept serving as moderator, although I have conflicts at this
very hour, and just came from another meeting at the beach, is that I
am tremendously interested in the subject, not the Suez Canal, but

I happen to have a responsibility of another one that we call the United States sea-level canal. Being a member of that commission and Vice-Chairman, five of us from private life have the responsibility of answering some of the questions that are being raised here today. When I looked at this fine outline of our friend, Clifford Hynning, who is going to give a documentary review, it recalls our own work and problems starting with the gentlemen (de Lesseps) he lists in the first paragraph. And we have similar problems. May I just for the background tell you a little about it, and maybe you will be more interested because we are talking about some of the issues affecting our government, our canal, and property.

During the terms of the last three Presidents of the United States, because of the inadequacy of the present [Panama] canal, there have been various recommendations concerning the determination of the feasibility and ultimate construction of a sea-level canal. I'm sure all of you recognize that Suez is important, the Panama Canal is important, a U.S. sea-level canal has been authorized. We've gone so far in our country that we have a two-ocean Navy now, because 15 of our great carriers and battleships cannot even go through the present Panama Canal. And that's the main reason for a two-ocean Navy. In addition to that, there are over 500 merchant ships that cannot go through, to say nothing of the 100,000 and 150,000 and even the 250,000 ton tankers now under construction, and they're talking at the present time about 300,000 ton tankers. So we have a critical situation in the future of the Canal in Central America. The Suez Canal, as we know, is inoperable because of recent events. Hence it is of interest to us. I am particularly impressed by the documentation of Clifford Hynning because he starts out with Ferdinand de Lesseps, and after he became a great world figure in the job he did in Suez, then he persuaded the French to go ahead with the Panama Canal, and most of you know that history.

First, we have to examine all possible sites to determine the feasibility of building the sea-level canal at a particular place, and then probably most important of all, that we determine whether it is feasible for nuclear excavation in lieu of conventional excavation. The question of tolls, the question of controls, whether it be unilateral, bilateral, multilateral, international or not, are questions on the horizon. It is a timely subject. We are honored today to have these outstanding gentlemen, learned in the law and familiar with this subject. It's first my great pleasure to present Mr. Clifford Hynning. You know him and