

PUBLIC BILLS AND RESOLUTIONS

Under clause 4 of rule XXII, public bills and resolutions were introduced and severally referred as follows:

By Mr. BEVILL (for himself, Mr. ANDREWS of Alabama, Mr. BUCHANAN, Mr. EDWARDS of Alabama, Mr. NICHOLS, and Mr. FLOWERS):

H.R. 16620. A bill to amend section 32(e) of title III of the Bankhead-Jones Farm Tenant Act, as amended, to authorize the Secretary of Agriculture to furnish financial assistance in carrying out plans for works of improvement for land conservation and utilization, and for other purposes; to the Committee on Agriculture.

By Mr. QUIE (for himself, Mr. AYRES, Mr. GERALD R. FORD, Mr. ERLBORN, Mr. ESHLEMAN, Mr. COLLINS, Mr. HANSEN of Idaho, and Mr. ESCH):

H.R. 16621. A bill to extend and amend the Higher Education Act of 1965, and for other purposes; to the Committee on Education and Labor.

By Mr. QUIE:

H.R. 16622. A bill to promote higher education throughout the Nation by providing general assistance to colleges and universities; to the Committee on Education and Labor.

By Mr. COWGER:

H.R. 16623. A bill to amend the Federal Water Pollution Control Act and the Clean Air Act in order to provide assistance in enforcing such acts through Federal procurement contract procedures; to the Committee on Public Works.

By Mr. FOREMAN:

H.R. 16624. A bill to convey certain land in Dona Ann County, N. Mex., and for other purposes; to the Committee on Interior and Insular Affairs.

By Mr. GILBERT:

H.R. 16625. A bill relating to the effective date for section 1902(a) (23) of the Social Security Act in the case of Puerto Rico, the Virgin Islands, and Guam; to the Committee on Ways and Means.

By Mr. HORTON:

H.R. 16626. A bill to amend the Railroad Unemployment Insurance Act to eliminate the prohibition against payment of unemployment or sickness benefits following receipt of severance pay; to the Committee on Interstate and Foreign Commerce.

By Mr. HUNGATE:

H.R. 16627. A bill to improve law enforcement in urban areas by making available funds to improve the effectiveness of police services; to the Committee on the Judiciary.

By Mr. JONES of Tennessee:

H.R. 16628. A bill to amend the Truth in Lending Act to eliminate the inclusion of agricultural credit; to the Committee on Banking and Currency.

By Mr. MURPHY of New York:

H.R. 16629. A bill to amend the Gun Control Act of 1968 to require certain records to be kept relating to the sale or delivery of explosives; to the Committee on the Judiciary.

H.R. 16630. A bill to amend title 18 of the United States Code to provide for increased penalties for certain illegal use or possession

of explosives; to the Committee on the Judiciary.

H.R. 16631. A bill to amend the Internal Revenue Code of 1954 by imposing a tax on the transfer of explosives to persons who may lawfully possess them and to prohibit possession of explosives by certain persons; to the Committee on Ways and Means.

By Mr. RHODES (for himself, Mr. McCULLOCH, Mr. GOODLING, Mr. LUKENS, Mr. MIZE, Mr. ROBISON, and Mr. STEIGER of Arizona):

H.R. 16632. A bill to provide for the establishment of a U.S. Court of Labor-Management Relations which shall have jurisdiction over certain labor disputes in industries substantially affecting commerce; to the Committee on the Judiciary.

By Mr. ROSENTHAL (for himself, Mr. KARTH, Mrs. CHISHOLM, Mr. ECKHARDT, Mr. FEIGHAN, Mr. HANLEY, Mr. HOWARD, Mr. MACDONALD of Massachusetts, Mr. MIKVA, Mr. MINISH, Mrs. MINK, Mr. OTTINGER, Mr. ST GERMAIN, Mr. SMITH of Iowa, Mr. TIERNAN, Mr. WOLFF, and Mr. GILBERT):

H.R. 16633. A bill to provide for the development of a uniform system of quality grades for consumer food products; to the Committee on Agriculture.

By Mr. ROSENTHAL (for himself, Mr. KARTH, Mrs. CHISHOLM, Mr. ECKHARDT, Mr. FEIGHAN, Mr. HANLEY, Mr. HOWARD, Mr. MACDONALD of Massachusetts, Mr. MIKVA, Mr. MINISH, Mrs. MINK, Mr. MOSS, Mr. OTTINGER, Mr. ST GERMAIN, Mr. SMITH of Iowa, Mr. TIERNAN, Mr. WOLFF, and Mr. GILBERT):

H.R. 16634. A bill to require that durable consumer products be labeled as to durability and performance-life; to the Committee on Interstate and Foreign Commerce.

H.R. 16635. A bill to require that certain short shelf-life durable products be prominently labeled as to the date beyond which performance life becomes diminished; to the Committee on Interstate and Foreign Commerce.

H.R. 16636. A bill to require that certain drugs and pharmaceuticals be prominently labeled as to the date beyond which potency or efficiency becomes diminished; to the Committee on Interstate and Foreign Commerce.

H.R. 16637. A bill to require that certain durable products be prominently labeled as to date of manufacture, and for other purposes; to the Committee on Interstate and Foreign Commerce.

H.R. 16638. A bill to require that certain processed or packaged consumer products be labeled with certain information, and for other purposes; to the Committee on Interstate and Foreign Commerce.

By Mr. WATSON:

H.R. 16639. A bill to amend the Interstate Commerce Act, as amended, in order to make unlawful, as unreasonable and unjust discrimination against and an undue burden upon interstate commerce, certain property tax assessments of common and contract carrier property, and for other purposes; to the Committee on Interstate and Foreign Commerce.

By Mr. WHALLEY:

H.R. 16640. A bill to provide for the issuance of a special postage stamp in memory of Ernie Pyle; to the Committee on Post Office and Civil Service.

By Mr. WIDNALL:

H.R. 16641. A bill to provide for a U.S. contribution to the Special Funds of the Asian Development Bank, and for other purposes; to the Committee on Banking and Currency.

H.R. 16642. A bill to create a Federal Home Loan Mortgage Corporation, and for other purposes; to the Committee on Banking and Currency.

H.R. 16643. A bill to increase the supply of decent housing and to consolidate, extend and improve laws relating to housing and urban renewal and development; to the Committee on Banking and Currency.

By Mr. WIDNALL (for himself and Mr. CONTE):

H.R. 16644. A bill to clarify and extend the authority of the Small Business Administration, and for other purposes; to the Committee on Banking and Currency.

By Mr. GERALD R. FORD:

H.R. 16645. A bill to amend the Tariff Schedules of the United States with respect to the rate of duty on certain leather work gloves, and for other purposes; to the Committee on Ways and Means.

By Mr. BEVILL:

H.J. Res. 1145. Joint resolution proposing an amendment to the Constitution of the United States relative to equal rights for men and women; to the Committee on the Judiciary.

By Mr. GALLAGHER:

H.J. Res. 1146. Joint resolution authorizing a grant to defray a portion of the cost of expanding the United Nations headquarters in the United States; to the Committee on Foreign Affairs.

By Mr. FULTON of Tennessee:

H. Con. Res. 557. Concurrent resolution expressing the sense of the Congress in opposition to the high interest rate policy; to the Committee on Banking and Currency.

By Mr. YATES (for himself, Mr. HECHLER of West Virginia, and Sr GERMAIN):

H. Con. Res. 558. Concurrent resolution urging the President to determine and undertake appropriate actions with respect to stopping armed attacks on aircraft and passengers engaged in international travel; to the Committee on Foreign Affairs.

MEMORIALS

Under clause 4 of rule XXII, memorials were presented and referred as follows:

340. By the SPEAKER: A memorial of the General Court of the Commonwealth of Massachusetts, relative to providing for the mass transit costs by using the Federal highway fund; to the Committee on Ways and Means.

341. Also, a memorial of the Legislature of the State of Hawaii, relative to repealing title II of the Internal Security Act of 1950; to the Committee on Internal Security.

EXTENSIONS OF REMARKS

PROGRESS IN APPALACHIA: A MODEL FOR FEDERAL-STATE COOPERATION

HON. JOE L. EVINS

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

Monday, March 23, 1970

Mr. EVINS of Tennessee. Mr. Speaker, a Democratic Congress enacted the Ap-

palachian Regional Development Act upon the recommendation of President Johnson in 1965. The U.S. News & World Report in its current issue points out that this program may become a model for Federal-State cooperation and assistance for development of rural areas in Appalachia.

One of the major thrusts of this program is highway construction to provide access to areas in need of industry and

employment. In this connection, a total of 267 miles of highway have now been completed in the 13-State area.

In addition, under this program 238 vocational and technical schools have been built or are under construction. Other public facilities under construction or completed under the Appalachian program include 193 health centers and hospitals, 43 airports, 72 libraries, and

120 facilities for colleges and universities, among others.

The program is moving rapidly ahead now and in this connection, I want to commend the present Federal co-chairman, Mr. John L. Waters of Tennessee, who is doing an outstanding work in carrying out the objectives and goals of Appalachian redevelopment as envisioned by Congress.

The Subcommittee on Independent Offices Appropriations, which I am honored to serve as chairman, has this year conducted hearings on the Appalachian Commission's request for \$295,000,000 in appropriations for next fiscal year to fund its programs—including \$175 million for the highway program.

Because of the interest of the American people and my colleagues in this most important subject, I place the article from U.S. News & World Report in the RECORD herewith:

The article follows:

PROGRESS IN APPALACHIA: A MODEL FOR FEDERAL AID?

(Five years ago, Congress began a big experiment to lift up depressed Appalachia. After a slow start, the plan shows signs of success. Many officials believe it has answers to some problems of other, more prosperous, areas. This report gives the results of the first regional attack on poverty.)

The Nixon Administration, in its search for a new policy to guide the growth of America, is looking at an area that a decade ago was regarded as a symbol of backwardness—Appalachia.

Officials believe the regional development program that began there in 1965 is working. In addition, the special problems of Appalachia are being tackled in a way that seems to fit the President's notion of how the Federal Government and the States should work together.

Threefold problem.—A decade ago, an average of 220,000 persons per year were leaving Appalachia. Average income was far below the national level. Unemployment was nearly double that for the nation as a whole.

The number of people leaving the area has dropped to about one third the level of the 1950's. In another 10 years, the movement out of Appalachia is expected to be no problem.

The character of the migration has changed, too. Once it was primarily poor people shifting to the cities of the Midwest and Northeast. Now, much of the movement is into nearby areas of the South, such as the Carolina Piedmont or Atlanta, or into urban sections of Appalachia itself.

On the basis of two important measures of prosperity—average income and the rate of unemployment—this region has actually shown more rapid improvement during the last few years than the rest of the nation. Appalachia still lags behind in both respects, but it is catching up, officials insist.

The Appalachian Regional Commission was created in 1965 with a pipeline straight into the White House through a federal co-chairman named by the President. Its area of concern is all of West Virginia and parts of New York, Pennsylvania, Ohio, Maryland, Kentucky, Virginia, Tennessee, North and South Carolina, Alabama, Georgia, and Mississippi.

Governors of all these States are Commission members. Their goal is to speed up economic development and reduce poverty.

Most of Appalachia is mountainous. There is little good farmland. Even homesites are scarce in some rugged areas. Coal mining,

still an important industry, accounts for only about 3 per cent of the jobs in the region.

In its first five years, the ARC has spent slightly more than a billion dollars of federal money. The first big program was a network of roads designed to open up isolated areas. Originally, 2,700 miles were planned. Rising costs cut this back by about one third to 1,752. So far:

248 miles of roads have been completed.

422 miles are still under construction.

1,082 miles are being engineered or have right-of-way work under way.

One early result of the roadbuilding has been to make it possible to commute from Hazard, Ky., a mountain community with an excess labor supply, to Lexington, where jobs are available. Before 1968, the trip took 3½ hours. Now, it takes 1½ hours.

In trying to provide a broader base for future growth, these projects either have been finished or are being built:

238 vocational schools.

120 higher-education facilities, mostly community colleges.

193 health units, mostly hospitals.

72 libraries.

43 airports.

160 water-pollution programs.

55 mine-rehabilitation projects.

The Commission has a regional housing program that in a year and a half has generated construction of 4,848 units. This is roughly 12 times as many federally subsidized housing units as had been built in the period 1965-68, officials say.

In Appalachia, the emphasis is on urban but not metropolitan growth—and also on making it easier for people to live in the country and work in the city.

Ninety per cent of the population increase for the nation as a whole from 1960 to 1966 came in metropolitan counties—around the largest cities. In Appalachia, about 40 per cent of the expansion in this period came in much smaller urban counties—where the population was 10,000 to 50,000.

ARC planners long ago ruled out any "back to the land" movement or effort merely to bring in new factories. For one thing, Appalachia already has a greater proportion of its employment in manufacturing than the U.S. as a whole.

For another, experts say, the big problem is a lack of urban centers large enough to provide a service base for industry already there. Most new jobs opening up today are in service industries—stores, laundries, restaurants.

Role of the cities.—Urbanization, says ARC Executive Director Ralph Widner, is the process through which services of all sorts are delivered to people. These industries help recirculate payrolls and multiply the economic benefits, he explains.

"If we refuse to recognize the essential role which urbanization must play in rural development," Mr. Widner says, "we will have local economies that 'leak' local industrial and agricultural-payroll dollars (that leave the community)—leaks that over the long pull can sink any economies."

Also, he adds: "The Commission recognized that the nation has become essentially a network of labor sheds or service areas with urban complexes at their core, and that these areas are presently the basic functional economic units in the national economy and in Appalachia and should be the basic planning units for any regional development efforts."

Thus, the goal in Appalachia is to make these labor sheds as efficient as possible, with jobs, health services, education and the like readily accessible to all who live in the area.

Appalachia is divided into 60 local planning and development districts. They are made up of several counties each, with one or more existing or planned areas of potential growth in each district. There are 22 re-

gional centers, which are larger communities that serve several districts; 78 primary centers, where significant expansion is expected and major investments are intended, and 88 secondary centers, where only enough educational and health facilities will be provided to take care of nearby rural areas.

Community planning.—Each district works out its own plan for economic development. Usually, local officials seek to accelerate trends already under way. For example, when several sections of the interstate highway system passed close by the Scranton-Wilkes-Barre area of Pennsylvania, a new function developed for these communities as a distribution center for the region around New York City, 100 miles away. ARC then was called on to help build industrial parks and other facilities needed to expand this new role.

In eastern Kentucky, an urban service area is evolving around three small towns—Pikeville, Prestonsburg and Paintsville—to serve a surrounding population of 300,000 persons. Most of the growth centers in Appalachia are planned in this fashion around existing towns or clusters of towns.

However, in some districts there is no community large enough for a growth nucleus, though there still is a relatively thick rural population. Here new towns are being created.

Examples of these new communities are Midland, Ky., on Interstate 64 near Morehead; Lucasville, Ohio, a new town near Portsmouth; and Fairdale, a new town site near Beckley, W. Va.

Allocation of funds.—Not only is the planning a bit different in Appalachia, but the way the money is spent is different, too.

Congress appropriates money to the ARC for broad uses—highways, education, health and so on.

The Commission can shift some of this money from one purpose to another, if requirements should change. The States, too, have some leeway to switch funds to fit the needs of their over-all plans.

Local and State planners work closely together in deciding on community projects. They determine what portion the community can pay, how much is needed from the ARC and where to go for other funds.

Small towns often have fared badly in seeking federal aid because a good deal of know-how is necessary to keep track of the many programs and their complex requirements. Through use of multicounty districts working with State experts, a poor community in Appalachia can gain some of the resources of a larger, more prosperous city in bidding for additional federal funds.

Five other regional commissions have been established under the Economic Development Act and operate under the Department of Commerce.

The ARC is the oldest regional commission and the only one not operating under the Department.

"Partnership."—How do the Governors like the program? Says Governor Arch A. Moore of West Virginia:

"Never before has there been a federal-State partnership quite like the one in this Act, and it works.

"Every single one of the Governors of the Appalachian States—and we cover the whole range of the political spectrum—likes this program."

Administration planners see this as a possible working model of Mr. Nixon's "new federalism." State and local officials plan and make decisions together, with emphasis on building up moderate-size cities around existing small towns, plus some new towns to take pressures off metropolitan areas, and private economic growth is heavily stressed instead of continued federal aid.

**CRIME'S HUNGRY FLAMES NEED
FIRM DAMPING**

HON. EDWARD J. DERWINSKI

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Monday, March 23, 1970

Mr. DERWINSKI. Mr. Speaker, an editorial in the Friday, March 20, New World, the official publication of the Catholic archdiocese of Chicago, emphasized the need for effective legislation so that we might combat the crimewave sweeping the country. The editorial, I believe, contains a very effective and timely commentary on the growing crime which has afflicted our Nation.

The article follows:

CRIME'S HUNGRY FLAMES NEED FIRM DAMPING

Over the last nine years, the population of the United States has increased 13%. But crimes of violence in this country increased almost 10 times as fast as the population: murders, up 66%; forcible rapes, up 115%; robberies, up 180%; aggravated assaults, up 103%. So reports U.S. News & World Report in a special report on crime in its Mar. 16 issue, "Why Streets Are Not Safe."

And why aren't the streets safe in many U.S. cities, particularly in the larger American cities—and especially in the nation's capital? Senator Mike Mansfield of Montana has said of Washington:

"It is a capital blanketed in fear. Fear stalks the streets. It seeps into office and home. It afflicts rich and poor . . . It spreads and will continue to spread into what were supposed to be the 'safe' suburbs . . . People flee the streets at dark and, more and more, even in daylight."

The situation in Washington is such that the daily papers have a special column for "crime reports," with robberies, rapes and assaults on the previous day listed in small type. Washington buses were probably the first to insist on "exact fare"; and already this has been carried a step further. Washington gas stations now ask that you have the exact change for the gas pumped into your car. The reason? To avoid having money on hand which may be tempting to thieves.

What are the reasons for this ever increasing crime wave?

Experts cite several causes, narcotics for one. It is recognized that the addict needs a steady flow of money to satisfy his craving for drugs. Police Chief Jerry Wilson of Washington told a congressional committee that the narcotics problem is adding greatly to the crime problem. "If we could cure our narcotics problems we could do a great deal toward curing our over-all crime problem," he said.

Poverty, ghettos, inner city despair are also blamed, along with what many call a failure of the criminal-justice system. A report to Congress on armed violence said that "the way the criminal justice system operates at present is an abomination of justice and, undoubtedly, a significant contributor to armed crimes. The juvenile court proceeds so slowly in adjudicating its cases that juveniles often feel that it is 'safe' to commit a crime . . ."

Other possible causes are listed as understaffed police forces, and there seems much merit in this. In Washington, for instance, when police forces were increased through overtime, crime on the streets dropped significantly. When the overtime was cut back, and in effect the number of police on the street reduced, the crime rate shot upward. Permissiveness in the family and in society

is also blamed for the rising crime rate. One attorney general said people, generally, are not committing crimes because they're hungry. "The motivation," he said, "seems to be that society has such a permissive attitude that even if the criminal gets caught, some lawyer will get him off or the judge will tap his wrists with probation."

One instance was a Washington case where two young men robbed a bank and were caught by police a short distance from the bank. Both youths were armed, there was no question of their guilt, and they received suspended sentences.

There is no easy answer to crime in the streets. But it is a growing problem that demands a solution.

A MEMBER OF THE MILITARY-INDUSTRIAL COMPLEX VIEWS HIS ESTABLISHMENT

HON. CLARENCE J. BROWN

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Monday, March 23, 1970

Mr. BROWN of Ohio. Mr. Speaker, at a time when the Defense Establishment is becoming the scapegoat for all the problems afflicting this society, I think it is useful, and even refreshing, to hear from a bona fide member of that "establishment."

Philip N. Whittaker, Assistant Secretary of the Air Force for Installations and Logistics, is a former employee of International Business Machines—IBM, and only recently—1968—a recruit onto the rolls of public servants.

Men of his caliber are desperately needed in such a capacity.

Mr. Whittaker spoke at Dickinson College in Carlisle, Pa., last year on the operation of the defense industries and the progress of President Nixon's Vietnamization program.

His remarks are worth noting, both on their merits and because they offer an opportunity to catch a personalized glimpse of that vast operation characterized by the late President Dwight D. Eisenhower in his farewell address as the "military-industrial complex."

His speech follows:

REMARKS BY HON. PHILIP N. WHITTAKER, ASSISTANT SECRETARY OF THE AIR FORCE, INSTALLATIONS AND LOGISTICS, DICKINSON COLLEGE, CARLISLE, PA., OCTOBER 15, 1969

Last week, my daughter Letsy called home—collect as usual—and invited me to come on up here as a representative, I guess, of both the older generation and of the Military/Industrial Complex—two phenomena, I realize, separated from many in this audience by a distance equal to several light years.

Facing you this morning, I feel a little bit like the fellow who was tarred and feathered and ridden out of town on a rail. He was heard to remark, "If it weren't for the honor of the thing, I would just as soon walk." Nevertheless, I am grateful for this opportunity. I will try not to lecture you but I do want to simply express my feelings on some issues which I believe are important to all of us.

To set the framework for my remarks, let me agree with Hamlet that "the time is out of joint" indeed. Many aspects of modern life—the problems of urban blight, rural

poverty, environmental pollution, educational excellence across-the-board, the transportation crisis, to name just a few—represent needs crying out for imaginative and costly solutions. Then there is, of course, the disenchantment in some areas with the military and the industry which sells to it and the widespread frustration over the conflict in Southeast Asia. It is about these latter subjects that I want to talk today.

On the subject of the military and the Military/Industrial Complex, let me simply say that I believe that this country requires the maintenance of a strong military capability. I make this statement in full recognition of the competing demands on the federal budget for a large number of high priority civilian requirements. Contrary to some impressions that have been created, the military budget is *not* growing at any unprecedented and alarming rate and is *not* swallowing up ever larger proportions of the federal treasury. On the contrary, the military budget, as a percent of the Gross National Product, has decreased from over 13% in 1953 to an estimated 8.1% this current fiscal year.

This year, the budget for the Department of Defense has received very severe scrutiny in the Congress, and all kinds of probing questions have been asked. This is as it should be, and our elected representatives in the Congress should do and, I believe, in many cases are doing, a thorough and conscientious job of balancing priorities among all of the competing pleas for the taxpayer's dollar.

There is a large segment of industry which furnishes the equipment required by the military. In every large-scale undertaking of this type, a few instances come to the surface of profiteering on the part of businessmen or inefficiency on the part of government employees. In general, however, considering the two million contracts let just by the Department of the Air Force in a given year, even if 99-and-44/100% of them were handled entirely properly, that would still leave 10,000 or more incorrect or faulty actions and those are the ones which the newspapers delight in playing up. Independent studies have shown that companies generally make considerably lower rates of profit on defense business than on commercial business. There is also a government agency called the Renegotiation Board which reviews the total profits on all major government contractors at the end of each year and which takes back any profits that it considers excessive. So the image of profiteering on the part of defense industry is largely misleading.

It has been suggested that those companies doing a large share of their business with the Department of Defense should be taken over by the government, but I can assure you that if all defense supplies were to be manufactured in government-owned laboratories and factories, it would be far more difficult to attain the efficiency which exists under the present system of acquiring defense materiel from private industry—entirely aside from the fact that such a move would be in direct violation of the American system of free enterprise.

Now just a few comments on the toughest problem of all—Southeast Asia. Every one of us is united in devoutly wishing that U.S. involvement there was terminated. I wish it were as simple as just packing up and walking out. But it isn't. I don't know whether it was right or wrong, wise or foolish to have initially become involved militarily in Southeast Asia—but this I do know—there are thousands of people in South Vietnam who have come to count on the U.S. shield, and I am not just talking about the top government leaders. There are also millions of people around the world

who are waiting to see whether this country, as we did after World War I, will retreat into a posture of isolationism and not be concerned over the rest of the world.

The problem is both simple and enormously complex. As the President has repeatedly said—the U.S. is negotiating in good faith and as hard as it can with the North Vietnamese and the Viet Cong in Paris. At the same time, it is attempting to contain the military situation in South Vietnam and, finally, as the third leg of a three-part program, is engaged in a very active program of training and equipping the South Vietnamese as well as increasing the stability of the countryside of South Vietnam.

This Vietnamization is something new. Not only will it enable the South Vietnamese Armed Forces to assume greater military responsibility and, in fact, eventually take over both the Viet Cong insurgency and the defense against the regular North Vietnamese Armed Forces, but it also means building a stronger economy and a stronger government in South Vietnam.

Here is a progress report on the achievements and promise of the Vietnamization program in four areas: stronger economy, stronger police for internal security, stronger government, and stronger military forces. Let me touch on these areas and quote a recent report from the Secretary of Defense.

In the economic field, a significant factor is the opening up of waterways and roads for farmers to bring their produce to market and the growing confidence of farmers in using them. In addition, South Vietnamese have replaced Americans in the operation of the civilian port facilities at Saigon and at supply and warehousing facilities in various parts of the country. They are moving toward restoration of self-sufficiency in rice production. Of course, progress in an economy distorted by war is bound to be uneven. Vietnam suffers from the chronic wartime malady of steep inflation, but the government of Vietnam is attempting to face up to this problem with American help.

In the field of local security, the police force has been expanded and its training strengthened. Partly for this reason, the Viet Cong infrastructure is being weakened and rooted out in many areas.

In the political field, progress is measured by the extent of the peoples' trust in their government. It is at the grass—or "rice"—roots level where we find encouraging signs. Locally elected governments are spreading throughout the country. Self-government has been brought this year to more than 700 villages and hamlets in recently pacified areas, bringing the total with self-government to about 8 out of every 10. There has been a notable increase in the number of citizens willing to seek local office and hence to face the threat of Viet Cong terrorism which has taken such a toll of local officials in past years.

Time is the critical factor and Hanoi is looking at all of us here in the United States to see whether the American public has the will and the patience to stick it out. My belief is that the program of Vietnamization and the transfer of responsibility, coupled with stability, to the people of South Vietnam offers by far the best chance for the successful conclusion of this tragic conflict.

I mentioned the problem of time as a critical factor. Making this problem harder to bear is the fact that we are living in an era of impatience. Everyone—and I think young people in particular—is more and more demanding today, or at least they are being conditioned to expect immediacy. Tomorrow is not soon enough. We have instant communications, instant gratification of our desires, hence the dissatisfaction with the absence of instant solutions to the problems we face.

Several closing thoughts. I have been

working for the government for only the past year. Without blowing my own horn, I wish to simply say I came into the government at a considerable sacrifice in salary because I was asked to help run the Air Force as efficiently and as economically as possible. I want to say as emphatically as possible that I have been constantly impressed by the dedication and competence of the great majority of people that it has been my pleasure to meet who are working in the government. I am speaking of both civilian and military personnel. I think it would be a tragedy if a polarization between the military/government and private elements of our society develops.

Let me close by quoting a statement made some years ago by General Twining, the former Chief of Staff of the Air Force. His words reflect the feeling of the vast majority of defense personnel. He said, "The Air Force will have served its finest purpose if it is never used in combat."

I congratulate you on this kind of a meeting. I invite you to think deeply and constructively about the problems this nation faces. I hope you will do your own thinking and not be used by others, that you will develop positive rather than simply negative proposals and programs, and that you will have the wisdom and maturity to recognize that the issues are complex and not all of the answers easy.

REFORM OF THE FEDERAL ROLE IN HIGHER EDUCATION

HON. CLARENCE J. BROWN

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Monday, March 23, 1970

Mr. BROWN of Ohio. Mr. Speaker, as most of you realize, much of the basic legislation pertaining to higher education expires during the next 15 months. Now, however, President Nixon has proposed a reform of the Federal role in higher education through his recent message to the Congress. In this document, you will find that the President has proposed positive action to answer most of the major criticisms aimed at higher education today.

Many of us daily receive letters from anxious parents who wonder why the Federal Government cannot do something about increasing support for college students. Under the President's proposal, no student would be denied attendance at a college or university simply because he did not have the money. Basic reforms are offered which would increase grants and subsidized loans to children from low-income families; and which would insure a greater number of guaranteed loans to those whose families are more capable of bearing this expense.

For those who do not want or need a 4-year education, the President has proposed a career education program to assist the States in teaching critically needed skills at community colleges and technical institutes.

And finally, the President has proposed to establish a National Foundation for Higher Education to support excellence, innovation, and reform in private and public institutions.

I applaud the President's initiative in

this field and hope that my colleagues will give his proposals enthusiastic support.

OBSERVATIONS ON CHICAGO 7 TRIAL

HON. ABNER J. MIKVA

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Monday, March 23, 1970

Mr. MIKVA. Mr. Speaker, it has long been my feeling that as a member of the Illinois bar and a member of the Judiciary Committee of this House, it would be inappropriate for me to comment on the events which have recently occurred in Chicago, centering around the so-called Chicago 7 conspiracy trial. Nevertheless, none of us can ignore that that trial on Federal conspiracy and crossing-State-lines-to-ignite-a-riot charge has raised a tremendous public furor, both in Chicago and throughout the Nation. I believe that the citizens of our country will probably benefit from full and free discussion of this controversial issue, even if it is inappropriate for me to comment on it while the matter is still before the courts.

Mr. George Anastaplo, professor at Rosary College and lecturer at the University of Chicago, has written an article which expresses his views on the significance of the recent events in Chicago. The article was published, in a slightly modified form, in the Chicago Sun-Times on February 22, 1970, and has been widely read in Chicago. I believe that it might be useful to have Mr. Anastaplo's observations available to my colleagues. I insert them at this point in the RECORD.

The article referred to follows:

THE TRIAL: DISGRACEFUL MASQUERADE

(NOTE.—Prof. George Anastaplo, for the five months the so-called Chicago 7 conspiracy trial was being heard, attended two to three daily sessions a week. Now Prof. Anastaplo, the chairman of the department of political science at Rosary College, has written an article about that trial for the Sun-Times. In addition to his position at Rosary College, he is a lecturer in the liberal arts at the University of Chicago. He has a law degree and a PhD degree from the University of Chicago and has written several articles on legal and constitutional subjects as well as a book, "The Constitutionalist: Notes on the First Amendment," due to be published by the Southern Methodist University Press. [Editor])

(By George Anastaplo)

Five defendants have been found guilty by a Chicago jury of crossing state lines with the intention of inciting a riot during Convention week of August 1968. Eight defendants and their two lawyers in this federal trial have been pronounced guilty by a judge of courtroom behavior intended to disrupt the orderly administration of justice.

The verdict of the Conspiracy jury was surprisingly discriminating. It not only completely exonerated two of the defendants, it also repudiated, with respect to all the defendants, the conspiracy charges of which so much had been made by the government.

A conviction or acquittal on all counts of the indictment could have been explained away as merely the result of passion. But this particular verdict happens to ratify the impression of many courtroom observers of

the trial, that there was no deliberate conspiracy among these defendants, that the most that could be charged to some of them was the making of irresponsible speeches on certain occasions during Convention week.

Thus, the offenses for which this jury convicted five defendants—crossing state lines with the intent of inciting a riot—were not the offenses for which these defendants were really brought to trial as a group by the U.S. attorney. The offenses for which the defendants were convicted were of the kind that are most efficiently disposed of in police court, after a trial of a few hours or (at most) a few days.

The jury verdict, properly understood, shows up the federal government's case to have been an irresponsible attempt to vindicate in the federal courts the "police riot" with which our city government (exploiting our much-abused police) made such a mess of the crisis confronting it during convention week. This willingness by the federal government to allow its courts to be used for such a political purpose has cost us dearly: It has undermined the trust of a significant part of our community, especially among the young, in the integrity of our judicial institutions; it has sustained unhealthy passions in other parts of our community against serious dissent.

It is now clear, not only from the verdict of the jury but even more from the evidence presented in this case by the government, that defendants John Froines, Bobby Seale and Lee Weiner should never have been included in the indictment on any count. It is also clear that a conscientious prosecutor should have moved to discharge at least these three defendants once his evidence and his conspiracy theory had been disclosed to be as flimsy as they were.

Without a conspiracy theory, there would have been no justification for bringing the eight defendants into the court together. Without a conspiracy theory, there would have been a much shorter and far less expensive trial. Without a conspiracy theory, there would have been no circus atmosphere, no serious or sustained disruptive events, no spectacle of a defendant being bound and gagged for stubbornly (even if improperly) insisting on counsel of his choice.

In short, there would not have been these disgraceful proceedings masquerading as a trial in a federal court.

The insistence of the government upon adhering to its disastrous conspiracy theory, without any substantial evidence to back it up, was not in the best tradition of responsible prosecution. It was simply asking for trouble—and it got it, something for which we the American people may have to pay for a long time to come.

It is now up to the appellate courts to review a rather questionable (and certainly mischievous) statute for its constitutionality and to assess whatever relevant evidence there is for its adequacy, especially since so many of the judge's rulings and attitudes left doubts about whether the defendants were permitted to make the case which they were entitled to make.

One must wonder, furthermore, whether the discredited conspiracy approach, having opened the door as it did to considerable dubious evidence from the government, so confused matters as to make it virtually impossible for the jury to see what each defendant had done, which is (the way things turned out) what the jury should have considered.

It is now up to the informed public to decide what should be done hereafter about such prosecutions and indeed about such laws as that under which this misconceived prosecution was brought.

One side effect of the prosecution is to confirm what has already been shown by several careful studies of convention week

(including the government account, the Walker Report), that whatever mistakes were made by people such as the defendants, they were relatively insignificant compared to those made by the City of Chicago (against the advice, it should be noted, of the Department of Justice) in handling the demonstrations that any mature city inviting a national political convention should be prepared to expect.

As for the conduct in court of the defendants and their lawyers for which the judge has decreed prison sentences ranging from two months to four years, it is clear that some behavior in contempt of court was indulged in by both defendants and lawyers. But it is also clear that a number of actions cited by this intelligent judge simply cannot survive examination, especially those which developed either with the acquiescence of the judge or from overzealous legal advocacy.

It is up to the appellate courts to review the contempt citations, to consider whether they were entered in good time, whether the punishment was excessive, whether many of the instances cited were indeed contemptuous and whether they did disrupt the orderly administration of justice.

The fundamental problem, however, is not that of reassessing the judge's inventory of contemptuous actions—many should be dropped from his list and a few others should never have been added to it—but rather that of assessing the context in which all this unfortunate conduct took place.

There is considerable concern in this country about the threat to our judicial system of disruptive conduct in the courtroom. But we must consider what kind of defendants occasionally threaten such conduct, and in what circumstances. Such conduct (which is rare) is most likely to occur wherever defendants (because of their poverty or their status or their color) believe themselves unlikely to get "a fair shake" in court. Both the fears of widespread disruptive behavior and the measures which have been proposed for dealing with it are grossly exaggerated and are unbecoming for an American which should have learned by now how to use its great power responsibly and compassionately.

In considering the conspiracy trial, citizens must do what the bar has refused to do in public, and that is to face up to the effect in this case of the judge himself.

No fair-minded and informed community should discipline these lawyers and defendants without disciplining its judge as well. Judge Hoffman's behavior in this case was consistently outrageous, almost always against the legitimate interests of the defendants. Much of the contemptuous conduct he alleges was provoked by him.

The defendants and their Eastern lawyers were confronted by a remarkably vindictive judge. The single greatest mistake the defendants made was not to realize in time that what this judge was doing to them had been done consistently over the years by him to other defendants as well, without regard to race, color or creed.

It is common knowledge among the legal profession in Chicago, and can be confirmed by any survey of practicing lawyers, that this judge callously and systematically degrades and provokes the lawyers who happen to appear before him, unless they come from the office of the U.S. Attorney.

Indeed, this is so well known that the government can be said to have had a duty to reconsider the explosive case it was bringing when it learned which judge was fated to try it: after all, our government has the recognized obligation to see that defendants receive a fair trial and to see that our legal institutions are not recklessly undermined.

Chicago lawyers who appear regularly in the federal courts have had to learn to bear up with Judge Hoffman's behavior.

Such judicial behavior should be distin-

guished, by the way, from the impartial strictness for which the late Judge Barnes was justly celebrated.

Chicago lawyers have endured Judge Hoffman because they ordinarily have to bear up with him only a few days or, at worst, a few weeks at a time. In the conspiracy trial, however, defense counsel and their clients had to endure this judge for what must have seemed to them, as it did to courtroom observers, an eternity.

It is the duty of an informed bar to courageously interpose itself between a dictatorial judge and vulnerable counsel. Indeed, it was the duty of the local bar to have "blown the whistle" on Judge Hoffman many years ago, to have taken the steps necessary to restrain his unprofessional conduct.

The unbecoming failure of the bar as well as of the press to make its opinion known about this kind of judge—an opinion which is, in Judge Hoffman's case, almost unanimously bitter among those who practice in the federal courts here—lends support to critics who would have us believe that this particular judge is essentially representative of what may be found in American court-houses today.

It is the duty of all citizens, lawyers and laymen alike, to protect our country from the devastating effects of such judges. Too much depends on popular trust in our political institutions, especially among the underprivileged and the unfortunate, to permit that trust to be sacrificed to the behavior of obviously unfit public servants.

TWO DANGERS CONFRONT US

One is that 10 men might be required to serve prison sentences in circumstances where the government is at least as much to blame as they are for what happened both during convention week and in the course of their trial.

The other danger is that further improper exercise of government power will provoke more resistance by offended citizens, which in turn can lead to even more repression in the name of "law and order." (Such improper exercise of government power was evident even in the way U.S. marshals were permitted to conduct themselves in the federal building throughout the Conspiracy trial: they often seemed unable to distinguish between the way prison guards do treat convicts and the way public servants should treat citizens.)

It does not seem likely, despite what the defendants claim, that a paralyzing era of repression is about to begin in this country. But we should take care not to permit an imprudent government to go out of its way to prove the defendants right about this.

We should make sure that public servants realize it is a disservice to law and order to challenge high-spirited dissent (however irresponsible and disturbing it may be on occasion) with a self-righteous show of force rather than with intelligence and generosity and imagination.

COMPLAINT OF MEMBERS OF CONGRESS AND AIR TRANSPORTATION USERS WITH REQUEST FOR TARIFF SUSPENSION AND INVESTIGATION

HON. AUGUSTUS F. HAWKINS

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 24, 1970

Mr. HAWKINS. Mr. Speaker, 31 of my colleagues and I filed a petition with the Civil Aeronautics Board on March 9 asking for the suspension and investigation of any tariff extensions embodying the

Board's September 12, 1969, ratemaking formula or any adjustment thereto. Our complaint, which sets forth the reasons why we believe such extensions would be illegal, follows:

COMPLAINT OF MEMBERS OF CONGRESS AND AIR TRANSPORTATION USERS WITH REQUEST FOR TARIFF SUSPENSION AND INVESTIGATION

Petitioners, thirty-two Members of Congress and users of air transportation, hereby request a suspension and investigation of any tariffs on file or hereafter filed embodying the Board's September 12, 1969, ratemaking formula, or any "adjustment" thereto, that would extend the presently effective local and joint domestic passenger fares, or those fares with minor adjustments thereto, beyond April 30, 1970, the present expiry date.

Petitioners believe such extension of the September 12 tariffs by any air carrier, whether trunkline or local service, would be illegal for the following reasons:

(1) Complainants believe that the Board's September 12 decision is illegal and any tariffs or tariff extensions based upon that decision are illegal. We have stated at length why we think this is so in our filings of April 21, August 20, September 22, 1969, and January 9 and 30, 1970, and (in the United States Court of Appeals) December 11, 1969, and January 23, and February 20, 1970; in the interest of brevity and expedition we incorporate those filings here by reference.

(2) The joint fares and division-of-fares agreement, Agreement C.A.B. 21586, and tariffs filed pursuant thereto, suffer from the same infirmities that we believe affect the Board's orders of September 12 and 30; i.e., the Board's action appears to have been reached on the basis of no evidence whatsoever taken in a proper proceeding, without considering factors set out in the statute, and thus in a manner contrary to the mandate of the Federal Aviation Act of 1958 (here sections 1002 (h) and (i)).

(3) The joint fare agreement which the Board has approved appears to be unjust, unreasonable, unjustly discriminatory, unduly preferential, and unduly prejudicial for the same reasons that the present arrangement suffers these illegalities. Under the present agreement, inter-carrier passengers pay the terminal charge more than once, and fall more than once in the first, highest price mileage block; the only change is there now is a \$4.00 reduction in price which is plainly insufficient. At a minimum, such a passenger is required to pay \$4.00 more than a one-carrier passenger for the same distance.

(4) These tariffs are unjust and unreasonable on their face. The Board's decision initially to grant and then to continue in effect the tariffs filed in accord with its prescribed maximum rate formula was not predicated upon sections 102, 404, and 1002 of the Act, but principally upon its assumption that "the carriers have adequately demonstrated a significant increase in costs, which the complainants recognize." (Order 69-9-68)

Our decision is based . . . also on the fact that the carriers' revenue need remains severe. Nothing has occurred subsequent to the granting of the October 1 increase to persuade the Board that the increases were not warranted at that time, or do not continue to be necessary to preserve the economic health of the industry. In Order 69-9-68, dated September 12, 1969, we discussed at considerable length the cost pressures faced by the carriers at that time in almost every category of costs. There is no question that the carriers have sustained substantial increases in labor expenses, landing fees, fuel costs, commission rates, and costs in other areas. Airport congestion continues to be an expensive problem, and the carriers are committed to major capital expansion programs in an effort to continue to satisfy the ever-expanding

transportation requirements of the public. (Order 70-1-159, page 1 and 2)

One issue, therefore is simply whether the facts as now reported by the airlines and the Civil Aeronautics Board substantiate the Board's belief. The answer is No!

The Board has said that there is no question that the carriers have sustained substantial increases in costs for labor, materials and other services. We have noted the following in our complaint of August 20, 1969:

(T)he air carriers have jointly and severally produced on the record a substantial amount of sufficiently reliable evidentiary material as to the impact of recent inflationary increases on their cash costs to permit a change in the level of fares, all other things being equal. Had the Board previously established cash cost standards, it is clear that the Board would now be able to deal with the problem of determining an appropriate fare level more effectively. (CONGRESSIONAL RECORD, September 29, 1969, p. 27443.)

The key phrase here is "all other things being equal," for apparently, according to the records of the C.A.B., things have changed, and the air carriers have been able to more than offset the effects of inflation by means of declining unit costs. On February 26, 1970, the C.A.B. released its regular quarterly Airline Industry Economic Report for the quarter ended December 1969. In this report, the C.A.B. states that the reported cost per available ton-mile for both the domestic trunk and local service airlines declined for the year 1969, as well as for the fourth quarter (during which the fare increase was in effect).¹ There was, it is true, an increase in the reported cost per revenue ton-mile—but this is attributable to the fact passenger load factors (the ratio of sales to production) declined at a more rapid rate than costs, particularly during the last quarter when the higher fares were in effect.² In this regard, we must again respectfully point out to the Board that the Members of Congress clearly asserted in their petition of August 20, 1969, that the proposed tariffs would depress load factors.

The C.A.B. report does indicate that earnings did increase in the short-run, but only because the Board-made rates increased fares by a greater amount than the sale of production fell off. However, one must question the wisdom of this policy. Permitting air carriers to increase earnings by a reported \$30 million a quarter (up 136%) when they sell 7.4% less of their production can hardly be considered as promoting the encouragement and development of an air transportation system properly adapted to the present and future needs of the domestic commerce, nor as fostering sound economic conditions in such transportation, nor as promoting adequate, economical and efficient service by air carriers at reasonable charges, let alone at the lowest cost consistent with the furnishing of such service.

The need of the air carriers for increased revenue in light of "higher costs" of doing business so as to enable them, under economical and efficient management, to provide adequate and efficient air carrier service has simply not been established as a fact.

¹ See line 27, on page 7 and 11 of Appendix A. Operating Exp. per Avail. Ton-mile is a recognized measure of unit operating cost within the industry. It is considered by some as a better measure of costs than operating expense per available seat-mile because it avoids variations caused by differences in seating density. Operating expenses per available seat-mile and passenger-mile are not published in the report.

² It should be noted that since the Operating Exp. per Avail. Ton-mile declined only slightly, operating costs are at present directly related or responsive to capacity produced.

In other words, neither the air carriers nor the Board has yet established on the record that the airlines are entitled to a higher level of rates or a different fare structure as a matter of fact or law. Indeed, what evidence there is—showing declining unit costs and falling load factors—suggests the opposite.

Finally, as the Board is aware, the legality of the Board's September 12 order and of any tariffs filed in conjunction with the order is presently under review in the United States Court of Appeals for the District of Columbia. The case has now been submitted to that Court for decision. The Board should not compound further the illegality of its September 12 and 30 orders by approving the extensions now proposed.

Wherefore, the Members respectfully request that the Board suspend and investigate the tariffs filed by Continental Air Lines, Inc., and Eastern Air Lines, Inc., and any tariffs hereafter filed by other air carriers for extension of present fares, which such suspension and investigation would have the affect of permitting the tariffs previously on file to go into effect on May 1, 1970.

Further, the Members respectfully request that if this complaint is denied, the Board grant a stay of its order denying this complaint pending judicial review.

Respectfully submitted,
Glenn M. Anderson; Thomas L. Ashley; Walter S. Baring; George E. Brown, Jr.; Phillip Burton; Daniel E. Button; Jeffery Cohelan; James C. Corman; John D. Dingell; Don Edwards; Richard T. Hanna; Augustus F. Hawkins; Chet Hollifield; Harold T. Johnson; Robert L. Leggett; Joseph M. McDade; John McFall; Spark M. Matsunaga; George P. Miller; Joseph G. Minish; Patsy T. Mink; John E. Moss; Jerry L. Pettis; Thomas M. Rees; Peter W. Rodino, Jr.; Edward R. Roybal; Bernie Sisk; Charles M. Teague; John Tunney; Lionel Van Deerlin; Jerome R. Waldie; and Charles H. Wilson.

By their representative, March 9, 1970:
RICHARD W. KLABZUBA.

CERTIFICATE OF SERVICE
I hereby certify that I have this day served the foregoing document upon:
Air West, Inc.
Allegheny Airlines, Inc.
American Airlines, Inc.
Braniff Airways, Inc.
Continental Air Lines, Inc.
Delta Air Lines, Inc.
Eastern Air Lines, Inc.
Frontier Airlines, Inc.
Mohawk Airlines, Inc.
National Airlines, Inc.
North Central Airlines, Inc.
Northeast Airlines, Inc.
Northwest Airlines, Inc.
Ozark Air Lines, Inc.
Piedmont Aviation, Inc.
Southern Airways, Inc.
Texas International Airlines, Inc.
Trans World Airlines, Inc.
United Air Lines, Inc.
Western Air Lines, Inc.
Thomas D. Finney, Jr., Esq.; Clifford, Warnke, Glass, McIlwain & Finney.
Lee M. Hydeman, Esq.; Hydeman & Mason.
Warren L. Sharfman, Esq.; Associate General Counsel Civil Aeronautics Board.
Honorable Richard W. McLaren and Howard E. Shapiro, Esq.; United States Department of Justice.
Alfred V. J. Prather, Esq. and J. William Doolittle, Esq.
Philip A. Fleming, Esq.; Reavis, Pogue, Neal & Rose
Ulrich V. Hoffmann, Esq.
Raymond J. Rasenberger, Esq. and Russell

Garman, Jr., Esq.; Zuckert, Scoutt & Rasenberger.

B. Howell Hill, Esq.; Arnold & Porter.

James M. Verner, Esq.; Verner, Lilipfert & McPherson, by causing a copy of it to be mailed to such carrier or its agent properly addressed with postage prepaid.

RICHARD W. KLABZUBA.

March 9, 1970.

ECONOMIC SUMMARY—FOURTH QUARTER 1969

(Published by the Civil Aeronautics Board)

Despite significant increases in yields and revenue, profits continued to slide.—During the fourth quarter of 1969 passenger mile yields increased for the major air carrier groups, reflecting the fare changes of February and October 1969. These increases were 7.0 percent (above fourth quarter 1968) for system operations of the domestic trunk airlines and Pan American, 9.0 percent for the domestic trunk airlines in domestic operations, and 14.5 percent for the local service carriers. Operating revenues also showed significant gains during the fourth quarter with increases of 14.4 percent for system operations, 17.2 percent for the domestic operations of the trunk airlines, and 29.8 percent for the local service carriers.

However, expenses increased more than revenues while profits and rate of return continued downward. A principal reason was the disproportionate rise of capacity and consequent fall of the load factor. Passenger load factor for domestic trunkline operations dropped to 49.9 percent, compared to 53.0 percent in the fourth quarter of 1968. System load factor fell to 45.5 percent from 48.7. There are also signs that the industry's improving productivity is currently unable to keep up with the steep rise of costs attributable to inflationary pressures. Operating expenses per available ton-mile were 19.42 cents for the system operations of the domestic trunklines and Pan American, up

slightly from 19.16 cents in the fourth quarter of 1968, although for domestic trunk operations alone the reported cost per available ton-mile declined by 1.5 percent. On the other hand, expense per revenue ton-mile for system operations rose by 6.5 percent in the latest calendar year.

For the supplemental carrier group, revenues per ton-mile dropped 2.2 percent while expenses increased 10.6 percent with the result that for the calendar year 1969, operating profit per ton-mile decline 86.7 percent.

Traffic growth remained below industry expectations.—In contrast to the 12–13 percent traffic growth predicted for 1969 by the trunk air carriers, the percentage gains of traffic for the year were 9.7 percent for system operations of the domestic trunk airlines and Pan American, 9.3 percent for the domestic trunk airlines (including some Hawaii traffic in 1969 for newly certificated carriers), and 11.3 percent for the international passenger cargo carriers. Gains were 14.5 percent for the local service carriers. Fourth quarter rates of growth were below the year to date increases, especially for the domestic trunk carriers.

Seat-mile capacity continued to increase at high, disproportionate rates.—The growth of capacity for the fourth quarter of 1969 was 16.2 percent for system operations of the trunks and Pan American, 16.8 percent for domestic operations of the domestic trunks, and 17.6 percent for local service. The percentage gains for the quarter were slightly higher than the year to date increases. For fourth quarter 1969, system operations of the trunks and Pan American reveal the following changes from 1968: revenue passenger-miles up 8.6 percent; available seat-miles up 16.2 percent; average available seats per aircraft up 2.0 percent; and resulting passenger load factor down 3.2 points to 45.5 percent.

The spread between actual and breakeven passenger load factors continued to narrow. Actual passenger load factor fell sharply during the fourth quarter of 1969. Declines

ranged from a 3.6 percentage point drop for the domestic trunks to a 1.2 percentage point drop for the local service carriers. Except for the local service carriers, breakeven load factor fell less sharply or increased during this period, causing a further narrowing of the gap between actual and breakeven. Most significant among the carrier groups were the international passenger and cargo carriers which reported a breakeven load factor 5.2 percentage points higher than the actual load factor for the fourth quarter of 1969 compared with a favorable 1.9 percentage point spread for the same period a year earlier. Of real interest was the fact that the local service carriers saw their deficit position with respect to breakeven load factor improve considerably during the fourth quarter.

Increases in operating expense were generally more than gains in revenue.—Except for the local service carriers, expenses grew faster than revenues during the fourth quarter. Domestic trunks showed a better performance, but this is clouded by inclusion of some Hawaii traffic in the 1969 figures. Expenses increased 15.5 percent for system operations of the domestic trunks and Pan American, 15.0 percent for domestic operations of the trunklines, and 21.1 percent for local service.

Growth of adjusted investment was somewhat less than in recent periods.—Increases in adjusted investment at the end of calendar 1969 were 9.8 percent for system operations of the trunks and Pan American, 6.6 percent for the domestic trunklines, and 13.3 percent for local service. Investment growth was actually lower than the growth of revenues (except for the international and territorial group) resulting in increases in the investment turnover ratio.

Rate of return at year end 1969 continued down.—For the year ended December 1969 all carrier groups registered declines compared with 1968 in the rate of return on adjusted investment, either excluding or including investment tax credits.

DOMESTIC OPERATIONS OF THE TRUNK AIRLINES ECONOMIC INDICATORS

	12 months ended		Change (percent)	Quarter ended		Change (percent)
	Dec. 31, 1969 ¹	Dec. 31, 1968		Dec. 31, 1969 ¹	Dec. 31, 1968	
1. Passenger revenue (scheduled)	\$5,088	\$4,451	14.3	\$1,306	\$1,109	17.8
2. Freight revenue (scheduled)	335	285	17.5	95	82	15.9
3. Mail revenue	133	124	7.3	38	35	8.6
4. Charter revenue	97	87	11.5	23	20	15.0
5. Operating revenue	5,754	5,039	14.2	1,488	1,270	17.2
6. Operating expense	5,450	4,719	15.5	1,435	1,248	15.0
7. Operating profit	304	320	-5.0	52	22	136.4
8. Interest on long-term debt	151	122	23.8	36	33	9.1
9. Income tax accrual (net)	75	88	-14.8	9	-5	(?)
10. Net income including investment tax credit	97	127	-23.6	12	-7	(?)
11. Long-term debt ²	3,218	2,905	10.8			
12. Stockholder equity ²	2,090	2,025	3.2			
13. Total investment ²	5,308	4,930	7.7			
14. Equipment deposits ²	635	548	15.9			
15. Adjusted investment ²	4,673	4,383	6.6			
Rate of return on adjusted investment:						
16. Excluding investment tax credit (percent)	4.9	5.3				
17. Including investment tax credit	5.3	5.7				
18. Net income as percent of operating revenue (percent)	1.7	2.5		.8	-.6	
19. Long-term debt as percent of total investment	60.6	58.9				
20. Operating revenue per dollar of investment	1.08	1.02	5.9			
21. Operating expense per dollar of investment	1.03	.96	7.3			
22. Operating profit per dollar of investment	.06	.06				
23. Passenger revenue per revenue passenger mile	\$5.70	\$5.45	4.6	\$6.07	\$5.57	9.0
24. Operating revenue per revenue ton-mile	50.79	48.82	4.0	53.54	48.73	9.9
25. Operating expense per revenue ton-mile	48.11	45.72	5.2	51.64	47.89	7.8
26. Operating profit per revenue ton-mile	2.68	3.10	-13.5	1.90	.84	126.2
27. Operating expense per available ton-mile	20.25	20.43	-.9	20.04	20.35	-1.5
28. Revenue passenger-miles (scheduled) (billions)	89.2	81.6	9.3	21.5	19.9	8.0
29. Available seat-miles (scheduled) (billions)	178.6	153.9	16.0	47.7	40.9	16.6

See footnotes at end of table.

DOMESTIC OPERATIONS OF THE TRUNK AIRLINES ECONOMIC INDICATORS—Continued

	12 months ended		Change (percent)	Quarter ended		Change (percent)
	Dec. 31, 1969 ¹	Dec. 31, 1968		Dec. 31, 1969 ¹	Dec. 31, 1968	
30. Actual passenger load factor (percent).....	49.9	53.0	.....	45.1	48.7	.....
31. Break-even passenger load factor.....	47.2	49.4	.....	43.4	48.1	.....
32. Actual less break-even passenger load factor.....	2.7	3.6	.....	1.7	.6	.....
Revenue ton-miles (millions):						
33. Passenger.....	8,527	7,803	9.3	2,057	1,908	7.8
34. Freight.....	1,606	1,439	11.6	426	406	4.9
35. Mail.....	582	538	8.2	169	159	6.3
35a. Other ⁴	121	115	5.2	30	32	-6.3
36. Scheduled.....	10,836	9,895	9.5	2,682	2,504	7.1
37. Nonscheduled.....	492	426	15.5	97	102	-4.9
38. Total.....	11,328	10,321	9.8	2,779	2,606	6.6
Available ton-miles (millions):						
39. Scheduled.....	26,238	22,516	16.5	7,032	5,996	17.3
40. Nonscheduled.....	680	582	16.8	131	137	-4.4
41. Total.....	26,919	23,098	16.5	7,162	6,133	16.8
42. Weight load factor (scheduled) (percent).....	41.3	43.9	.....	38.1	41.8	.....
43. Break-even weight load factor.....	39.2	41.2	.....	37.0	41.3	.....
44. Actual less break-even weight load factor.....	2.1	2.7	.....	1.1	.5	.....
45. Revenue passengers per aircraft.....	56.0	57.2	-2.1	50.8	53.8	-5.6
46. Available seats per aircraft.....	112.2	107.8	4.1	112.8	110.5	2.1

Note: All total dollar figures are in millions.

Note: This carrier group includes:

American	Delta	Northeast	United
Braniff	Eastern	Northwest	Western
Continental	National	Trans World	

LOCAL SERVICE CARRIERS ECONOMIC INDICATORS

	12 months ended		Change (percent)	Quarter ended		Change (percent)
	Dec. 31, 1969 ¹	Dec. 31, 1968		Dec. 31, 1969 ¹	Dec. 31, 1968	
1. Passenger revenue (scheduled).....	520.9	414.7	25.6	141.5	108.1	30.0
2. Freight revenue (scheduled).....	22.6	17.5	29.1	6.3	5.2	21.2
3. Mail revenue.....	9.4	8.9	5.6	2.5	2.4	4.2
4. Charter revenue.....	9.3	6.8	36.8	3.0	1.5	100.0
4s. Subsidy.....	36.0	40.9	-12.0	8.8	7.9	11.4
5. Operating revenue.....	612.2	501.3	22.1	165.7	127.7	29.8
6. Operating expense.....	626.8	510.5	22.8	170.2	140.6	21.1
7. Operating profit.....	-14.6	-9.2	(²)	-4.5	-12.9	(²)
8. Interest on long-term debt.....	37.3	27.1	37.6	9.7	7.7	26.0
9. Income tax accrual (net).....	-5.8	-9.1	(²)	-2.0	-4.3	(²)
10. Net income including investment tax credit.....	-55.6	-28.9	(²)	-13.2	-18.2	(²)
11. Long-term debt ³	535.2	458.5	16.7			
12. Stockholder equity ³	88.4	102.9	-14.1			
13. Total investment ³	623.5	561.4	11.1			
14. Equipment deposits ³	26.8	34.8	-23.0			
15. Adjusted investment ³	596.8	526.6	13.3			
Rate of return on adjusted investment:						
16. Excluding investment tax credit.....	-3.0	-.4				
17. Including investment tax credit.....	-3.1	-.4				
18. Net income as percent of operating revenue.....	-9.1	-5.8		-8.0	-14.3	
19. Long-term debt as percent of total investment.....	85.8	81.7				
20. Operating revenue per dollar of investment.....	.98	.89	10.1			
21. Operating expense per dollar of investment.....	1.01	.89	11.0			
22. Operating profit per dollar of investment.....	-.02	-.02				
23. Passenger revenue per revenue passenger mile (cents).....	8.27	7.54	9.7	8.84	7.72	14.5
24. Operating revenue per revenue ton-mile.....	88.16	84.44	4.4	90.60	81.13	11.7
25. Operating expense per revenue ton-mile.....	90.26	85.99	5.0	93.06	89.33	4.2
26. Operating profit per revenue ton-mile.....	-2.10	-1.55	(²)	-2.46	-8.20	(²)
27. Operating expense per available ton-mile.....	33.71	34.73	-2.9	33.37	34.13	-2.2
28. Revenue passenger-miles (scheduled) (billions).....	6.3	5.5	14.5	1.6	1.4	14.3
29. Available seat-miles (scheduled) (billions).....	14.7	12.2	20.5	4.0	3.4	17.6
30. Actual passenger load factor (percent).....	42.9	45.1	.....	40.0	41.2	.....
31. Break-even passenger load factor ⁵	47.8	51.5	.....	44.5	49.8	.....
32. Actual less break-even passenger load factor.....	-4.9	-6.4	.....	-4.5	-8.6	.....
Revenue ton-miles (millions):						
33. Passenger.....	607.6	522.7	16.2	158.4	137.8	14.9
34. Freight.....	40.1	31.4	27.7	11.2	9.2	21.7
35. Mail.....	22.4	20.2	10.9	6.3	5.7	10.5
35a. Other ⁴	9.0	8.4	7.1	2.3	2.4	-4.2
36. Scheduled.....	679.1	582.6	16.6	178.1	155.1	14.8
37. Nonscheduled.....	15.3	11.1	37.8	4.8	2.3	108.7
38. Total.....	694.4	593.7	17.0	182.9	157.4	16.2

See footnotes at end of table.

LOCAL SERVICE CARRIERS ECONOMIC INDICATORS—Continued

	12 months ended		Change (percent)	Quarter ended		Change (percent)
	Dec. 31, 1969 ¹	Dec. 31, 1968		Dec. 31, 1969 ¹	Dec. 31, 1968	
Available ton-miles (millions):						
39. Scheduled	1,823.2	1,441.9	26.4	499.0	406.4	22.8
40. Nonscheduled	36.2	27.9	29.7	11.0	5.5	100.0
41. Total	1,859.4	1,469.8	26.5	510.0	411.9	23.8
42. Weight load factor (scheduled) (percent)	37.2	40.4		35.7	38.2	
43. Break-even weight load factor ³	41.2	45.7		39.4	45.5	
44. Actual less break-even weight load factor	-4.0	-5.3		-3.7	-7.3	
45. Revenue passengers per aircraft	27.7	26.1	6.1	27.2	25.4	7.1
46. Available seats per aircraft	64.6	58.0	11.4	67.9	61.7	10.0

NOTES: All total dollar figures are in millions. This carrier group includes the following airlines:

- Allegheeny
 - Bonanza
 - Frontier
 - Lake Central
 - Mohawk
 - North Central
 - Ozark
 - Pacific Piedmont
 - Southern Texas International
 - West Coast
- ¹A part of Air West System, effective Apr. 17, 1968.
²Merged with Allegheny, effective July 1, 1968.

Notes:

The figures in this report are based on reports of the carriers, without adjustments for accounting differences among carriers and without adjustments that would normally be made for ratemaking purposes. The amounts shown for operating expenses, net income and investment are, therefore, not necessarily those which either the carriers or the Board would find appropriate in a rate proceeding.

Individual items may not add to total because all parts of the whole are not shown on the tables or because of rounding.

¹ Included new mainland-Hawaii operations.

² Percentage change not computed because of negative amount.

³ Long-term debt, stockholder equity, total investment, equipment deposits and capitalized interest (as reported in account 1550 of the Form 41's or as a note to the balance sheet) and adjusted investment for 12 months ended are 5 quarter averages. Quarterly numbers are the average of balances at the beginning and end of the quarter.

⁴ Composed of express and excess baggage.

³ Break-even = Capacity Operating Expense (Passenger), Scheduled Service:

Passenger Load factor, Scheduled Service	Scheduled Revenue	Traffic operating Expense (passenger), Scheduled service	Actual passenger Load factor, Scheduled service
Traffic Operating Expense (Passenger) (i.e. that expense that varies with load factor) is computed at 10 percent of scheduled passenger revenue for the domestic trunks & International/Territorial passenger/cargo carriers and 5 percent of Scheduled Passenger Revenue for the Local Service Carriers.			

Weight Break-even = Capacity Operating Expense, Scheduled Service:

Load factor, Scheduled Service	Revenues Scheduled Service	Traffic operating Expense, Scheduled service	Actual weight Load factor, Scheduled service
Traffic Operating Expense (i.e. that expense that varies with load factor) is computed at 10 percent of Scheduled Revenues for Domestic Trunk & International/Territorial Passenger/Cargo Carriers, 5 percent of Scheduled Revenue for Local Service Carriers, and 2 percent of Scheduled Revenue for All-Cargo Carriers.			

TUNISIA'S INDEPENDENCE DAY

HON. ADAM C. POWELL

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Monday, March 23, 1970

Mr. POWELL. Mr. Speaker, today marks the 14th anniversary of Tunisia's independence day, and it is a glorious day for the people of the Republic of Tunisia.

This country in North Africa, bordering the Mediterranean, with an area about 50,000 square miles and population about 5 million, has had a long and turbulent history. In 1880 it was brought under the French colonial rule, and in the midst of political turmoil, it enjoyed some prosperity. But the people wanted freedom to shape their own destiny, and at last they attained their goal in 1956. Then Tunisian leaders, headed by their very able and astute statesman Habib Bourguiba, formed a government. The constituent assembly was transformed into a legislative assembly, and Bourguiba was elected chief of state.

For more than a dozen years this patriotic and resourceful statesman has guided the destiny of the Republic of Tunisia, combating internal disaffections and defying external foes. He has managed to keep Tunisia's foes in check and has also succeeded in maintaining his country's good standing among its neighbors and also with the West. The statesmen of the West have valued President Bourguiba's services to the cause of peace and have aided him financially and morally. On its independence day let us hope that peace and stability continue to prevail in the Republic of Tunisia.

GI BILL INCREASE

HON. JOHN M. ZWACH

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 19, 1970

Mr. ZWACH. Mr. Speaker, I am proud to support the adoption of the conference report on H.R. 11959. It is my understanding that the other body will act upon it this week, thus clearing the measure for the President's approval. I hope that President Nixon will quickly approve the bill so that veterans attending school or participating in other types of training will receive their well-deserved and needed increase in monthly allowances.

As a member of the Education and Training Subcommittee of the Committee on Veterans' Affairs, it was my privilege to participate from the beginning in the hearings and the executive sessions which produced H.R. 11959. It was a good bill when it was reported from the committee and it is still a good bill, providing as it does a 34.6-percent increase in monthly allowances for veterans, widows, war orphans, wives, and children of totally disabled service-connected veterans enrolled in programs of education or training.

The unmarried veteran enrolled in a farm cooperative training program, for example, and pursuing such training on a full-time basis will have his monthly allowance increased from \$105 to \$141 monthly. I am disappointed, Mr. Speaker, that the conference report did not retain a Senate-passed provision that would have encouraged more young men to participate in farm cooperative train-

ing. This provision would have reduced the number of hours of institutional agricultural courses a veteran is required to take while concurrently engaged in agricultural employment. I am convinced, Mr. Speaker, that the present law requirement of 12 hours a week of institutional training plus full-time farming is more than the average veteran can handle.

It is my understanding, however, that the distinguished chairman of the Committee on Veterans' Affairs has agreed to introduce a bill similar to the Senate provisions on farm training that were deleted from H.R. 11959. I hope this measure will receive early and favorable consideration by the committee.

Mr. Speaker, the conferees are to be commended for their outstanding work in resolving the major differences in the two versions of this bill. I hope it will soon become law.

MAN'S INHUMANITY TO MAN—
HOW LONG?

HON. WILLIAM J. SCHERLE

OF IOWA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 24, 1970

Mr. SCHERLE. Mr. Speaker, a child asks: "Where is daddy?" A mother asks: "How is my son?" A wife asks: "Is my husband alive or dead?"

Communist North Vietnam is sadistically practicing spiritual and mental genocide on over 1,400 American prisoners of war and their families.

How long?

THE NUMBER OF FAMILY PHYSICIANS AND DENTISTS ARE DIMINISHING

HON. HENRY HELSTOSKI

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Monday, March 23, 1970

Mr. HELSTOSKI. Mr. Speaker, through these past few years many of us have deplored the diminishing numbers of family physicians and family dentists in our society.

These family physicians and dentists were bulwarks of our society. They added to the luster, understanding, and accomplishments of it. They were friends in need in the most trying family situations of sickness and fear.

We miss our family physicians and dentists, but there is hope that growing numbers of them will return to our midst with their ministrations and help. They will if those in the medical and dental professions heed the advice of Dr. Roy Fuhrman, a dentist residing in my congressional district.

These following words of advice by Dr. Fuhrman are contained in the following article taken from the Bulletin of the Bergen County Dental Society, issue of February 1970:

"TOMORROW'S IMAGE TODAY"

(By Roy Fuhrman, D.D.S.)

A serious result of the growing crisis in the doctor-patient relationship is reported in Science News (December 13, 1969—page 552). "Medical malpractice awards are approaching 1.2 million and expected to average \$65,000 each in 1970. Malpractice insurance premiums can run up to \$10,000 a year!" The report goes on to say, "the root of the problem seems to be the change of the physician from healer to businessman." This obviously includes the dental and other healing professionals. Concentration by our profession toward the objective of the business or corporate image will most assuredly generate a medico-legal no-mans land which can magnify itself into a modern Frankenstein. It is also obvious that this monster casts a dark costly shadow that eats money which could be utilized in far more constructive avenues.

Crawford Morris, a leading malpractice lawyer defends professionals, says that one solution to the problem is to bring all medicine under a clinic or hospital system where all doctors are salaried employees and the institution would be responsible for their acts. To my way of thinking this is a far worse monster than the Frankenstein creation. It would bring on a system where unlicensed administration would control our professions. Does this ring a bell? Enter socialized medicine.

The solution? A closer, more personal relationship with our patients is the only way to reverse the damages if it is not already too late. This means slowing the pace a bit. This means more time per patient. And here is where a good practice management concept comes into the picture. Not for competing with other industries which open the public's purses. Not for the primary objective called profit. But for the simple means of doing more dentistry of very high quality for the fewer patients on our rolls. Thus preventive dentistry can be labelled as a reality and not a dream. Much of the dentistry we do is the redoing of past work of too recent application to fend off as normal attrition. If the work redone had been more carefully and perhaps more slowly performed in the

first place, it is simple logic to expect more quality with longer lasting results.

One of the major Practice Management companies showed me how to cut down on my top-heavy schedule—reduce working hours—and do more and better dentistry than I imagined I could. Absolutely no change in equipment was suggested or required. The only change was in my attitude concerning my practice and in making longer appointments for my patients. There was no mention of competition or money markets. These entities are not and really never could be in the dental universe. When the day arrives that a human being is as happy about submitting to dental treatment as he is about the purchase of a hot stock or a new car I'll believe in the need for dentists to compete with other so-called markets!

There is nothing attractive about dentistry from the patient's point of view except its good and long-lasting results. Burn this statement into your minds. It is the truth about our profession. There are no "Ben Casey" stories about dentists on television for a good reason. Certainly we can stop pain, improve mastication, build a beautiful new smile, correct speech problems, etc. . . . but we do not qualify as movie or television heroes. This may seem amusing but it should tell us something about the way the public sees dentistry. Some of us apparently never get the message. So I'll repeat it here. The necessary manipulations of the dentist are such that to the layman they are unappealing, unattractive, frightening, annoying, painful, time consuming, exhausting, malodorous, bad tasting, evil-sounding, expensive, and generally very undesirable. I doubt if we could find another field of endeavor, be it profession or business, so loaded with negative properties. We dentists should be proud of our abilities to successfully perform in an environment so subjectively antagonistic to the human organism. Let's also give our patients some credit too for being heroic enough to go through with any extensive dental treatment program and pay for it as agreed upon.

We are therefore competing not with other markets, but with the negative aspect of our own profession which to the public, represents the bulk of the work we train so hard to become expert in doing. Compassion with a reasonable measure of altruism can offset a large part of this apprehension concerning dentistry.

A businessman's approach to reducing this negative image will only serve to enforce the growing fears and mistrust that the public feels for the healing professions in general.

Recent exposures of municipal leaders involved with high crime, exposes proving corporate giants not serving the public interest, unparalleled increases in the cost of living—with the cost of health care at the top of the list; all these problems make the consumer wary and suspicious of the motives of everyone he deals with. Rest assured, gentlemen, dentists are included as are all those who deal in personal services. Professional ethics therefore becomes more important today than it ever has been in the past. We must constantly strive to prove our integrity. We must maintain a level of ethical vigilance that is higher than it has ever been before in the history of our profession. If not . . . and the warning signs are all too visible . . . we shall be forced to relinquish that which by definition makes us a profession. Self regulation will fall by the wayside. The matter will simply be taken out of our hands by an angry and frustrated society. Our coveted license to practice our art will become a bureaucratic rubber stamp. We will practice dentistry as administrative employees of frequently incompetent and grossly untrained lay supervisors.

It is true that highly publicized programs such as Children's Dental Health Week are

helping to improve our image publicly. But it is at the daily private clinical level that the real job can and must be done. Public relations is part of the daily working landscape of every (practicing) member of our profession. Let's rip off the facade of the businessman and proudly display the real fellow behind all that modern complicated equipment. The family dentist; a professional man who can truly be relied upon to do his utmost to preserve and maintain the oral structures of all those who seek his services.

STATEMENTS OF PRESIDENTS OPPOSE INVOLVEMENT IN LAOS

HON. JOE L. EVINS

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

Monday, March 23, 1970

Mr. EVINS of Tennessee. Mr. Speaker, Mr. Clayton Fritchey in a recent article in the Washington Star cites the record of President Nixon and former Presidents Eisenhower, Kennedy, and Johnson with respect to involvement in the Indochina area and Laos.

In this column Mr. Fritchey points out—

That President Nixon has vowed that Laos will not be another Vietnam;

That President Eisenhower said intervention in the Indochina area which includes Laos would be a "great tragedy";

That President Kennedy said, "I just don't think we should get involved in Laos," and

That President Johnson was strongly opposed to intervention in Laos.

Because of the interest of my colleagues and the American people in this matter, I place the article in the RECORD herewith.

The article follows:

[From the Washington Star, Mar. 16, 1970]

PAST RECORD FOSTERS UNEASINESS OVER LAOS

(By Clayton Fritchey)

Sen. Stephen M. Young, D-Ohio, says "Laos is not worth the life of one American soldier." Almost 10 years ago, before the war in Vietnam, then Secretary of State Dean Rusk liked to say that "Laos is not worth the life of a single Kansas farm boy." Rusk and Young are in distinguished company, for much the same thing was said by three presidents in a row.

In 1954, Eisenhower said it would be a "great tragedy" to intervene in Indochina, which embraced both Laos and Vietnam. Lyndon Johnson, then Democratic Senate leader, was even more opposed; and when John F. Kennedy entered the White House he felt Laos was not "worthy of engaging the attention of great powers."

Historian Arthur Schlesinger reports that Kennedy wondered why the United States should "fight for a country whose people could not care less about fighting for themselves." He also found it "hard to understand why the United States had to take the responsibility." Kennedy said, "India's more directly threatened than we are; and, if they are not wildly excited, why should we be?" Why, indeed?

Yet, after all these years, the United States today finds itself at war not only in Vietnam but in Laos, because Eisenhower, Kennedy and Johnson despite their grave doubts each inched the country deeper and deeper into

the quicksand of Southeast Asia without ever consulting the American people.

It is this unhappy experience that explains why so many senators of both parties, now alarmed over the growing "secret" involvement in Laos, are so skeptical about President Nixon's assurances that he doesn't intend to let Laos become another Vietnam.

War, like hell, is paved with presidential good intentions. Democrats, in particular, have good reason to be skeptical, for three Democratic presidents campaigned on peace platforms—in 1916, 1940 and 1964—and a year later all three were presiding over wars. The uneasiness over Nixon's intentions is magnified because he has been a Laos-Vietnam hawk for 16 years. As vice president in 1954, Nixon (unlike Eisenhower) was openly advocating armed intervention in Indochina.

Seven years later, just after the Bay of Pigs disaster of April 1961, Nixon in a White House visit urged on President Kennedy an invasion of Cuba and "a commitment of American air power" to Laos. According to Nixon himself, Kennedy replied, "I just don't think we ought to get involved in Laos, particularly where we might find ourselves fighting millions of Chinese troops in the jungles. In any event, I don't see how we can make any move in Laos, 5,000 miles away, if we don't make a move in Cuba only 90 miles away."

Both Nixon and Secretary of State Rogers now are trying to quiet the fears of Congress, but Sen. J. W. Fulbright, chairman of the Senate Foreign Relations Committee, said he had been "scared to death" by the private contention of a high-ranking administration official that Laos was more important to the United States than Vietnam.

The Senate majority leader, Mike Mansfield, Senators Stuart Symington, Albert Gore, George McGovern, and other Democratic spokesmen, are, in the words of Gore, "very afraid we are gradually being sucked into a new Vietnam-type war."

The White House, which thought it had the issue safely damped down, is obviously disturbed by the turn of events, for it can sense that the growing anxiety over Laos also is raising fresh doubts about the soundness of the administration's so-called Vietnamization policy.

The weakness of this strategy has always been that it could be upset by Hanoi, not only by new initiatives in South Vietnam but in Korea, or Thailand, or Laos. Nixon can counter (as he has warned) by sharply escalating the war, but he then will be embracing the policy that cost Johnson the presidency.

FEBRUARY PARITY

HON. JOHN M. ZWACH

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Monday, March 23, 1970

Mr. ZWACH. Mr. Speaker, recently the parity average figure for February 1970 was released. I am happy to note that it is a 75-percent average compared to a 73-percent average, a year ago at this time.

While the average is 2 percent higher than last year, I am not satisfied that it did not climb above the January figure which was also 75 percent. Only when the farmers of this Nation receive a full 100-percent parity, will they be earning a true and honest income for the efforts they extend in feeding the families of this Nation.

Mr. Speaker, in accordance with my usual custom, I hereby insert the parity figures for February:

PARITY, FEBRUARY 1970
(In percent)

Commodity	February 1969	January 1970	February 1970
Wheat.....	48	47	47
Corn.....	65	64	65
Cotton.....	42	40	42
Milk.....	83	82	82
Butterfat.....	75	75	74
Wool.....	43	41	40
Barley.....	66	61	60
Flax.....	68	62	61
Oats.....	70	63	62
Sorghum.....	65	67	67
Soybeans.....	70	64	64
Beef.....	80	82	84
Hogs.....	78	96	100
Lamb.....	89	87	86
Turkeys.....	62	77	76
Eggs.....	76	96	88
Average.....	73	75	75

IT IS FOR THE BIRDS BUT GONE TO THE DOGS

HON. ODIN LANGEN

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Monday, March 23, 1970

Mr. LANGEN. Mr. Speaker, there has been considerable discussion in recent months about the validity of numerous research projects being financed in whole or in part by public funds.

Two questions immediately arise that are deserving of fair and honest answers. First, are these research projects really needed, and second, have the results of such studies justified the money expended?

Of course, there are those who would come to the defense of any and every research project, claiming that this is a noble effort to expand man's fund of knowledge.

Such logic is purposefully designed to be disarming—after all, who will admit to being against knowledge, or mother, or flag, for that matter. But such reasoning is rather spurious on second thought, and one wonders to what limits of absurdity we might go in the name of science and progress. Particularly where public funds are involved, we must impassionately ascertain the probable cost-value ratio of each endeavor.

But have research projects to date been subjected to critical examination? Needless to say there is much research today that is most important—no one would question the urgent need to conquer cancer, for example.

Unfortunately, things are not all that clearly cut, and I am convinced that much needs to be done to tighten controls over all types of research conducted at public expense, lest we continue to lay eggs, like the example below.

There has been concern for some time that centers of basic and applied research have been too narrowly concentrated within a few geographical areas in the United States, hence the decision to establish a broad program to develop new centers at heretofore excluded institutions of higher learning. Altogether 118 such programs have been initiated

at 76 universities in the United States, and by this action project THEMIS was given the breath of life by the Defense Department.

As part of this program the University of Mississippi was awarded a grant of \$600,000 to study the possible use of birds to replace humans in jobs which might be dangerous or "boring."

Again, on first reflection this might sound somewhat reasonable—after all, is it not true that pigeons have been used successfully in past wars as couriers?

But what has become of this feathery episode? To start with, we must seriously question the very legitimacy of such a large expenditure, since the Department of Defense at first claimed that the program was not directed at developing a specific operational military system or device, but rather for the generalized, nebulous, and I might say evasive purpose of building a "better understanding of how to meet a variety of current and future military tasks." Taken from a GAO report.

Now, would someone care to step forward and explain what that means, and also to justify the spending of over a half million dollars of the taxpayers' money for this scheme?

Well, apparently the Defense Department has had some second thoughts of its own, since we now find that, first of all, the project has been cut back from \$600,000 to \$500,000 and even more surprising, they have decided to give up on the birds and will instead concentrate on the use of dogs. Why? The answer is simple, says the Air Force Office of Scientific Research: "So that more immediate useful application of the research can be realized."

Exit some disillusioned birds and \$600,000 which has flown the U.S. Treasury coup.

KINGDOM OF MOROCCO

HON. ADAM C. POWELL

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Monday, March 23, 1970

Mr. POWELL. Mr. Speaker, the sovereign Kingdom of Morocco in northwest Africa was created on March 2, 1956. King Hassan II became the monarch in 1961 and his country became a constitutional monarchy under a constitution approved by referendum in December 1962. The first parliament was elected by universal vote in May 1963.

Morocco is one of the most beautiful and historic countries in Africa. Over half a million tourists are attracted annually to see its casbahs, Roman ruins, old fortresses and oases. The Rif and Atlas mountain ranges have long been celebrated. The country is primarily agricultural and pastoral. It is second to the United States in production of phosphate rock and is first in phosphate exports. It is a significant producer of cobalt. Carpets, leather goods, and silk products are among the manufactures.

We salute the Kingdom of Morocco on the 14th anniversary of the declaration of March 2, 1956.

BRONISLAW BREMENSTUL

HON. HENRY HELSTOSKI

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Monday, March 23, 1970

Mr. HELSTOSKI. Mr. Speaker, the Polish community of the Ninth Congressional District of New Jersey lost a very able and leading citizen when Bronislaw Bremenstul passed away on March 15.

Mr. Bremenstul was one of the most friendly persons it has been my opportunity to meet, and I admired his sincerity and honesty in fighting for the things he believed in very deeply.

As a friend, he was loyal, courteous, and accommodating. His devotion to the United States of America was unquestioned, and his loyalty to the Democratic Party was most avid.

In his life, Bronislaw Bremenstul was a patriot of the first order. In death, he bequeaths to his fellow Poles and Americans a legacy of outstanding civic achievement.

Mr. Speaker, I am proud to pay tribute to a great Polish-American and I know that he will be missed in East Bergen. We will miss his warmth, his courtesy, his conviction.

Mr. Speaker, as part of my remarks, I insert his obituary, which appeared on the day after his death:

BRONISLAW BREMENSTUL—POLISH-AMERICAN LEADER WAS 75

Bronislaw Bremenstul, 408 Sherman pl., Fairview, a leading figure in the Polish-American Community of East Bergen for many years, died yesterday at Englewood Hospital. He was 75.

Mr. Bremenstul was president of the Polish American Democratic Club of Cliffside Park. Having been instrumental in organizing the club in 1929, he served as president from its inception for a period of 12 years. After that he was president for a total of 30 years.

Born in Poland Jan. 15, 1895, he migrated to the United States in 1913 at the age of 18, making his home in New York City. He became a naturalized citizen in 1922 and joined the Polish Democratic Club in the Eighth Assembly District, New York City, the same year. He moved to Fairview in 1926. Though he was retired at the time of his death, he had worked for the Grove Meat and Provision Co. for 40 years.

Mr. Bremenstul was a member of Fairview Board of Health, having served four years during the Mayor Francis Munley administration. For the past few years, he served as a crossing guard.

A member of the Polish-American Welfare Council of Cliffside Park-Fairview for the past 33 years, he also served as its delegate and was a committee member for the Pulaski Day parade in New York City annually. He was an honorary member of the Bergen County Democratic Club.

Mr. Bremenstul was one of the four stalwarts honored at a dinner sponsored by the Men's Democratic Club of Bergen County on Oct. 25, 1962, at the Neptune Inn, Paramus. He also had been honored at a testimonial dinner and awarded a plaque by his own organization.

He also was president and headed the board of directors of the Polish National Home, St. Mark's pl., New York City; member of Polish American Democratic Club of New York and St. Joseph's Society Group 60 of Cliffside Park.

Surviving are his wife, Marie (nee Prechitko); a son, Ludwig, who is a construction engineer in New Orleans, La., and a daughter, Mrs. Joan Dolecki of Fairview, secretary to Fairview schools superintendent; a sister and a nephew in Poland. Six grandchildren also survive.

Mr. Speaker, upon the loss of a husband, father, and grandfather, I express my deepest sorrows and my condolences to his wife, Marie; his son, Ludwig; his daughter, Mrs. Joan Dolecki; and to the six grandchildren who survive him.

JUNIOR ACHIEVEMENT AND OPERATION HOLLAND

HON. FLORENCE P. DWYER

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 24, 1970

Mrs. DWYER. Mr. Speaker, many of our colleagues will recall previous occasions on which I have been privileged to bring to their attention the remarkable work of Junior Achievement of Union County, N.J., through its annual youth incentive and economic education award projects.

As elsewhere in the country, Junior Achievement in Union County aims at providing practical experience for high-school-age boys and girls in the establishment and operation of their own profitmaking business establishments.

This learn-by-doing activity—encouraged and supported by adult business leaders—has enjoyed great success in acquainting young Americans with the challenge and the opportunity and the satisfaction of participating in the private enterprise economy.

In Union County, however, Junior Achievement has reached a kind of zenith, due to the skill and imagination of its adult staff and board of directors and the generous and constant support of the business, financial and industrial community of the area, which I have found nowhere else.

Entitled "Operation Holland," this year's Junior Achievement project will be climaxed by a weeklong visit to Holland by the 30 to 35 award winners—boys and girls whose individual achievements with their junior companies earned them this recognition. In Holland, they will be hosted by a number of major industrial firms, including Merck, Sharp & Dohme, Ford, GAF, Esso, and KLM, whose officials will introduce them to the dynamic life of The Netherlands through that country's industrial, educational, cultural, and scientific activities—thereby further preparing young Americans to assume the responsibilities that will soon be theirs.

Through the cooperation of Harry P. Frank, publisher of the Daily Journal of Elizabeth, N.J., and a member of JA's board of directors, I am proud to include as a part of my remarks in the RECORD the JA bulletin outlining "Operation Holland" and an article from the Newark Star-Ledger describing the program.

I recommend them to our colleagues as an invaluable source of information

about a most constructive and effective way of involving young people in activities whose benefits will follow them throughout their lives.

The article and bulletin follow:

[From the Sunday Star-Ledger, Nov. 16, 1969]

STUDENTS GET A PRIMER ON FREE ENTERPRISE (By John Soloway)

Once again Junior Achievement of Union County Inc., aided and abetted admirably by business and industrial leaders of the area, has come up with a project with merit and muscle on behalf of the American competitive private enterprise system.

This dynamic and well-conceived youth incentive and economic education project is called Operation Holland. It will send some 35 boys and girls of high school age on a week-long visit to industrial, educational and cultural centers in The Netherlands.

Phillip C. Osterman, president of Junior Achievement of Union County, in announcing the project said:

"For some time now our American competitive enterprise system has been under attack from some quarters. As has been said time and again, free enterprise needs better informed and more dedicated believers. Whether our system continues to flourish, or whether the props are pulled out from under it, depends upon how well our youth understand it, and how vigorously they defend it."

He continued, "Thus far Junior Achievement is the brightest hope of preserving our system unimpaired."

As in previous similar projects, some 900 students from 23 public and parochial high schools in the county are already actively competing for a coveted spot among the award winners who will visit Holland next spring.

Winners will be selected on the basis of overall competence in their Junior Achievement activities including production and sales, safety, new and creative ideas to improve their junior company operations and reduce operating costs, attendance records, punctuality, and a generally high degree of excellence in all phases of Junior Achievement activity.

The project gets off the ground next May when the Junior Achievers selected for the trip will take off via HLM Royal Dutch Airlines for Amsterdam International Airport and their visit to the Amsterdam and Rotterdam areas of Holland.

Junior Achievement's Operation Holland has the support not only of business and industrial leaders of New Jersey, but the blessings of the Hon. John Middendorf II, American ambassador to The Netherlands, and his staff, according to J. Kenneth Roden, executive vice president of JA of Union County.

It ought to be noted here that Ken Roden, who has more than just a flair for public relations, is the pappy of Operation Holland and the several similar projects which preceded it.

Coordinator for the upcoming project in The Netherlands is John Barends, director of government liaison for Merck Sharp & Dohme Nederland N. V.

Enthusiastic support and cooperation have already been assured by Dutch industrialists including J. F. A. DeSoet, deputy general manager, KLM Royal Dutch Airlines; J. W. H. Langenberg, vice president of Rhine-Schelde Engineering & Ship Builders Ltd; Alfred Knol, Arthur Andersen & Co.; L. V. Assiter, Austin-Nederlands N. V.; Chris R. Bagchus, Esso Netherlands; John V. Schen, Esso Chemie N. V.; Roel Van Der Velde, Ford of Holland; Marinus Schouten, GAF Nederland; Dr. J. Ph. Backx, Scheepvaart Vereniging Zuid (Rotterdam Port Employers' Association, and American Cyanamid Co's, installation in The Netherlands.

Junior Achievement's New Jersey sponsors participating in the project are: Airco Welding Products Division, Arthur Andersen & Co., The Austin Co., Bell Telephone Laboratories, Holmdel and Murray Hill installations.

Also, Bristol-Myers Products, Burry Biscuit, Chevron Oil Co., CIBA Corp., The Daily Journal, Enjay Chemical Co., FMC Corp., GAF Corp., General Motors Assembly and New Departure-Hyatt Bearings, General Electric, Humble Oil & Refining Co., IBM, Merck & Co.

Also, New Jersey Bell Telephone, Phelps Dodge Copper Products, New Jersey Chapter of Public Relations Society of America, Public Service Electric & Gas, Purchasing Agents Association of North Jersey, Purolator Inc., Quinn & Boden Co.

Also, Radio Corporation of America, Schering Laboratories Division of Schering Corp., Peter J. Schweitzer Division of Kimberly-Clark Corp., Simmons Co., Singer Co., Union County Chapter of Certified Public Accountants, Wayne Steel Co., Weston Instruments and White-Pharmaco and Young Presidents Organization.

JUNIOR ACHIEVEMENT OF UNION COUNTY, INC.,

Elizabeth, N.J., January 12, 1970.

To: Junior Achievement Sponsors, Advisers, company presidents, and high school principals.

From: J. Kenneth Roden, Executive Vice President.

Subject: Operation Holland.

AWARD WINNING JUNIOR ACHIEVERS TO VISIT HOLLAND—WHERE THE GOOD LIVING BEGINS

Junior Achievement is a dynamic, positive program which develops a better understanding of how business operates, its problems, its rewards, and its invaluable contributions to a better life for all people.

There is a definite and continuing need for all who are associated with Junior Achievement to inspire our young people to rededicate themselves to the principles of Free Enterprise. We must effectively teach and demonstrate that our Free Enterprise System is not just a system for carrying on business but much more: The best system for promoting human progress while preserving individual freedom—the system which leads the world in industrial growth and high standards of living.

AN INCENTIVE FOR JUNIOR ACHIEVERS

Operation Holland is a three-pronged youth incentive, economic education, and public relations project. It will continue throughout the Junior Achievement program year. It will be climaxed with a week-long visit to Holland, beginning May 23, 1970, by about 30 to 35 Junior Achievers accompanied by adult advisers from industry.

In Holland the Junior Achievers will have an opportunity to develop personal knowledge of the industrial, educational, scientific and cultural activities of The Netherlands. They will return better prepared to assume their future responsibilities as voters, community leaders, employees and managers in a world where international relationships are becoming increasingly more important.

The group will meet with Dutch business, industrial, educational and government leaders, and their families. Arrangements are being worked out in cooperation with the Honorable John William Middendorf II, American Ambassador to The Hague; John Bovey, Jr., Chargé d'Affaires at the U.S. Embassy; John Barends, Merck Sharp & Dohme, Nederland NV; J.W.A. Longenberg, Rhine-Schelde Engineers & Shipbuilders Ltd., and other prominent Dutch and American businessmen.

Extensive press, radio and television coverage, locally and in Holland is being planned throughout this program year, as well as during the visit to Holland.

WHY HOLLAND?

Because Holland, for centuries occupying a central place of commercial activities, has become an industrial country of major importance. Only 15,450 square miles, much of it below sea level on land reclaimed from the sea, Holland is at the estuary of the most important navigable rivers of Western Europe. Emphasis is shifting from the traditional textile, ship building, and food industries to chemical, metallurgical, petroleum, and electrochemical industries.

Our Junior Achievement group has been invited to visit industrial installations, schools and cultural sites. Arrangements will be made for the Junior Achievers to meet with students and to be guests in homes of executives and officials of the host organizations.

A most important phase of the visit will be a day spent with industrialists at their places of business and participation in discussions of production techniques, management responsibilities, and employment opportunities.

OBJECTIVES OF OPERATION HOLLAND

Operation Holland has been planned and developed by the Board of Directors of Junior Achievement of Union County to meet our present-day challenges. Its objectives are:

(1) *To provide Junior Achievers and Advisers with a positive educational and incentive program designed to stimulate full understanding of the principles, motivations and rewards of Free Enterprise.*

Operation Holland will demonstrate that every individual, employee, manager, or community leader, must be ever aware that the vigor of our private enterprise system depends upon a heritage that attaches prime importance to opportunity for the individual, personal initiative, responsibility and competence. It will demonstrate that people are the priceless asset of any business organization and that each human being is a unique talent which, given an opportunity for expression, can add value to a company.

(2) *To give Junior Achievers actively engaged in owning and operating their own junior companies an opportunity to feel the pulsebeat of industry and international trade, and to learn first-hand the economic facts of life in business at home and abroad.*

Emphasis will be on the need for profits and a high level of individual competence and productivity, without errors. The effect of business profits upon the everyday lives of young people, their families, and the community and the economy as a whole will be stressed.

Operation Holland will demonstrate that each individual's contribution, if properly utilized, will result in a profit to himself, to his employer, to the community and nation. It will further assure continued growth, prosperity and stability of the economy and will show how corporate profits become job producers.

The experience of international travel by jet aircraft will demonstrate to the Junior Achievers how, under the Free Enterprise system, research and development in the transportation industry and aggressive promotion, have advanced international trade, travel and communications and narrowed the world's horizons, thus improving human relationships.

(3) *To have successful businessmen, experienced in the various stages of education and business advancement, convince the Junior Achievers of the dollars and cents value of a high school diploma and to demonstrate clearly the increased income and opportunities available to those who obtain higher education or seek technical or specialized training.*

The project will demonstrate how profitable and essential continued education can be and how short-range thinking with emphasis on short-term income opportunities and job security, without personal initiative

and productivity and responsible leadership, fail to develop the full potential of the individual.

(4) *To maintain the high standards of performance, productivity, and prestige of the Junior Achievement program.*

Special emphasis will be placed on stimulating superior performance at all levels of Junior Achievement activity, development of personal initiative, creative thinking, responsible leadership, good attendance, punctuality and accuracy. Improved production techniques to reduce operating costs will be encouraged. Aggressive safety and quality control programs will be required. Sales incentive programs will be emphasized.

(5) *To demonstrate to Junior Achievers, parents, educators and the community at large the degree of interest which local businessmen have in young people, and to give recognition to business and industrial sponsors and supporters of Junior Achievement for their unselfish efforts on behalf of young people.*

This program will demonstrate to the community that local business and industrial organizations are good neighbors, willing to help prepare young people to accept responsibilities of business management and professional and community leadership.

There will be widespread publicity about Operation Holland and opportunities for good employee and community relations will be initiated by Junior Achievement on behalf of its sponsors and other participants.

(6) *To give Junior Achievers an opportunity to become goodwill ambassadors and to feel first-hand the pulsebeat of international relations.*

The Junior Achievers will develop a keener understanding of the importance of sincere cooperation in international relations in all areas: human relations, government, and particularly business and industry. They will be introduced to the many aspects of life outside the United States through their visits and association with businessmen and professional people, government officials and educational groups.

COMMUNITY PARTICIPATION

There will be extensive community participation in Operation Holland. Every effort will be made to stimulate the entire community to rededicate themselves to the principles of Free Enterprise.

NOMINATIONS AND SELECTION OF ACHIEVERS FOR THE AWARD TRIP

In April outstanding Junior Achievers will be selected for the award trip, scheduled to begin May 23. The deadline for nominations will be 9 p.m. Thursday, April 2. Judging of nominees is scheduled for Saturday, April 11.

Provided that the Junior Achievement company and its individual Junior Achiever members have met the standards set forth in the Performance Standards Bulletin, the company will have the privilege of nominating members for participation in the Operation Holland award trip. Consideration should be given only to outstanding Junior Achievers based on performance and achievement in the following areas:

- Leadership.
- Personal initiative and creating thinking.
- Appearance, grooming, poise.
- Ability to get along with young people and adults.
- Originality of products.
- Production and sales techniques and their successful application.
- Attendance and punctuality.
- Adherence to and proper execution of safety regulations.
- Good quality control.
- Accuracy of company records.
- Knowledge of Junior Achievement company operations.
- Knowledge of sponsoring company's activities.
- Knowledge and understanding of the val-

ues, workings and benefits to the individual of the Free Enterprise System.

Knowledge of the history, culture and economic development of Holland.

Future educational and employment plans of the Junior Achiever and degree to which they are being implemented.

The degree of personal participation in bringing the Junior Achievement company into full participation in Operation Holland should be an important factor in the selection of nominees. Bear in mind that the Junior Achievers who visit Holland will be representatives of our industrial and educational community and will be guests of important citizens there.

A nomination form will be provided by Junior Achievement with instructions for completion and the due date.

All nominees will be interviewed by a special Junior Achievement Awards Panel, at a time and place to be specified by Junior Achievement. Decisions of the Judges will be final.

Selection of Junior Achievers who will participate in the award trip will be announced about three weeks in advance, when instructions will be issued for obtaining written permission from parents or guardians. Travel requirements, including passport and health certificate, and other pre-trip details will be discussed.

INCENTIVE PROGRAM COMMITTEE

The Board of Directors of Junior Achievement of Union County has delegated responsibility for the planning and execution of Operation Holland to Mr. J. Kenneth Roden, Executive Vice President. He will be responsible for liaison with American and Dutch government officials and agencies, and other participating organizations.

The Board of Directors has named a Committee to advise and assist Mr. Roden. Members of the Incentive Program Committee are:

James D. Abeles, President, Purolator Inc.
John Hallahan, President, New Jersey Chapter, Public Relations Society of America.

William M. Bristol III, Group Vice President, Bristol-Myers Company.

John J. Conlon, Vice President, Phelps Dodge Copper Products Corporation.

Harry P. Frank, Publisher, The Daily Journal.

John Mossey, President, Wayne Steel Company.

Honorable Richard R. O'Connor, O'Connor, Morss & O'Connor, General Counsel for Junior Achievement of Union County, Inc.

J. Kenneth Roden, Executive Vice President, Junior Achievement of Union County, Inc.

Barbara A. Walker, Administrative Assistant to the Chairman, Indian Head Inc.

F. A. Westphal, Manager, Bayway Refinery, Humble Oil & Refining Company.

PARTICIPATING ORGANIZATIONS

Some of the organizations participating in Operation Holland are:

- Alreo Welding Products Division.
- American Chamber of Commerce.
- American Cyanamid Company.
- Anchor Corporation.
- Arthur Andersen & Co.
- The Austin Company.
- Bell Telephone Laboratories, Inc.—Murray Hill and Holmdel, N.J.
- Bristol-Myers Products, Bristol-Myers Company.
- Burry Biscuit Division, The Quaker Oats Company.
- Chevron Oil Company.
- The Daily Journal.
- Enjay Chemical Company.
- FMC Corporation.
- Ford Motor Company.
- GAF Corporation.

GM Assembly Division, General Motors Corporation.

General Electric Company.

Humble Oil & Refining Company.

Industrial Management Club of Elizabeth.

International Business Machines Corporation.

KLM Royal Dutch Airlines.

Linden Industrial Association.

Merk & Co., Inc.

Merk Sharp & Dohme Nederland NV.

New Departure-Hyatt Bearing Division, General Motors Corporation.

New Jersey Bell Telephone Company.

New Jersey Manufacturers Association.

New Jersey State Chamber of Commerce.

North Jersey Purchasing Agents Association.

Phelps Dodge Copper Products Corporation.

Public Relations Society of America, New Jersey Chapter.

Public Service Electric & Gas Company.

Purolator, Inc.

Quinn & Boden Company, Inc.

Radio Corporation of America.

Rotterdam Hilton Hotel.

Rhine-Schelde Engineers and Shipbuilders, Ltd.

Rotterdam Port Employers Association.

Schering Laboratories Division, Schering Corporation.

Peter J. Schwetzer Division, Kimberly-Clark Corporation.

Simmons Company.

The Singer Company.

Union County Chapter, New Jersey Society of Certified Public Accountants.

United States Embassy at The Hague.

Weston Instruments, Inc.

White-Pharmaco.

Young Presidents Organization, New Jersey Chapter.

CLOSING OF U.S. CONSULATE IN RHODESIA

HON. PETER W. RODINO, JR.

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Monday, March 23, 1970

Mr. RODINO. Mr. Speaker, it was very heartening to those of us dedicated to the principle of equal rights for all to note our Government's recent action in closing the U.S. consulate in Rhodesia. I find the continuing efforts of the illegal government in Salisbury to deny proper representation to that country's black population a gross affront to justice and human dignity. In this connection, I would like to include in the RECORD an excellent editorial from the New Jersey Afro-American of March 21, 1970, commenting on the issue:

A CONSULATE CLOSES

The United States took a step in the right direction with the closing of the consulate in Rhodesia. A number of other governments already have taken similar action.

When Rhodesia on March 2 declared itself a republic, it told the world that a few hundred thousand whites would attempt to continue indefinitely to hold millions of blacks in bondage in the latter's own country.

While American men fight and die because the government says the U.S. must help preserve self-determination for the South Vietnamese, it would have been hypocritical beyond diplomatic explanation to have continued our consulate in Rhodesia.

However, the action taken does not begin to meet the responsibility of the United States in southern Africa.

Congressmen Charles C. Diggs, D-Mich.

and Jonathan B. Bingham D-N.Y. put the situation in perspective when they said in a joint statement:

"We hope that this initiative will be followed by the United States continuing to fight to implement principles of racial equality and self determination. The closing of the consulate must be the catalyst to ensure the necessary changes, not only in Rhodesia but throughout southern Africa.

"The United States must strengthen sanctions against Ian Smith's illegal white regime. The United States must discourage investment and trade with the South African government. The United States must strengthen her relations with majority ruled nations in southern Africa. The United States must urge Portugal to decolonize Mozambique and Angola. The United States must urge South Africa to surrender the mandated territory of South Africa."

Unless the United States moves in these directions, the two congressmen suggest, the closing of the consulate "will have little meaning."

They are right.

REPORT TO CONSTITUENTS

HON. LESTER L. WOLFF

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Monday, March 23, 1970

Mr. WOLFF. Mr. Speaker, regularly I report to my constituents on important national issues and my activities in Washington. Under leave to extend my remarks I wish to include my most recent report in the RECORD. It follows:

MARCH 1970.

DEAR FRIEND AND CONSTITUENT: In this regular issue of my Washington newsletter I would like to discuss with you the disturbing problem of our faltering national economy. Since Long Island's much publicized economic woes are really symptomatic of a much larger national problem, our local situation is directly tied to policy decisions made in Washington.

As I shall explain in detail, the national economic picture is bleak. Moreover, if the discredited policies of tight money and unemployment are not discarded we face greater unemployment, continued inflation and more costly welfare expenditures stemming from increased joblessness. The situation is an outgrowth of economic policies pursued by the past and present Administrations.

These policy decisions have been aimed, although quite poorly aimed, at the problem of inflation. As you realize every time you go to the supermarket inflation has not been controlled. And now in addition we are faced with the possibility of recession.

To fight the spectre of a full-scale recession—to end the unprecedented combination of high inflation and high unemployment—to set our economy on the right path—I propose the following:

Reorder our national priorities to yield a net reduction in federal spending. This can be done by ending unnecessary, wasteful programs and diverting a portion of the savings to essential domestic programs.

End unsurious interest rates.

Reject the callous and counter-productive policy of deliberately creating unemployment.

End the federal income tax surcharge.

These points are explained in detail inside. As always your comments and opinions are most welcome. Best wishes.

Sincerely yours,

LESTER L. WOLFF,
Your Congressman.

UNEMPLOYMENT

The economic situation on Long Island is approaching a critical stage, with unemployment already above the national average and substantial layoffs and plant closings expected. Unemployment could well affect six percent of the Long Island working force in the near future.

This is symptomatic of the economic slowdown being felt throughout the country. This slowdown, considered by some economists to be a full-scale recession, is the consequence of the government's poor fiscal and monetary policies in 1969.

This February the national unemployment rate rose to 4.2 percent with continuing increases likely through 1970. On Long Island the rate is even higher.

The Administration has deliberately created unemployment. This was indicated when the President's Council of Economic Advisors appeared before a Congressional Committee and maintained that "a moderate rise in unemployment is necessary to start winding down inflation." (Business Week, Feb. 21, 1970)

Rising unemployment is more than a statistic; it means millions of Americans anxious to work cannot find jobs. These people see their savings wiped out and their dreams shattered. Unemployment also means increased costs to government through public assistance paid through your taxes.

I reject the notion that unemployment is necessary to stop inflation. I believe we can return to "full employment" and still stop inflation by preparing the federal budget with new perspectives meaning substantial cuts in non-essential spending.

HIGH INTEREST RATES

But to date tight money has been the main weapon of the present Administration in fighting inflation and it has not worked.

The experience of usurious high interest rates has been to fuel, rather than slow, inflation since the higher cost of borrowing has been passed to the consumer in the form of higher prices. As far back as 1967 I joined with Chairman Wright Patman, of the House Banking and Currency Committee, in forming a committee of Congressmen to fight high interest rates. We maintained our efforts to lower interest rates and in this session of Congress I introduced legislation calling on the Administration and Federal Reserve Board to abandon the unsuccessful and self-destructive high interest rate policy.

HOME BUILDING

In the one area in which high interest rates have slowed the economy, the effect has been much greater than desirable. The home building industry has been severely hit by the lack of mortgage money and housing starts declined last year by 36 percent.

This hits Long Island which is mostly populated by individual home owners. The situation is so desperate that veterans returning from Vietnam cannot find mortgage money to purchase homes.

TAX SURCHARGE

But the beginnings of the problem go back to the inflation of the latter years of the Johnson Administration. President Johnson thought he could control inflation with a tax surcharge, but as we have found out the hard way this is not the answer.

I voted against the original surcharge proposal and have voted against it each time it was brought before the Congress. The surcharge has not controlled inflation and leaves you—the taxpayer—in the continuing unfair position of paying inflated prices out of a deflated paycheck.

VIETNAM WAR

It must be noted that the main source of the original inflationary pressures in this cycle came from the costs of the Vietnam war. No matter how it is disguised there can

be no doubt that the cost of this war, now over \$100,000,000,000.00, has drained our resources without a resolution or end in sight. In fact, under present policies we face years of added support for a Vietnamese government riddled with corruption that no "Vietnamization" can correct.

REORDER FEDERAL BUDGET

As I indicated above, a major overhaul of the federal budget is the best solution for inflation and unemployment. Much can be eliminated from the federal budget while we step up some programs and realize a net reduction in spending. Reductions are possible in these areas:

(1) A \$4.5 billion a year farm subsidy (welfare) programs that pays large farmers to plow food under while there is hunger here and abroad. Some corporate farms receive annual payments of more than one million dollars for not producing.

(2) "Pork barrel" public works that are among the most flagrantly wasteful and unnecessary spending programs. If the Administration is serious about cutting spending it can start here and save more than two billion dollars.

(3) Defense spending not related to our national security should be cut from the budget—this program that now takes 40% of your tax dollar was never intended as a WPA or relief program. Its purpose is our national security. Let me emphasize that programs necessary to our security deserve our full and unfailing support. But there is much excess "fat" that can be cut without compromising our national interests. This is the largest part of our budget—more than \$70 billion—and thus the area where the greatest cuts can be made.

For example, proposals have been made for expansion of the Safeguard ABM system which could cost \$100 billion. Yet no one knows if this system will work.

There are also the problems of unnecessary "extras" (cost overruns-C5A) and unsound programs in the Defense Department (programs often abandoned after billions are spent—Cheyenne Helicopter).

These are just some of the many ways the federal budget can be cut. So that we would devote attention to domestic needs we could direct a portion of the money saved toward:

Environmental protection and pollution control;

Improved education and help to offset unreasonably high school taxes;

Rapid mass transit to finally end the LIRR nightmare;

More and better housing; and

An end to hunger and the elimination of urban and rural poverty.

By ending waste in the federal budget we will have the money for programs of dire necessity and still accomplish a net reduction in spending. This is why the "flap" over the health and education budget was shameful. Cutting this budget while wasting billions elsewhere was a cynical and unnecessary affront to the American people who need improved educational facilities and help in paying the soaring cost of education.

To control inflation and return to full employment we need:

An end to Administration wavering on the wage-price spiral. Instead of ignoring, as the Administration has thus far, this fundamental means of attacking inflation we must immediately study how to check the spiral. I have introduced legislation for a review of the desirability of action in this area.

Reductions in federal spending as outlined above.

Reductions in food and medical costs—the areas most hit by inflation.

A further reduction in the "discriminatory" oil depletion allowance which protects the special interests of the oil lobby.

An end to the federal income tax surcharge.

Six percent prime lending and home mortgage rates ceiling.

Establishment of national welfare standards to cut costs in public assistance.

Now to aid those unemployed and to minimize the cost of public assistance we should:

Increase job training and retraining programs and see that individuals are paid while learning new skills. I am pleased that the President has acted in this direction.

Provide additional day care centers so mothers willing and able to work can do so.

Aid in relocating those who lose jobs.

Most importantly, the government can save money, get the manpower for domestic projects, cut the welfare burden, and aid the economy by being the employer of last resort. People should not be unemployed, nor should those able to work be receiving welfare and not working when we need hospitals, schools, mass transportation, etc.

To sum this up briefly, by cutting the "fat" out of federal spending problems, by reordering our national priorities, by discarding outdated economic theories and by ending the crass acceptance of unemployment—we CAN stop inflation and attain full employment. I pledge to do all that I can to achieve these goals.

THE NATION'S ECONOMY

Unemployment is up by more than 25 percent in the last year.

The cost of living rose by 7.6 percent in the same period.

The wholesale price index rose during January at an annual rate of 8.4 percent indicating inflation through 1970 if policies are not changed.

Congress effected a net reduction of \$5.5 billion in the Administration budget for the current fiscal year.

The prime lending rate has risen to 8.5 percent.

Housing starts were down by 36 percent last year.

THE NATIONAL FOUNDATION FOR HIGHER EDUCATION

HON. J. GLENN BEALL, JR.

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Monday, March 23, 1970

Mr. BEALL of Maryland. Mr. Speaker, a major source of concern to some of us in this body has been the manner in which the resources of our colleges and universities were employed. For three decades the Federal Government has been employing the universities to do work which it wanted done. While most of these projects were undeniably in the national interest, the fact still remains that this tendency has worked to divert the academic community from pursuing excellence and reform in fields of its own choosing.

To correct this imbalance, President Nixon has proposed the creation of a National Foundation for Higher Education. Similar to the National Science Foundation; this new Foundation would provide a Federal source for institutions which wish to experiment. Besides acting as a source of funds, the Foundation would act as an organization at the highest level concerned with the development of national policy in higher education. The President has announced that he expects to request \$200 million for this organization in fiscal year 1972. I am sure that the higher education community will welcome this long-needed source of support from the Federal Government.

EXCERPTS FROM "THE ENVIRONMENTAL HANDBOOK"

HON. GEORGE E. BROWN, JR.

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Monday, March 23, 1970

Mr. BROWN of California. Mr. Speaker, 1 month from yesterday will be Earth Day, the first of the environmental teachings to be observed across America.

Many of us in the Congress will be participating in the various activities planned for April 22. Recently, Ballantine Books published a valuable guidebook of research material dealing with environmental quality issues and perspectives. The book was edited by Garrett De Bell, and I commend him on his fine choice of articles.

After reading "The Environmental Handbook" I have picked out a number of the articles which I feel are extremely helpful and I plan to insert them into the RECORD over the next few days. Today, as an introduction, I am inserting three pieces on the meaning of ecology. The articles follow:

THE MEANING OF ECOLOGY

I. SMOKEY THE BEAR SUTRA

Once in the Jurassic, about 150 million years ago, the Great Sun Buddha in this corner of the Infinite Void gave a great Discourse to all the assembled elements and energies: to the standing beings, the walking beings, the flying beings, and the sitting beings—even grasses, to the number of thirteen billion, each one born from a seed, were assembled there: a Discourse concerning Enlightenment on the planet Earth.

"In some future time, there will be a continent called America. It will have great centers of power called such as Pyramid Lake, Walden Pond, Mt. Rainier, Big Sur, Everglades and so forth; and powerful rivers and channels such as Columbia River, Mississippi River, the Grand Canyon. The human race in that era will get into troubles all over its head, and practically wreck everything in spite of its own intelligent Buddha nature."

"The twisting strata of the great mountains and the pulsings of great volcanoes are my love burning deep in the earth. My obstinate compassion is schist and basalt and granite, to be mountains, to bring down the rain. In that future American Era I shall enter a new form: to cure the world of loveless knowledge that seeks with blind hunger; and mindless rage eating food that will not fill it."

And he showed himself in his true form of Smokey the Bear.

A handsome smokey-colored brown bear standing on his hind legs, showing that he is aroused and watchful.

Bearing in his right paw the Shovel that digs the truth beneath appearances; cuts the roots of useless attachments, and flings damp sand on the fires of greed and war;

His left paw in the Mudra of Comradely Display—indicating that all creatures have the full right to live to their limits and that deer, rabbits, chipmunks, snakes, dandelions, and lizards all grow in the realm of the Dharma;

Wearing the blue work overalls symbolic of slaves and laborers, the countless men oppressed by civilization that claims to save but only destroys;

Wearing the broad-brimmed hat of the West, symbolic of the forces that guard the Wilderness, which is the Natural State of the Dharma and the True Path of man on earth; all true paths lead through mountains—

With a halo of smoke and flame behind, the forest fires of the kali-yuga, fires caused by the stupidity of those who think things can be gained and lost whereas in truth all is contained vast and free in the Blue Sky and Green Earth of One Mind;

Round-bellied to show his kind nature and that the great earth has food enough for everyone who loves and trusts her;

Trampling underfoot wasteful freeways and needless suburbs; smashing the worms of capitalism and totalitarianism;

Indicating the Task: his followers, becoming free of cars, houses, canned food, universities, and shoes, master the Three Mysteries of their own Body, Speech, and Mind; and fearlessly chop down the rotten trees and prune out the sick limbs of this country America and then burn the leftover trash.

Wrathful but Calm, Austere but Comic, Smokey the Bear will illuminate those who would help him; but for those who would hinder or slander him, he will put them out.

Thus his great Mantra: Namah samanta vajranam chanda maharoshana Sphataya hum traka ham mam.

"I dedicate myself to the universal diamond be this raging fury destroyed."

And he will protect those who love woods and rivers, Gods and animals, hobos and madmen, prisoners and sick people, musicians, playful women, and hopeful children;

And if anyone is threatened by advertising, air pollution, or the police, they should chant "Smokey the Bear's Spell: Drown Their Butts, Crush Their Butts, Drown Their Butts, Crush Their Butts."

And Smokey the Bear will surely appear to put the enemy out with his vajra-shovel.

Now those who recite this Sutra and then try to put it in practice will accumulate merit as countless as the sands of Arizona and Nevada.

Will help save the planet Earth from total oil slick,

Will enter the age of harmony of man and nature,

Will win the tender love and caresses of men, women, and beasts

Will always have ripe blackberries to eat and a sunny spot under a pine tree to sit at,

And in the end will win highest perfect enlightenment. Thus have we heard.

II. FROM THE LIFE AND TIMES OF ARCHY AND MEHITABEL: DON MARQUIS

"dear boss I was talking with an ant the other day and he handed me a lot of gossip which ants the world around are chewing among themselves

"I pass it on to you in the hope that you may relay it to other human beings and hurt their feelings with it

"no insect likes human beings and if you think you can see why the only reason I tolerate you is because you seem less human to me than most of them

"here is what they are saying

"it wont be long now it wont be long man is making deserts on the earth it wont be long now before man will have used it up so that nothing but ants and centipedes and scorpions can find a living on it

"man has oppressed us for a million years but he goes on steadily cutting the ground from under his own feet making deserts deserts deserts

"we ants remember and have it all recorded in our tribal lore when gobi was a paradise swarming with men and rich in human prosperity it is a desert now and the home of scorpions ants and centipedes

"what man calls civilization always results in deserts man is never on the square he uses up the fat and greenery of the earth each generation wastes a little more of the future with greed and lust for riches.

"north africa was once a garden spot and then came carthage and rome and despoiled the storehouse and now you have sahara sahara ants and centipedes

"toltecs and aztecs had a mighty civilization on this continent but they robbed the soil and wasted nature and now you have deserts scorpions ants and centipedes and the deserts of the near east followed egypt and babylon and assyria and persia and rome and the turk the ant is the inheritor of tamerlane and the scorpion succeeds the caesars

"america was once a paradise of timberland and stream but it is dying because of the greed and money lust of a thousand little kings who slashed the timber all to hell and would not be controlled and changed the climate and stole the rainfall from posterity and it wont be long now it wont be long till everything is a desert from the alleghenies to the rockies the deserts are coming the deserts are spreading the springs and streams are drying up one day the mississippi itself will be a bed of sand ants and scorpions and centipedes shall inherit the earth

"men talk of money and industry of hard times and recoveries of finance and economics but the ants wait and the scorpions wait for while men talk they are making deserts all the time getting the world ready for the conquering ant drought and erosion and desert because men cannot learn

"rainfall passing off in flood and freshet and carrying good soil with it because there are no longer forests to withhold the water in the billion meticulousations of the roots

"it wont be long now it wont be long till earth is barren as the moon and sapless as a mumbled bone

"dear boss I relay this information without any fear that humanity will take warning and reform signed archy."

III. THE ENVIRONMENTAL TEACH-IN: RENÉ DUBOS

The world is too much with us. We know this intuitively. But our social and economic institutions seem unable to come to grips with this awareness. The most they do is to appoint blue-ribbon committees and organize symposia which endlessly restate what everybody knows in a turgid prose that nobody reads and that leads to no action.

I do not believe that the environmental teach-in will provide new insight or factual knowledge, but I do hope that it will help alert public opinion to the immediacy of the ecologic crisis. The teach-in should point to action programs that can be developed now in each particular community. It should try also to define the areas of concern where knowledge is inadequate for effective action, but could be obtained by pointed research. I know that many scientists and technologists would welcome a form of public pressure that would provide them with the opportunity to work on problems of social importance.

The colossal inertia and rigidity—if not indifference—of social and academic institutions makes it unlikely that they will develop effective programs of action or research focused on environmental problems. Two kinds of events, however, may catalyze and accelerate the process. One is some ecological catastrophe that will alarm the public and thus bring pressure on the social, economic, and academic establishments. Another more attractive possibility is the emergence of a grassroots movement, powered by romantic emotion as much as by factual knowledge, that will give form and strength to the latent public concern with environmental quality. Because students are vigorous, informed, and still uncommitted to vested interests, they constitute one of the few groups in our society that can act as spearheads of this grassroots movement. I wish I were young enough to be a really effective participant in the Environmental Teach-In and to proclaim in action rather than in words my faith that GNP and technological efficiency are far less important than the quality of the organic world and the suitability of the environment for a truly human life.

VIETNAM

HON. JOHN H. DENT

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Monday, March 23, 1970

Mr. DENT. Mr. Speaker, Mr. and Mrs. Luther Palmer, of Greensburg, Pa., two old and dear friends, have given me permission to share with you and our colleagues their memories of SP4 Larry Dale Palmer, a beloved grandson. Young Larry was a victim of the terrible destruction we call Vietnam.

I cannot add a thought, a sentiment, or a single word without feeling that I have intruded into a private valley of unselfish devotion, love of family, and respect of country.

My friend's letter to me, a poem written by Larry, and the young man's obituary follow:

GREENSBURG, PA.,
February 28, 1970.

DEAR FRIEND JOHN—Enclosed you will find a clipping with the picture of my grandson and another of a poem that he wrote in September of 1969 on the battlefield in Danang. These I want you to have in remembrance of us both. He loved to hunt and fish and these were the sports that he really enjoyed, but just for a short while as the Army inducted him and put him in the infantry to die on the battlefield near Danang.

He managed to get through it for about six long months and was finally killed September 20th—1970. He had a close call to death December 12th which hospitalized him for about one month and then sent back to the battlefield again for another close call from his own men and then another close one when by what I call a miracle as he was leading a group of five including himself as point man or as a leader when the Lieutenant who was behind him told him to fall to the rear and he would lead for a while. The Lieutenant continued on for about 10 steps and stepped on a booby trap which killed him and the man behind him, wounded the next man in the leg, cut the vertebrae out of the next man at the neck and he will be paralyzed for life from the neck down, and will only be able to move his head a bit. He is in a hospital in Japan. My Grandson who was fifth in line was knocked to the ground by the concussion of the blast. Action continues most every day and on another day he and another boy were sent to place some obstacles to interfere with the advance of the enemy when their own men cut loose on them and another close call to death as they took for cover and as the enemy was closing in, they started to fire at the two of them as they took cover in a rice field and crawled through the water on their stomachs headed for the American side but far enough off to one side where their own men couldn't see them and again they came through safe. The next encounter was Sept 19 when the Americans lost 4 men killed and 13 wounded, and the Vietnams lost 4 killed. Then came the fateful day of Feb. 20th when one unit was being cut down by enemy fire and a call came in for help and that is when my Grandson's group went to the rescue and that is when he was shot through the head and was killed.

All told 14 men were killed and 29 wounded. There was only two of his squad of 12 that was left and the other 10 was new replacements. I wrote a letter to the lone one and if I don't receive a reply from him, then I know that he was killed also. It will take at least 12 days to receive a reply from him providing he gets a chance to write if he is still alive. Then they are faced with the children and women situation. Those villages are supposed to be peaceful people but watch

for hand grenades from children and women and also rifle fire from women.

They also furnish information to the enemy at night. Now they want to try our boys for murder and I plead with you Congressmen and Senators to never let these trials take place. I just read in the paper yesterday where they are holding 6 marines for the murder of 18 civilians. To me it seems we are fighting one of the most ruthless enemies in the world with spies all around our American soldiers who will kill you with the blink of an eye and we are supposed to fight and die against them with kid gloves.

If dropping a couple of Hydrogen bombs or missiles on them would stop this affair I would be willing to do the dropping if our generals are afraid. I think it would stop this terrible slaughter of our boys just like it did in Japan and we didn't do it soon enough then. If we would have done it sooner, I know thousands of our boys from World War two would still be living. We have two more days before he will be laid to rest but memories will linger on for the rest of his parents and friends lives. Let's hope that God soon brings Peace on Earth Good Will toward Men for every day in the year.

With Love

Mr. and Mrs. LUTHER PALMER.

NEAR DANANG—COUNTY MAN IS KILLED IN ACTION IN VIETNAM

A Greensburg area soldier has been killed in action in Vietnam.

SP4 Larry Dale (Duke) Palmer of Greensburg RD 2, serving with the 196th Light Infantry Brigade near Tam Ky, south of DaNang, was killed Friday, Feb. 20, in an engagement with a hostile force.

A son of Luther Dale and Margaret Altman Palmer, he was drafted in April, 1969, and completed his basic training at Fort Jackson, S.C. and additional training in the infantry at the same post. He went to Vietnam in September, 1969.

He was a graduate of Hempfield Area High School, class of 1967, and was a member of the First United Church of Christ, Greensburg.

Besides his parents, he is survived by a sister, Linda Marie Rega, his paternal grandparents, Mr. and Mrs. Luther Palmer and his maternal grandmother, Mrs. Laird Altman and a niece Cheri Rega, all of Greensburg RD 2.

Funeral arrangements will be announced later by the Maurice C. Barnhart Funeral Home, Greensburg.

IN MEMORIAM

A THOUGHT

Written October 1969 during actual wartime combat in Viet Nam by SP-4 Larry Palmer who since was killed in action February 20, 1970.

It was October the 12th in the year 69.

And the American people were all well and fine.

But for thousands of GI's in South Viet Nam, Even the weather was not to be calm.

For it was the monsoon season with mud, rain and wind,

And it seemed God was angered at this world that had sinned.

For war was the thing that had spread through the land,

From the steaming hot jungles to far distant sands.

And at night in my tent I would sit and would pray,

That God would grant life for just one more day.

For we were the heroes who would set these people free,

But the whole idea seemed kind of funny to me.

To stop Communist aggression, that was our goal,

But the price we were paying was a terrible toll.

For forty thousand soldiers had come here and died,

And now they were home in the ground side by side,

Three hundred sixty-five days, that was my tour,

To live or to die in this terrible war.

And as I sit and write with my pen in hand, I pray for world peace throughout the whole land.

CATFISH FARMING, A NEW LIVESTOCK

HON. J. J. PICKLE

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Monday, March 23, 1970

Mr. PICKLE. Mr. Speaker, asking the indulgence of my more urbane colleagues from the megalopolis areas of the North and East, I would take this opportunity to spread before you the moneymaking opportunities hatched from the lowly catfish.

The catfish, long one of the most maligned members of the piscatorial set, has lately found prominence in the culinary environs. It is true, this same fat old channel catfish that for centuries has appeased the more rustic of appetites has suddenly become a delicacy among the city-slickers.

I am painfully aware that the mere mention of "catfish farming" starts a malicious grin on the face of our more cosmopolitan members. However, that smile takes on a serious bent once they learn that the agrarians in their district can earn anywhere from \$250 to \$750 per water-covered acre with the proper tutorial assistance.

Please pardon the fun, Mr. Speaker, but I have just participated in one of the most pleasant projects that I ever held in my district. Last month, with the capable assistance of the Texas A. & M. Extensive Service and the USDA Soil Conservation Service, I sponsored a catfish farming seminar in the 10th Congressional District of Texas.

The response was overwhelming. Nearly 300 people from all over Texas appeared and stayed for a day-long seminar examining the profits and the pitfalls of this new agribusiness—catfish farming.

At the outset, I would emphasize that this is a high-risk venture. Lots of people go broke—but many, many more find this idea of catfish farming is profitable and fun if they just follow the simple rules of good management and custodial treatment.

For example, the agriculture experts at Texas A. & M. Extension Service are ready to take the wraps off the plans to increase the income from Texas farm products \$1 billion within just a few years: their goal in billions of dollars is "3.76 in 1976."

To do this, they are counting heavily on the growth of catfish farming. If the A. & M. predictions ring true, catfish farming in Texas will reach the present income levels of our long-established and profitable poultry business by 1976, or much sooner. This represents well over 100 million new dollars.

Let me immediately dispel any theorists who might tag me as an authority. I am no expert on catfish farming. However, I can appreciate those who would break new ground. To do this, let me introduce into the RECORD the remarks of a distinguished and knowledgeable man in this field, Mr. Olan Dillon, the regional biologist for the Fort Worth office of the Soil Conservation Service. I include his remarks summarizing the fish farming outlook:

SUMMARY OF COMMERCIAL FISH FARMING IN THE UNITED STATES

(By Olan W. Dillon, Jr., regional biologist, Soil Conservation Service, Fort Worth, Tex.)

Producing fish in agricultural water is America's newest livestock industry. While many agricultural products are faced with surpluses, crop allotment systems, and price regulations, fish is a crop whose production knows no surplus, no acreage controls, and no price regulations and commands a good market image and a sale price. Fish farming, especially for warm water fish, serves conservation purposes by retaining water in farming areas, helps to control erosion, and uses land often too wet for field crops.

Fish farming in the United States is carried on with more kinds of fish than most people realize. Some of these are bait minnows, buffalo-fish, carp, catfish, trout, bass, bluegills, and crayfish. Studies are underway to adapt to pond culture, estuarine, and salt water species including shrimp, oysters, mussels, pompano, and others. The largest poundage of fish produced, however, is in channel catfish, bait minnows and trout.

Interest in fish farming is so widespread and intense that obtaining reliable estimates of the acreage of ponds and the pounds of fish produced by fish farmers is difficult. We found such a wide variance in both acreage and pounds that we decided to make a survey through the field offices of the Soil Conservation Service. The Soil Conservation Service assists over 3,000 soil conservation districts and maintains a staff of professional technicians in virtually every county in the Nation. Technical assistance in soils, engineering, and biology is provided to fish farmers the same as for other agricultural enterprises. Because SCS is working in this field we can find out about the fish farming activities in a county although we may not be working with every fish farmer. The figures given in this paper are the result of this survey.

Channel catfish, the former strippling of the fish farming industry, has become the giant. Methods presently being used to grow channel catfish were virtually unknown in 1960. In April 1969, land owners and operators planned to have more than 32,000 acres (30,000 in the South) in food fish production and will produce close to 40 million pounds this year. Another 3,000 acres or so are in channel catfish fingerling production.

To show how rapidly catfish farming is growing, Dr. Fred Meyer* estimated that approximately 24,000 acres were producing food-size fish and another 1,600 acres were producing fingerlings. Our April 1969 estimate showed that food fish production is up 33 percent over 1968. Since the survey was made we know of several hundred acres of new water being used and some conversion from minnows to catfish. One company, recently organized, has put in 300 acres of ponds this year and plans to have 1,000 acres by fall.

A second company plans to have at least 1,600 acres of water in production by next

year. We also know of several ponds that have been converted to catfish from minnows. These new and converted waters have not been included in our summary. We know that fish farming in the South is growing more rapidly than one can keep up with it. Catfish farming is also growing in other states such as Kansas, Kentucky, Missouri, and California. Results of our survey of the major catfish producing states are listed in table 1.

A new development is the production of channel catfish in raceways. Tennessee has close to 13,000 feet of raceways this year and Georgia has about 10,000 feet. Production to date has been about 2,000 pounds of fish in each 100 feet of raceways. There are indications that production may go as high as 3,000 pounds per 100 feet as operators gain more experience in this technique. This method of culture depends on high volumes of water to be practical.

A lot of research is being carried on at the present time to grow channel catfish in baskets. Some Georgia farmers see enough future in this method of culture that they have close to 200,000 catfish on feed in baskets at this time. This method makes possible the use of water areas such as gravel pits, large lakes, floodwater-retarding structures, farm ponds, or other bodies of water where harvesting fish is difficult or impossible.

Catfish fingerling production has almost doubled in one year. Meyer (ibid) estimated 1,600 acres in 1968. Our estimate for 1969 is 3,000 acres. Three thousand acres of water in fingerling production may well produce 100 million fingerling catfish. How many fingerlings will be produced will not be known until this fall. In fact more acreage may be put in fingerling production because at the time this paper was written the spawning season was just getting into full swing. The fingerlings produced in 1969 will be the fish stocked in the spring of 1970 to produce food fish in the fall and winter of 1970. Data given in this paper do not include production by state or federal hatcheries.

What about markets for the 40 million pounds of channel catfish now being produced? So far all the fish produced have moved into such markets as fish-out ponds, onfarm sales, local sales, processing plants, and franchise and other restaurants. Mr. Walter Jones on this program will more adequately cover the marketing aspects of this subject.

Minnow culture began in the United States in the early 1900's. It now ranks number two in acreage of water devoted to fish farming. It is losing ground; Meyer (ibid) estimated the 1968 production as just under 24,000 acres whereas our survey showed a little more than 20,000 acres in minnow production.

Arkansas has the largest acreage in minnows. They grow mostly golden shiners, although other kinds are grown. Production usually averages 500 pounds or more per acre; thus more than 10 million pounds of minnows will be produced this year. These fish farmers run a large and efficient business. They can compete favorably in price and quality anywhere in the United States because they apply modern techniques of growing, handling, harvesting and hauling fish.

A new development in minnow farming is the stocking of 100 or so channel catfish in minnow ponds. The catfish grow well and have little effect on the pounds of minnows produced.

Trout farming began in the United States "in" or "about" 1853 and has had a long and colorful history. Fish farmers will grow around 13 million pounds of trout this year. Again I remind you that this figure indicates the number of fish being produced by private enterprise and does not include fish produced by state or federal agencies.

Idaho leads in pounds of trout produced

because it has high volume springs of cold water. It will grow more than 4 million pounds this year. The South, which is not usually considered a trout-producing area, will produce close to 3 million pounds. Cold water springs with constant temperatures suitable for trout production are in Alabama, Arkansas, Georgia, North Carolina, and Tennessee. The balance of trout production comes from the northern and western states.

Fish-out ponds are important markets for trout, especially in the South. Another paper on this program covers the way that many private land owners and operators develop their cold water resources. How the trout farming business expands, however, is based on the availability of cold water springs, improved efficiency of operation, new techniques, and market promotions.

Another agricultural product of particular interest since we are meeting here in New Orleans, is the crawfish industry. Louisiana produces 3 million pounds of this gourmet food on 6,000 acres of farmland. This is in addition to a sizeable industry that takes crawfish from the bayous, swamps and other natural waters.

In the time allotted, we will not try to cover all business generated by fish farmers, such as heavy equipment, nets, chemicals, etc., but we will mention the feed business.

Channel catfish are the leading consumers of feed. Using my estimate of 32,000 acres in channel catfish and a production of 1200 pounds per acre, 38 million pounds of fish would be produced. Using a realistic feed conversion ratio of 2.0 pounds of feed for each pound of flesh, catfish consume 72 million pounds of feed or 36,000 tons. At the current price of \$100 per ton, feed sales then would amount to 3.6 million. Again, no public (state or federal) agency feed requirements are included in this figure.

Trout are next in feed consumption. Again, assuming 2.0 feed conversion, easily obtainable by a good fish farmer, the thirteen million pounds produced this year consume 13,000 tons of feed. At \$200 per ton, trout farming uses more than 2.5 million dollars worth of feed.

Minnows are fed on a much less intensive scale than catfish or trout. Meyer (ibid) states that many farmers use a fertilization program to encourage natural food and provide manufactured feed as a supplement. Feed costs range from \$25.00 to \$250.00 per acre per year, with most farmers in the lower range. Dr. Meyer estimated that if 7 pounds of feed per acre per day were used for a 210-day growing season, feed consumption for 24,000 acres would be 16,800 tons. At a price of \$95.00 per ton, minnow feed sales totaled 1.6 million dollars in 1968.

Although there has been a cutback in minnow farms in 1969, there is still a good demand for bait for recreation fishing.

Many problems remain to be solved especially with catfish. Oxygen depletion continues to plague producers as do parasites and diseases. Badly needed chemicals must be cleared with the Food and Drug Administration either by the manufacturer or by a public agency so that fish farmers can have the disease control tools they need. Research in feeds and feeding methods already underway need to be expanded. There is a lot to be learned about basket culture, raceway production of channel catfish, practical methods of using air to prevent oxygen shortages, and many other things.

The fish farmer associations in both trout and catfish have a tremendous job ahead in consumer education, market promotion and keeping a steady 12-month supply of fish. Processors must develop a wide variety of products that attract both wholesale and retail outlets.

The fish farming industry has made tremendous strides in the past few years. I am confident that it will solve the many problems ahead.

*Meyer, Fred P. 1968. Commercial fish production in the U.S. and its relation to the feed industry. Animal Nutrition Research Council, Washington, D.C., October 17, 1968.

Mr. Speaker, there is much more to be said about the new potential offered by catfish farming. To paraphrase an angry constituent who once wrote a poignant letter to Sam Houston, "You'll hear more from me when I am ready."

ORT—ORGANIZATION FOR REHABILITATION THROUGH TRAINING

HON. JACOB H. GILBERT

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Monday, March 23, 1970

Mr. GILBERT. Mr. Speaker, March 18 was designated as ORT Day throughout the United States. I want to take this occasion to extend my hearty good wishes to ORT, and to call to the attention of my colleagues in Congress the important and valuable work of this outstanding organization.

ORT—Organization for Rehabilitation Through Training—is a program for rebuilding lives through vocational education. The recognized vocational training agency for the Jewish people, ORT's central creed is that man is best aided by being helped to become independent, self-supporting, and self-respecting.

ORT is the world's largest nongovernmental vocational training agency. Its students include the poverty-stricken inhabitants of underdeveloped countries, refugees and immigrants seeking a new life, and youngsters trying to build secure futures.

ORT operates in 22 countries on five continents. In 1968, ORT students enrolled in over 650 training units. In Europe, some 10,063; in Israel, 30,060; in North Africa, 2,287; in Iran, 2,991. Other ORT schools are in New York, South America, South Africa, and India. The number of ORT students has doubled in the past 5 years, and ORT has been working unceasingly to grow still further to admit the steadily increasing number of applicants. In 1969/70, ORT will enroll nearly 55,000 students.

ORT must meet tremendous pressures in France, where a torrential immigration—the largest Jewish population shift since World War II—has posed grave problems for the new refugees. Israel, too, has great and increasing need for ORT-trained workers.

The standard ORT school is a vocational high school, with a three-to-four year curriculum in which an academic high school education is given along with technical training in the most advanced industrial trades. ORT also conducts special programs for those lacking the time or the requisite prior education to attend a four-year day school. These programs include apprenticeship and pre-apprenticeship courses, refresher and adaptation courses, course teaching rudimentary skills that will enable the student to get a beginning industrial job, and courses to increase the skills and income of those already employed in a trade.

ORT gives training in more than 70 modern industrial skills. The trades

taught vary according to the needs of the particular area's economy. Thus, ORT students get the greatest opportunity for employment.

ORT helps to build underdeveloped economies and to man the industries of free countries striving to keep pace with technological advances. Acknowledging this help, the U.N. and some two dozen countries (including the U.S.), most of which have ORT schools within their borders, have given ORT sizeable and repeated grants.

Women's American ORT, the American women's branch of the World ORT Union, is the largest World ORT Union affiliate, and the second largest single source of financial support to ORT. It now has 87,000 members in 700 chapters located in all major American cities.

The ORT program is financed by the World ORT Union and affiliates; by the Joint Distribution Committee, a member agency of the United Jewish Appeal, and by governments, foundations, et cetera, throughout the world. Women's American ORT supports the program through its membership dues.

**"IS IT TOO LATE FOR ALL OF US?"
LOS ANGELES ENGLISH CLASS
ASKS ABOUT SMOG**

HON. GEORGE E. BROWN, JR.

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Monday, March 23, 1970

Mr. BROWN of California. Mr. Speaker, I believe in—and always have listened to—young people. And I have learned many things from them.

Lately, my mail has been heavy from young Americans concerned with environmental quality. The message invariably is the same: "if pollution isn't cleaned up, then our generation may not survive; and it is your generation which is doing this to us; what are you going to do about it?"

The burden is on Congress to act now—and act decisively to halt pollution. Halfway measures are not enough; neither is procrastination or indecision. Already in the 91st Congress I have introduced a half dozen legislative proposals aiming to eliminate smog; in the near future I expect to submit even stronger bills to stop smog.

Today I would like to insert a series of letters from a 10th grade English class at John Marshall High School in Los Angeles. The class, taught by Mrs. D. Roth, has been studying air and water pollution problems, and they recently wrote me an extremely interesting series of letters.

As it soon becomes apparent, these students want to help overcome smog. They are looking for direction from us. We must respond. There is no alternative.

The letters follow:

JOHN MARSHALL HIGH,
February 5, 1970.

Congressman BROWN,
Federal Office Building,
Los Angeles, Calif.

DEAR MR. BROWN: Since we live in a terribly polluted area, well known as the "gas

chamber" and the "bay of smokes", I feel that more appropriate actions be taken against offenders of the air we breathe and the moral code of "live and let live."

If air pollution is further allowed to continue in Los Angeles, this city will truly be the "city of angels."

Our class has participated in investigating the problem of air and water pollution. We have learned of the history of pollution. Many of the facts we have uncovered, startled me and my classmates. The horrible and nauseating history of air pollution has made us aware of the destroying power it contains.

Also, the oil platform now being erected in San Pedro is another threat to our beaches and wildlife. Isn't the lesson taught at Santa Barbara, enough to make the oil companies, stop?

Because of the information we have learned, how can we make people more aware of the problem? How can I help, personally? Is it too late for all of us?

Yours truly,

JOHN LEW.

JOHN MARSHALL HIGH SCHOOL,
Los Angeles, Calif., February 7, 1970.
Congressman GEORGE BROWN,
Federal Office Building,
Los Angeles, Calif.

DEAR CONGRESSMAN BROWN: Recently, the English class in which I am a participant, conducted oral reports on pollution in air and water. Since that time, my classmates and I have become very aware and worried about this growing and overwhelming problem in our country.

It is our understanding that you are also concerned with this problem, and we would appreciate suggestions from you on ways for us, as individuals, to contribute to the elimination of this problem in the United States and world.

Your reply would be readily appreciated.

Yours very truly,

JOHN ROSSI.

JOHN MARSHALL HIGH,
Los Angeles, Calif., February 5, 1970.

Mr. BROWN,
Federal Office Building,
Los Angeles, Calif.

DEAR MR. BROWN: Why should the people of today let themselves be killed off by air pollution? As a concerned student interested in the future of the world in all aspects, I, along with many other interested students, agree with your stand on air pollution, a topic which may mean the life or death of the people of the world. Automobiles and factories, the major contributors of air pollution, are slowly killing us off. More and better restrictions should be placed before it's too late. What can we, as interested students, do to help you in your campaign against air pollution?

Yours very truly,

RAYMOND KWONEY.

MARSHALL HIGH SCHOOL,
Los Angeles, Calif., February 6, 1970.

Mr. GEORGE BROWN,
Federal Office Building,
Los Angeles, Calif.

DEAR SIR: As a student residing in Los Angeles, I regard pollution of the air and water as a serious threat to man's survival. I am writing to you both as an individual and as a member of a class since you seem to be one of few people in California seriously interested in rectifying this devastating situation. The further continuation of pollution is slowly ruining our ecology and environment, but attempts to complain on our level seem to go in vain. I hope that my added support to your programs will help bring about a solution.

Very truly yours,

MATT BLOOMFIELD.

JOHN MARSHALL HIGH SCHOOL,
Los Angeles, Calif., February 4, 1970.

Mr. BROWN,
Federal Office Building,
Los Angeles, Calif.

DEAR MR. BROWN: Statistics show that in about ten years all life on the planet earth will perish from lack of clean air and water. How does it feel to know that your grandchildren may never live to remember you? I do not take kindly to the idea of knowing my children may not live to be four years old. Is the manufacturing of automobiles so very necessary that it may completely destroy the population of our planet? What good will a 450 cubic inch, V-8, super-charged engine, filled with F-310 do for a corpse. I, along with my classmates implore you to propose stricter legislation against car emissions plus factory wastes and all other major forms of pollution, including all the hot air rising out of the Congress building.

Chokingly (cough!) yours,
GARY KARAPETIAN.

JOHN MARSHALL HIGH,
Los Angeles, Calif., February 5, 1970.

Mr. GEORGE BROWN,
Federal Office Building,
Los Angeles, Calif.

DEAR CONGRESSMAN BROWN: It seems to me that you are a sensible man. You would not inflict an injury upon yourself or let any other harm come to you, that is, if you can help it. But one problem concerns me: the problem of pollution. Pollution is the real killer. It creeps up slowly, and perhaps invisibly at first, and destroys living beings.

The reason I am writing you this letter is to ask you for some help. The students of my English class and myself are concerned with the ever increasing problem of pollution. Our class as a whole is not very influential in politics and other matters and is not yet powerful enough to attempt to cope with this problem. That is why I am writing to you. If you have any suggestions, or would like to help us personally, then I would be very grateful for your time and effort. Please contact me if you are interested.

Cordially yours,
YOURRY KORINEC.

P.S.—You may contact or write me through John Marshall High School.

JOHN MARSHALL HIGH SCHOOL,
Los Angeles, Calif., February 6, 1970.

Congressman GEORGE BROWN,
Federal Building,
Los Angeles, Calif.

DEAR MR. BROWN: Our tenth grade English class here at John Marshall High School has recently been discussing problems we now face and we are deeply concerned over the rise of air pollution. After much discussion on the subject, your name was mentioned as a prominent citizen and politician fighting against the air pollution. There are many people who are against this problem but not many people are willing to do anything about it. I think it was very nice of you for sending around the survey post cards speaking out against the air pollution and many other problems.

My views on this subject is that we need tighter laws on the smog producing cars and jets. Even though the gasoline cars are going to be banned by 1975, we may not be able to live that long. Cars and jets, I feel, are mostly responsible for the air pollution in our skies. Another contributor to air pollution are the factories. The factories should be forced to find a way to filter out the black smoke and harmful chemicals before it enters the air. From our discussion, I feel these are the most important points we have discussed.

I hope you can send to me your views on the subject and give me some suggestions on how my classmates and I can help to rid this problem. Maybe you and your fellow

Congressman can work together to get rid of this awful menace.

Yours truly,
WILLIAM QUAN.

JOHN MARSHALL HIGH SCHOOL,
Los Angeles, Calif., February 4, 1970.

Mr. BROWN,
Federal Office Building,
Los Angeles, Calif.

DEAR MISTER BROWN: The letter I now write to you concerns smog. I am quite tired of seeing dirty air. Of the many letters written to you on smog, mine will be different. I offer no solutions of the far-fetched nature, a huge fan to blow the smog away, or the junking of all our cars. A fan would not work as the smog would eventually come back. As bad as cars are, it beats walking. The only foreseeable solution I can offer you, would be to put heavy pressure on the auto industry. Quite possibly this would have no effect, as the conglomerate auto industry has become too powerful. As I have no voice except that of a worried student, I depend on you and the other government officials for my future. Being that you are running for office, what you say on the behalf of the people may only be to enhance you with the public. I quite literally am placing my future well-being in your hands and those of the elected government officials.

Yours very truly,
MICHAEL CHEN.

LOS ANGELES, CALIF.

Mr. GEORGE E. BROWN,
House of Representatives,
Federal Office Building,
Los Angeles, Calif.

DEAR MR. BROWN: Through a recent inundation of reports in my English Class I have become concerned about pollution in the United States. I have done a little bit of research on the subject and have been appalled at what I have found. Something must be done! I'm sick and tired of hearing a lot of double-talk on why solutions are not practical or too expensive. After all is anything too expensive for our lives? Solutions must be found.

Everyone is apathetic when it comes to work but they sure do complain. . . . I would like to know what you and Congress are doing to solve this dilemma. Also, I would like to know what I can personally do, if even in a small way, to combat pollution. I'm sick and tired of breathing polluted air, drinking polluted water, and eating food with DDT on it.

Yours very truly,
GARY R. EDWARDS.

JOHN MARSHALL HIGH SCHOOL,
Los Angeles, Calif., February 5, 1970.

Mr. BROWN,
Federal Office Building,
Los Angeles, Calif.

DEAR SIR: I'm a student from John Marshall High School and I have done some research on air and water pollution for an English assignment. As you probably know the world population is increasing year by year. If the rising population rate continues the world population will rise from an estimated three point six billion to at least four point three billion, ten years from now. The United States now has two hundred and four million people which is a fourteen per cent growth rate during the past decade. By 1980 the Census Bureau estimates that the United States will have at least two hundred and twenty-five million people and perhaps two hundred and fifty million. How will the earth feed its rising population when it is being polluted?

Many people think that the vast bodies of water covering three fourths of the earth will help feed the future population. This will be very hard to do especially since the water is being polluted.

Our coast was the scene of the Union Oil Company oil leak last January. Oil spills in coastal waters add up to two hundred and eighty-four million gallons of spilled oil every year. That is enough to coat a beach twenty feet wide with a half inch layer of oil for eight thousand, six hundred and thirty-three miles. Also the pollution of lakes, streams and rivers should be eliminated unless we would like to see them as future quagmires and marshlands. These quagmires and marshlands would be possible prey for lodging harmful infections and such that might be harmful to animals and plants.

In such cases as sewage, there are tertiary plants which could be built.

The air is being filled with more than eight hundred million tons of pollutants per year. You, yourself, must be aware of how polluted the air is in California. If not, take a drive some morning up to Bee Rock, Griffith Park above Los Feliz Blvd. in Los Angeles. You should plan to arrive there at about sun rise to see the ugly reddish-brown cloud hanging above and in Los Angeles. To get an even better view of our polluted air as you are driving up into Angeles National Forest look down upon the cities. You have to be an extremely lucky person with good vision to see the cities through the smog.

My English class was given an assignment to choose a problem of the past decade. As you can tell, I chose pollution and so did practically half of the class because they felt that it was important. My class' assignment is to do or try to do something about pollution. We would like to know if there is any way that thirty-six students can help in trying to achieve our goal?

Sincerely,
JACQUOT HOYT.

JOHN MARSHALL HIGH,
Los Angeles, Calif., February 5, 1970.

Mr. BROWN,
Federal Office Building,
Los Angeles, Calif.

DEAR MR. BROWN: Each day our lives are being shortened to the extent that people today will die years ahead of their otherwise lengthy life spans. Smog, oil, trash, and other pollutants contribute to the termination of all earth life. These relatively basic facts are but a few among the many uncovered by our tenth grade English class. Through research and reports recently done, we have become alarmingly aware of the horrifying predicament which we now face: Extermination by pollution! In order to prevent this immediate problem stricter anti-pollution laws must be established and enforced now. This we believe you can do. However we want more:

(1) We want to know what we can do both as a group and also as individuals. We are willing to work for the preservation of all habitation on the surface of the earth . . . specifically, our own!

(2) We also want to know just exactly what you are now doing about this as well as whatever plans you have made for action in the near future.

Please inform us of the above. We shall be awaiting your reply, as any and all help you can render will be much appreciated.

Most Sincerely,
VICKI BOLLER.

Los Angeles, Calif.

Mr. BROWN,
Federal Office Building,
Los Angeles, Calif.

DEAR MR. BROWN: I am a student of John Marshall High School. I have just completed a report on pollution for my English class. I was horrified! The three and a half million gallons of crude petroleum in the Santa Barbara Channel, the smog we breath everyday, and the fear of another ice age has moved me to action. I am writing to protest the

wastes we pour into our environment. If we do not try to clean our land we will die by 1980! I know you can not wave your hand and all pollution will be gone, but you are my representative in Congress, the one who can introduce legislation on stopping pollution. I know of your interest from the questionnaires you have sent out. I want you to know of my concern for this world, this country, and my children.

Yours truly,

BEVERLY QUON.

JOHN MARSHALL HIGH SCHOOL,
Los Angeles, Calif., February 6, 1970.
Congressman GEORGE BROWN,
Federal Office Building,
Los Angeles, Calif.

DEAR MR. BROWN: Among the many letters that you receive each day how many are concerned with the problem of air pollution? With continuous warnings and predictions that pollution will be the death of us all, pressure to stop air pollution must surely be great.

I am a student at John Marshall High School and this too is a letter concerning the present condition of our precious air.

A few years ago there were many popular jokes about Los Angeles' smog. A comedian could always get an assured laugh by telling one. Today no one would think of joking about such a serious matter. For the future tomorrows, there may be nothing left to think about or nothing left even to think. It is hoped that you are not still laughing.

This is not meant to be an insulting letter condemning you but a plea, an inquiry, a complaint even a suggestion to act now in this serious situation. The future looks very depressing and discouraging when people do not care enough to save their environment, their lives, children and future. You have been given the authority to do what I as one individual cannot. I urge you to use this power and help.

Mr. Brown, What I am asking is, what can and will you do anything about the present problem of air pollution?

Sincerely,

PAMELA WONG.

JOHN MARSHALL HIGH SCHOOL,
Los Angeles, Calif., February 5, 1970.

Mr. BROWN,
Federal Office Building,
Los Angeles, Calif.

DEAR MR. BROWN: I am a high school student at John Marshall High. Our tenth grade class did individual reports on important problems that are affecting us and have been affecting us in the past decade. These reports were done orally. The majority of the students did their reports on air and water pollution. They gave interesting and accurate statistics.

I have come to believe that the people who can do something about this problem are going to wait until it becomes so bad that it will be impossible to improve it. The reason for this that they don't want to spend too much money. An example of this is the new gasoline called F310, produced by the Chevron Company. It is said that it reduces the black smoke in the air and therefore makes the air cleaner. It has been brought to the attention of our class that this "improved" gasoline is not purified but merely has the addition of detergents. It is said that this addition produces chemicals that are more poisonous to us even though they can't be seen.

It is obvious that something must be done about the problem. It must be a drastic improvement despite the cost.

I am very interested and concerned with the problem and will be happy to do what I can to improve it, though, as only one person, it would probably be very little. However, I would rather do all I can than just sit around and talk about it.

Yours truly,

PAULA HARVEY.

LOS ANGELES, CALIF.,
February 5, 1970.

Mr. GEORGE BROWN,
Federal Office Building,
Los Angeles, Calif.

DEAR MR. BROWN: I am writing to you because I have heard that you are concerned with the current problem of pollution.

I am a high school student and recently my English class did reports on pollution and other disconcerting issues.

The statistics I heard on the problem of pollution were literally terrifying. Such statements as "pollution is killing hundreds of people each year, and "pollution is making our waterways uninhabitable", and "pollution will eventually destroy mankind" really impressed me. These warnings are but a few among many and I am gravely concerned about this disastrous problem.

Please send me data showing what is being done to curtail pollution and include, if you will, suggestions as to what I can do to help stop pollution. I may be but a "drop of water in a bucket," but I feel that "every little drop counts".

I shall be most appreciative of a reply from you concerning this important matter.

Yours truly,

DEXTER WILLIAMS.

JOHN MARSHALL HIGH SCHOOL,
Los Angeles, Calif., February 7, 1970.

Mr. GEORGE BROWN,
Federal Office Building,
Los Angeles, Calif.

DEAR MR. BROWN: I am one hundred percent behind you in your fight against environmental pollution. If more of the people in office were as concerned as you are about pollution perhaps we could win the battle against it. Many concerned citizens may be reluctant in believing that you are sincere in your fight against pollution because this is an election year and many politicians have used similar campaign tactics. If you could send me information on what you are doing to combat pollution I believe that I could honestly campaign for you in the upcoming election.

I particularly am concerned about air pollution and would like to know what I can do to help fight it. I feel that clean air is man's most urgent demand on his environment. He can go without food for weeks and without water for days, but he can only hold his breath for a minute or two, then he must breathe even if it kills him, as it sometimes does.

I think that sending out questionnaires was an excellent idea because it finally gives people a chance to voice their opinions on pollution. Once again, I would like to thank you for your efforts in combating pollution.

Yours Very Truly,

RICHARD MANDEL.

JOHN MARSHALL HIGH SCHOOL,
Los Angeles, Calif., February 7, 1970.

Mr. GEORGE BROWN,
Federal Office Building,
Los Angeles, Calif.

DEAR MR. BROWN: As a student of John Marshall High School, my tenth grade English class has done several series of reports. Concerning the great many problems of the sixties, and some which are still affecting United States now. A great many people wrote on Air Pollution. Soon our air, will be impossible to breathe. I feel that by cracking down on General Motors, and the other car manufacturers, we could clean, or at least cut down on Pollution in our Air. The automobile is the main reason for air pollution. So if there were some campaign, I would be for this a great deal. I am behind your campaign one hundred percent. Would it be at all possible to let me have more information on your Anti-Smog Campaign . . . Thank You.

Yours Very Truly,

DENISE ORTEGO.

JOHN MARSHALL HIGH SCHOOL,
Los Angeles, Calif., February 5, 1970.

Mr. GEORGE BROWN,
Federal Office Building,
Los Angeles, Calif.

DEAR MR. BROWN: Recently, in our English class at John Marshall High School, we did a series of reports concerning the problems that faced the sixties. (And in some cases, the problems that are still facing us.) An abundant amount of reports were centered on air pollution. I have become alarmed after hearing what has happened and what is happening to our air. It seems as though it is impossible (or almost impossible) to help curb this problem by cracking down on General Motors. I am sure that they are "quite" aware of what is happening; and that they are already working on a solution. But yet, the automobile is the main source of pollution in our air. What other means of attack is there? Even though in some cases it seems impossible, I would like to say that I am behind your "anti-pollution" movement 100%. Because of my interest, I would like to request that you inform me if there is anything I can do to help with this campaign against pollution. Thank you very much.

Yours Very Truly,

SUZANNE RAIMOND.

LOS ANGELES, CALIF.,
February 5, 1970.

GEORGE E. BROWN,
House of Representatives,
Federal Office Building,
Los Angeles, Calif.

DEAR CONGRESSMAN BROWN: I have received one of your survey cards on pollution. Therefore, I am under the impression that you would like to do something about pollution. This prompted some of my classmates and me to write to you, requesting that you and your fellow congressmen, if at all possible, do something about solving the pollution problem. So far we have heard a lot of talk, but have seen very few results. May I remind you that your lives are also in danger of pollution.

Our food crops are being destroyed by smog, every year people die of smog, our waterways are unsafe for recreation, or consumption, animals are dying by the thousands, and American women have twice as much D.D.T. in their breast milk as is allowed in the shipment of cow's milk for human consumption.

There is no need for this sir! So in behalf of the world, we urge you and your colleagues in Washington to take some feasible action against pollution.

I would like to have some information concerning what the government is doing to fight pollution, and what I can do to help.

Yours truly,

DONALD LA FONTAINE.

LOS ANGELES, CALIF.,
February 5, 1970.

HON. GEORGE BROWN,
House Office Building,
Washington, D.C.

DEAR MR. BROWN: Pollution is gradually killing every one of the people on this earth. It has already been shown that smog aids in the cause of respiratory diseases and decreases the normal life expectancy. Pollution of our waterways destroys the wildlife that is so vital to our existence. Many people have talked of stopping pollution, but little significant action has been taken.

Laws should be more specific in governing the disposal methods of the large factories and plants that produce so much waste. The laws should be pulled tight around the necks of car manufacturers, forcing them to replace the internal combustion engine that pollutes our air with a more sensible and safer engine, such as the steam turbine or electric engine. The offshore drilling companies should be made to stop their drilling completely. The new super-jets, in which one engine produces pollutants equal to

those of 100 cars, should be rigidly restricted.

My classmates and I have done rather extensive research on pollution in general and on specific problems of pollution. We believe that something should be done now because tomorrow may be too late.

Very truly yours,

MARTHA REDEKER.

JOHN MARSHALL HIGH,

Los Angeles, Calif., February 5, 1970.

Mr. BROWN,
Federal Office Building,
Los Angeles, Calif.

DEAR CONGRESSMAN BROWN: In the 50,000 years that we homo sapiens have inhabited this earth, we have managed to contribute more to the ultimate end of life than all other organisms in the previous 1.6 billion combined. Our continuous interference with nature's balance has placed us in a position where unless we take fast, radical steps, all life will have ceased to exist by the end of the decade. Recently, as the result of an English assignment, I became aware and extremely concerned with my fate and that of future generations. Personally, I would like to see the arrival of the next century. Wouldn't you?

As a government official, I'm sure that you could provide me with the following information:

(1) What the nation is doing about this problem of survival.

(2) What you, as a representative of the people, are doing or trying to do to prevent us from extinction.

(3) What my classmates and I can do to help.

Be specific, please. (Names of organizations and people that could use our help, as well as people to whom we could protest.)

Response would be much appreciated. I believe that it is time for action; enough has been said. After all, we DON'T have all the time in the world.

Yours truly,

GISELA DIAZ.

JOHN MARSHALL HIGH SCHOOL,

Los Angeles, Calif., February 5, 1970.

Mr. BROWN,
Federal Office Building,
Los Angeles, Calif.

DEAR MR. BROWN: Recently our English class decided to do current event reports about problems that affected our lives and the lives of the coming generations.

We were confronted with many problems, among them was the increasingly alarming problem of the pollution of air, water, and land.

I learned many startling facts about pollution and became frightened at the aspect of a dense fog of smelly harmful chemicals in the air (eight million tons per year), of not being able to swim in the rivers, streams, lakes and oceans that I have previously swum in (since pollutants will obviously destroy any possibility of this), of not being able to walk down the street (let alone going anywhere by foot) because of the muck on the ground.

I would like to make more people aware of the problem facing them and also be able to make them want to do something also and perhaps we will rid ourselves of the problem of pollution.

Yours truly,

JUDY McCEOSKY.

JOHN MARSHALL HIGH SCHOOL,

Los Angeles, Calif., February 6, 1970.

Mr. BROWN,
Federal Office Building,
Los Angeles, Calif.

DEAR MR. BROWN: I am a member of the 10th grade English class of John Marshall High School. Recently we were assigned to write a report of a problem we now face. The majority of the class reported on pollution.

It was pointed out that all living matter of the earth will soon die within 10 years of pollution. In order to prevent this, we must act now! The headlines of today show that Congress is now bringing the problem up, yet no action has taken place.

Many solutions were presented to the problem and the solution that I felt was very effective was to set new laws to regulate combustion in the automobiles and in our growing industries.

With these measures taken, we will be able to rapidly decrease the invisibility that we now experience and smog alert will become extinct.

Please consider these solutions at your next session at Congress.

Yours truly,

ROSANNE MAEHARA.

A WELL-DESERVED TRIBUTE TO
CONGRESSMAN LENNON

HON. EDWARD A. GARMATZ

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Monday, March 23, 1970

Mr. GARMATZ. Mr. Speaker, I was pleased recently to take part in recognizing the outstanding service rendered to the Congress and the Nation by our respected colleague, ALTON LENNON, of North Carolina.

On February 24, 1970, the gentleman from North Carolina (Mr. LENNON) was presented the first "Oceanography Man of the Year" award by the National Oceanography Association, a citizens' group with members from industry, science, education, and interested public.

On that occasion, it was a privilege for me to say a few words about the marvelous work AL LENNON has done as chairman of the Subcommittee on Oceanography of the Committee on Merchant Marine and Fisheries. As chairman of that committee, I have worked closely with him, and have had the opportunity to see him at close range and know how he conducts himself. AL LENNON has tackled that assignment, as he does all his assignments in the Congress, with deep dedication, industriousness, and vision. He is as dedicated to the future of marine affairs in the United States as he has been to the constituents whom he has served without fault during his many years in Congress.

The hearings recently conducted by the Oceanography Subcommittee have developed a rich source of information and provided a stimulus for national action. As you know, Mr. Speaker, the subcommittee has labored hard over the past 10 years to bring the oceanographic needs of this Nation to public attention, and to create a needed national focus in marine affairs.

I commend the association for recognizing the work of our colleague. I was happy to have had the opportunity to take part in the award ceremony along with the Honorable CHARLES A. MOSHER, of Ohio, the distinguished minority leader of the subcommittee; and the Honorable CLAIBORNE PELL, Senator from Rhode Island, whose interest in oceanography is well known.

I believe, Mr. Speaker, that years from now, when our knowledge and reliance upon the oceans will be far advanced, and

we are well into our last great frontier, we will be able to look back upon, and appreciate the efforts of ALTON LENNON and the members of his subcommittee with true understanding and appreciation. The significance of his contributions will become clearer as time advances. And yet, he has managed this great contribution without once overlooking the needs of the citizens of his district, whom he has represented so scrupulously over these many years. The residents of the Seventh District of North Carolina can take great pride that they are represented by one of the most able and conscientious men in the Congress today.

The plaque presented to AL LENNON by the National Oceanography Association by the association president, Dr. Thomas Barrow of Houston, read as follows:

The National Oceanography Association, Board of Directors, Oceanography Man of the Year Award, Congressman ALTON LENNON, Chairman, Subcommittee on Oceanography, Committee on Merchant Marine and Fisheries, U.S. House of Representatives

For outstanding service to the oceanography community and the citizens of the United States during the last decade, culminating during 1969 in hearings on the report of the Commission on Marine Science, Engineering and Resources pursuant to legislation he was instrumental in enacting in 1966.

Congressman Alton Lennon's legislative work to advance oceanography in the United States has been in the highest tradition of the U.S. Congress.

Officers and directors of the association, in addition to Dr. Barrow, are as follows:

Dr. William T. Burke, Seattle, Wash.
Harmon L. Elder, Washington, D.C.
Kenneth H. Drummond, Washington, D.C.

John H. Clotworthy, Miami, Fla.
Vincent R. Bailey, West Palm Beach, Fla.

Robert O. Briggs, La Jolla, Calif.
Dr. Wayne V. Burt, Corvallis, Oreg.
Dr. W. M. Chapman, San Diego, Calif.
Dr. Richard A. Geyer, College Station, Tex.

Dr. Theodor F. Hueter, Seattle, Wash.
Dr. Columbus Iselin, Woods Hole, Mass.
Dr. John A. Knauss, Kingston, R.I.
Gordon Lill, Encino, Calif.
Arthur L. Markel, Miami, Fla.

John D. Moody, New York, N.Y.
Dr. William A. Nierenberg, La Jolla, Calif.

Dr. David S. Potter, Milwaukee, Wis.
Taylor A. Pryor, Oahu, Hawaii.
Admiral Arthur W. Radford, Washington, D.C.

C. M. Shigley, Midland, Mich.
Dr. F. G. Walton Smith, Miami, Fla.
Richard C. Vetter, Washington, D.C.
Dr. James H. Wakelin, Jr., Washington, D.C.

GHANAIAN INDEPENDENCE DAY

HON. ADAM C. POWELL

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Monday, March 23, 1970

Mr. POWELL. Mr. Speaker, the Republic of Ghana is one of the new sovereign

states in Africa, attaining its independence in 1957. Most of this southwest African country was known as the British Gold Coast Colony until that year. Then the people of the colony and their leaders convinced the British of their maturity. The British added a part of the adjacent Togoland territory and witnessed the birth of the Ghana state.

Ghana is a fairly large country, 91,000 square miles in area, but not a very rich land. The principal occupation of its nearly 8 million inhabitants is farming, cocoa being their main and by far the most cash-producing crop. The people of Ghana have done well in their domestic economy, and their leaders have shown remarkable ability in reconciling the divergent interests of the numerous tribal-ethnic groups within the country. The administrative machinery of the government, with an elected President and a national assembly, has worked satisfactorily. We salute the independent and free people of the Republic of Ghana on the anniversary of their Independence Day.

MISSING, DEAD, OR CAPTURED

HON. WILLIAM L. DICKINSON

OF ALABAMA

IN THE HOUSE OF REPRESENTATIVES

Monday, March 23, 1970

Mr. DICKINSON. Mr. Speaker, for some time now, I have been most concerned and very active in the MIA/POW situation. The wives and families of our American servicemen who are believed to be prisoners of war are faced with problems that would seem to the average citizen to be insurmountable.

Mr. Speaker, recently I read several articles that accurately describe the plight of the serviceman who is a prisoner of war, as well as the families of these servicemen because they have no assurance that their loved ones are dead or alive. In the few cases where the serviceman is known to be alive and a prisoner, the families know nothing of his health and well-being, except for occasional statements of propaganda.

The POW situation is disgraceful and repugnant to every civilized nation in the world. Several articles from the February 1970 issue of Army plus an interview that I had with a former prisoner of the Vietcong, Maj. Nick Rowe, vividly point out much of the situation. At this time, I would like to enter these articles into the RECORD. I urge my colleagues and all concerned Americans to read these eye-opening exposés of Communist tyranny:

[From Army, February 1970]
BETWEEN THE LINES

In a war in which almost everything is fair game for debate, the prisoner-of-war issue has stayed relatively unscathed. Hanoi has found sympathizers in nearly every conceivable aspect of this controversial struggle, but not even the most irrational of the critics have sought to excuse North Vietnam's barbaric conduct in its treatment of American prisoners and their families.

POWs who have had the misfortune to fall into the enemy's cruel hands have been mur-

dered, tortured, humiliated and terrorized in public, used for the most blatant propaganda purposes, and miserably fed and housed by a captor who must surely be one of the most heartless jailers of modern times. His periodic crude attempts to show that this treatment is otherwise only make it all the more obvious that it is not and, if anything, even worse than is generally imagined.

Lately there has been an upsurge of concern over this disgraceful situation, mostly on behalf of the families of prisoners who have been forced to share in the effects of North Vietnam's cruelty through being denied the least that could be expected from the most unconscionable of captors: information about whether their husbands, fathers and sons are alive or dead.

These experiences have created a new breed of war heroines, the wives of missing men who have helped keep hope alive by public appeals and trips to any place where there might be a chance that their pleas will have effect. Despite their efforts and those of the government, private individuals and organizations, the North Vietnamese have refused to release a list of the prisoners it holds.

It was one of these wives to whom Army Associate Editor Eric C. Ludvigsen spoke when he was gathering material for his article, "Missing, Dead or Captured?" which begins on page 24. During his search for information, he also interviewed Red Cross officials, spokesmen for the departments of Defense and State, and investigated other sources that would shed some light on the many mysteries connected with the POW problem.

Among the people to whom he talked was a major who spent five years as a prisoner of the Viet Cong. James N. Rowe's account of his ordeal and escape, told to Mr. Ludvigsen during a trip to Lawton, Okla., where the major is writing a book, should be of particular interest to Army readers because almost all Army prisoners are believed to be held by the VC.

The POW issue is considered so critical by the Association of the U.S. Army national leadership that the AUSA's Council of Trustees this month took the unusual step of adopting a council resolution condemning North Vietnam for its treatment of prisoners and calling upon it to conform to Geneva Convention terms covering POWs. The resolution follows:

"RESOLUTION

"The actions of the Hanoi government in its treatment of prisoners of war are both shocking and disgraceful. Up to 1,400 members of our country's armed forces who are missing in action may be held prisoner under circumstances and conditions that are in grave violation of not only the Geneva Convention, but of the principles of human decency itself.

"The government of North Vietnam and the Viet Cong have subjected these honorable fighting men to barbaric and cruel treatment. There is evidence that captives have been miserably fed, provided with inadequate or no medical care, ridiculed and reviled in public, subjected to such outrages as beatings and solitary confinement, and exploited for propaganda purposes.

"Hanoi has repeatedly ignored entreaties by our government for the names of men held prisoner. This calculated and cruel omission has had the effect of extending the suffering of the prisoners to their anguished relatives, many of whom do not even know if men now listed as missing in action are alive.

"Despite the fact that the government of North Vietnam is a party to the Geneva Convention on the Protection of Prisoners, its leaders have made a mockery of its provisions. They have not only mistreated prisoners but flagrantly violated such primary tenets as allowing neutral inspection of

prisons and permitting such basic amenities as the exchange with relatives at home of letters and packages.

"Spokesmen for North Vietnam and the Viet Cong have sought to justify their despicable conduct by characterizing our troops as "criminals" while callously refusing to even acknowledge pleas for information and humane care by government officials, congressmen, the American public and the wives of missing men. Nor, apparently, has the fact that our side has treated fairly the some 30,000 North Vietnamese and Viet Cong prisoners of war influenced these cruel jailers to even partially reciprocate.

"We condemn this barbaric treatment of American fighting men and their families and strongly endorse the efforts of our government and other organizations and individuals to persuade the government of North Vietnam to live up to the solemn promises it made when it became party to the Geneva Convention and to convince the Viet Cong to do likewise.

"THE COUNCIL OF TRUSTEES, ASSOCIATION OF THE U.S. ARMY,
"ELVIS J. STAHR, Chairman."

MISSING, DEAD, OR CAPTURED?

(By Eric C. Ludvigsen)

(NOTE.—The welfare of untold hundreds of American soldiers, sailors, airmen and marines suffering in Hanoi prisons and Viet Cong base camps is of no concern to a regime which systematically flouts provisions of the Geneva Convention in search of even the slightest propaganda advantage. It is cynical, deplorable, barbarous—and straight out of the textbooks of "revolutionary people's war". With normal channels closed by the enemy's intransigence, there is a growing belief that forceful, united protest is needed to make North Vietnam's shameful treatment of U.S. prisoners a political liability in the eyes of world opinion.)

The end of American innocence concerning international standards for treatment of battlefield captives arrived sometime during the Korean War. To be sure, American prisoners had suffered horribly in earlier wars, through local instances of wanton murder—Malmédy and, through gross mismanagement and casual brutality, Bataan.

But it was that first large-scale conflict with a communist power that witnessed the cynical, systematic use of men no longer able to defend themselves as instruments of propaganda value in political warfare.

It seemed to work out all right, however. After 15 months of hassling at Panmunjom over the POW issue, there was an armistice and a prisoner exchange. Our men, so most people think, came home.

Not quite. At the close of hostilities, 944 U.S. servicemen whom we had reason to think had been alive in enemy hands remained unaccounted for. Despite repeated inquiries by the U.S. government and international bodies, not one word has ever been officially received about the fate of these men. Graves registration work in Korea has reduced the number, but well over a third of the 944 has never been heard from—17 years later!

So that is the kind of record we have to contemplate in trying to arrange the ultimate return of U.S. fighting men held by the enemy in Southeast Asia, and to ensure even the minimally decent treatment to which they are entitled under international law while they are captives. At this writing, their immediate prospects are bleak.

In the first place, we—above all the anguished families of these men—have little fully reliable information on how many prisoners there actually are, who they are, where they are being held and by whom. This void is the result of the steadfast refusal of the government of North Vietnam to identify the men it holds, despite five years of appeals by

the United States, its citizens and neutral authorities.

As of the first of the year, a theoretical number of 1,354 members of the four services could be in enemy hands. With varying degrees of certainty, 422 are known to be captured or interned in other countries. The rest—932—are listed as missing in action. Some of the missing have probably survived into captivity but no one knows how many. Of the total in both categories, well over half are pilots and air crew downed in the air war over North Vietnam during 1965-68. Air Force prisoners and missing number 750, Navy and Coast Guard 251.

Less understood is the plight of what one Department of State official calls "the forgotten of the forgotten," soldiers and marines missing and taken prisoner in infantry combat and forced by the circumstances of their Viet Cong captors to live a subhuman, itinerant existence in the jungle base camps of the South. Army prisoners and missing total 245 as of 1 January, with 108 marines in those two categories. The low proportion of known captured for these two services—54 and 21, respectively—reflect the relative obscurity of their condition.

As of last November, 70 prisoners were known to be held in the South, two in Laos and 341 in North Vietnam.

Hanoi's refusal to render a true accounting of the prisoners it holds is only one aspect of North Vietnam's total disregard of the letter or the spirit of the 1949 Geneva Convention Relative to the Treatment of Prisoners of War, which it signed on 28 June 1957. The North Vietnamese have not even revealed the location of the prison camps, let alone permitted neutral inspection, and representatives of the International Committee of the Red Cross (ICRC) haven't been allowed to set foot in the country.

The convention's provision for regular mail communication between prisoners and their families has been perverted into a propaganda instrument, producing only a trickle of heavily censored mail from selected prisoners at times of Hanoi's own choosing. Barely more than a hundred prisoners have been allowed to write, and few families have ever received more than a couple of letters or cards.

Hanoi has made not even the smallest gesture toward regular repatriation of sick and wounded prisoners, despite several unilateral releases of North Vietnamese prisoners by South Vietnam. All told, nine American prisoners—in three groups of three—have been released from captivity in North Vietnam. A few others have been released by the National Liberation Front (NLF) in the South, usually through a neutral "airlock" such as Cambodia, but one time, last January, in a battlefield meeting near Tay Ninh.

The evidence they have brought back with them gives the lie to Hanoi's principal claim that prisoners are treated "humanely" under a "lenient" policy, despite their status as "major criminals" and "air pirates."

One of the last men to be released from the North, Navy Lt. Robert F. Frishman, publicly exploded these claims shortly after his return last August.

"My intentions are not to scare the wives and families," he told a press conference, "but Hanoi has given false impressions that all is wine and roses and it isn't so."

"I don't think solitary confinement, forced statements, living in a cage for three years, being put in straps, not being allowed to sleep or eat, removal of fingernails, being hung from a ceiling, having an infected arm which was almost lost, not receiving medical care, being dragged along the ground with a broken leg, or not allowing the exchange of mail to prisoners of war are humane."

"Certain prisoners of war have received publicity. Others are kept silent. Why aren't their names officially released? I feel as if I am speaking not only for myself, but for my

buddies back in camp to whom I promised I would tell the truth."

And that in a permanent camp in Hanoi where the facilities for medical care, adequate housing and sanitation and decent food at least exist, even if the inclination to grant them does not. The testimony of Army Maj. James N. Rowe and other escapers from Viet Cong camps in the South shows the lot of a prisoner there to be semistarvation, disease, beatings, mental coercion, utter loneliness and—frequently—death.

It isn't known precisely how many U.S. fighting men have died as a result of this barbarous treatment. Officially, 11 soldiers, three marines and an airman are carried on the rolls as having died in captivity. These are only those deaths painstakingly confirmed, largely by ex-prisoners whose knowledge of the fate of their countrymen was limited by isolation. But the experience of one man—Maj. Rowe—was so grim that we can only hope it is not typical. Of the seven Americans who accompanied him into captivity in the fall of 1963, three were released, three starved to death and one was executed. He himself escaped, after "five years, two months, two days and about six hours."

The execution was one of two of American prisoners announced by the NLF on 26 September 1965 as reprisals for the execution of Viet Cong terrorists by the South Vietnamese authorities. Another soldier was executed in June of that year, and in 1967 an Army sergeant and a Marine lieutenant were found to have been tortured and killed shortly after their capture when the enemy positions were overrun a few hours later.

There have been other such murders, though the circumstances are not always as clear. Last July, for example, U.S. and South Vietnamese troops attempted a helicopter prisoner recovery operation at a VC hospital in Quang Tin province.

Sp. 4 Larry D. Aikens, captured two months before, was found "lying just outside the door of a hut . . . bleeding profusely from a fresh wound on the left, top forehead of the skull," according to a Department of Defense summary of the incident.

Sp. 4 Aiken died two weeks later. In the opinion of the attending neurosurgeon, the wound was comparable to that "rendered by a blunt instrument . . . [and] it is unlikely the wound resulted from a missile or shell fragment."

These murders, whether committed in the heat of battle or as deliberate reprisals, speak volumes about the enemy's "lenient" policy. One could not imagine a graver breach of the convention's prisoner of war articles which represent nothing more, really, than minimum standards of decency toward unarmed men who are no longer a military threat.

But if U.S. prisoners no longer threaten the enemy, they represent to him a political asset of great value, and that is what lies at the heart of the uncompromising attitude of the Hanoi government and the NLF on the prisoner issue.

For it is through the prisoners and the anguish of their families that the enemy can hope to reinforce anti-war opinion in this country.

William H. Sullivan, deputy assistant secretary of state for East Asian and Pacific Affairs, told a House Foreign Affairs subcommittee last November that "one of the motivations the North Vietnamese have is political, an effort to use the understandable sympathy and concern and worry in this country about these men in a way that will bring pressure to bear on the administration with respect to actual conduct of military and diplomatic negotiations. . . ."

From the enemy's point of view, there is also the chance that the carefully orchestrated program of coercion and indoctrination in the camps will produce men who can be released to do his propaganda bidding in

this country. The effort has so far failed, even with those who have signed "confessions" before release, mostly because of the enemy's inability to understand, as Maj. Rowe puts it, "that the U.S. POW is the most insincere person in the world when it comes to signing their ridiculous statements."

In any case, the entire system depends on the isolation of the individual prisoner and on attempts to make him and his family believe that the government that put him in his predicament is now powerless to do anything for him.

Naturally, it is quite logical (or at least correct dialectics) to believe that the communist prisoner policy is "lenient" once you accept the premise that the captives are "political criminals" taken in an undeclared war, and therefore have no rights beyond those afforded them by Vietnamese law.

This argument is, of course, sheer nonsense and the U.S. and international Red Cross authorities have not ceased saying so at every opportunity since June 1965, when ICRC President Jacques Freymond reminded all parties to the conflict that the Geneva Convention clearly applied. The NLF has contended from time to time that it is not a signatory, but the ICRC has consistently argued that the Front is bound by the accession of both North and South Vietnam.

Raising the prisoner issue before the United Nations General Assembly last November, Mrs. Rita E. Hauser, of the U.S. delegation, noted that "North Vietnam, even by the terms of its own arguments, cannot escape its obligations."

"The United States understands that every country believes that it is right and its enemy wrong. North Vietnam has said that it is inconceivable that the captured military personnel of the 'wrong' side should be given equal status to its own soldiers. But . . . the Geneva Convention was designed specifically to meet this problem."

"It imposes upon all combatant powers the obligation to treat military personnel made helpless by their captivity in accordance with a single objective and verifiable standard."

As if there could be any doubt at this late stage, the 21st international conference of the Red Cross in Istanbul last September adopted without dissent a resolution calling upon the combatants once again to respect the convention. The resolution did not name any specific country, but it was sponsored by the United States and its allies and the context was such that it was clearly aimed at North Vietnam. There were a few abstentions in the show-of-hands vote, but both the governments and the national Red Cross societies of the Soviet Union, Czechoslovakia, Poland and Yugoslavia, among Hanoi's sympathizers, voted for it.

The Istanbul resolution is only one of the latest of many unavailing appeals over the past five years from many quarters—governments, the Vatican, Red Cross authorities, the secretary general of the United Nations. Hanoi continues on its course, unwilling to separate the prisoner issue from its political aims in the Paris talks; unwilling, in fact, to concede that the U.S. government even has a role in discussions on captive American fighting men.

If Hanoi waits long enough, the reasoning goes, the anxiety and frustration of the prisoners' families will turn into bitterness and resentment against their own government. As time goes on and the issue heats up, the enemy counts on gradual acceptance of the notion that Washington's obstinacy—and not Hanoi's—over the settlement of a war in which it had no business in the first place, is responsible for the plight of the prisoners.

This approach, we must now recognize, has worked many times in the past, but there

are a couple of good reasons why it probably won't in this case.

It is doubtful, for instance, whether Hanoi's political strategists really comprehend the courage and understanding displayed by these American military families at a time when they could be forgiven for ceasing to care about anything but the return of their husbands, fathers, sons and brothers.

Take, for example, Mrs. Donald J. Rander, of Dundalk, Md., who has made two trips to Paris to meet with representatives of North Vietnam and the NLF in search of news of her husband, an Army sergeant captured during the 1968 Tet offensive.

She was one of three wives who met with North Vietnamese representatives on Christmas Day, speaking for a group of 58 who traveled to Paris on a whirlwind trip financed by Texas industrialist H. Ross Perot.

"We were told to go home and join the peace movement," she said with obvious disgust. "Where our government is concerned, they are completely noncommittal—they don't want to deal with it at all. They stated that to us definitely."

When she and other wives discussed their husbands' plight with President Nixon in November, Mrs. Rander recalled, the point that stuck in her mind was "that the issue of the POWs and the political negotiations would be separated in the Paris talks."

But what she heard from Hanoi's delegation on Christmas was "exactly the opposite of what the President had told us—it was weird."

The atmosphere of the meeting was "cordial," she said in an interview, but not as encouraging as the friendly face the communist diplomats had put on during her first trip to Paris last August.

"There was a much colder feeling in there this time. We sensed no interest in our problems or in why we were there—they just launched into their speeches about the history of Vietnam, the illegality of our position, et cetera.

"For 25 minutes we sat there and listened to that, trying to break in. When we did manage to get a question or two in, they brushed them aside and started on the speeches again—like a broken record."

Nor did the women have any idea of who, specifically, they were talking to. "They wouldn't identify themselves," Mrs. Rander said, "and I recognized only one familiar face from the first trip—the waiter for the tea-and-cigarette portion of the meeting. We found out who some of the others were later, by reading the papers."

Yet Andrea Rander and the other wives of prisoners and missing men who have organized themselves are willing to endure this sort of frustration if their efforts help only the least bit to focus public attention on Hanoi's intransigence.

"It's a small step," she says, "but every step counts, and I think we are making some progress. It may not be visible to the naked eye, but I feel that we are."

St. Sgt. Donald J. Rander was reported missing in action with other members of his military intelligence team, near Hue in February 1968.

"That was the most tormenting time of all, those awful days," Mrs. Rander recalls. "It was during the Tet offensive, and there was so much of the fighting in Hue on television. I just sat there and watched, hoping that maybe I could catch a glimpse of his face."

That lasted for four weeks, until an escaped prisoner brought word that Sgt. Rander had been wounded and captured. In that respect alone, perhaps, Mrs. Rander is more fortunate than other families; some men have been missing in action for up to five years.

"When I got the letter reporting his capture," she said, "it was a great relief, but then I began to wonder about what it didn't

tell." She has not heard a word from, or about, her husband in the two years since then.

Between her efforts on behalf of the prisoners, her regular work as a staff member of the psychiatric "crisis" center at Baltimore City Hospital and her two daughters, Lisa, 10, and Donna Page, 4, Mrs. Rander has few moments to be alone with her thoughts.

"The girls are such good company," she said, "I don't know what I'd do without them. Page really doesn't have that much memory of her father, but now she seems to be more aware of it—she talks about him all the time.

"In the beginning, especially, I was just wanting to give up the house and everything else and move back with my parents. But they told me, 'Look, Donald would want you to go on as before. Keep things as normal as possible and just wait.'

"Now the wait," she adds, "has turned into years."

She has been putting her husband's pay and allotments aside, "because I know there's so much he wants to do, like getting a home of our own."

With a wry smile, she recalls now "how upset Donald was when he got his draft notice. He had a good job then and he sure didn't want to go. When he got in and got adjusted, he found he kind of liked military life—then he had to convince me."

In her work with such groups as the National League of Families of American Prisoners in Southeast Asia and the POW-MIA Action Committee, Mrs. Rander says she finds more interest now in efforts on behalf of prisoners held by the Viet Cong in South Vietnam.

"We've got to start opening doors to the South," she said, "and I heard much more of this on the last trip to Paris."

In the Christmas Day meeting, she said, the Hanoi delegation members "were sort of surprised that two of us had husbands who were prisoners in the South. I asked one member if prisoners taken in the South were detained there, or moved to North Vietnam. He said it was out of his competence, and that I would have to see the NLF."

Mrs. Rander tried that—fruitlessly—on both trips. The first attempt was particularly disconcerting.

She besieged the NLF mission in Paris with telegrams and phone calls in an attempt to arrange a personal meeting with Mme. Nguyen Thi Binh, head of the delegation.

Nothing seemed to work, Mrs. Rander said, "but finally I got hold of a secretary who spoke some English, only to be told that 'Madame Binh is not receiving visitors today.'

"But she did say we could leave packages and mail for our husbands with them, and I left a package of medical supplies there. When I returned to the hotel, there were the packages, sitting in the room, opened and rewrapped."

Mrs. Rander's personal efforts and those of hundreds of others are part of a new, more militant stance on the prisoner question that has been gathering momentum over the past three months. The government must maintain a "hands off" attitude toward the private diplomatic efforts which North Vietnam already believes are officially inspired anyway.

But the administration, including the secretaries of State and Defense and President Nixon himself, has been speaking out much more forcefully on the issue since the middle of last year. The Department of State has given low-key encouragement to publicity campaigns designed to heighten public concern and has testified in favor of congressional resolutions calling upon North Vietnam to meet its obligations under the Geneva Convention.

One such resolution which, along with other similar measures, had the sponsorship of well over 300 members of Congress, has passed the House and is now before the Senate Foreign Relations Committee.

The Johnson administration was no less concerned with the welfare of U.S. prisoners, but the issue was soft-pedaled somewhat, partly out of fear of reprisals against the men and partly because it was believed that intergovernmental efforts might still prove successful.

But as Mr. Sullivan told the House Foreign Affairs subcommittee, U.S. diplomatic efforts have produced "a bleak record."

"Although we have pressed North Vietnam by every available means and channel, diplomatic and private, their responses have been uncompromising and negative."

The Department of State now believes, he added, that "vocal public concern about our prisoners may be the most effective way to bring pressure on the communist authorities to treat our men humanely."

Privately, U.S. officials concede that there is a large element of risk in cranking the issue up to fever pitch, but they know of nothing else to try.

For stirring up public outrage in effect encourages North Vietnam's hopes that it may be able to use the prisoners to influence U.S. domestic politics. Outrage is easily misdirected and could turn on the administration itself, creating a major demand for release of the prisoners at all costs. Albeit on a much smaller scale, there was such a backlash among the families of the imprisoned crew of the USS *Pueblo*, serious enough to hamper negotiations with the North Koreans.

Nevertheless, the record of unanimity on this issue has been impressive. Congressional action, most critically, has received the support of the most outspoken critics of the war in both houses.

Anti-war groups have attacked the American Red Cross for promoting a "letter-to-Hanoi" campaign on the grounds that it supports government war policy.

"But the point is," said an ARC official, "that these prisoners can't be held as whipping boys—they're not guilty of a damned thing. If any crimes were committed, they were committed by the governments who are party to the war not the men they sent into battle."

There is one aspect of the prisoner situation that could be used to divide the nation on this question as with nearly all others having to do with the Vietnam war. That is the treatment of the 31,500 prisoners of war held by the government of South Vietnam, a total which includes 6,500 North Vietnamese regulars.

There have been documented cases of maltreatment in the six POW camps run by the South Vietnamese, but the principal point of contrast with the North is that the complaints have been lodged by the ICRC which is fully established in Saigon.

"Let me be clear that we are not claiming a perfect record on this subject," Mrs. Hauser told the UN last fall. "War is ugly and brutal by nature, and violations by individuals have occurred. The point is, however, that the Allied command has made every effort to ensure that the convention is applied."

One reason why there appears to be no diplomatic leverage of the sort that produced prisoner exchanges in other wars is that North Vietnam has shown little or no interest in the repatriation of its own prisoners.

On the several occasions when South Vietnam has unilaterally released Northerners, Hanoi has gone to extraordinary lengths to avoid any appearance of responsibility for men who it maintained until recently were never there in the first place.

"Consequently," said one U.S. official, "there is no symmetry of interest that could form the basis for prisoner exchange."

When it comes to political advantage, Hanoi apparently regards its own fighting men to be as expendable as ours.

MAJ. JAMES N. ROWE—SURVIVAL OF AN AMERICAN PRISONER: AN EXTRAORDINARY EXERCISE OF WILL

Maj. James N. Rowe, U.S. Army, is the holder of a dubious record: he was a prisoner of war for what is quite likely the longest period of time in American military history.

From 29 October 1963 until 31 December 1968, Maj. Rowe lived and moved with the Viet Cong 309th Battalion over perhaps no more than a 75-kilometer stretch of the fabled U Minh forest, deep in South Vietnam's Delta region. Five years, two months, two days and—he knows as precisely as a man can tell by the sun—"about six hours."

He is also one of a handful of long-term POWs who have managed to escape from this limbo of captivity in the jungle base camps of the South where most U.S. Army prisoners are believed to be held. Through an extraordinary exercise of will and self-reliance, Maj. Rowe managed to survive on the edge of starvation and to maintain his sense of balance in the face of relentless mental pressure. His story thus provides the best record we yet have of what most Army POWs must endure in the half-light world of their guerrilla captors.

Then a first lieutenant and an advisor to a company of Nung Irregulars, Maj. Rowe was captured along with seven other Americans when a three-company South Vietnamese force was ambushed and overrun by the better part of a VC regiment.

Of those seven, three were released through Cambodia in October 1967, three died of malnutrition in 1966-67 and one—Capt. Humbert R. Versace—was executed in September 1965.

Of the three who starved, Maj. Rowe said that, in a sense, their deaths were "self-inflicted—they stopped eating rice. You keep pushing that stuff down until you puke. They simply couldn't do it any more, and one of these boys was a Filipino who had eaten rice all his life.

"After you stop eating, it doesn't take long for disease to take hold and you can't ever get enough fluids back in your body. Then major organs stop functioning—the kidneys are usually first to go because of the lack of fluids."

Disease and semi-starvation were constant companions for Maj. Rowe and he suffered from dysentery through his captivity. He said:

"Obviously, by American standards, the conditions are low—you are an animal.

"But in all fairness, they do have adequate food by their standards. But prisoners get less of it, because they figure they have more activity, in combat, and that you therefore need less.

"What they don't realize is that an American needs a much higher input—a higher protein diet—just to stay alive. It took me about two years to become a rice-burner."

So the diet was rice—of which Maj. Rowe estimates he consumed a ton—with *nuoc mam*, the ubiquitous rotten fish sauce, the only regular source of protein.

"They were concerned with keeping Americans alive, and they had a requirement from higher headquarters to do so," he added, because you are valuable as a propaganda commodity."

In the last year, when Maj. Rowe was the last American prisoner the unit still held, he was furnished with gill nets and fish lines, and there might be vegetables "every three or four months." Anything else was the gift of ingenuity, such as the fried cakes he learned to make from snake fat, snake eggs and rice flour.

"The one thing you think about most," he said, "is food. I often occupied myself mentally by planning menus—breakfast, lunch, dinner and even midnight snacks."

As for medical treatment, Maj. Rowe received none, other than a shot of vitamin B₁ and a bottle of weak merthiolate out of a session staged for a propaganda photographer

shortly after the capture. The merthiolate was adequate for the light small arms wounds he suffered in the action, but he had to pick mortar fragments out of his arm himself.

Though American captives of the VC in other areas may move around more, Maj. Rowe spent the entire five years in only two different areas of the Ca Mau peninsula. From January 1965 on, he was held in camps deep in the U Minh forest, which "up to that time," he said, "was pretty safe for the VC—the South Vietnamese were reluctant to go in there because of all the old legends about the place."

"Once they get an American, they want to move him around as little as possible," he said, because of the difficulty of guaranteeing prisoner security.

Typically, prisoners live in huts arranged in a semicircle around a central guard post 30 or 40 meters apart—just enough distance to make the prisoner aware of the presence of comrades, thus deepening an already profound sense of isolation. Attempts to communicate usually earn beatings from the guards.

Kept in leg irons at night, Maj. Rowe sat day after day, week after week and month after month in a cage about four feet wide, six feet long and four feet high.

"You don't go anywhere outside of that hooch," he said, "except the 15 meters to the latrine in the company of a guard."

Air strikes were a constant threat. One of the camps was shot up by helicopter gunships two days before Christmas, 1964, and it was the confused aftermath of a B-52 strike that gave Maj. Rowe his opportunity to escape.

On the move after the raid, the unit was attacked by helicopters, killing or scattering the guards. Maj. Rowe managed to isolate himself with a single, panicky guard and surreptitiously slipped the magazine out of his captor's submachine gun. After overpowering the guard, he moved to a nearby clearing and waved at a helicopter whose crew first took him to be a VC until the waist gunner noticed his beard. Twenty minutes later he was down on an Allied landing zone.

But physical survival was only one of the problems Maj. Rowe had to contend with, and in his own reflection perhaps not even the most trying one.

"I had had Special Forces training and I was used to living in the outdoors," he said, "and I at least had the trees, the sunlight, the birds. The pilot in North Vietnam might have a little better sanitation, a little better food, but if you put me in four walls, I think I'd crack right away."

In the last year, when he had a little more freedom of movement, he raised squirrels and two eagles, "which I got when they were fluffy little balls."

"But the only communication I had was with the animals. That's what you miss most—sincere human communication. The guards and the political cadre weren't communicating with you, they were just using you and that really tore me up."

Political indoctrination was constant, intense and sophisticated, with lessons, literature and lectures pitched at producing repentant "peace soldiers" for the domestic anti-war movement at home.

Immediately after his capture, Maj. Rowe was given a standard international Red Cross data card to fill out. Appended to it was a lengthy questionnaire, asking full details of personal and military history, military training, local tactical intelligence.

"I told them that, under the Code of Conduct, I couldn't give them any of this. But for the first six months, they aren't going to push too hard. They have all the time in the world and they convince you of this.

"I was told, 'Go back to your cage. Sit there for a week or two. Think about it, then we'll talk to you again. We'll tell you the truth of the situation in Vietnam. If you

don't believe us today, we'll tell you again tomorrow, and the day after that.'"

Maj. Rowe found the political cadre, most of who were Hanoi-trained Southerners, to be "extremely sophisticated in everything they do."

"They keep you off balance, and there doesn't seem to be any pattern to their actions at first. I can begin to see the patterns now—every action has its reason or purpose."

The entire system, he said, depends on isolating the prisoner and convincing him that he is utterly alone and helpless, totally at the mercy of his captors and far beyond the protection of his own government.

"The prisoner is told that he is a political criminal taken in an undeclared war and that he is totally subject to the enemy's laws. He is told that, therefore, they can do anything they want with him, including killing him, and that anything that is done for him is the result of a 'lenient policy.'"

Maj. Rowe and Capt. Versace "failed" an indoctrination lesson in March 1965 and were sent to a punishment camp where the diet was rice and salt—without water.

"He was chosen for execution," Maj. Rowe said, "and later we heard on Radio Hanoi that he and Sergeant [Kenneth M.] Rora-back had been killed."

"I'm quite sure I was marked for execution too, because I knew by then that they would never release me."

Spurred on by that thought, Maj. Rowe and another prisoner took advantage of a rainy, mosquito-filled night and an especially dense guard to make an escape attempt.

"We wanted to follow the canals to a river and then float downstream," he recalls. "We got about six kilometers from camp and then left the canal system to go overland to another. That was our mistake—we completely lost direction, started going around in circles and wound up about 1½ kilometers from the camp."

This unsuccessful attempt earned Maj. Rowe seven days of "correction," of which he says only "I can't talk about it. They have a job to do and they do it."

In any case, he said, "it's very effective. It was a long time after that before I could even think of the word 'escape.'"

In 1967 and 1968, Maj. Rowe said, the political cadre threw all their old lesson plans away and started to quote from U.S. sources.

"You're in a news vacuum, of course, except for the stuff they choose to give you. I knew the extent of the anti-war movement and I knew it was larger than in '63, but it never really entered my mind that the senators and congressmen they were quoting against the war effort were actually saying these things.

"The thing that really got to me was when the cadre began to tell me, 'very soon, the people of the United States will decide this was all a mistake and you and all of your friends will have suffered and died in vain.'"

Last fall, Maj. Rowe created consternation in political Washington and was condemned on the Senate floor for publicly attacking some of the politicians and publications he had quoted to him in captivity.

About that he is entirely candid. "It's very difficult," he said simply, "not to be subjectively involved in something like this."

An artillery officer since graduating from the U.S. Military Academy in 1960, Maj. Rowe now hopes to be able to switch his branch to intelligence where he feels his hard-earned knowledge of the enemy could be particularly valuable. If successful, he would like to return to Vietnam in the early autumn "in time for the enemy's fall offensive." In the meantime, he is on extended leave writing a book about his experiences.

A native of McAllen, Texas, Maj. Rowe joined the Special Forces in 1961, serving first with Company D, 7th Group, at Fort Bragg, N.C. He studied Chinese at the Army Language School in 1961-62, returning to

Fort Bragg and the 5th Special Forces Group before going to Vietnam in July 1963.

SPECIAL NEWS RELEASE FROM CONGRESSMAN WILLIAM L. DICKINSON, NOVEMBER 14, 1969

WASHINGTON, D.C.—The following is the complete text of an interview between Congressman Bill Dickinson of Alabama's 2nd District and Major James N. Rowe. Major Rowe was a prisoner of the Viet Cong for over 5 years. Major Rowe was a prisoner of war longer than any other American in any war in the history of the United States.

DICKINSON. Hi, I'm Bill Dickinson, Congressman from the 2nd District of Alabama. I have with me here on Capitol Hill (in the studio with me) one of the most remarkable fellows I have ever met in my life. Recently, I have been very active in the Prisoner of War problem of the American servicemen in Vietnam and those who are missing in action. As a result of my activities, I came in contact with Major Rowe who is with me today and he has a remarkable story to tell. So remarkable, in fact, that I think that you and all American citizens should hear it. As a result of my contact with him, I invited him to come to Washington and, at the request of Chairman Rivers, he spoke to the House Armed Services Committee. Major Rowe, as a result of your speaking to the Armed Services Committee, what's happened since then?

ROWE. Well, sir, I didn't really expect all that did happen. I had a chance to visit with the President of the United States; I've seen probably more Congressmen than I knew ever existed, and I had a visit yesterday evening with my boss, the Chief of Staff.

DICKINSON. Well, you went to the White House and visited with President Nixon first, is that correct and that was directly after your tremendous presentation to the House Armed Services Committee? How long did you talk with him, and were you able to get any point over with him? Were you able to really do any good, that you felt, to tell him what is going on with the POWs in Vietnam?

ROWE. Yes sir, I think he is very interested in this and I had the opportunity to spend about 20 or 25 minutes with him.

DICKINSON. Well, that's great because, you see, what I failed to tell the people is that you have one thing that nobody else can claim and that is you were held prisoner of war longer than any soldier has ever been held prisoner of war in the United States. How long were you a prisoner of the Viet Cong?

ROWE. About 5 years and 2 months sir.

DICKINSON. Five years and 2 months as prisoner and you were kept in the Delta all of this time?

ROWE. Yes, sir, I was in the Mekong Delta, it was in the U-Minh Forest which is along the western border.

DICKINSON. And you met with the President, then you met with General Westmoreland, the Chief of Staff?

ROWE. Yes sir.

DICKINSON. And you had a long conversation with him, I understand. You were also invited, and did appear, on the Today Program, is that right?

ROWE. Yes sir, I did. I had an opportunity yesterday morning; I got up at 4 o'clock in the morning to appear on the program.

DICKINSON. Now as I understood it, you were going to comment on The Today Program on the peaceniks and beatniks and the other misguided people . . . in connection with the Moratorium: were you asked anything about it on The Today Program?

ROWE. No sir, I think I made a mistake, I let my views be known before we went on camera.

DICKINSON. Well, you were supposed to go on for 14 minutes?

ROWE. We had 14 or 15 minutes initially,

and when we finally got on it wasn't that long at all.

DICKINSON. They never asked you one question about the Moratorium, is that correct? (Major Rowe nodded in the affirmative.) Well, we'll get to that in just a moment. But in 5 years and 2 months of captivity tell me a little bit about your physical treatment, how were you treated and what did they do to you?

ROWE. Well sir, by American standards you're at a very low level, this is one thing you can't judge it by American standards, because by the Vietnamese standards, under those conditions and that environment, they don't feel that you're that far under them.

DICKINSON. What did you have to eat, for instance?

ROWE. We had rice two meals a day, sir.

DICKINSON. And what else?

ROWE. Nuoc Mam or salt. This is the standard diet, of course, they eat rice, this is the basis of their whole diet and they feel that an American can do the same thing, so it's rice 2 meals a day, seven days a week, month in and month out.

DICKINSON. Were you ever given any meat?

ROWE. Yes, sir; when they could catch fish and had enough for them as well as an excess we got it, generally we got the dead ones.

DICKINSON. By dead, mean rotten?

ROWE. Generally speaking, out of 20 we might get 2 or 3, that's for four Americans.

DICKINSON. Now you told our Committee that you might eat anything that swims, crawls or flies, is that right?

ROWE. Yes sir, you eat for nutritional value and not for taste. If there was anything that we could get our hands on that we could put on a menu, we put it on.

DICKINSON. What was that state of your health?

ROWE. Well initially, sir, in the first 6 months I went down from about 165 to about 115 pounds, and after that I started to learn to eat rice and build back up. The diseases I had, I had dysentery for five years, berri berri, hepatitis, and a fungus infection which is prevalent among Americans in that area.

DICKINSON. Are you all right physically now?

ROWE. Well sir, they got everything straightened out except dysentery and it will take a while with that.

DICKINSON. You say for 5 years you suffered with this illness?

ROWE. Yes, sir.

DICKINSON. Well now, how could you keep going for 5 years? I understand they kept you in leg irons at night and you were caged; how could you keep going for 5 years living in these conditions?

ROWE. Well sir, you make up your mind not to die there. In other words, you have three things that get you through, and they're all faiths; one is faith in God, one is faith in the Country, and one is faith in the other POWs. And if you've got those three things, you can make it.

DICKINSON. Now you would really say that you contribute your life, then, to your faith in God, your faith in Country, and your faith in the other POWs?

ROWE. Yes sir, these are the three things.

DICKINSON. Well, did anything happen that would shake your faith in God, or your Country or the other POWs while you were there?

ROWE. Well, the faith in God I don't believe a VC can shake that because they don't understand it, they don't believe it so they don't understand it. Faith in Country was one thing that they did attack, probably more often than anything else. They took, well, I divided it actually into two periods of time, the first between 1963 and 1967, the latter part of 1967 as the first period and the second period between October of 1967 and December of 1968. The first period of time they drew strictly from communist sources for propaganda, in other words, to try and

convince us that our efforts in Vietnam were wrong, that the American Government was not representative of the people, that there was a great rift between American people and the Government.

DICKINSON. Was this effective with you and the other POWs?

ROWE. No sir, it's a Vietnamese writing for American consumption and it's not really that effective; but in the latter part of 1967 and early 1968, they stopped drawing from their own sources and began to draw from AP, UPI, Time, Newsweek, Life, Look, Washington Post, New York Times. They picked statements from people within our own government, people within the United States, figures that are known and they quoted their statements opposing our efforts in Vietnam.

DICKINSON. Is this, then, the thing that was most effective in shaking your faith in yourself and in your Country and willingness to live?

ROWE. It was the only time during the entire period of time that I really doubted whether or not I was really right.

DICKINSON. Well, would you say they were principally government figures, or did the hippies and the yuppies on the street, what did they quote that was most effective?

ROWE. Well sir, they would say them all in one breath and you would have a whole line of people within the government, and then they would come with Stokely Carmichael, Rap Brown, Eldridge Cleaver, Tom Hayden, Benjamin Spock.

DICKINSON. And who else within government?

ROWE. Mr. Mansfield, Mr. Morse, Mr. Fulbright, Mr. McGovern, were the ones I heard more than any others, sir.

DICKINSON. The four Senators?

ROWE. Yes sir.

DICKINSON. Now getting back to the Moratorium, the people who think they are going to effect a quicker peace by bringing about demonstrations. You were a captive for over 5 years, you learned to speak the language, you learned to know the mind of the Vietnamese, do you think the Moratorium demonstration and the people walking up and down the streets with the placards, is this going to hasten the day when the hostilities will cease or do you think it will strengthen the determination of Hanoi to fight till the bitter end?

ROWE. Two things, sir, the Viet Cong, this comes from one of their political cadre, a provincial level political cadre, a communist and member of the Lao Dong party; he said that we do not expect a military victory nor do we expect an immediate political victory, but through the demonstrations and disorder in the United States, the anti-war movement, the United States Government can be robbed of its support of the people and forced to withdraw from Vietnam. At that time we will have total victory. At the same time, considering this even further, if you take their attitude towards negotiations where they regard conditions as a sign of weakness, it's only going to bring further demands. And if they win in Vietnam, that will not be the end but the beginning. This is the thing that's important to the military, and I as a military man.

DICKINSON. You told us you were preached to daily, you were politically indoctrinated or attempt was made almost daily, and you became familiar with their overall plan. First, what do they expect to accomplish in Vietnam, are they up to or behind schedule, what can we expect from them?

ROWE. They're behind schedule, sir. They were supposed to over-run Vietnam and have total victory in 1965, but President Johnson averted this by putting in United States troops.

DICKINSON. And is it true that this is just one apple on the bush?

ROWE. It's a very large tragedy, sir, and it expands throughout Indo-China.

DICKINSON. Now, are you sure that if it had not been for our action in Vietnam that the South Vietnamese would have fallen by now and they would probably be into other countries, is this your feelings?

ROWE. Yes sir, the NVA, they are the imbalance. The North Vietnamese are the imbalance and at that point they could have put enough men and enough communist equipment into South Vietnam to overrun the country.

DICKINSON. And you're convinced, as I am, having been there twice, that Thailand, Laos, Cambodia will all fall if we drew out and give in without securing South Vietnam?

ROWE. Sir, they will maintain the momentum of victory and it will carry through Laos and Thailand.

DICKINSON. And you're convinced that regardless of whether we should have been there in the first place or not, we're doing what is necessary now. Tell me, what do you think will be the effect if the demonstrators would have their way and we would just pull out right now, what would be the effect?

ROWE. It would be a blood bath. The communists promise in their political program, this is the political program of the Liberation National Front, and the way they state it, we will severely punish the diehard, cruel agents of the American imperialists and their lackies in Saigon, which is a blanket purge and it's going to be one of the bloodiest that they've ever seen in Asia, and they won't stop.

DICKINSON. Well, we saw that they killed over 3,000 at Hue during the Tet.

ROWE. That's on offensive, sir, and imagine if they take over the country.

DICKINSON. I'm convinced that what you say is right. Now there were two things that you told our Committee. First, that you were marked for execution and that you did escape. What made you think that you were marked for execution and how did this come about?

ROWE. Well sir, I had a period of time that I was going through documents of theirs while they were at lunch. I would just go to where they kept an ammunition box, a 30 caliber ammunition box where they had all their papers. I learned some bad habits in Special Forces and lock picking was one of them. I would go there and pick the lock during this period of time and check out their papers, and whatever I thought was important I would copy down and put it back. I found one paper in there, this was in the latter part of 1968, where a request had come from Zone for the name of an American POW from MR 3 and my name had been submitted and this is a one-way trip as far as that is concerned.

DICKINSON. When you were captured, you gave them what you call a cover story?

ROWE. Yes sir, I did.

DICKINSON. Was this effective and do you think it had something to do with keeping you alive?

ROWE. Yes sir, I maintained this for 4 years and it enabled me to say "I don't know" rather than "I can't tell you", and I think that this was most effective. In 1968, some group, I don't know what it was, but I was called in and the Viet Cong prevention cadre told me that the justice and peace loving friends of theirs in the United States had sent them a biographical sketch on me, which very effectively blew my cover story and marked me.

DICKINSON. Let me get this straight, American citizens, under the cover of being some peace group, had searched your biography and furnished this to the Viet Cong, so it blew your cover story, is that correct?

ROWE. Apparently so, sir.

DICKINSON. And finally, how did you get away?

ROWE. Well sir, I just took advantage of American B-52's and American helicopters and a very trusting guard that I got rid of,

broke away from them, signaled the choppers and had American underfire come in and pick me up.

DICKINSON. And escape?

ROWE. Yes sir.

DICKINSON. And you're going back?

ROWE. Yes sir, I've volunteered to go back and I'll go back in 1970.

DICKINSON. You're the most remarkable man that I know. Thank you, Major Nick Rowe.

ADDITIONAL INFORMATION

Name: Major James N. Rowe, U.S.A.
Age: 31 (born, February 8, 1938).
Home: McAllen, Texas.
West Point Graduate.
Captured—October 22, 1963.
Escaped—December 31, 1968.
Volunteered to return to Vietnam—1970.

FIFTY-SECOND ANNIVERSARY OF BYELORUSSIAN INDEPENDENCE

HON. MICHAEL A. FEIGHAN

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Monday, March 23, 1970

Mr. FEIGHAN. Mr. Speaker, on March 25 lovers of freedom all over the world will commemorate the 52d Anniversary of the Declaration of Independence of the Byelorussian nation. I am moved by a feeling of sincere admiration and respect for a people who have, since the beginning of their history, been threatened by oppression and assimilation, yet who have never ceded their love of liberty and human dignity. We look to captive peoples such as the Byelorussians as symbols of courage and determination.

There is no need to describe the life the White Ruthenian must lead under Communist domination. We would do well, however, to ponder for a moment the conditions which are beyond our imagination as free and comfortable American citizens. Government censorship, educational suppression, cultural oppression, and political takeover is reality for Byelorussia, and nothing short of total independence will preserve her human rights.

With miraculous strength, the oppressed have resisted. At every challenge to their freedom, the Byelorussians have fought for their human rights with the courage of the world's great heroes. With few respites, they have known only war, foreign occupation and oppression, yet they have defied the Communist threat by publishing underground newspapers, opening cultural avenues, reviving their language, celebrating their folklore. Their undaunted spirit during the first years of the century, their foresight in seizing the opportunity for liberation led to the moment that we celebrate: March 25, 1918, the declaration of independence.

The self-declared freedom was short-lived, however, as the Byelorussian government was forced into exile not long after independence day. Now the White Ruthenian people continue to suffer oppression in all of its heinous forms. Their national spirit has awakened the spirit of all of Central Europe, even though their government is occupied by a foreign and tyrannical ideology. The oppressed

deserve our recognition, they deserve our compassion, they deserve our admiration. May we never forget the Byelorussian spirit and may the ideals which keep that spirit alive remain as strong as they are today. My sincerest hope is that someday soon we can celebrate Byelorussian Independence Day with our European friends when East and West join in lasting peace.

MONTANA'S STREAM PRESERVATION LAW

HON. LEE METCALF

OF MONTANA

IN THE SENATE OF THE UNITED STATES

Tuesday, March 24, 1970

Mr. METCALF. Mr. President, on previous occasions I have taken note of Montana's stream preservation law, which informed conservationists regard as a model statute for reconciling differences among those who would build the necessary highways and those concerned primarily with our environment.

The law was discussed at some length today at the North American Wildlife Conference in Chicago by John C. Peters of the Montana Fish and Game Department. Mr. Peters called the law "a social document that applies a mixture of biological and engineering principles to protect a part of the environment." As he says, the law "illustrates that the public wants to maintain a quality environment and will pay for it."

Mr. President, I ask unanimous consent that Mr. Peters' address be printed in the RECORD.

There being no objection the address was ordered to be printed in the RECORD, as follows:

OPERATION SINCE 1963 UNDER MONTANA'S STREAM PRESERVATION LAW
(Address by John C. Peters)

A day seldom passes without some mention in newspapers, on the radio, in the weekly magazines, or over television of the destruction of the environment. The public is aware that serious environmental problems exist. Their attitude today is that they want to live in a high quality environment, relatively free of any kind of pollution even if it means paying higher taxes or a higher price for products. This attitude could only be held in an affluent society such as ours where the more basic needs of food and shelter are adequate for most people.

Protection of trout streams from the bulldozer and dragline is only one small part of the struggle for the maintenance of a quality environment. However, such protection is a milestone because the people of Montana have achieved some success in the preservation of this important part of the landscape. A law called the Stream Preservation Law is the reason for our success. Years of disappointing efforts showed that moral indignation or social alarm will not save a meandering stream from a bulldozer. Only the legal process with delegated responsibility will do the job.

Before Montana had its law, the road builders listened to alternate proposals but the final plans included only incidental considerations for the preservation of the trout stream environment. The Instructional Memorandums of the Bureau of Public Roads were not adequate because there were no

provisions to settle differences. Legally, the road builders had no responsibility to consider requests aimed at stream protection. Only after passage of the Stream Preservation Law were we able to work out compromises that allowed the building of roads without the needless destruction of streams and the surrounding valley floors. The compromises came relatively easy once the legal framework was provided by the Montana Legislature.

HISTORY

In 1960, there was major conflict with the road builders concerning the harmful effects of road construction on trout streams. After a history of attempting to get adequate consideration for preserving the stream environment, it became painfully clear that they would listen, but could not implement major proposals for minimizing damage. We had no recourse but to ask the legislature to give us the legal framework to protect our stream resources from the bulldozers. Faced with that task, it was obvious that facts were needed before we could adequately support our case.

So, in 1961, a pilot study was initiated on the Little Big Horn River to develop methods for measuring channel alterations and their impact on fish populations. Using the techniques developed on this pilot study, each of seven fisheries districts measured at least one stream in 1962. We completed inventories on 13 streams and rivers located throughout the state and the results showed that far more of the trout stream environment had been tampered with than we had suspected (Peters, 1964). Two other states, North Carolina (Bayless and Smith, 1964) and Idaho (Irizarri, 1969) have completed statewide channel inventories that show the same trend. All of these studies conclude that altered channels carry far fewer game fish than natural channels. Also, a study of channelization in the Little Sioux River in Iowa revealed that the channelized portions carried far fewer game fish than the natural channel (Welker, 1967).

As we presented the results of the stream channel inventory to various civic organizations, we gained the strong support of the Montana Junior Chamber of Commerce. Later, they received a National Conservation Award for their part in obtaining passage of Montana's first Stream Preservation Law. The Montana Wildlife Federation also pitched in with the Western Association of that Federation providing noteworthy leadership. Together these groups supported by the data convinced a rather reluctant legislature that Montana needed a Stream Preservation Law. One was passed which became effective on July 1, 1963, but only for a two-year trial period. Thus we had to repeat our efforts in 1965. Armed then with facts from channel inventories on 16 streams, and the record of not having stopped the entire road building program in Montana during the previous two years, we enlisted the support of several groups. These efforts were successful because a permanent law was passed in 1965.

The following facts based on the channel inventory were presented at the 1965 legislative committee hearings:

1. That 354 of 987 miles (36%) of channels surveyed had been altered from their natural condition.
2. There were 2,401 alterations counted, nearly three per stream mile.
3. Altered channels produced only one-fifth the number of game fish and one-seventh the weight of game fish as natural channels.

These facts played an important part in convincing the legislature that protective legislation was necessary to maintain a valuable natural resource, Montana's trout stream fishery.

Examining the voting record of the Montana legislature on this issue will give

some insight into the desirable effects of a well-planned implementation of a good law. In 1963, the first law narrowly passed the legislature (with the House voting 53-33 and the Senate voting 32-21) and became law for a two-year trial period. The bill was killed twice in committee, only to be pulled out and passed after some interesting political maneuvering. In contrast, the 1965 legislature enacted a permanent law with only one dissenting vote from a possible 146, which was cast by a road contractor. I believe the change in the voting between 1963 and 1965 is excellent testimony in favor of exerting every effort to make a good law work.

The Stream Preservation Law covers only agencies of the state and subdivisions of state government, i.e., cities and counties. The State Water Conservation Board is exempt. The law gave no jurisdiction over private landowners, corporations or federal government agencies.

There were two important changes made to the original law by the 1965 legislature. Most important the law became permanent in 1965 and no longer had to be renewed at each subsequent session of the legislature. The arbitration committee under the 1963 law was made up of a member designated by the Fish and Game Commission, a member designated by the agency involved, and a third member who had no connection with either agency, selected by these two members. Under the 1965 law the three-man committee is appointed by the district court.

THE LAW ITSELF AND HOW IT WORKS

Both the 1963 law (Chapter 258, Montana Laws of 1963) and the 1965 Law (Chapter 10, Montana Laws of 1965) have identical preambles: "An act to establish the policy of the State of Montana on protection of fishing streams, providing for submission of plans for construction and hydraulic projects affecting such streams to the Montana Fish and Game Commission and for review of such plans; and providing for arbitration of disagreements between the Fish and Game Commission and the Agency proposing such acts." The following is a brief summary of the sections of the act itself and describes the mechanical operation under the current law:

1. The Fish and Game Commission is notified of a project affecting a stream on a special form accompanied by detailed plans and specifications. These documents must be provided not less than 60 days prior to the start of construction.

2. The Commission examines these plans. If they are inadequate, they so notify the applicant and may aid him in preparing better ones.

3. Within 30 days after the receipt of such plans, the Commission notifies the applicant whether or not the project affects any fish and game habitat. If the project is harmful to habitat, the Commission recommends alternatives which diminish or eliminate such effect.

4. If these alternatives or recommendations are unacceptable to the construction agency, they must notify the Commission within 15 days after receiving such alternatives and the disagreement is arbitrated. A special arbitration procedure is spelled out in the law which is binding on both parties.

However, we have learned that a much more practical operation exists with construction agencies than that formally spelled out by the law. Somewhere between 10 and 15 percent of the total cost of a highway construction project lies in its design. Once an alignment has been selected and the plans are completed, there is little opportunity for change without great cost to the construction agency. Considerable delay occurs while the project is being redesigned, too. Therefore, the conservation agency must be notified by a construction agency and be allowed to participate as a partner before

such design plans are developed. In the jargon of the road building agencies, this means notification to participate on the P-line (preliminary alignment) or L-line (location alignment) inspections. At this stage, changes are relatively easy to make. This allows the conservation agency sufficient time to make the necessary studies to collect data supporting a recommendation as may be required to justify changes by the construction agency. It is the practical way to carry out each agency's responsibility on a day-to-day, routine basis.

The Stream Preservation Law has been tested by legal decision three different times. One of the counties in the state did not believe the Fish and Game Commission had the jurisdiction to require them to abide by the law. The Attorney General ruled that the Commission did in fact have such authority and required the county to submit a notice of construction of their project influencing a stream.

As a mitigative measure in another case, we asked that a meander be built to replace one that was cut off. A landowner contested the necessity of selling his land for the new meander. After we provided testimony at a court hearing, the landowner amended his complaint admitting the necessity for the taking of his land for the meander. He did not feel he was offered just compensation for his land from the road-building agency and continued the case in this regard. The meander has since been built, with the total cost, including right-of-way, estimated at \$80,000.00.

In the third case the law was used to prevent the purchase of gravel from a site within the perimeter of a meander loop. We felt the river could erode its way into the borrow pit area and possibly upset the river's hydraulic regimen in the entire project area. The court ruled that the construction agency had the ministerial authority to make such a decision when requested to do so in accordance with the Stream Preservation Law.

WHAT HAS BEEN ACCOMPLISHED

Two reports (Whitney, 1964 and Peters, 1966) discuss specific accomplishments of the law during 1963 and 1965 respectively. From July 1, 1963 when the first law became effective, until June 30, 1969 we have reviewed legal notices for 259 projects. Of these, we asked for special considerations on 88 projects, roughly one of every three.

Following are the highlights of what has been accomplished during the first six years with the law. Proposed road alignments were moved to avoid encroaching upon the Madison, Big Hole, Missouri and Blackfoot Rivers. Meanders were designed and built in Prickly Pear Creek, the St. Regis River and the Clark Fork River so that the channel was as long after construction as before. Extra bridges to preserve natural meanders were built in the Beaverhead and Missouri Rivers and are planned for the Blackfoot River. Brushy floodplain vegetation, removed to facilitate construction, has been replaced. Channel excavation has been limited to those times of the year when trout are not spawning and eggs are not in redds. An elevated and independent alignment has been proposed and been designed to preserve the St. Regis River and its scenic canyon. All of these fishery-saving accomplishments have been made by working with the State Highway Department with the concurrence of the Bureau of Public Roads, through the effective medium of a good law, which established the framework.

FRINGE BENEFITS

By asking them to follow the intent of the Stream Preservation Law, we now have written agreements with the following federal agencies: Forest Service, Bureau of Public Roads, Bureau of Reclamation, Fish and Wildlife Service, Soil Conservation Service, and the Bureau of Indian Affairs. The agreement with the Soil Conservation Service al-

lows the Fish and Game Department to review each project under the Agricultural Conservation Program that involves work in a stream or river. No federal cost-sharing is allowed on channel work under ACP unless it meets with our written approval. Since channel stabilization work has increased in recent years to the fifth largest expenditures of funds under ACP, this has become an important part of our stream preservation program.

The Bureau of Public Roads has also followed the intent of the law. We have established liaison with the BPR that allows us to review all Forest Highway Projects from the preliminary alignment to the final construction phase.

Depending on individual forests in the region, we have established fair to excellent cooperation with the U.S. Forest Service. There are few problems with high design forest roads as a rule. It is the smaller logging roads designed within the Forest Supervisor's offices that are often troublesome.

In 1969 the Montana Legislature appropriated \$100,000.00 to the Department for the construction of recreation lakes. Involved in this program is the utilization of highway fills to impound water. The Fish and Game Department pays the difference in cost between a fill designed for a roadway and a fill designed for a dam embankment. The department has hired an engineering consulting firm to provide the design and right-of-way investigation work necessary for the development of plans and specifications. The State Highway Department provides us at cost with core log data necessary for material and foundation evaluation and with aerial photography necessary for site mapping. This is an example of an extremely efficient use of public money and illustrates what agencies can do when they are really willing to cooperate with each other.

Recently, we obtained a Memorandum of Understanding with the State Highway Department dealing with land isolated by road construction activities. It allows us to have the highway right-of-way personnel act in our behalf to purchase this isolated land for fish and game purposes. In this way, everyone can benefit including the landowner with the isolated land. For example, some fairly large tracts of land will be isolated between the Clark Fork River and Interstate 90. It would be economically impractical to provide frontage road access to these lands, according to the highway department. Therefore, we are developing a plan to use these lands for a major waterfowl development. Since borrowing will be needed to build the road, we will specify where it can come from and the size and shape of the borrow pits. These pits will become duck ponds rather than the traditional eye sores. This agreement will also be used to purchase land needed for fishing access, habitat protection for birds and fish, game checking stations, etc. It is not limited to interstate highways, but can be used along new primary and secondary roads as well.

The Stream Preservation Law has been indirectly responsible for developing a more rational basis for our stream management program. Often we are asked by the construction agencies to justify our request for mitigative measures. This means measuring fish populations and providing reports describing the fishery for such justification. We have allocated time and manpower to do this in our fishery districts. Special jobs have been set up and work carried out over a long period of time to gather data for the stream preservation program. Because of this, the whole fisheries staff has increased its capabilities and practical know-how in accurately measuring stream and river fish populations.

WHAT IS LEFT TO BE DONE

Almost all of our effort in preserving the stream environment has been devoted to the

preconstruction phase of road building. This phase allows us (1) to review and adjust alignments, and (2) to work out measures for fishery mitigation. However, this effort does not do the entire job for maximum protection of the environment. Our effort up to now only enables us to keep between two-thirds and three-fourths of the stream environmental problems in our management grasp. However, to improve our ability to preserve the entire stream environment, we must get involved on a day-to-day basis during the construction phase of road building. This will involve a great improvement in our understanding of just what can be done and what cannot be done when the contractor is building the road. We may have to change or refine certain measures for habitat mitigation once this knowledge gap is closed. Trained biologists must be hired to work with the construction engineer in this important problem area.

Under our D-J fisheries program, we have evaluated a few of the channel mitigative measures to determine their value for fish. But we do not have the money or manpower to begin to evaluate all the important measures that have been designed and constructed for aquatic life. We need more money and people to do this work. Until such a program is operating we are proceeding under the belief that channels that behave well hydraulically also provide the best environment for fish. With or without a more adequate evaluation program, we must work closely with the engineering community to better understand flow in natural channels as it relates to fish.

CONCLUSIONS

The Stream Preservation Law has provided for the trout stream environment in Montana. It has shown the public that a construction agency and a conservation agency can work together given the necessary legal framework. One measure of the relative effectiveness of the program is the \$100,000.00 appropriation for the Recreation Lakes Program granted to the Fish and Game Department by the 1969 legislature. This program would not be possible without the close cooperation of the State Highway Department, cooperation initiated by state law which detailed agency responsibilities.

We have achieved a measure of success by being able to work in the preconstruction phases of the road building program. We will have to begin working on a day-to-day basis at the construction phase of road building in order to achieve maximum success. The public does not compliment us on what we have accomplished, rather they criticize us on what they feel we should be doing to further preserve the trout stream environment. We must live up to their expectations and work even closer with the construction agencies in order to retain the public's confidence.

This law is a social document that applies a mixture of biological and engineering principles to protect a part of the environment. It illustrates that the public wants to maintain a quality environment and will pay for it. Yet this success has been achieved without economically penalizing the road building effort. Apparently the myth that this law would scuttle the road building program in Montana has vanished. The largest public works program ever conceived and funded by Congress continues in Montana and elsewhere. But there is a difference. We have a legal document which has helped us and the road builders minimize some of the destructive forces in that massive program.

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ABM: AN EXPENSIVE MAGINOT LINE

HON. ROBERT L. LEGGETT

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 24, 1970

Mr. LEGGETT. Mr. Speaker, an editorial on the subject of the ABM recently appeared in one of my district's outstanding newspapers, the Sacramento Bee. To my mind, the Bee has hopped this boondoggle right on the head. Either the Russians will not expand their SS-9 force, in which case Safeguard will not be needed, or they will expand it and add MIRV, in which case Safeguard will not work even in theory, let alone in practice.

It seems most unlikely that Safeguard will have practical effectiveness under any circumstances. But even the Defense Department admits it will have theoretical effectiveness only if the Soviets expand their SS-9 force but do not incorporate MIRV. Perhaps if we are foolish enough to spend billions on Safeguard, the Soviets will, out of appreciation for our efforts, design their offense to suit Safeguard's capabilities and avoid its weaknesses. But somehow I doubt it.

I insert the editorial entitled "Safeguard Proposal Would Give United States the Illusion of Maginot Line Safety," from the Sacramento Bee of March 4, 1969, in the RECORD at this point:

SAFEGUARD PROPOSAL WOULD GIVE UNITED STATES ILLUSION OF MAGINOT LINE SAFETY

The Nixon administration's latest proposal to expand the Safeguard Anti-Ballistic Missile system amounts to a new Maginot Line mentality and would be an exorbitant economic drain without increasing real national security.

The Maginot Line, it will be recalled, was a prodigious network of fortifications by which the French military imagined it might make German invasion impossible. The Nazi blitzkrieg blasted that illusion by simply bypassing the Maginot Line in a few short weeks. France fell.

What the French failed to perceive clearly—although the then young Gen. Charles De Gaulle importuned against Maginot Line thinking—was that the rapidly shifting developments of military tactics would make the supposed impregnable defense obsolete.

The same failure of perception marks the Nixon administration's faith in the Safeguard system. The President has chosen to listen to those particular military and scientific advisers who believe it possible to erect

an impregnable antiballistic missile system and prevent successful missile attack upon the US.

It is typical Maginot Line mentality. But a growing number of military men and scientists see the folly of this illusion of security. Congress should take a whole new look at the Safeguard proposal and insist that the nation's best protection remains in the retaliatory deterrent power of its Polaris fleet.

US Sen. Mike Mansfield of Montana, the Senate Democratic majority leader, has warned the full cost of the Safeguard system envisioned by the administration would grow to an ultimate \$50 billion or more. That is a ghastly price to pay for an illusion of security.

For as Defense Secretary Melvin Laird himself has conceded, there is no need for it if the Soviets do not proceed with development of more sophisticated missiles and accuracy, and if they do, the proposed, untried Safeguard system could not handle the threat.

It is folly to spend billions on a system which would be useful only if the Soviets tailor their threat to suit its peculiar limitations.

MOVING THE MAIL

HON. WILLIAM H. HARSHA

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 24, 1970

Mr. HARSHA. Mr. Speaker, President Nixon's firm resolve to keep the mail of our Nation moving, and his decisive words and actions in that direction, are being commended as realistic, necessary, and courageous.

An editorial from this morning's Wall Street Journal places the situation in its proper perspective, both from the standpoint of the postal workers, and the President's responsibility to retain a "government based upon law."

I commend this editorial to the attention of my colleagues.

MOVING THE MAIL

The first priority in the current mail strike is to get the mail moving. President Nixon recognized as much yesterday when he ordered military personnel to handle essential mail in New York City, where the tie-up started and where the Post Office was still shut down.

At the same time Mr. Nixon stressed that the "overwhelming majority" of postal employees had refused to join the illegal walk-out and instead were carrying out their responsibilities. To these workers, as well as to those on strike, he promised full discussions of all grievances—but not while thousands remain off their jobs.

As the President conceded, the economic problems of postal workers in some cases are severe. Still, those problems should be kept in perspective.

The top pay of letter carriers, \$8,442, obviously is not high in these inflated times. Perhaps it's worth remembering, though, that the median income for all U.S. families is only about \$8,000. Whatever the problems of the postmen, in other words, around half of all Americans are worse off.

Federal employees, moreover, have a degree of job security seldom attainable in private employment. This security is especially great in the Post Office, where the chief change over the years has been a growing demand for service—and personnel.

The real problems the postmen do have run much deeper than money. Ironically, most of the postal workers' unions have been fighting tooth and nail to preserve the politics-ridden system that is mainly responsible for their members' troubles.

Some critics claim the Administration precipitated the mail crisis by tying a postal pay raise to sensible postal reform. If the Administration did in fact link the two, it was showing much more compassion for the workers' real grievances than their leaders were.

It is, for one thing, perfectly clear that \$8,442 is a lot more money in some parts of the nation than it is in others. But Congress, setting postal wages largely for political reasons, hasn't been inclined to fix higher wages for one member's constituents than for others.

A semi-independent postal authority, of the sort the Administration proposes, would be flexible enough to take living costs into account. At the same time, of course, it could shear away the political appointees who still occupy many top postal positions, and thus leave many career postal workers stuck in dead-end jobs.

If the postal unions really wanted to help their members, all of them would have been working hard for reform. An \$8,442 wage wouldn't look discouraging anywhere if an ambitious postal worker knew that it did not need to be the end of the road.

However serious the problems of any of the workers, they do not justify illegal strikes. The fact that the strikes started in New York is unsurprising; postal workers there have watched while other public employees pulled illegal walkouts—and usually wound up being rewarded with higher pay.

New York has long been known as a "good" labor town, meaning one where the politicians generally knuckle under to the unions. At the state level this shows up in the fact that New York actually pays unemployment benefits to workers who go out on strike. Since the benefits are financed by employers, the companies thus subsidize strikes against themselves.

The Federal Government simply cannot permit itself to get in that sort of predicament. If the postal strikers get away with this power play, there are many other Federal workers only too likely to follow the leaders.

What is at issue, as President Nixon said, is survival of a Government based upon law. If the strikers begin to see that is so, there will be no need for the President to order troops into cities other than New York. He made it clear, though, that he would not hesitate to take whatever steps become necessary.

It was the sort of decision no political leader enjoys making. The postal strikers, however, left a President of the United States no other choice.

SACRAMENTO BEE PRAISES PAUL LEAKE

HON. ROBERT L. LEGGETT

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 24, 1970

Mr. LEGGETT. Mr. Speaker, a few days ago one of California's most senior capable public servants, Mr. Paul R. Leake, a member of the Senate Board of Equalization since 1952, decided to hang up his spurs.

Paul Leake, a distinguished Democrat, has served half of the 58 counties of California on the State Board of Equalization for the past 18 years—now at 80 Paul has announced his retirement.

Paul was born in Dixon, Calif. on August 26, 1890, and received his schooling at Santa Clara. He developed the Woodland Daily Democrat which he has owned since 1926. The paper is ably managed by his son, Kenneth, since Mr. Leake is in public service.

In 1939 Paul was appointed Customs Collector for San Francisco and later he has consistently been elected to the State Board of Equalization since 1952. He is past President of the California Newspaper Publishers' Association.

The Sacramento Bee was one of the first to pay him tribute last week, as follows:

LEAKE'S SERVICE WAS PRAISEWORTHY

It is a sad day when a public servant who has made such a valuable contribution to good government is lost to public service, whatever the reason. Such is the case with Paul R. Leake of Woodland, a member of the State Board of Equalization since 1952.

Leake, who will be 80 in August, has reversed an earlier decision to campaign for re-election and announced his retirement at the end of the present term. In doing so he is giving up the prospect of a \$100,000 income—\$25,000 a year salary for the next four years—because it is almost certain he could have been successful again at the polls.

Leake said:

"The people should be represented by a younger man—someone to keep on top of today's frightening problems."

While this is a commendable attitude, it also is too bad because a younger man will have to go some to equal Leake's record.

The Woodland newspaper editor and publisher has served the people of the 25 northern counties in his equalization board district with strength and fairness for nearly two decades. The board is the state's major revenue agency, administering collection of eight kinds of taxes, assessment of utility property and overseeing the counties' administration of local property taxes.

Although a Democrat, Leake first was appointed to the post to fill an unexpired term by Republican Gov. Earl Warren. He has approached his work in a strictly nonpartisan political tradition.

Even before his service on the equalization board, Leake was making a contribution to government. He was collector of customs for the Port of San Francisco from 1939 to 1952.

Leake rates praise and gratitude from the people of California.

POSTAL STRIKE

HON. WILLIAM A. STEIGER

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Monday, March 23, 1970

(Mr. STEIGER of Wisconsin asked and was given permission to address the House for 1 minute.)

Mr. STEIGER of Wisconsin. Mr. Speaker, it is regrettable that there are those on the floor today who will attempt to use for their own political purposes the tragic situation due to the interruption of mail service and the present treatment of postal employees.

I, for one, think the President was correct in his move to call out the troops to carry on the essential mail service required by this country. But I am deeply

disturbed by the fact that the simple act of passing a pay increase is assumed by some to solve the problems of the Post Office.

I do not think that is going to happen, and I am one of those who supports the corporation, who joins with the distinguished gentleman from Arizona (Mr. UDALL) in believing that basic postal reform, giving employees the right to bargain collectively, with binding arbitration at the end of unresolved differences, will achieve the goal of both treating employees more fairly and giving the people of this country better mail service. It is the Congress of the United States that has failed over the years to treat New York employees fairly. It is the Congress which has to bear the responsibility for failing to move in reforming the Post Office.

NATIONAL KIDNEY DISEASE MONTH

HON. GILBERT GUDE

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 24, 1970

Mr. GUDE. Mr. Speaker, Mayor Walter Washington has issued a proclamation designating March 1970 as "National Kidney Disease Month." He points out that more than 3,000 residents of the Metropolitan Washington area will die of kidney disease during the coming year, and that many of the victims of the disease are children.

As a member of the Honorary Committee of the National Kidney Foundation of the National Capital Area, I support its work in educating the community about the symptoms and necessary treatment of kidney disease. I have cosponsored legislation to provide funding for a comprehensive program to combat kidney disease and to modernize the laws in the District of Columbia governing the making of anatomical gifts, so that kidney transplantation can be facilitated not only in the District of Columbia itself but also between Maryland, Virginia, and the District of Columbia.

I join Mayor Washington in urging that every citizen learn the warning signs of kidney disease, and in commending the Kidney Foundation for its important work in improving the health of the community.

The proclamation follows:

NATIONAL KIDNEY DISEASE MONTH,
MARCH 1970

BY THE COMMISSIONER OF THE DISTRICT OF COLUMBIA A PROCLAMATION

Whereas, the death rate from kidney disease in the Metropolitan Washington, D.C. area is twice the national average; and

Whereas, more than 3,000 residents of the Metropolitan Washington area will die of kidney disease during the coming year, and more than 46,000 kidney disease victims in the Washington area, many of them children, suffer from life-threatening kidney ailments; and

Whereas, the Kidney Foundation of the National Capital Area is engaged in programs to improve the health of the community by providing important health education in-

formation about kidney diseases, and is striving to assist kidney disease victims through artificial kidney centers, tissue-typing and kidney transplantation centers, Drug Bank programs, and detection and treatment of asymptomatic kidney infections in school children:

Now, Therefore, I the Commissioner of the District of Columbia, do hereby proclaim the month of March as "Kidney Disease Month," and urge every citizen of the District of Columbia to safeguard the health of his family and his community by learning the "5 Warning Signs of Kidney Disease", and by supporting the Kidney Foundation of the National Capital Area in its efforts to aid kidney disease victims.

WALTER E. WASHINGTON,
Commissioner of the District of Columbia.

FREEDOM'S CHALLENGE

HON. E. ROSS ADAIR

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 24, 1970

Mr. ADAIR. Mr. Speaker, a short time ago Miss Martha Scher of Huntington Catholic High School, Huntington, Ind., won an award in the Voice of Democracy Contest. As one reads what Miss Scher wrote, certainly an admiration for many of today's young people and the soundness and wholesomeness of their thinking is created. Because it is so outstanding, I include herewith Miss Scher's statement—"Freedom's Challenge":

FREEDOM'S CHALLENGE
(By Martha Scher)

"Freedom's Challenge"; just exactly what do these words mean? Freedom or liberty, the power of choice, the positive enjoyment of various social, political, and economic rights and privileges, is thought of so superficially by many. People bounce the word around on the end of an elastic string of American victories, never stopping to think what this expression really means. A brief moment of meditation on the matter will perhaps enlighten the callow minds of those trusting persons who take our freedom for granted.

Freedom is a gift, the result of our forefathers' struggles. For as a consequence of the constant exertion of their intelligence and integrity, we are exempt from life under a Communistic government where misery abounds because of the unbearable stifling of free will. Thanks to them, freedom has become the most valuable resource of our great nation.

Can we export this resource? No, we cannot realistically market freedom in itself. Freedom is not packaged and ready to be sold, you can't just tear on the dotted line and see it come sliding out. But we do export freedom's ideals. We strive to make others see the advantages of freedom's equality, justice and salutary representation of the people in a government. Once other countries realize the good of freedom they too will desire it.

Perhaps a fitting substitute for freedom's challenge could be freedom's demand, since freedom is very demanding. It requires that we be scrupulous in its care. Freedom is a very delicate and fragile substance. Its surface can be easily marred by small incidents which seem so insignificant at the moment. Take for example the election of the wrong man, even in a minor organization. If the wrong man is chosen his wrong decisions can easily result in the stark denial of human

rights and the common man's loss of his important representation in government. To insure proper elections, citizens are obliged to keep abreast of the news. Even now as a student, this applies to me. Today's news will be tomorrow's history, and we learn by others mistakes.

My use of voting privileges in school or outside organizations must be a second effort to preserve a realistic form of democracy. By exercising this privilege I am learning the basics of democracy at work.

Action is yet another important cog in the wheel of democratic freedom. Many excellent ideas have been left undeveloped because their authors have failed to put their plans into action. I must not be afraid to make my ideas known so that I might weigh the resulting opinions and contradictions of others. On these results I can base effective actions.

Neglect in the preservation of freedom is indirectly its most bitter enemy. If we become too lax in our ways, sly Communism slips in unnoticed, intent on our conversion to its so-called "carefree" society. We must constantly be on the alert to safeguard our freedom. Being unable to cast a national ballot or indulge in otherwise adult privileges does not in any way lessen my responsibility to be a good citizen. Respect for law and order must be an integral part of my philosophy of life.

Serving in the armed forces is another practical way to insure democracy. If one cannot enter the armed forces, he should do all that he can do on the home front.

Unfortunately, freedom sometimes incites war. But a battle for human freedom, in my opinion, is a just war. Battle for the natural rights is perfectly moral. At the present time many people do not fully appreciate this marvelous substance which is our very life's breath. A person never fully understands the value of that which he so confidently possesses, until that person is no longer the holder of this possession.

To me, freedom's challenge presents a great opportunity which I must take advantage of. If I neglect this responsibility to secure what is rightly ours I will imperil the inevitable future of myself and those to follow me. It is my duty to guarantee that we may eternally enjoy the gift of freedom, that we may always be so privileged to say we are "One nation, under God, indivisible, with liberty and justice for all."

SUPPORT FOR LAW ENFORCEMENT AGENCIES

HON. WILLIAM L. HUNGATE

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 24, 1970

Mr. HUNGATE. Mr. Speaker, the crime problem needs our immediate attention. The burden on law enforcement agencies increases almost daily and this situation will continue unless we are sincere in our efforts to solve this problem and give them our support.

I am introducing a bill to give this support. My bill would improve law enforcement by making available funds to improve the effectiveness of police services.

With this direct funding, the city or county law enforcement agency could immediately obtain the resources necessary to launch an effective attack on the crime problems of their particular area.

We have placed a great deal of respon-

sibility on our local law enforcement officers and we cannot expect to maintain an efficient force willing to accept this responsibility without our support. The solutions to crime are largely dependent on the ability of these law enforcement officers and, in turn, on our ability to provide them adequate funds to do the job.

TERROR IN THE SKIES

HON. JOSHUA EILBERG

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 24, 1970

Mr. EILBERG. Mr. Speaker, for more than a year now, the world has watched as Arab terrorists have bombed and attached commercial airliners and their civilian passengers departing from the major capitals of Europe.

There is little doubt that the world's commercial exchange with Israel and that country's foreign exchange balance will be seriously affected if these barbarous attacks are not halted.

We already have evidence that pilots of Western nation airplanes are reluctant to continue their schedules to Tel Aviv.

Equally significant is the terrorists' absolute disregard for whom their victims may or may not be. Women and children, tourists or statesmen, it matters not.

Yet through it all, we in the free world and the United States have stood by strangely powerless, unable or unwilling through the force of our considerable influence to put a halt to these atrocities.

In a resolution adopted on February 26, 1970, the City Council of Philadelphia adopted Resolution No. 223. The resolution urges the President to use the power of his office to protest and bring an end to this terror in the skies.

With the unanimous consent of my colleagues, I enter the resolution on the RECORD:

COUNCIL OF THE CITY OF PHILADELPHIA RESOLUTION

Memorializing the President of the United States to use his good offices to protest the mounting rage of indiscriminate terrorism against innocent travelers to Israel.

Whereas, The bomb explosions on Swiss, Austrian and German airplanes killed and wounded the innocent and intended victims of Arab saboteurs exercising the terrorist tactics against the Republic of Israel; and

Whereas, The permissiveness of Arab aggression against Israel has been proved callous in the apathetic reaction of the free nations of the World; and

Whereas, There will be no peace in the Middle East, or in the sky, or on the sea and land, until the international community persuades the Arab States to recognize and enforce the principles of justice against those who hijack and sabotage planes on the ground in foreign airports to terrorize Israeli bound planes and passengers; and

Whereas, Peace will continue to elude all of us in the Middle East and elsewhere as long as the world remains apathetic to the cause of a people asking only to be left in peace while others consume themselves in a passionate craving to enjoy it; therefore

Resolved, By the Council of the City of

Philadelphia, That we hereby memorialize the President of the United States to use his good offices to protest the mounting rage of indiscriminate terrorism against innocent travelers to Israel.

Resolved, That certified copies of this Resolution be sent to the President of the United States, Vice President, Speaker of the House, President Pro Tempore of the Senate, Congressional representatives from Philadelphia and United States Senators from Pennsylvania, as evidence of the sincere sentiments of this legislative body.

Certification: This is a true and correct copy of the original Resolution adopted by the Council of the City of Philadelphia on the twenty-sixth day of February, 1970.

PAUL D'ORTONA,
President of City Council.

Attest:

CHARLES H. SAWYER, Jr.,
Chief Clerk of the Council.

KICK THE MILITARY?

HON. BURT L. TALCOTT

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 24, 1970

Mr. TALCOTT. Mr. Speaker, we all look forward to an overhaul of the "military draft" legislation. No one likes the circumstances making "selective service" necessary. We all hope for the wondrous day when no draft will be necessary and our Nation, and others, can live in peace with freedom and security.

In the meantime, I believe too many of us overlook the kind, quantity, and quality of service rendered by our Selective Service boards and officials. It is all too easy to criticize the rescue work of the fellow who is performing in the stormy lake while we are observing from a dry, cozy, secure place on shore.

Even though seeming inequities and disappointing decisions may occur, the private and congressional criticism is often grossly exaggerated. Deserving praise is seldom forthcoming.

The director of the Selective Service system for the State of Oregon, Leonard G. Hicks, and John M. Hilgers, the editor of the Rough Draft, the monthly bulletin of the Oregon State Headquarters, published a thoughtful article in the February 1970, edition entitled, "Kick the Military?" The article deserves the careful reading of both Members of the Congress and every citizen of the United States.

The situation in Oregon is not unsimilar to the situation in every other State. We have much for which to be thankful. These citizen soldiers are deserving of our praise and gratitude much more than our criticism.

The article follows:

KICK THE MILITARY?

In order to set the record straight, with reference to a newspaper article relating to certain military personnel recommendations emanating from a Congressional subcommittee, it seems pertinent to acquaint our uncompensated personnel with a little background on our military personnel in Selective Service in Oregon.

Perhaps the Committee was unaware that the members of Selective Service headquarters staffs are comprised of citizen-

soldiers—either Reserve officers of the several services, or National Guard officers who have been recalled to extended active duty for this specific assignment. In the Oregon headquarters we have four Reserve officers and two National Guard officers. The four Reserve officers are one Marine, two Navy, and one Army.

These six officers represent the finished product of 110 years of cumulative study and training in Selective Service know-how—background, history, law, procedures, and planning. They are manpower specialists. They didn't become specialists except through constant and diligent study, during weekends or weekly four-hour study periods; by untold hours of homework taking specific correspondence courses; and by substitution of training-conference attendance for the normal family two-week vacation. Often, this training was accomplished at the expense of the individual, without remuneration from the Government. And in the case of our Navy officers, it was attained at the expense of their military careers, from a promotion standpoint. Multiply these efforts by the total number of reserve and National Guard officers throughout the country available to Selective Service in the event of a National Emergency or time of war and you have a staggering number of hours of sacrifice and hard work. All of this has been in preparation for assuming a more active role if they are called to extended active duty to serve the country.

These six temporary active-duty citizen-soldiers represent by civilian profession an educator, a banker, a successful business man, a personnel specialist, a property control and supply technician specialist and a business administrator. Incidentally, these six officers compositely hold five bachelor degrees and two master degrees, and two more have graduate work beyond their degree. In addition to the six officers on temporary active duty, Oregon can rely on twenty-six other citizen-soldiers, reservists who remain in their civilian positions, yet devote the same time to study for preparation for call to duty in time of the Nation's emergency.

A typical Selective Service reserve officer training unit in the State of Oregon is cited. Their civilian backgrounds are: State Director for Veterans Affairs, former State Civil Service Director, Attorney, Law Professor, Ford Agency Owner, Contractor, Teacher, and Accountant for the State Board of Education.

As to the military operating "with less regard for individual rights and procedural niceties than we expect and require in civilian life," the author denotes a misunderstanding of the operations of Selective Service as established by an Act of Congress. The military doesn't make such decisions in Selective Service operations. Selective Service is an independent Federal Agency in the Executive Branch of the Government. It is the many devoted Local Board Members in each community within the State of Oregon who classify and make the decision to defer or order for induction. It is the Local Board Members who devote uncounted hours every month, serving a country in whose ideals and values they still believe, at a time when anything they do and represent is a dirty word. They do all this, in spite of continuous criticism and abuse, as an unpaid volunteer. The wounds from unwitting friends are tougher to take than those from an enemy. Indeed, each one of them must sign an Oath of Office and Waiver of Pay before the Governor will recommend him to the President for appointment. And one of the requirements for becoming a local board member is complete separation from the military—they cannot be a member of the Reserves, or even the retired Reserve. We have something going for all of us—we believe we have the most economical (86% unpaid volunteers) and best run agency in the Federal Government. We, up to the present, have always accomplished our primary mission, making the call placed upon us by the Department of Defense.

It is ironic that the military officers, earmarked to Selective Service, and assigned to the State Headquarters, who are accused by this subcommittee of operating with less regard for individual rights, actually provide such protection as their sworn duty. Remember these officers are also citizens, and as citizens they expect the same individual rights. They appreciate the privilege of serving their country, and still consider it an honor to carry out the mandate of Congress. Did you realize that our last five Presidents had this same honor, as four of them were Reserve officers, and one "even" regular military?

The articulate Rudyard Kipling in speaking of the British soldier, "Tommy", had a relevant observation—

Oh it's Tommy this, and Tommy that and Tommy go away

But it's please to step in Front, Sir When the bands begin to play.

THE PORTLAND JUNIOR SYMPHONY ORCHESTRA

HON. EDITH GREEN

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 24, 1970

Mrs. GREEN of Oregon. Mr. Speaker, one of the most outstanding youth orchestras in the world will be performing this Easter Sunday in a free public concert in Washington, D.C. The Portland Junior Symphony, from my own home city of Portland, Ore. will play for the evensong services at the Washington National Cathedral, Sunday, at 4:00 p.m.

The Cathedral Choral Society will join the 100 musicians of the junior symphony whose ages range from 12 to 21 in performing Bruckner's *Te Deum*, which will be the highlight of Sunday's concert.

The visit of these young Portlanders to the Nation's Capitol is of special interest to the residents of the District of Columbia because the Portland Junior Symphony will be joining the District of Columbia Youth Orchestra in international orchestral competition this August in Switzerland. The two youth orchestras will be the only U.S. representatives to this international event.

The Washington concert will be the finale of the orchestra's first European tour which in the last 2 weeks will have taken them to Great Britain, Spain, and Italy.

To be selected to play at such a special event where over 2,500 persons are expected to be in attendance is truly a recognition of the outstanding ability of this marvelous orchestra and its distinguished Conductor Jacob Avshalomov.

I would like to invite all those interested to attend this performance and with permission to include in the RECORD the program for the concert and a brief description of the orchestra and its conductor:

THE PORTLAND JUNIOR SYMPHONY ORCHESTRA

For the first time in its forty-six year history America's first youth-orchestra journeys abroad from its home in the Pacific Northwest Founded in Portland, Oregon in 1924,

its reputation spread early across the United States as a result of nationwide radio broadcasts in the 1930's. Later, recordings of its concerts were heard in many of the major American cities, in Japan, the Philippines, and, during the past decade, in Europe on the voice of America broadcasts.

In Oregon the Orchestra became the hub of many activities involving young people. Each year a student pianist is presented as soloist; young guest artists from other parts of the nation are invited; the Museum Art School designs program covers; college choruses have joined in performances of Stravinsky: *Symphony of Psalms*, Orff: *Carmina Burana*, and Mozart: *Requiem*. Beginning in 1959 the Association commissioned six works, under a grant from the Rockefeller Foundation, and these have been recorded by the Orchestra for Composers Recordings, Inc.

Many cities have looked to Portland for guidance in the formation of their own youth groups, and the Portland Junior Symphony Orchestra is regarded as the progenitor of this movement in the United States. It was established by Jacques Gershkovitch, who conducted it for thirty years, having come to America from Japan. When it fell to his lot to take over a group of children who had been rehearsing under a local violin teacher in 1923, Gershkovitch promptly set the tone of serious work and authentic repertoire. The civic-minded citizens who gathered round to support that activity stated their purposes: "to encourage appreciation and performance of great orchestral music; present public concerts in yearly series; discover and develop talent in children; stress values in good character and endeavor to create a cultural and educational asset to the community through greater love of music."

Over the years these aims have been amply fulfilled. Some three thousand young musicians have been inspired and trained by the Orchestra. Many of them have gone on to the nation's distinguished orchestras, such as the Boston Symphony and the New York Philharmonic; and many more have become the enlightened amateurs of music in our society. The leader of the Juilliard Quartet, Robert Mann, was concertmaster of the Portland Junior Symphony Orchestra in his student days.

Since 1954 the China-born composer Jacob Avshalomov has led the Orchestra, coming to the post after teaching for eight years at Columbia University. There he conducted the American premier of Tippett's *A Child of Our Time*.

The hundred and more players in the Orchestra come from a radius of fifty miles of Portland, whose metropolitan population is about 500,000. The students range in age from 12 to 21 (the top limit), and are drawn from thirty-five schools and colleges. They are re-auditioned each season, and are seated according to ability—seniority being a secondary factor. A Preparatory Orchestra, also numbering over a hundred players (average age 14), meets once a week, for classes in music theory, sectional work and a rehearsal, all of which is taught by members of the older group or by alumni.

Various opportunities are provided the students by the Association: scholarships for private lessons, which all players are expected to be taking, solo appearances with the Orchestra, study at summer festivals such as Tanglewood, Aspen, Interlochen, and chamber music coaching and performance.

The Orchestra's season corresponds to the school year, and its schedule consists of one full and two sectional rehearsals each week, in the early evening. Six subscription concerts are given, three for adults and three for children, plus a Family Christmas Concert—all in the Civic Auditorium, to audiences averaging 2000.

Schoolchildren are brought by bus from as far away as 100 miles.

Concerts are also given in outlying towns. Now the citizens of Oregon, without any government aid, have subscribed the considerable funds required for a tour abroad. The Orchestra has been everyone's pet but no one's toy.

In these days when students the world over are in an uproar of contention, here is an activity which has for nearly half a century involved young people, and continues to do so because it is inherently fulfilling. To be a member of this Orchestra is to take up a way of life. Without any of the trappings of a school it has been the very essence of School, perennially attesting to the maxim: "Res severa verum gaudium"—serious things are the true toy.

To share this joy by making music with young people abroad is one of the chief aims of this tour. At a time when nations seem unable to bring the peoples of the world closer together such a joining of hands can only help.

WASHINGTON, D.C.

The Washington Cathedral, Easter Sunday, March 29 at 4:00 p.m.

With the participation of the Cathedral Choral Society, Conductor, Paul Callaway.

EVENSONG PROGRAM

Beethoven: *Leonore Overture No. 2*.

Albinoni: *Oboe Concerto, Op. 9, No. 2*, allegro e non presto, adagio, allegro, Kathie Egbers, soloist.

Ravel: *Introduction and Allegro*, Jennifer Hoesly, harp.

Avshalomov: *The Rose*.

Bruckner: *Te Deum*, Carol Cramer, soprano, Margery Clifford, alto, Edward Jackson, tenor, James Johnson, bass.

THE 52D ANNIVERSARY OF BYELORUSSIAN DEMOCRATIC REPUBLIC

HON. LESTER L. WOLFF

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Monday, March 23, 1970

Mr. WOLFF. Mr. Speaker, March 25 is the 52d anniversary of the establishment of the Byelorussian Democratic Republic.

This gallant republic could not withstand the overwhelming onslaught of the Bolshevik armies and was too quickly swallowed up by the Communist government. Yet, her people throughout history have never lost their belief that freedom will one day again be theirs.

Despite discriminatory restrictions in cultural and economic benefits, this nations people are a tremendous example of how the love of liberty cannot die as long as people hold it in their hearts.

On the occasion marking the anniversary of this courageous land I think it is important that we not only remember that many still yearn for freedom, but that we again reaffirm that we will not rest until freedom is part of all lands.

The Byelorussians view freedom as a most precious gift, and a goal to which they are totally and irrevocably dedicated. It is a gratifying commitment to which each and everyone of us should also pledge our efforts. For without unity in purpose, we will never bring peace to the world. Consequently, Mr. Speaker, today I would like to urge my colleagues to join with me in applauding

the tireless commitment of the Byelorrussians and to assure them that we will do everything possible to restore their short-lived and beloved freedom.

MEDICAL CARE: IV: MATERNAL AND INFANT MORTALITY

HON. BENJAMIN S. ROSENTHAL

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 24, 1970

Mr. ROSENTHAL. Mr. Speaker, in recent weeks I have discussed some aspects of our national medical care system which reflect the great concern I have for our continued floundering for solutions in this area.

International comparisons provide us some indication of the progress we make in understanding and solving the problem of delivering better medical care. This problem is, of course, distinct from those involving problems of research in specific medical problems themselves. There is much cooperation in the latter; but in medical care our standards represent quite different ways which different countries employ in delivering medical care.

We know today how to reduce infant and maternal mortality drastically, based on the experience of some of these other countries. There is no esoteric research needed to make important reductions although research must continue in the many important disease areas where key elements still elude our understanding.

We know, for example, that proper prenatal care will reduce infant mortality. We know that good diet, adequate prenatal consultation, proper weight and diet control, and a thorough physical examination will cut maternal mortality. We also know, by the figures below, that our country has fallen behind many others in providing these services for every mother-to-be. The price of this neglect is seen in our high infant mortality rate and, in the latest figures just released by the World Health Organization, by our relative regression on maternal mortality.

If we look at the base figures on maternal mortality of 1951-53, we see that the United States had the lowest rates in that period among the 36 countries rated by WHO. Fifteen years later, we reduced maternal deaths from 67.7 to 29.1 per 100,000 live births. But by relative rank we fell to tenth place in maternal mortality. Nine other countries have taken steps in the past 15 years which we failed to take. These nine countries—all of them less affluent than us with the possible exception of Sweden—are delivering the routine but vital prenatal medical care better than we are.

Most of these nine countries are also superior to the United States in infant mortality rates in which the United States ranked 13 among 40 countries selected by the U.S. Department of Health, Education, and Welfare for comparison in 1967.

EXTENSIONS OF REMARKS

For comparative purposes, I also include below this 1967 tabulation by HEW:

MATERNAL DEATH RATES AND 1965 OR 1966 RATES AS PERCENTAGE OF 1951-53 RATED IN 36 COUNTRIES

(Deaths of mothers per 100,000 live births)

Country	Death rates		2 as percentage of 1 ¹
	1951-53 (1)	1966 (or 1965) (2)	
Mauritius.....	315.1	108.1	34.3
Canada.....	91.2	34.8	38.2
Chile.....	367.8	271.8	73.9
Colombia.....	363.4	240.3	66.1
Costa Rica.....	219.0	110.3	50.4
El Salvador.....	219.0	121.1	55.3
Mexico.....	252.0	151.8	60.2
Trinidad and Tobago.....	405.7	129.7	32.0
United States of America.....	67.7	29.1	43.0
Venezuela.....	174.7	117.4	67.2
Ceylon.....	551.1	239.3	43.4
Hong Kong.....	125.0	43.3	34.7
Israel.....	73.1	51.9	71.0
Japan.....	174.2	93.0	53.4
Singapore.....	150.4	49.4	32.8
Austria.....	146.6	41.2	28.1
Belgium.....	94.5	27.2	28.8
Czechoslovakia.....	85.1	29.2	34.3
Denmark.....	75.4	19.2	25.5
Finland.....	125.1	30.9	24.7
France.....	76.1	31.0	40.7
Germany, Federal Republic.....	179.9	65.1	36.2
West Berlin.....	171.7	72.8	42.4
Ireland.....	143.9	28.9	20.1
Italy.....	146.9	77.0	52.4
Netherlands.....	79.1	20.4	25.8
Norway.....	81.5	25.4	31.2
Poland.....	91.4	32.6	35.7
Portugal.....	159.6	83.1	52.1
Sweden.....	69.0	11.3	16.4
Switzerland.....	128.1	41.0	32.0
United Kingdom:			
England and Wales.....	78.8	26.2	33.2
Northern Ireland.....	90.4	17.8	19.7
Scotland.....	102.9	24.9	24.2
Australia.....	86.3	29.6	34.3
New Zealand.....	73.2	36.6	50.0

¹ Col. 2 over col. 1 times 100.

Source: World Health Statistics Report, vol. 22, No. 6, 1969, released March 1970 by the World Health Organization, Geneva.

Infant mortality rates: Selected countries, 1967—(Rates are deaths under 1 year of age per 1,000 live births)

[Rank, country, and rate]

1 Sweden (1966).....	12.6
2 Finland.....	14.2
3 Netherlands (1966).....	14.7
4 Norway (1965).....	16.8
5 Denmark (1966).....	16.9
6 France.....	17.1
7 Switzerland (1965).....	17.8
8 New Zealand.....	18.0
9 Australia (1966).....	18.2
10 United Kingdom.....	18.8
11 Japan (1966).....	19.3
12 Eastern Germany.....	21.2
13 UNITED STATES.....	22.1
14 Canada (1966).....	23.1
15 Federal Rep. of Germany (1966).....	23.5
16 Belgium.....	23.7
16 Czechoslovakia (1966).....	23.7
18 Ireland.....	24.4
19 Israel (1966).....	25.3
20 Singapore (1966).....	25.8
21 Union of Sov. Soc. Rep.....	26.0
22 Austria.....	26.4
23 Bulgaria.....	32.9
24 Spain.....	33.2
25 Italy (1966).....	34.3
26 Greece.....	34.7
27 Trinidad and Tobago (1964).....	35.3
28 Jamaica (1966).....	35.4
29 Poland.....	38.0
30 Hungary (1966).....	38.4
31 Rumania.....	46.8
32 Ceylon (1963).....	55.8

[Rank, country, and rate]

33 Portugal.....	59.3
34 Yugoslavia (1966).....	61.3
35 El Salvador (1966).....	62.0
36 Mexico (1966).....	62.9
37 Costa Rica (1966).....	69.9
38 Albania (1965).....	86.8
39 Guatemala (1966).....	91.5
40 Chile (1966).....	127.5

¹ Provisional.

NOTE.—This table is limited to sovereign countries with estimated populations of one million or more, and with "complete" counts of live births and infant deaths, as indicated in the 1967 Demographic Yearbook of the United Nations.

PLAUDITS TO THE NEWARK STAR LEDGER

HON. JOSEPH G. MINISH

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 24, 1970

Mr. MINISH. Mr. Speaker, I take this opportunity to insert into the CONGRESSIONAL RECORD a copy of an editorial that appeared in the March 23 edition of the Newark Star-Ledger. This article, which concerns the problem of drug abuse, points up the need for more effective programs and techniques to combat narcotics addiction.

I think insertion of this article is most pertinent at this time:

DRUG ABUSE

The shocking rise in the use of hard drugs, which one official says has reached epidemic proportions in New York City, has become a matter of concern on this side of the Hudson, too.

It has been gravely complicated in recent years with the unconscionable trafficking among school children. In a special message to Congress, President Nixon estimated the rise in juvenile arrests involving drugs between 1960 and 1967 at almost 800 per cent and the number of users in the nation to be in the hundreds of thousands.

Drug addiction is a tragedy for the individual and for society. A recent study in New York, confirmed by additional studies in other areas, revealed that drugs are being used by younger and younger children. In New York a 12-year-old youngster testified before a state legislative committee that he was able to buy and sell drugs in his school. He became an addict, a mainliner shooting heroin into his arm.

A physician, who has been treating young addicts, told the committee the problem had to be treated like an epidemic. "If we had a cholera epidemic, something would be done immediately," the doctor testified. "Why don't we act that way in this problem?"

The flow of narcotics from New York into New Jersey has made addiction a major problem in this state, too. And it is one that will require a determined effort on a broad front—enforcement, prevention and rehabilitation—before it reaches endemic proportions.

Two Cabinet officials, Attorney General Kugler and Health Commissioner Cowan, told a seminar sponsored by the New Jersey Conference of Mayors that the state was prepared to move with new programs to combat drug abuse. But the federal government must expand its involvement if deep inroads are to be made into drug traffic in this state and others.

The attorney general's office has formed a unit to prepare a law enforcement program based on information furnished by other agencies, at the state and local level. The Health Department is planning a broad drug abuse program based on preventive education in schools, detoxification of addicts and neuro-psychiatric treatment.

It is imperative that the Jersey program against drug abuse should have a sharper focus in the schools, where preventive and educational programs could be especially effective. A simplistic enforcement crack-down, in reaction to an awesome, complicated problem of addiction, is not the answer. There is an urgent, continuing need for research and education to deal with addiction on a long-term basis.

I might add that I hope my colleagues in the House of Representatives will take swift action to remedy the drug menace at the national level. The Congress must recognize the fact that this problem resides not in one or two States, but is ubiquitous. Moreover, drug abusers suffer from an easily contacted illness, one in which exposure tremendously increases the risk of infection. Drug abuse is one area where we cannot vacillate in good conscience.

JUSTICE FOR OUR FLAG

HON. EDWARD J. DERWINSKI

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 24, 1970

Mr. DERWINSKI. Mr. Speaker, the Lansing, Ill. Sun Journal has a reputation for straightforward, responsible editorial policy. Its editorial of Thursday, March 19, commenting on the treatment of our flag is, I believe, especially pertinent.

The editorial follows:

JUSTICE FOR OUR FLAG

A seldom-used statute, employed for the first time in Cook County history, has taken on a far-greater significance than originally intended as a result of recent action by local law enforcers. The statute, invoked by State's Attorney Edward V. Hanrahan in February, involves indictments against desecrators of the United States flag.

"Before August, 1968," Hanrahan explained, the penalty for flag desecration was only a fine." In August of '68, the statute was revised to provide a penalty of imprisonment.

The significance of the change became evident on Feb. 21 of this year when representatives of two groups, Vietnam War Veterans and Polish Home Owners were peacefully picketing in front of the Federal Building to show their support for "Conspiracy 7" Judge Julius Hoffman. During the course of the demonstration, one Patrick Day broke through the ranks and allegedly grabbed a flag carried by Edward Summantas, a Marshall High School teacher.

According to police, the standard broke and Day then tore and spat upon the flag.

As an obvious violation of the statute, an indictment was obtained and Day was arraigned in Criminal Court. The outcome of the trial is still pending. However, the importance of the incident is all too clear.

For once the law has real teeth in it and persons bent on ill-treating our nation's symbol will think twice before committing this cowardly act. A desecrator of the flag will now most likely find himself behind bars in-

stead of paying a fine only to be reimbursed from the coffers of his "cause."

It is unfortunate that our flag has been chosen as the battleground by left-wing extremists. All factions, regardless of their place in the political spectrum, should maintain a "hands-off" policy where our flag is concerned.

Perhaps strict enforcement of the new statute will help others to develop a similar frame of mind on this issue.

METROBANK WOULD PROVIDE LOW INTEREST CREDIT FOR CITIES

HON. DONALD M. FRASER

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 24, 1970

Mr. FRASER. Mr. Speaker, Vice President Humphrey in an article last fall told the story of the "Metrobank"—the national metropolitan bank system proposed in H.R. 16448—and how it would be a great benefit to local government during the 1970's.

His article is presented here in the RECORD for the information of my colleagues:

METROBANK—A WAY TO HELP CITIES BORROW TO BUILD NEEDED FACILITIES

(By Hubert Humphrey)

Asked to name the three biggest problems facing America's cities, one mayor recently answered, "Money, finances and revenue."

I hear the same story from mayors all over the country—and not just those from big cities. The mayors say they have reached the practical limits of their taxing powers. Further increases in the property tax will only drive more businesses and homeowners out of the city.

Mayors are concerned that any federal aid from the Nixon administration will be too little, too late. President Nixon has slashed education, health, and antipoverty funds. The Administration has let it be known that no funds may be available this year for such vitally needed community projects as sewage treatment plants.

But new community facilities are needed—police stations, water filtration plants, schools, low-income housing. With the need so great and with building costs skyrocketing, mayors want to get moving on these projects as soon as possible.

In the past, cities have been able to sell bonds to pay for needed public facilities. The bonds are like a mortgage on a house—the city can build the facilities now and pay for them over 20, 30, or 40 years.

But rising interest rates have dried up much of the municipal bond market. Cities which a year ago could market their municipal bonds at 4 or 4½ percent now have to pay an interest rate of 5½, 6, 6½ percent and more. Some cities can't find buyers for their bonds, or are prevented by law from selling bonds at such high rates of interest. Good bond issues go begging.

In Philadelphia, Chicago, Phoenix, St. Paul, San Antonio, and many other cities, improvement plans have been frustrated by tight money and rising costs.

The White House may be silent while private bankers work their will, but America cannot watch its cities continue to decay. Billions of dollars in improvement and development funds are needed. Cities are at a crisis point, ready to explode.

But there is an answer. It is a new way to help communities borrow money to

build needed public facilities. I call it Metrobank—the National Metropolitan Development Bank System.

Metrobank would be an alternative source of low interest credit for cities. It would raise money in investment markets throughout the nation. More important to local government, it would relieve the pressure on bond markets so cities can pay less for money whether they borrow from Metrobank or issue municipal bonds. And this means lower property taxes.

Metrobank would sell federally guaranteed bonds and debentures on the national investment market, and then lend the money to local government at a rate a third to a half less than the rates of the federally guaranteed bonds. Congress would make up the difference in interest rates with an annual appropriation, just as it has done for the Farmers Home Administration, the Rural Electrification Administration, the Small Business Administration and other government banking operations. Because the federally guaranteed bonds would be taxable, the net cost would be low.

Metrobank would be authorized to make long-term loans of up to 40, 50, or 60 years for the building of community facilities—low income housing, slum clearance, schools, health centers.

Equally important, Metrobank would be able to make "soft" loans for up to 20 years if an area has been classified as depressed or where an increase in investment is in the national interest.

Almost as important as its lending function would be Metrobank's ability to serve as an information source for federal programs. There is almost no greater need in America today than the coordination of the vast number of Federal programs with the thousands of units of local government.

Metrobank should be capitalized at a minimum of \$6 billion—half to be borrowed from the U.S. Treasury over a 10-year period and the other half to be raised by the sale of stock in the commercial market. Each user would purchase shares of Metrobank stock based on population within its jurisdiction.

This capitalization would be the reserve. Then Metrobank would sell bonds to private investors, and the money raised would be available to communities at low interest rates, with the difference in interest rates subsidized by the Federal Government.

This not only would give local government a powerful new financial base, but also would allow Americans to invest in the rebuilding of their cities. I think many citizens are concerned enough about the future of our cities to invest in Metrobank.

There would be no ceiling on the amount of money to be raised. The needs are tremendous. A conservative estimate of the cost of replacing obsolete facilities and meeting the needs of an expanding population is \$625 billion by 1975.

When you first look at it, it is a staggering figure. But placed alongside our gross national product, it represents less than 10 percent of the goods and services produced in the next six years.

What is more, it is money that will be invested in community and economic development. It is not like a welfare check that comes and goes. It is an investment in the life of a nation, in the health and vitality of a city, in the well-being of the people. What better investment is there than in schools, health facilities, housing, sanitation, and economic development?

The America of the 1970s will require the same kind of coordination, commitment and management to modernize and rebuild our metropolitan areas as did the space program in the 1960s. Apollo 11 and the space program taught us that if we put ourselves to the task and establish a program of management to bring together both public and private resources, we can do what people over

the years have said is impossible. We can do what we need to do.

Neither local taxes, nor the federal government, nor municipal bonds can meet this challenge alone. Metrobank would harness them all together.

Metrobank, chartered by act of Congress but not a federal agency, would serve all levels of government. There is good precedent. In this country we have had the Federal Land Bank, Production Credit Administration, the Bank for Cooperatives, and the Rural Electrification Administration. We also have invested in international banks such as the World Bank, Asian Development Bank, and Inter-American Development Bank—and all of them have worked.

Metrobank would allow cities to plan development programs and borrow money, knowing they have a solid financial base.

We must act. We're losing the race to save our cities. If we don't create a capital structure such as Metrobank, our metropolitan centers will have, along with rising building costs and interest rates, an explosion of frustration and alienation the like of which we have not foreseen.

TRUE TRANSPORT, INC.—A GOOD EXAMPLE OF "BLACK CAPITALISM"

Hon. PETER H. B. FRELINGHUYSEN

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 24, 1970

Mr. FRELINGHUYSEN. Mr. Speaker, there has been considerable discussion regarding the responsiveness of Federal regulatory agencies and in particular the way in which the Interstate Commerce Commission discharges its responsibilities. I would like to call attention to a specific case involving the Commission in its handling of an application from a constituent.

Mr. Leamon McCoy, Jr., is the president of True Transport, Inc. He is a black entrepreneur and a resident of my congressional district. Mr. McCoy has had more than 20 years of experience in the trucking field. He formerly operated under another company's trucking authority but when this company went into bankruptcy Mr. McCoy conceived the idea of establishing a trucking firm that would deal exclusively in carrying containerized shipments. This mode of transportation involves the movement of material between the initial shipper and the consignee without opening the container regardless of whether the movement is by truck, rail, steamship, or any combination thereof.

With advice and help from the Office of Minority Business Enterprise of the U.S. Department of Commerce, and financial aid from the New York Urban Coalition, he founded True Transport and started operating last year. True Transport operates out of New Jersey's Edgewater waterfront. Apparently his is one of the first companies to specialize in the movement of containers. True Transport has found a great demand for its services in the Port of New York. When True Transport applied to the Interstate Commerce Commission for a 30-day temporary authority last year he was rebuffed by the local office of the Commission, presumably because of protests

of other carriers who held conflicting authority.

Mr. McCoy then appealed directly to the ICC in Washington, on the basis that his service was different from that offered by ordinary truckers in that it was tailored to fit the peculiar needs of the container shippers. Mr. McCoy's shipper-customers, large and small, made known to the Commission their confidence in his ability. In addition, the Federal Maritime Commission, the Commonwealth of Puerto Rico, and the Port of New York Authority, and again the Office of Minority Business Enterprise, supported his position. This time True Transport was granted a 180-day authority under which they are now working.

It is my hope that this temporary grant will ripen into permanent authority after hearings on the issue of full authority for the company. I believe the ICC is to be congratulated for recognizing the need for the service that True Transport offers and for granting the temporary authority. It indicates, in this case at least, that the Commission has not acted to stifle competition as has been charged in some areas.

I have inquired, and the Commission has informed me that it is a matter of record that during the past year 488 totally new motor carrier operating authorities were issued by the Commission. The ICC has indicated that the issue often is not whether competition can be broadened, but whether the venture can be profitably sustained.

It is evident from Mr. McCoy's experience that the concept of "black capitalism" is a valid one. The assistance he received from Office of Minority Business Enterprise, along with the objectivity displayed by the ICC, prove the Federal agencies can indeed be responsive to the people they serve.

FOOD COSTS

HON. JAMES M. COLLINS

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 24, 1970

Mr. COLLINS. Mr. Speaker, yesterday, our Washington group of the Texas State Society had a luncheon. They flew all the food up from Texas on Braniff. We all thought the buffet was tremendous, but I was especially impressed with a written statement at each plate. It reminded us of the basic economics of food, and its relative cost in our living standards.

Review these facts summarized by C. G. Scruggs, editor, *The Progressive Farmer*, Southwest edition:

In 1900, every American family spent 40 percent of its disposable income on food. Today, the average family spends only 17 percent of its disposable income on food.

In the past 20 years, average farm prices have gone down 9 percent. Hourly earnings of manufacturing workers have gone up 127 percent. Corporate dividends have gone up 251 percent.

In 1920, it took 4 hours and 29 minutes of work to buy a pound of steak, a pound of

pork, a quart of milk, a dozen eggs, a dozen oranges, and a 10-pound sack of potatoes.

Today, it requires only 1 hour and 30 minutes of work to purchase those same items—plus built-in maid service of frozen orange juice, frozen, ready-to-cook potatoes, and other conveniences of packaging. The remaining hours of work can be used to buy color TV's, boats, swimming pools, air conditioning, dishwashers, weekend cabins, and three-week vacations.

FEDERAL MARITIME COMMISSION

HON. EDWARD A. GARMATZ

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 24, 1970

Mr. GARMATZ. Mr. Speaker, because of recent and growing problems and conflicts in our foreign waterborne commerce to the possible detriment of our merchant fleet and foreign trade, and in view of the current study being given a program to revitalize our merchant marine industry, I bring to the attention of the Congress a speech recently made before the annual convention of the Movers and Warehousemen's Association of America by Commissioner George H. Hearn of the Federal Maritime Commission. Commissioner Hearn, in discussing the permissible scope of our regulation of our foreign waterborne commerce and the ways in which the FMC can protect our ocean trades from unfair practices especially as employed by foreign-flag carriers and their governments, answered unjustifiable criticisms of the FMC and U.S. regulatory policy by explaining the essential role played by the FMC in maritime affairs and the intention of the United States to promote world trade for the good of all nations. It is time for all participants in our foreign waterborne commerce to recognize the legitimacy and fairness of our regulatory role in ocean commerce and our intention to serve the best interests of international trade.

Commissioner Hearn's remarks follow: REMARKS OF COMMISSIONER GEORGE H. HEARN OF THE FEDERAL MARITIME COMMISSION AT THE 35TH ANNUAL CONVENTION OF THE MOVERS & WAREHOUSEMEN'S ASSOCIATION OF AMERICA, INC., ST. FRANCIS HOTEL, SAN FRANCISCO, CALIFORNIA, FRIDAY, MARCH 13, 1970

My topic today is one which I believe to be of great importance generally, and especially important to you gentlemen because you form a part of the large and complex entity usually called the merchant marine industry. Consequently, I speak to you not only in your capacity as movers and warehousemen, but in your role as participants in ocean-borne commerce—that vital aspect of our foreign trade.

The subject of my remarks is, broadly, the permissible scope of government regulation in maritime activities. More specifically, I will address myself to the question of "What the Federal Maritime Commission Can Do For You."

As you know, I am one of five members of the Federal Maritime Commission. And, incidentally, I bring the regards of all my fellow Commissioners, especially Chairman Bentley and Commissioner Day who would

have liked to have accepted your invitation since they have not previously attended your convention. We constitute the leadership of one of the many independent regulatory agencies which form a part of our federal government. Such agencies are not part of any of the three primary branches of the government; but they are, rather, arms of the Congress, empowered to act within specific statutory frameworks and guided in their actions by principles of administrative law.

This brief description of the nature of the Federal Maritime Commission may seem somewhat complicated and erudite. However, I have offered that description because I wish you to understand one fundamental point: the members of the Federal Maritime Commission are not five people who sit behind closed doors rendering decisions and making rules by whim or fancy. We are, instead, at the same time: judges; regulators of certain aspects of the merchant marine industry; and, above all, guardians of a segment of the public interest. With such important duties entrusted to us, we Commissioners are compelled to act within our Congressionally established framework and within the bounds of administrative law principles. Consequently, we render decisions only on the record before us. We do not, however, hide our head in the sands, but we try to keep alert to events and trends throughout the maritime industry.

Therefore, as one who shares those responsibilities, I am greatly concerned when I read and hear unjustifiable attacks against the Federal Maritime Commission; and consider it one of my obligations to speak out in our defense.

I do not mean to indicate, however, that the Federal Maritime Commission should be immune from criticism, and when the critique is meaningful and constructive, I feel obligated to acknowledge it and act upon it. When, however, the critique becomes an attack which is off the mark I am duty-bound to respond. In fact, some recent remarks last October and last month directed at us from abroad are to what I would like to address myself.

It has become a habit, I think, for certain persons abroad, particularly Europeans, engaging in commercial endeavors, to gain esteem and popularity at home by lashing out publicly against the Federal Maritime Commission for allegedly interfering in and impeding international waterborne commerce. Typical of this position are some statements which emanated a few weeks ago from Europe as carried in a prominent and reputable trade journal. I shall rebut each charge reported, and, in so doing, attempt to construct a brief for the Federal Maritime Commission.

As I have said, the F.M.C. has been attacked from abroad for overstepping the bounds of permissible national regulation in the area of international ocean commerce. It should be said, therefore, that it is true that among the maritime nations, the United States has the most comprehensive system of regulation over the many components of the merchant marine industry. This does not mean, however, that when it comes to ocean shipping, the United States is any more nationalistic or protective than most other nations. The maritime nations who do not engage in some sort of subsidization of their merchant marine are a scant few. It must be recognized that such subsidization can take many forms including flag discrimination, direct subsidies and tax preferences. A good example of such merchant marine nationalism is a lively issue today in the industry. That is the uninhibited efforts by almost all South American countries to severely restrict the participation in their trades by cross-traders or third-flag carriers, that is, carriers who fly the flag

of neither the nation importing nor exporting the cargo being shipped. And of course you know that American ships engage in very little cross-trading. In such manner the South American countries hope to build their merchant fleets to the point where they can control a substantial portion of their ocean-trades and retain valuable currency reserves. This action has caused great concern not only in the United States but also in Europe.

There is more to be said on this matter, but for now I wish only to point out that the United States is not the only country which places conditions on participation in its ocean commerce. And I might add that the complaining foreign ship owners have continually profited well in our trades, and they have chosen, therefore, to shed crocodile tears rather than abandon our piers.

I return now to those allegations from our European friends.

It is said, first of all, that "The Federal Maritime Commission has long sought to impose on the carriers of American seaborne trade rules designed partly to promote America's overseas commerce . . ." The Federal Maritime Commission does not seek by rule or any other means to discriminate in favor of our foreign commerce. While we ensure fair dealing in our commerce and protect all participants therein regardless of flag, we are thereby promoting for the overall benefit of international trade. If this constitutes promotion of our overseas commerce, criticism of our actions is surely ill-conceived. What the gentleman from overseas apparently does not understand is the distinction between "promotion" and "protection".

As I have already said, virtually all of the world's maritime nations practice some type of subsidization of their merchant marine industry. And all nations, maritime or not, seek to promote their overseas commerce through rules, regulations, taxes and every manner of device designed to protect domestic industries in markets at home and abroad. That any nation, including the United States, may and actually does promote its merchant marine and its foreign trade can hardly be regarded as a sin. And for any public official to speak out on matters so important to our economy as the health of our merchant marine industry and foreign commerce, is not only commendable but also a responsibility of public office. This is especially true when the speaker is not only knowledgeable on the subjects but also closely connected with them. That an official is not directly or solely responsible for merchant marine or trade promotion should be no bar to his offering his advice through public utterances. So long as he practices within the bounds of his statutory responsibilities, a public official may preach according to his general expertise.

Today, however, I am dealing solely with the statutory activities of the Federal Maritime Commission and, therefore, I emphasize the fact that the promotional and regulatory aspects of our merchant marine policy are vested in two different agencies.

As you all know, the Federal Maritime Commission was created as an independent regulatory agency in 1961 when President Kennedy prepared Reorganization Plan No. 7, which Congress permitted to become effective. In transmitting the Plan to Congress President Kennedy said:

"The development and maintenance of a sound maritime industry require that the Federal Government carry out its dual responsibilities for regulation and promotion with equal vigor and effectiveness. . . . Recent findings by committees of the Congress disclose serious violations of maritime laws and point to the urgent need for a reorganization to vest in completely separate agencies a responsibility for (1) regulatory

functions and (2) promotional and operating functions."

One of the Congressional committees referred to by the President was the House Judiciary Committee whose Chairman is the revered dean of the House of Representatives Congressman Emanuel Celler of Brooklyn. His Committee issued the famous "Celler Report" in 1962 following an extensive investigation into the conduct of our foreign waterborne commerce. One of the conclusions of the "Celler Committee" was that:

"The separation by Reorganization Plan No. 7 of 1961 of the regulatory functions . . . from the promotional aspects could . . . go far toward restoring the new Commission to its rightful position as an effective and meaningful independent regulatory agency."

It should be clear, therefore, that the unmistakable Presidential and Congressional mandate is for effective regulation by an independent regulatory body. And within that framework, the F.M.C. seeks to ensure that our merchant marine and that of every other nation trading in the foreign commerce of the United States are given fair and equal treatment in every respect from all quarters. In other words, the F.M.C. opposes unjust discriminations against all merchant fleets and all cargoes.

Thus we offer protection to all who participate in our foreign waterborne commerce, and not only to our own shippers and carriers. And it appears now that some of the foreign carriers who are so critical of the F.M.C.'s protectionist attitude could use such nondiscriminatory assistance in areas beyond the F.M.C.'s reach. For example, under our statutory authority, we can fight the type of flag discrimination which I have mentioned as a growing problem in the South American trades.

This is not a new problem, however, although its effects are very severe today because of the increased ability of South America and other developing nations to back up their words with deeds. These countries have now built, or bought or are building substantial merchant fleets.

The F.M.C. successfully dealt with such discrimination as early as 1964 when the United States was faced with practices on the part of a foreign government which discriminated against U.S. shipping lines. When negotiations failed to eliminate those practices, the F.M.C. issued an order under Section 19 of the Merchant Marine Act of 1920. Under that section the F.M.C. is empowered to issue rules and regulations designed to offset such discriminations employed by foreign governments. Upon the issuance of that order the discriminations were removed and the Section 19 order never went into effect.

Now many countries have laws which by one device or another favor their own flag carriers and discriminate against all other flags, and particularly against the flags of cross-traders. At present the F.M.C. is trying to work out the problems those laws have created so as to protect the interests of all flag carriers in our trades and to ensure to shippers competitive conditions among those carriers.

So far the F.M.C. has succeeded in two instances in ameliorating the current difficult situation in South America. Last month the F.M.C. approved an equal access agreement between United States and Argentine carriers. That agreement permits those carriers to compete equally for the government sponsored or controlled cargo of the two countries in the United States/Argentina trade. Also last month a similar arrangement was worked out between U.S. and Peruvian carriers.

One of the thorniest problems currently before the F.M.C. is that involving the coffee and cocoa trade with Brazil. Negotiations have been going on for many months at governmental and commercial levels. Cargo

pooling agreements for the carriage of the vital coffee and cocoa cargoes are currently pending action by the F.M.C. and I am limited, therefore, in what I can say on the matter.

I can say this much, however, concerning U.S./Brazil trade. The F.M.C. will, within the limits of its power and authority, prevent unjust discrimination of all kinds, regardless of the allegiance of the carrier or other party claiming harm. For proof of this one need look only to the famous *NOPAL* case (F.M.C. Docket No. 1096) decided by the F.M.C. in 1964. In that case we declined to approve a cargo pool which included U.S. carriers on the ground that it was unjustly discriminatory and unfair towards *NOPAL*, a Norwegian flag carrier.

Foreign carriers should welcome this type of assistance available to them at the Federal Maritime Commission, for I read only last month that certain of them are encountering problems with which the F.M.C. could help were they occurring within the foreign commerce of the United States. I am referring to a report from Germany that two conferences serving the Europe/South America trades will be dissolved on June 30, 1970 and that the European carriers involved are considering abandoning their operations in the trades. The report, as published in a trade journal, states that these eventualities are inevitable unless the "cross flag discrimination practiced by the Latin American countries is discontinued." The apparent lack of immediate and effective recourse open to the European carriers is emphasized by the following quotation from the trade journal:

"The European shiplines seem powerless to counter effectively this course of events. A passive policy with retortion measures is not a proper approach for arriving at a new shipping order . . . German ship operators hope that the Bonn government will finally depart from its policy of innocuous aide-memoires protesting against flag discrimination."

It would be nice if our foreign critics would sometimes couple their attacks with some acknowledgment of the benefits foreign carriers can derive from action by the Federal Maritime Commission.

The second charge made against the F.M.C. is that we have imposed rules on the participants in our ocean commerce "partly to protect some ill-defined form of public interest." The absurdity of that charge should be evident on its face; but at least the spokesman used "protect" and not "promote". In response it need only be asked what form of public interest is being protected by the action, or in-action, of the European governments in respect to the South American trades? And, further, it might be asked whose public interest was served when the West European carriers recently lost the coffee trade between the United Kingdom and East Africa?

When American shippers, carriers and markets are being squeezed, the foreign carriers cry "foul" as soon as the F.M.C. takes action. When rate disparities and surcharges inhibit the entry of American products into foreign markets, the foreign carriers vigorously oppose any responsive action by the F.M.C. I offer two quotations as examples of the public interest the F.M.C. protects. The first quotation, from the "Celler Report" which I have mentioned, says:

"It is obvious that the drafters of the [Shipping Act of 1916] contemplated that the [Commission] would act as a perpetual guardian of the sea lanes protecting shippers, merchants, and independent vessels alike from undue exercise of economic power by conference lines."

The second quotation is from a recent trade journal article reporting the fact that West European conference carriers had lost the East Africa coffee cargoes to East Euro-

pean lines. Members of the coffee importing trade stated that

"the conference service to London had been getting 'worse and worse'. [and that] the conference had been overcharging in the past . . . [The importers] were 'fed up' with being given rate increases by the conference and extra surcharges . . . without being able to negotiate. The tendency of the conference was to 'pontificate', but the deterioration of the service was a major reason . . ."

Other trade journal reports from Germany which appeared last year further emphasize the inconsistencies underlying the complaint that we protect an ill-defined public interest. Early last year a situation arose in which the German government decided to take action against a conference serving the Europe/Far East trades which included German carriers. The German government was disturbed by the fact that shippers were being unjustly penalized for not using conference vessels exclusively. German ship owners sharply criticized their government for jeopardizing the entire conference system. Shortly thereafter, however, the German carriers expressed their displeasure at their government's policy of non-interference in maritime affairs. The carriers were gravely concerned about the flag discrimination being employed by other countries. This leads me to wonder whether some people's definition of "public interest" does not depend on whose ox is being gored.

The record of the F.M.C. in protecting the public interest is clear and unquestionably reflects favorably on our activity. I have already discussed the manner in which the F.M.C. protects the public interest in non-discriminatory treatment toward all carriers regardless of their flag and in avoiding international confrontations. But there are many more interests at stake as set forth in the Shipping Act of 1916. According to that Act the F.M.C. is obligated to prevent numerous anti-competitive practices, including the use of fighting ships, deferred rebates, retaliation or discrimination against shippers by means of rates or space accommodations, and inequitable treatment of ports, shippers, types of cargo, and independent lines. I am sure, therefore, you can appreciate that many segments of a nation's economy are affected by events in ocean commerce, and I will refrain from cataloguing them all. I will however, mention a few examples of F.M.C. protection of the public interest, leaving it to you to decide whether that public interest is really ill-defined, particularly from the point of view of the segment of the public directly concerned.

First there is the shipping public, and its members' chief interest is to be able to compete successfully in foreign markets. Consequently, shippers are concerned that they be treated in such a manner as not to be unduly prejudiced in the marketability of their products. Such prejudice can take many forms, but for our purposes I will limit myself to a discussion only of freight rate disparities and surcharges.

The F.M.C. began its general inquiry into freight rate disparities in 1963. Much congressional and other public concern was expressed at that time over the fact that American products were apparently paying higher rates outbound than similar foreign products were paying moving into this country. Despite fierce opposition from some participants in our foreign commerce—notably the conferences—the F.M.C. has finally succeeded in establishing a legal and, I think, effective means of eliminating rate disparities when they are unlawful. The effectiveness depends only on the F.M.C.'s exercise of its authority.

The F.M.C.'s investigation of disparities produced two initially important cases: Dockets Nos. 1114 and 1171, decided in December 1965 and May 1966. Although these

cases did not find any rates to be unlawfully disparate, the F.M.C. did begin to set guidelines for the determination of unlawful disparities. The culmination of the F.M.C.'s efforts came with its decision in August 1968 in Docket 65-45.

In that case the F.M.C. found several rates in the eastbound North Atlantic trade to be unlawful because they were so unreasonably high as to be detrimental to the commerce of the United States. The F.M.C.'s decision rested in part on the fact that the rates being charged to American exporters were unjustifiably higher than comparable rates charged to foreigners exporting to the U.S. or comparable eastbound rates being charged to Canadian exporters.

The F.M.C.'s decision was upheld by the District of Columbia Court of Appeals. The Court specifically approved the F.M.C.'s conclusion that where disparities are unlawful on their face, the F.M.C. can require the carriers to justify the disparities; and if the justification is not established, the F.M.C. can order the rates lowered to a justifiable level. It is also interesting to note the final comment of the Court in response to the objections of the conferences to the F.M.C.'s action. The court was "inclined to think the Commission would have been hard put to fulfill its statutory duty with less disturbance of the traditional practices in the trade." As a result, conferences and carriers in our trades should be on notice that the Federal Maritime Commission is prepared to take all steps necessary to protect American shippers from unlawful predatory practices.

Surcharges might seem to be a rate category distinct from disparities; but at times the differences are illusory. The best example of this appeared last year following a longshoremen's strike which crippled our East and Gulf coasts. The strike ended in early 1969 and immediately almost all carriers and conferences serving our East and Gulf coast-ports imposed surcharges on goods moving through those ports.

This action, without more, would not have been too difficult to bear. After all, the F.M.C. does not seek to deprive carriers of fair compensation. Insofar as the effects of the strike required immediate recoupment of some losses by means of an equitable surcharge, the F.M.C. was not unyielding. Nonetheless, the surcharges were not in all cases imposed on an equitable basis. Many carriers and conferences imposed them only on cargo moving outbound from this county and not inbound.

The F.M.C. thought it clear that the effects of the strike had been felt equally by all shippers whether they sought to move goods into or out of the affected ports. Some carriers responded by removing the outbound surcharges, but others remained intransigent. They relented, however, when the F.M.C. took strong action. We ordered the carriers to show cause why their conference agreements should not be disapproved because through the use of disparate surcharges they operated in such a manner as to be detrimental to our commerce.

This matter did not end there, however, because the carriers and conferences quickly changed their surcharges into general rate increases, thereby delaying F.M.C. procedures. The F.M.C. has not given up, however, and we are still pursuing the matter of these increases. I believe that the carriers can designate a rate increase with any name they please, but they cannot oust the F.M.C. from its responsibility and authority. I believe further that the F.M.C. should not let its action in such matters lag lest the relevant facts disappear into the dim past.

I have already mentioned several times the efforts of governments to promote their merchant fleets. Related to that are the efforts of most nations also to seek control of the manner of shipment for government owned or

sponsored cargo. Thus governments usually seek to retain currency reserves and save tax dollars by reserving a certain percentage of government cargo for national flag vessels. A nation's entire economy can benefit from such action. Whenever necessary, therefore, the F.M.C. ensures not only that our government is receiving equal treatment among shippers, but also that the government is not being taken advantage of just because it is the United States Federal Government.

In 1965 the Agency for International Development approached the F.M.C. with respect to extraordinary charges being assessed by carriers on shipments between the U.S. and Vietnam. AID thought the charges to be unreasonably high and sought the F.M.C.'s help in obtaining reductions. The F.M.C. consulted with the carriers and conferences involved and obtained relevant cost data from them. Analysis of the data indicated to the F.M.C. that the extra charges were unreasonably high. After further F.M.C. meetings with the carriers, the charges were voluntarily reduced, producing a long-run saving to our government of millions of dollars. Additionally, annual government savings of an estimated \$3 million resulted from similar action taken by the F.M.C. in 1968. At that time, too, extra charges were imposed on cargoes moving to Vietnam, but through the efforts of the F.M.C. they were either reduced or eliminated.

From my discussion so far you might think that the only persons with maritime interests to be protected are those who deal with the carriage of freight. I am sure you are aware, however, of the large number of Americans every year who spend their vacations on cruises and ocean crossings. They too need protection, and the F.M.C., as always, stands ready and able to offer it.

The jurisdiction of the F.M.C. to protect ocean passengers is limited. We do exercise some surveillance over the conditions of passenger bookings and fares. The F.M.C. does have full responsibility, however, over a significant aspect of passenger operations. By virtue of Public Law 89-777 the F.M.C. requires almost all passenger vessel operators serving our ports to have available sufficient funds to cover two important eventualities. One is to reimburse passengers holding tickets for aborted voyages, and the other is to make compensation for death or injury to passengers. The F.M.C. interpreted that public law as requiring more than the mere continuing availability of funds. We concluded that passenger travel would not be fully secured unless the available funds were at all times within the United States.

A great uproar arose among the passenger liner operators and foreign insurance interests when the F.M.C. announced this position. They claimed that the F.M.C. position was financially unbearable for the industry. We held firm, however, and recent events compel the conclusion that no such financial disaster was ever probable. Within the past few months the foreign insurance underwriters, with whom most marine insurance is written, have reorganized their assets located in this country, and the approval of the F.M.C. is required to ensure continued compliance with our passenger insurance rules. The insurance companies have said frankly that they desire to continue as the insurers under our rules, and, further, the funds or assets which they intend in any event to keep in the U.S. far exceed the sum which the F.M.C. requires. This evidences the type of cooperation that can exist between the F.M.C. and foreign maritime interests, and particularly between us and the European insurance underwriters.

I could continue longer on the subject of the varied and important role the F.M.C. plays in guarding our public interest. I think that by now, however, you understand what

is meant by the public interest, and that while it may appear in many guises, it is certainly not indefinite. I feel certain, also, that you will agree when I say that the public interest is as worthy of protection in this country as it is anywhere else; and that when anyone tries to defeat our maritime connected public interest, the F.M.C. may take appropriate action. This is especially true when one considers that 95 percent of the ocean cargo of the U.S., the largest trading nation, is carried on foreign ships. We, therefore, have all the more reason to keep a watchful eye on our foreign commerce.

The third charge leveled at the F.M.C. from abroad is related to the subject I have just been discussing—that of calling into question our public interest. We are told that "curiously no objections seem to have been made to the absorption of American shipping companies by industrial conglomerates which might well be thought to endanger the public interest."

This in itself is a curious statement when the speaker has just criticized the F.M.C. for protecting an "ill-defined form of public interest." Aside from this, it seems to me rather inappropriate that a foreigner should be criticizing this government's exercise of its supervisory authority over domestic monopoly and anti-trust matters. The inaptness of the criticism is underscored by the inherent difference between the American attitude toward industrial monopoly and the one generally assumed in west European countries. At the risk of oversimplifying, I think I can safely state the difference as follows: United States economic philosophy favors the preservation of competition and views skeptically all actions which limit competition such as by reducing the number of competitors; other countries also favor competition, but their philosophies lean more toward permitting anticompetitive action and then deciding whether any unreasonable economic harm has resulted.

This distinction is certainly no more evident than in the field of ocean shipping. The United States has always assumed that the existence of shipping conferences constitutes a per se violation of our anti-trust philosophy. Other maritime countries place few restrictions on the operation of their merchant fleets and generally subscribe to a policy of laissez-faire.

The "Celler Report" which I have mentioned dealt specifically with this subject when it said:

The Anti-trust Subcommittee recognizes the unique character of the ocean shipping industry with respect to the application of the anti-trust laws. No other governments inhibit their carriers by anti-trust laws, and American ocean carriers must compete, not within the framework of our domestic anti-trust laws, but in the jungle world of ocean shipping. The Alexander Committee [when drafting the Shipping Act of 1916] recognized this difficulty and granted a limited exemption to the industry from certain provisions of the anti-trust laws, conditioned upon submission to regulation by the . . . Federal Maritime Commission.

Consequently, the principles of anti-trust law are always present in the F.M.C.'s deliberations, and objections are usually raised by complainants, intervenors or the F.M.C. itself on matters pertaining to anti-trust issues. Nevertheless, the Federal Maritime Commission is not the agency of our government that exercises primary jurisdiction over the anti-trust laws. That task rests with the Department of Justice. As a result the F.M.C. can consider anti-trust issues only as they relate to matters within and persons subject to our jurisdiction. We must strike a balance by determining whether the public interest will be served by sanctioning an anti-competitive activity in the interests of

good shipping practice, or by finding the anti-competitive activity too severe.

Where an industrial conglomerate acquires a shipping company, there is little the F.M.C. can do. We lack jurisdiction over the conglomerate which does not engage in any maritime activity. When, however, there are at least two parties to a corporate consolidation who are subject to our jurisdiction, the F.M.C. does act. The most important case in this area involved the proposed merger of three West Coast carriers in Docket No. 66-45. It took two decisions in that case, but the F.M.C. approved the merger after assuming jurisdiction over the merger agreement despite the strenuous objections of the parties. When the case was appealed to the courts, the F.M.C.'s assertion of jurisdiction was affirmed despite the intervention of the Department of Justice in opposition to the F.M.C.'s position.

Nevertheless, the Justice Department still retains full jurisdiction in cases such as the absorption of a shipping company by conglomerate corporations not subject to the jurisdiction of the F.M.C. However, once such absorptions are accomplished the F.M.C. gains jurisdiction over the conglomerate insofar as it engages in the activities of the absorbed shipping company. Thus, while the F.M.C. cannot pass on the question of whether the absorption serves the public interest, the F.M.C. can ensure that the consolidated companies continue to act in the public interest.

Illustrative of this authority is a case now pending before the F.M.C. The case involves a charter agreement between two of our largest containership operators who themselves are subsidiaries of conglomerate corporations. The F.M.C. could not have prevented the containership operators from being absorbed by the conglomerates, but having been accomplished we can ensure conglomerates do not abuse their position their position in the shipping industry by, in any way, acting contrary to the public interest.

The next charge fired at the F.M.C. from across the sea is hardly worth mentioning in view of what I have already said; but I will deal with it as it deserves. It was said that "Interference by governments could hinder the effectiveness of [our] shipping on the high seas [with] particular reference to the Federal Maritime Commission." I will be somewhat charitable and suggest that the speaker may have been misquoted in that he must have been aware of the recent actions taken by other governments against European ship operators. I speak, of course, about the East African coffee trade and the Europe/South American trade.

I challenge our critic to compare the effects of F.M.C. action and the action of other governments on the loss of cargo of European ship operators. Perhaps a more significant comparison would be between the actions taken by the F.M.C. to protect all flag carriers and the absence of action on the part of other governments to protect their "own".

The final charge made by our critic is that "unhappily legislation now before Congress would give the commission and perhaps other regulatory agencies new powers to control the terms on which American through traffic is carried within foreign countries." If this were true, I would readily admit that we were overstepping the permissible bounds of national legislation and regulation, but it is not true. At least I know of no legislation which would have the effect alleged.

It is well known, I think, that the most significant legislative proposal pending in Congress on this subject is the Trade Simplification Bill. I assume that this is the pending legislation which has struck fear into the heart of our foreign colleague. Such fear is not at all warranted. The transportation

of goods in other countries is beyond our national jurisdiction. However, our government does have a legitimate interest in knowing the relationship between through routes or joint rates which include U.S. points and the carriers participating in such movements.

In other words, the United States exercises legitimate jurisdiction over ocean carriers participating in our foreign waterborne commerce. Consequently, our jurisdiction should not be disturbed because the participation of certain carriers in our ocean commerce may include transportation partially in a foreign country. When the carriers of any nationality enjoy the benefits of our laws and profit from our trades, those carriers must submit to the ultimate bounds of our jurisdiction.

The F.M.C. can act effectively only when it is in possession of all relevant information. Thus in order to effectively exercise surveillance over a carrier's operations between New York and Liverpool, we much know the terms under which that carrier is offering to transport cargo on a through service between New York and Birmingham via the port of Liverpool. That the F.M.C. does not have jurisdiction over all portions of a through route does not diminish the need of the F.M.C. for data concerning the entire through route in order to regulate those portions subject to our jurisdiction. Shippers are no longer interested in the rate offered between ports. It is the total door-to-door movement which concerns the shipper or consignee. The ability of the F.M.C. to protect such shippers, or other affected parties, requires an analysis of the relationship between the through route and the portions of it subject to the jurisdiction of the F.M.C. Without such complete information the F.M.C. cannot, for example, determine whether two shippers are being treated equally along the entire length of the through movement.

The F.M.C.'s interest is, of course, not confined to obtaining complete information. We also realize the importance of encouraging the implementation of through services and other improvements in shipping. And we do not wish to impose rules on such new services which are so burdensome as to make them unworkable. On the other hand, the F.M.C. also seeks flexibility on the part of the industry. For instance, conferences of carriers should not hinder the development of modern techniques by clinging to outmoded practices.

Unfortunately the F.M.C. has been presented with the unpleasant task of trying to break down some of the old practices which have inhibited the offering of and experimentation with new services. The famous *Container Marine Lines* case, or Docket No. 68-8, is the prime example of the F.M.C. being required to impel progress because of intransigence in the industry. In that case the F.M.C. was presented by Container Marine Lines with a tariff offering a through service between U.S. ports and points within the United Kingdom. Implementation of the tariff was vigorously opposed by the conference of which CML was a member. The gist of the opposition was that if the conference did not, could not, or would not offer such service, neither could a conference member do so and remain a member.

After the F.M.C. modified the tariff to make it acceptable, we approved its implementation. We also admonished the conference, and gave public notice that the F.M.C. would not tolerate such obstructionist activities. This matter is not yet settled, and the North Atlantic trade continues in turmoil for many reasons, not the least of which is the unwillingness of some carriers to enter the 1970's.

We have not, however, left the ball in their court. Since then we have sought to encourage through route and through rate movements in various ways. First we have entered

a proceeding before the Interstate Commerce Commission in which the I.C.C. is considering a rule relating to the use of through rates. We offered our comments because the F.M.C. is the agency with particular knowledge in the area of ocean transportation which is the dominant part of most through movements. We are interested in giving the benefit of our views on any law or rule under consideration and affecting ocean transportation.

With the same basic intent the F.M.C. also intends to keep its house in order. We have, therefore, proposed a rule of our own which would set forth the requirements for filing through rates with the F.M.C. And in the spirit of cooperation, we are proposing no requirements on carriers subject to the F.M.C. which we did not include in suggestions we made concerning the I.C.C. rule. This F.M.C. rule-making proceeding is now ripe for decision and during the hiatus between the writing and delivery of these words our decision may be issued.

The F.M.C. has, however, rendered one other decision on this subject, in a case involving nine conferences serving the U.S./Latin America trades. The conferences sought approval of modifications of their agreements to permit them to negotiate with other carrier modes for establishing through routes and through rates. The F.M.C. granted the approval provided the conference produce some results within twelve months. After that time, if no results are evident, conference members may negotiate for their own account and, in effect, become quasi-independent carriers like CML.

I think it is fair to summarize the various criticisms which I have discussed as follows: United States regulatory policy toward its foreign oceanborne commerce is oppressive and discriminatory against foreigners who participate in it, and the Federal Maritime Commission implements that policy through the imposition of rules which are detrimental to the merchant fleets of other countries.

These allegations are not new. They have been repeated many times, and I and other members of the F.M.C. have frequently refuted them. Today I have presented a rebuttal in the broadest possible terms, covering as many of the responsibilities of the F.M.C. as possible. My remarks have been styled to try to lay to rest whatever veracity anyone might have credited to those who have sought to impugn the Federal Maritime Commission. I have attempted, also to indicate to our detractors the shortcomings of their criticisms: It is time, I believe, for the critics to acknowledge both the essential role played by the F.M.C. in maritime affairs and the need to continue the mandate for a separate and independent regulatory agency.

We do not seek a popularity award; we do not ask for applause from the foreign maritime industry; and we do not parade our accomplishments with bravado. However, we do expect, if not appreciation, at least recognition of the legitimacy and fairness of our regulatory role in ocean commerce and of our intention to serve the best interests of international trade. In fact, the Administration has said in proposed legislation "that it is the policy of the United States to facilitate the movement of freight in international commerce."

Thus, I think it is unseemly for foreign maritime interests to profit well from participation in our trades, for foreign carriers to continue to ply our trades despite our regulation, and for those carriers to be suffering severe hardship in other trades and still persist in mounting attacks against the Federal Maritime Commission and U.S. regulatory policy. Our critics are not the only ones wearing "white hats". The United States seeks only to promote international commerce for the good of all nations.

TRIBUTE TO CITY COMMISSIONER
STANLEY W. EARL, OF PORTLAND,
OREG.

HON. EDITH GREEN

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 24, 1970

Mrs. Green of Oregon. Mr. Speaker, the city of Portland this month has lost a strong fighter in the cause of good government, City Commissioner Stanley W. Earl. Commissioner Earl suffered a heart attack and died unexpectedly on March 4, 1970. The death of the 59-year-old commissioner has come as a severe blow to his associates and to his many friends and supporters in the city. He was an unusually forceful and independent man who acquired his place of leadership in the community through years of hard work and sacrifice in the Oregon labor movement. He was as dedicated a public servant as he was a tough-minded labor leader and negotiator in the years before he came to city hall.

In his 18 years on the city council, Commissioner Earl became chiefly responsible for the modernization of the Portland Fire Bureau. It was also through his efforts that the wages and hours for the Portland firemen were kept at a highly favorable level.

Commissioner Earl's independence, wit, and counsel will be sincerely missed.

I include copies of a recent editorial and article on Commissioner Earl which appeared in the Portland press:

[From the Oregonian, Mar. 6, 1970]

EARL WAS A FIGHTER

City Commissioner Stanley W. Earl, who died of a heart attack Wednesday at the age of 59, was a plain-spoken, stubbornly principled man whose independence on the City Council was a guarantee that machine politics would gain no lasting foothold in Portland city government.

His sometimes stormy career in organized labor and government earned him the respect and confidence not only of the working men whose battles he fought for so many years but of the business and professional community. It was not his custom to waver in difficult decisions; he only spoke out when he thought it necessary, but when he did there was no question of where he stood. He made some enemies, but his friends were legion.

Our recollections of Stanley Earl go back to his leadership in the early days of the CIO, as he joined with others in routing—on at least one occasion with his fists—the efforts of pro-Communist radicals to gain control of the International Woodworkers of America. He was equally forthright after his services as a federal labor adviser in postwar Korea in denouncing the corruption of the Syngman Rhee government and the inadequacy of U.S. diplomats on the eve of the Korean War.

Commissioner Earl not only resisted but exposed certain efforts of underworld affiliates to clamp a vice and gambling dictatorship on the City of Portland. His material assistance to this newspaper in exposing a gambling-oriented conspiracy, as well as his own forthrightness, exposed him to smear campaigns which failed to damage his reputation or his popularity at the polls.

Mr. Earl served the city well for 17 years as commissioner, demonstrating administrative skill in improving and expanding the Fire Bureau and other agencies, and sound legis-

lative judgment in a period when city needs far outpaced city revenues.

As was the case with the late William A. Bowes, another commissioner of notable independence and strong convictions, Mr. Earl's place may be filled by a younger man with fresh ideas. But his record in office will stand as a credit to him and to the no longer adequate form of commission government he served with diligence and integrity.

[From the Portland (Oreg.) Journal, Mar. 5, 1970]

COUNCILMAN EARL ROSE THROUGH RANKS
OF LABOR

Stanley W. Earl, 59, a Portland native with a high school education who rose through the ranks of labor, then spent nearly a year in Korea on a federal assignment before the first of his five successive elections as a member of the Portland City Council, died Wednesday of a heart attack.

Currently in his 19th year as a city commissioner, Earl was at times an outspoken member of the council, was often at odds with some elements of labor including most recently the Portland Police Association and underwent some stormy years in his political career, particularly during the vice probes of the late 1950s.

First elected in 1952, and subsequently re-elected by Portland voters in 1956, 1960, 1964 and 1968, Earl lost a \$250,000 libel suit against the Coos Bay (Times) World in 1958 over the newspaper's publication of two Drew Pearson columns which purported to link Earl with James B. (Big Jim) Elkins, former Portland underworld figure. Earl denied any close association with Elkins in the sensational trial at Coos Bay.

Born May 11, 1910 in Portland, Earl grew up in "Slabtown," Portland's Northwest district, attended Lincoln High School until he was 16, and then quit to become a candy-maker for a Portland biscuit factory.

Subsequently he worked for his father, Hugh Earl, as a grocery clerk, later as an insurance agent, member of a steel gang for Southern Pacific railroad, and then joined the Eastern-Western Lumber Co., as a lumber handler on the Portland docks in March, 1937.

At one time he held a \$3-a-day job in a historic Chinese gambling emporium known as Hop Lee Taffor's, but he denied ever having anything to do with the gambling end of the establishment.

Soon after his entrance into lumber mill work Earl became active in Local No. 3, CIO Lumber and Sawmill Workers Union, and in 1940 was elected president. He subsequently resigned to become secretary of the union.

In 1943 Earl was elected secretary of the CIO Oregon State Industrial Union Council, a post he held until mid-1949 when he resigned to accept a federal appointment as the first ECA labor adviser to Korea.

During World War II Earl was a member of the U.S. War Manpower Commission for the West Coast and a member of the West Coast lumber commission division of the War Labor Board. In 1948 he was a member of the City Club's vice investigation committee.

Ten months after his arrival in Korea, Earl and his wife and two children left Seoul shortly before its capture by the North Korean Army following the outbreak of the Korean war. His family escaped on a fertilizer boat bound for Japan where Earl joined them when he and other government officials were flown out of the city. The family lost most of its personal possessions in the flight from Korea.

Often outspoken during his earlier career as a labor official, Earl caused a considerable stir on his return here with his highly critical comments condemning the government of South Korea. He said that "corruption and graft characterized the Army, the police and the ministries of the South Korean government."

Earl was also highly critical of the work of various U.S. advisers to the Korean government and suggested a congressional investigation, claiming that some of our diplomats are "too much above the people."

After his return here, Earl served for more than a year as a special investigator for the income tax division of the Oregon State Tax Commission, to which he was appointed by Ray Smith, then head of the division.

Early in 1952 he filed for council position No. 1 then held by City Commissioner Fred L. Peterson, who subsequently filed for the post of mayor.

In his second year as a council member, Earl blasted his fellow commissioners for "abdicated their authority" and "lacking intestinal fortitude" in relation to an ordinance regarding salaries of city employes.

During his 1956 re-election campaign, Earl got into a verbal battle with Clyde Crosby, international representative in Oregon for the AFL-CIO teamsters when he accused Crosby of opposing him because he refused to bow to a "corrupt ultimatum" that he vote to legalize pinball machines. In the election the Portland Central Labor Council voted to endorse Earl's opponent, Jack O'Donnell.

Earl said Crosby had issued an ultimatum to him on May 18, 1955, to "support the Teamsters on the pinball issue or they would oppose me in the 1956 election."

The next day, Earl said, he voted against Crosby's request for a rehearing on pinballs, which Crosby wanted licensed by the city.

"I am confident the people of Portland will defeat the alliance of certain Teamster officials and slot machine-pinball people," Earl said.

In 1954 Earl had favored the licensing by Portland of pinball machines and had sought to introduce an ordinance to license them. He later explained his change of heart about pinball machines, which he said came while he listened to a housewife testify how her husband had "pinball fever" and had squandered more than \$1,000 on the machines, forcing her to cut down on her grocery budget.

Earl had the endorsement of a number of other labor unions and a campaign committee which read like the who's who of Portland business in his 1956 campaign.

In the 1960 campaign which followed the Portland vice probes, Earl handily defeated a former city commissioner, J. E. (Jake) Bennett by a 8 to 5 margin, and after the election teed off against the "campaign of smear and smut in this city during the election." He cited in particular 40,000 pamphlets which had been distributed during the closing days of the campaign, which he described as a "smear" against "the mayor and myself."

Earl attributed the pamphlets to the Oregon Institute of Social Welfare, an organization which he had termed a "racket" in 1956. The organization's attorney and president in turn had threatened Earl with a \$500,000 suit.

In 1963 Earl was highly critical of the city's Civil Defense program and he clashed with Mayor Schrank. Earl maintained there is no defense to nuclear war other than prayer.

In recent years there have been fewer public outbursts by the sometimes stormy petrel of the city council. However, he recently asked to be removed from the city's negotiating team with the Portland Police Association in a heated statement.

Throughout his long career on the council Earl had the Fire Department under his jurisdiction and provided leadership in the major modernization program carried on in updating its equipment, station locations and communications. Four fire chiefs served under him, including Edward Grenfell, Hal Simpson, Dale Gilman, and James Riopelle.

Earl also had under his jurisdiction the bureaus of shops, buildings, communications and electronics, and nuisance abatement as well as supervision of City Hall and the office of probation and parole.

Divorced from his first wife in 1965, by whom he had three children, Earl is survived by his wife, Helen; two daughters, Mary Louise Seeburg and Sarah Wittren, and a son, Thomas Earl, all of Portland; his mother, Mrs. Bertha Earl, and a brother, Stewart Earl, both of Baker; a sister, Mrs. Mary Elgi of Caldwell, Idaho; a step-daughter, Mrs. Barbara Brown of Fall River Mills, Calif.; and two grandchildren.

Funeral arrangements are pending at J. P. Finley & Son.

CHILD-CARE TAX DEDUCTION

HON. MARTHA W. GRIFFITHS

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 24, 1970

Mrs. GRIFFITHS. Mr. Speaker, at this time, I would like to insert into the RECORD a letter I received from a constituent in Detroit, who is a working mother supporting herself and her child. The point raised regarding the need for providing a tax deduction for child-care expenses is well to consider. The letter follows:

FEBRUARY 23, 1970.

Congresswoman MARTHA W. GRIFFITHS,
Longworth Office Building,
Washington, D.C.:

I quote the following from "The View From My Window," which I received in last week's mail.

"The Tax Reform Act represents a substantial step forward in closing or narrowing tax loopholes, which have permitted billions of dollars to escape taxation, and in assuring a fairer tax structure for all persons."

I am the first to agree that billions of dollars have escaped taxation, and that there should be a fairer tax structure for all persons.

If I accepted your statement at its face value, it would give me, an individual, some slight hope. However, in preparing my income tax return for 1969, I encountered an item which I found to be grossly unfair to a working mother, which I understand has not been relieved in the Tax Reform Act.

I am a working mother. I have a 3½ year-old son. I am forced to work for the support of myself and my child, as my husband is imprisoned. (He went off his rocker, so to speak, last year and seriously wounded a policeman who had stopped him for a minor traffic violation.) After that incident, I moved from my home in Wisconsin to Detroit, Michigan where I could secure more gainful employment as a Secretary. I entered my son in a day nursery at a cost of \$23.50 per week. I have to pay for child care, as I must work to support myself and son—I have no other income.

When I prepared my income tax return, I took the \$600 exemption for child support, or rather, child care. The instructions provided that I should compute the exemption on a separate form. Upon working out the separate form, I found that if I made over \$6,000 per year, I had to exclude the portion over \$6,000 in wages from the \$600 child-care exemption. First of all, I paid out more than \$600 per year for child care. Secondly, I made over \$6,000 and had to deduct the excess over \$6,000 from the \$600 exemption allowed.

This is a gross injustice to women who are forced to be the major breadwinner in the home. I would like to point out that I did not seek aid or public support of any sort. I immediately set out to take care of me and mine. The injustice—as I see it—occurs in the fact that business and industry are permitted to exclude expenditures from taxation which they consider "expenses of making a profit," such as country club dues, The Detroit Athletic Club dues, the Recess Club dues, and expenditures for theatre tickets, gifts, etc., automobiles for personal use, gasoline, and all other fringe benefits and entertainment expenses they can charge to company credit cards and write off as "business expenses."

However, when reviewing the item of child care expenses to the working mother, it is an absolutely necessary expense of earning a wage. Without nursery school (or some similar service) I would not be able to work and earn a wage, thereby becoming another number on the welfare rolls. However, the government sees fit to exclude a portion of child care payments because I make over \$6,000 per year, and by not allowing the entire expenditure for child care—which is greater than the \$600 exemption.

Why then, isn't there a ceiling on the amount of deductions a company can declare as expenses in making a profit. I have worked for many businesses—both large and small—and I have observed this flagrant misuse of exemptions and deductions allowed by the government to the businessman. In one case, a person who works in the main office of a company is given a company car which is never used for business, as he works in the office 100% of his work day. Yet, the car, taxes, insurance, license plates and gasoline as well as maintenance expenses are all charged off as a company expense.

I believe that any mother who is forced to work to support her child should be given the benefit of a direct expense (in total) to earning that support. In this case, it is the total amount of child care necessarily expended in order to be gainfully employed. It should be expensed just as a salesman expenses his car and mileage in the pursuit of sales, or just as a grocer expenses his utilities and the rent and other direct costs of making a sale.

Can you, Mrs. Griffiths, see the injustice in this matter and work toward seeing that it is corrected through proper legislation?

I would appreciate your views on the subject.

Very truly yours,

MAPLEWOOD, NEW JERSEY, ONE OF THE FINEST CITIES IN THE UNITED STATES

HON. JOSEPH G. MINISH

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 24, 1970

Mr. MINISH. Mr. Speaker, I should like to call to the attention of my colleagues the recent honor accorded to Maplewood Township, N.J., which I have the honor of representing in the House.

Maplewood was awarded a certificate proclaiming it one of the 22 finest cities in the United States in the All America Cities competition, which was sponsored by Look magazine.

H. Bruce Mershon, president of the Maplewood Jaycees, revealed that Maplewood was the only city in the Northeast United States to receive such

recognition in the competition. The city originally participated in the event at the urging of the Jaycees.

Maplewood's mayor, Robert Grasmere, said that he felt all along that Maplewood deserved such recognition. I wholeheartedly agree.

Congratulations, Maplewood Township, on your well deserved honor.

WISCONSIN CIVILIAN IN VIETNAM REPORTS VIETNAMIZATION IS WORKING

HON. WILLIAM A. STEIGER

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 24, 1970

Mr. STEIGER of Wisconsin. Mr. Speaker, a former president of the Fond du Lac, Wis., common council, who has been working in Vietnam since April 1968, returned for a brief visit this past week and reported that he is greatly encouraged by progress in the Vietnam pacification program. Mr. James Megellas heads one of the four area pacification programs in Vietnam.

An article describing the major progress being made under present U.S. policy appeared in the March 16 issue of the Fond du Lac Commonwealth Reporter.

For the benefit of my colleagues I insert the full text of the article at this point:

Says James Megellas: The United States on Right Track with Vietnam Policy
By STAN GORES
(Special Projects Editor)

"I think we're on the right track and the policy we're pursuing is working."

That brief, but hopeful, summation of the puzzling war in Vietnam was given this morning by James Megellas, currently winding up two years of agency field service for the State Department and who less than a decade ago was devoting his time to local problems as president of Fond du Lac's common council.

"I'm confident that with our present program," Megellas commented in an interview, "and reducing the level of our combat forces, as President Nixon has been doing, that we'll progress to the point where the Vietnamese will be able to take over the actual fighting of the war."

RECENT BIRTHDAY

"But how long we'll be there is not for me to say," he continued. "I'm just there doing a job for the government and I'm encouraged with the progress."

Megellas, who last week observed his 53rd birthday, will leave Fond du Lac Tuesday and be in Manila in the Philippines on Thursday with his wife, the former Carole Laehn and his two sons, James and Stephen. Next Monday morning he'll fly to Saigon and "back to my job."

Mrs. Megellas and the children have been living in a suburb of Manila since her husband took over his Vietnam assignment on July 3, 1968. He has been able to visit his family regularly, and occasionally Mrs. Megellas has toured Vietnamese hamlets and villages with her husband.

Since June of 1962, Megellas has been a representative of the Agency for International Development. His first assignment took him to Yemen for two years, followed by four years in Panama.

RETURN TO CITY

He'll wind up his present duties when he and his family sail from Manila for San Francisco on May 25. They expect to arrive in Fond du Lac by June 12. He'll then await another overseas assignment and, from what he learned last week in Washington, D.C., it will be a tour of duty which will permit him to be with his wife and children.

Megellas is greatly encouraged by signs of progress in the Vietnam pacification program. This project, basically, covers two fields: (1) Establishing village and hamlet security; and (2) Assisting in political and social development.

In striving toward these objectives he has been head of the Civil Operations and Revolutionary Development Support (CORDS) effort in Vietnam's II Corps Tactical Zone. He has not worn a military uniform, but has held a rank equivalent to a major general while taking part in high level briefings and Vietnam appraisal conferences.

So his knowledge of Vietnam, and the U.S. situation there, is considerable. Last week he addressed State Department representatives at a briefing in Washington in which he declared that "pacification, in the long run, is what will put Vietnam back on her feet as a free, viable, and self-sufficient nation . . ."

The corps area Megellas has headed is one of four in the country, but encompasses 48 per cent of the geography. When he went to Vietnam in April 1968 to look over the situation prior to his assignment, he found that "less than 50 per cent of the hamlets were under government control."

The figure for determining how much of the territory could be classified as under control, he explained, is based upon figures from a computer.

MAJOR PROGRESS

"In February of this year," he continued, "90 per cent of the area is under government control."

This, of course, represents major progress. "We now have 93,000 regional forces and popular force soldiers in our corps alone," he said. "Last year we organized the peoples' self defense forces, and there are about 400,000 in this, including all able bodied men above and below draft age, and also women. A total of 85,000 of these people are armed with weapons."

President Thieu of South Vietnam has frequently called the conflict a "people's war," and he has worked to arm the Vietnamese and work toward desired goals, Megellas remarked.

"Last year we held democratic elections in the hamlets and villages and 95 per cent of the people in my corps area now have elected officials," he explained. "All of these elected officials were flown to a training center south of Saigon for six weeks and President Thieu spoke personally to each member of the graduating class."

Another phase of the pacification program directed by Megellas, one of World War II's most decorated soldiers, was a financial aid project. Each village in his corps received approximately \$9,000 for self-help objectives, with the people deciding how they could best use the money.

The outcome resulted in new water wells, schools, health centers, roads and similar projects. This effort did much to establish the identity between the government and the people, said Megellas.

MUST WIN PEOPLE

Asked if he could cite a single incident in which the money was not used wisely, Megellas said he couldn't. He emphasized that such a program is crucial to the goal of free government in Vietnam, and commented, "If we defeated the Communist military forces and yet didn't win the people we'd lose the war."

Megellas believes that the Communists no longer believe they can win a military victory in Vietnam.

"Captured documents have shown they've changed their tune," he said. "They now see it as a prolonged war."

Do the Vietnamese people really care what kind of government they have?

Megellas is convinced they do. They show it, he says, by their willingness to become elected leaders. Accepting such a position makes them prime assassination targets for the Viet Cong.

The alleged My Lai "massacre" incident played up so widely in the United States, is not a major issue among the people of Vietnam, according to Megellas.

"I've never heard the Vietnamese raise this issue in my area," he commented. "It has never been discussed with me by the Vietnamese. I simply haven't heard much about it over there—even among the Americans."

ENEMY DETERIORATED

Megellas firmly believes the United States policy is effective, even though he admits "what the ultimate end will be I don't know." His job hasn't been to make foreign policy decisions, however. It has been to get to know the problems of the Vietnamese people by living and working among them, and helping them to sound, free government and an improved economy.

"And they're much stronger now than they were," he concluded, "while the enemy's strength has deteriorated and their influence over the people has lessened. I definitely think we're on the right track."

While in Fond Du Lac Megellas has been staying at the home of his mother, 222 Third St., and also has visited at the home of his wife's parents, Mr. and Mrs. A. H. Laehn, 4112 Lakeshore Dr.

THE LATE HONORABLE
JAMES B. UTT

HON. JOHN M. ASHBROOK

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Monday, March 23, 1970

Mr. ASHBROOK. Mr. Speaker, I wish to join my colleagues in the House in expressing my sorrow at the death of Jimmy Utt, a respected and well liked Member of this body for the last 17 years. Jimmy combined a warm, gentle nature with a fierce dedication to principle and duty. As a high ranking member of the Ways and Means Committee he carried out his assignments on that vital committee with a vigor and industry dictated and based on the best interests of his country. In the mundane atmosphere of a national legislative body his religious convictions remained an integral part of his motivations. A man of the West, Jimmy Utt was born and lived in his beloved Orange County and was a successful businessman and State legislator before coming to Washington. That Jimmy served his people well is attested to by his 9 terms in Congress, a wholehearted endorsement from his constituents of the 35th District of California.

The Honorable James B. Utt has gone back to the West but he has left memories of his charity, integrity, and dedication for us to emulate.

I extend my sympathy to his surviving family who, I know, are sustained in the knowledge that he has done his job well.

VFW VOICE OF DEMOCRACY
WINNING ESSAY

HON. OLIN E. TEAGUE

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 24, 1970

Mr. TEAGUE of Texas. Mr. Speaker, each year the Veterans of Foreign Wars of the United States sponsors a voice of Democracy program in which high school students are asked to write a broadcast script. All five winners of this year's contest on "Freedom's Challenge" were guests of honor at the VFW congressional dinner and received a personal congratulation from President Nixon. I would like to include the essay of the second place winner, Dennis DiMarzio of Sycamore, Ill. An 18-year-old Sycamore High School student, Dennis is president of the student council, drum major of the band, and vice president of Thespians. He also is a member of the National Honor Society, an Illinois State Scholar, and has won letters in baseball and basketball. Dennis plans to study law at Northern Illinois University. The VFW should be commended for their sponsorship of such a fine program. After reading this essay, I think you will agree that we all can take pride in the patriotism and faith in America displayed by this young man.

The essay follows:

SECOND PLACE: FREEDOM'S CHALLENGE

(By Dennis DiMarzio)

The other day when I was in a rather philosophical mood, my mind wandered way back to a day when I was in the first grade. On this particular day, the teacher went around the room and asked each one of us what we wanted to be when we grew up. There was the usual number of cowboys, fireman, and baseball players, but at least half of us shrugged our shoulders and answered, I don't know. In high school, many students would answer I'm not sure. To me, this is the beauty of freedom, to have a choice, a freedom to be or not to be, to be what we want to be and not what we don't want to be. Now this does not mean that there are not limitations upon our aspirations, but it does mean that the government will not stand in our way, but that it will encourage us to pursue happiness and will aid us whenever it can. The limitations to our pursuit of happiness are within ourselves and the talents which have been granted us by a divine being.

If we become afraid to try or if we become frustrated to the point of giving up, then we have failed to meet freedom's challenge. If, however, we put our faith in ourselves and not in the opportunities offered by our free country, then we are meeting freedom's challenge.

So I believe then that I as a citizen can meet freedom's challenge by putting faith in myself and my country and by developing myself into the most productive citizen which my God given talents allow me to be.

This being the case, then how does the nation itself meet freedom's challenge? I think the answer to this question is deceptively simple. The nation can meet freedom's challenge in much the same way that the individual citizen does. It must put faith in itself and its principles and must strive to develop into the most productive nation which its God granted resources will allow it to be and just as the individual citizen must not be governed by fear, neither must

the nation. It must not allow threats or predictions of failure to prevent it from taking those actions which it perceives to be right and just. In a similar way, our country like the citizens who live in it, must not give in to frustration, however great this frustration might be.

In carrying this comparison between the United States and the individual citizen a bit further, let us look at a situation which is much too common in our modern world. A citizen is walking down the street and sees an old man being beaten and robbed by three strong assailants. The citizen would have to overcome great fear if he were to aid the old man, yet he knows that this is what should be done. If he is to meet freedom's challenge, he must not give in to fear by looking the other way and pretending he didn't see. For when this is done, no choice has been made, fear has become his dictator. In a similar fashion, our nation must base its actions not on fear, but on a sense of righteousness. A few years ago, we witnessed a poor and weak South Viet Nam being beaten and robbed of its freedom by three assailants, North Viet Nam, assisted by China and Russia. But we met freedom's challenge and we are meeting it today, because we did not look the other way; we did not give in to fear. We knew what was right and we moved to help South Viet Nam defend itself.

Today, our nation is experiencing the same pain and frustration which our citizen on the sidewalk would experience in fighting the three assailants. Our Nation is suffering from a loss of blood, the blood of its young men, and it is suffering from the frustrating bruises inflicted not by the three assailants, but by some of its own citizens, and this time I use the term loosely, most of whom have allowed fear to dictate them. They would prefer to look the other way from Viet Nam, or more exactly, they want to run away from it. Fortunately, this form of opposition, frustrating as it might be, is for the most part characterized by weak fear driven individuals who hide under the guise of intellectualism.

Today, so that she might more rapidly overcome the hindrances presented by those dissenters who are unprincipled, the United States of America is making Freedom's Challenge her challenge to us her true and loyal citizens. But this is not the first time that freedom's challenge has taken this form. She challenged us at Concord, at Gettysburg, in the fox holes in Germany, on the beach of Normandy, and on the barren hills of Korea. Now she challenges us in the swamps of Viet Nam and on the issue of Righteousness versus Fear. She challenges those of us who are loyal to America to stand up and express our views more energetically and more sincerely than the loudest and longest haired of these unprincipled dissenters. We have the freedom to be a strong and righteous nation which has made the most of its God given resources and we have the freedom not to be a weak and unprincipled nation whose dictator is fear. This is Freedom's Challenge.

TASK FORCE HEARINGS

HON. GEORGE BUSH

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 24, 1970

Mr. BUSH. Mr. Speaker, the Republican Task Force on Earth Resources and Population of which I am chairman, has been conducting hearings on the mineral shortage problem for the past few months. Last year, we concentrated the bulk of our efforts on the examination of

population growth. These hearings eventually led to the publication of our family planning report, "Federal Government Family Planning Programs—Domestic and International," on December 22, 1969. In order to keep continuity with last year's work, and because we feel that the population explosion is the cause of many other problems, we are attempting to relate our mineral shortage research closely with the population problem.

On March 18, it was our great privilege to have Dr. Jack Lippes, medical director of the Planned Parenthood Center of Buffalo, N.Y.; and Dr. Raymond Ewell, vice president for research, State University of New York at Buffalo. With very lucid and succinct testimony, Dr. Lippes and Dr. Ewell presented to the task force a wealth of useful information on the population problem and its effects. For the benefit of my colleagues, I have included Dr. Lippes' statement, and a paper by Dr. Ewell on the social, economic and political consequences of the high rate of population growth:

POPULATION DIMENSION—SOME RECOMMENDATIONS

Congressman Bush, and members of the task force: I am Dr. Jack Lippes, Associate Professor at SUNYAB in OB-GYN and Medical Director of the Planned Parenthood Center of Buffalo, New York.

The need for family planning is now so widely acknowledged, so obvious and so necessary to humanity that to dwell on this urgency would be superfluous. Instead the time has come for a deeper understanding and action.

The population problem in the U.S. can be better understood by realizing that the affluent and the underprivileged require different approaches to their excessive fertility. Within each of these two distinct economic groups are two sub-groups:

1. Those with unplanned and unwanted excessive fertility and
2. Those whose excessive fertility is deliberate.

Amongst the considered solutions for deliberate excessive fertility are:

1. Education which should include a study of the benefits of spacing children, not only to the mother, but to the child as well. A discussion of the advantages of a small family should be included.

2. Idealization of the small family. All media—T.V., newspapers, periodicals and radio should be utilized.

3. Legal devices—

- (a) Raising the legal age of marriage.
- (b) Financial incentives for the small family and penalties for excessive fertility. This could be mediated through the income tax laws.

Solutions to unplanned and unwanted excessive fertility must also include:

1. Readily available contraceptive services and abortion which for the affluent can be acquired from private medical sources, but for the underprivileged must be subsidized. Both male and female sterilization procedures should be more readily available. Many urologists in the U.S. are reluctant to perform male sterilization because they fear prosecution under their state laws for violation of maiming statutes.

2. Education—which I would like to take up in greater detail later.

3. For the underprivileged, readily available contraception and abortion means government sponsored or subsidized service. Even sterilization procedures would and should be government subsidized for the economically deprived.

Should we direct more of our efforts at the underprivileged? The U.S. Census Bu-

reau has noted that the poor, those on welfare and those with incomes of less than \$3000 per year, do have larger families than the average, affluent, suburban American. Yet such families number 5.4 million, perhaps 15% of American households. Obviously this 15% are not having 3½ million babies every year. The truth is that the bulk of this baby production comes from suburban America. Efforts to promote family planning must be directed at both the affluent and the poor. This is complicated by the moral and political problems of convincing people to accept abortion for unplanned and unwanted pregnancies and the sociologic problem of preventing deliberate high fertility. Too many American families are choosing to have 3 or 4 children, instead of 2 or 3. How do we convince American couples to choose smaller families?

If we are going to offer contraceptive services to the poor, it cannot be the singular effort to lower the American birth rate, nor should it be considered a solution to the high costs of welfare. It should be provided to the underprivileged in the name of justice and equality because for so long these underprivileged citizens have been denied the choice of deciding when to have a child and the choice of how many to have. This choice for the most part has been available to other Americans. Recent surveys asking mothers, "Did you plan, and/or did you want your last child?" have revealed that out of 3½ million births, 750,000 were unplanned or unwanted. Since every drug store is a source of contraceptive supplies, it is difficult to understand why we should have an excess fertility. What do we need to do to convert desire into reality and reduce the birth rate?

More and better education will help. Many school systems in the country have embarked on programs of "sex education". These have aroused much controversy, perhaps because of the label.

Last year the State of New York called a meeting of school teachers to be held in western New York. The purpose of this meeting was to indoctrinate the teachers in the latest knowledge relating to family life and covering material on reproduction, contraception, sociology, dating, mating and family life relationships. Over 400 teachers from every school district in New York State attended. The Planned Parenthood Center of Buffalo was invited to participate in the development of the program.

This conference represented a rare opportunity to find out how qualified these teachers were in family life education. Did they have reservations regarding sex education? How comfortable were they in discussing human sexuality? Were the teachers themselves inhibited in any way? How knowledgeable were these pedagogues in the subject they were about to teach? The responses or lack of responses to the questionnaire were revealing. Only 53 of over 400 teachers cooperated by filling out the questionnaire. The lack of response was predicated on a negative attitude. Some arose in the conference and asked indignantly, "How dare those people from Planned Parenthood ask such questions?" "Who do the people at Planned Parenthood think they are?"

Of the 53 teachers who did respond, one-half were not knowledgeable of basic facts in the subject of reproduction. Many revealed that they had punitive attitudes in regard to social pathology such as homosexuality and out-of-wedlock pregnancy.

How can we expect the populace at large to be knowledgeable and tolerant if the teachers themselves are not only ignorant of the subject, but even profess negative attitudes and hostility in regard to some of the material which ought to be taught. What saddens one even more is how few teachers' colleges have undertaken programs to develop instructors who will be both knowledgeable and comfortable with this subject. There are

some exceptions such as the course at the University of Minnesota under Dr. Gerald Neubeck, the one at the University of Houston given by Dr. Leslie McCary and one at SUNYAB. There are others. Perhaps if we begin to train teachers in family life, health education may make a meaningful contribution to family planning and stabilization of the American population.

I do believe that Congress could make funds available, perhaps on a matching grant basis with each state in order to develop a number of family life educators.

National television has not been utilized as it could be to acquaint the public with all the facts of the population problem. Fully exploited, national television could have an effect that would surprise demographers. Imagine a series of 1 hour television teach-ins, covering the U.S. population problem, the advantages of child spacing, idealizing the small family and ending with an up-to-date review of contraceptive technology. First, perhaps, the president of the U.S. could endorse the teach-in. Such a program or series of programs could have an immeasurably beneficial effect in reducing the birth rate.

Yet something would still be wrong, at least for families living in poverty. While talking to core area families, I am impressed that they are aware of the advantages of family planning. They know that in families of 4 or more children, the educational and economic opportunities are more restricted. Controlling family size to provide a higher quality life for the family is based on the assumption that opportunities to rise out of poverty are wide-spread. If this could become a fact, then it can be expected that most families will control their size, because it is in their own personal self-interest. If opportunities for escaping poverty are not available, there will be little motivation to control family size because it won't make any difference. Basically, these core area patients ask, "Is there any common sense in accepting the restrictions of middle class disciplines such as birth control, without receiving the rewards of a middle class life?"

One could go into the core area of American cities and provide everyone with birth control services. A program of not just sex education but compensatory education of all types could be instituted. Let us suppose that we could do these things to the point where every family is knowledgeable about birth control and everyone in the core area is so well educated that they all have Ph. D. degrees. Even then, someone has to come up a loser. They all can't be winners. Under our present competitive economic system the winner takes all and the loser gets nothing, except on the professional athletic field. On the athletic field, we Americans think differently. For example, professional football * * *. But the losers are also compensated with perhaps 40% of the gate. This is a contract which we Americans consider fair and equitable. It is a good instinct for fair play and justice. How relevant and satisfying it was to read in the *New York Times* (of February 19, 1970) that the House Ways & Means Committee approved the thrust of President Nixon's welfare reforms to provide a minimum annual income for working families. This bill, if passed, will do more than permit poor families to rise out of the culture of poverty. It will reunite separated and abandoned underprivileged families. The increased income will, for the first time, allow such families to live in dignity. Family planning will then become the middle class discipline rewarded by the middle class life.

Information which could be included in a family life education program would cover new contraceptive technology. One would mention the fact that medicine already has a "morning after pill." Drugs, like Stilbestrol or Ethinyl Estradiol, taken in correct doses will prevent pregnancy if taken within 24 or 48 hours after intercourse. This is a

fact and yet very few Americans are aware of it. The big drawback for general use, is that this medication frequently produces nausea and emesis. Still it could be used in individual cases. After all, the motivation to prevent pregnancy is greatest the morning after sexual intercourse.

This brings one to the even more controversial, but important subject of abortion. Statistics from eastern Europe show us that abortions done in a hospital under 12 weeks is a safe surgical procedure, with a mortality of 3 in 100,000 cases. Such surgery requires a short hospitalization, perhaps only one day. It can even be done as a hospital out-patient procedure. Countries, such as Japan and Hungary, have relied on abortion as a means of stabilizing population. These countries have two of the lowest population growth rates.

The new technique of suction curettage wherein the products of conception are removed through a hollow curette with a small amount of suction, has made the procedure both safer and easier. It has reduced blood loss. The whole procedure can be done in 5 to 10 minutes. With multiparous women, that is women who have had children, the procedure can be done under local anesthesia. This technique, if readily available as a solution to contraceptive failures, could make all contraceptive methods 100 percent effective. One cannot overemphasize the importance of abortion. It is still not generally available either nationally nor internationally. Yet, it must be. After all, we have plenty of pre-conceptual techniques—rhythm, pills, diaphragms, IUDs, condoms, jellies, suppositories. At the moment, we must rely on surgical abortion to back up these techniques.

What we really need is a cheap, safe and effective pharmacologic abortifacient. Here is where research funds should be expended and talent recruited. We should try to find a drug which would produce a safe abortion within the first 8 to 10 weeks of gestation. Such a drug would have a remarkable impact in lowering the birthrate on a world wide basis. The time to make such research funds available is now. The time for recruitment is now. It should be advertised and offered to every university or medical school which might be interested.

Obviously, the use of abortion to lower birth rates will require changes in legislation so that it is available on demand. Changes in public attitude and acceptance is also necessary. As Dr. Christopher Tietze said, "History shows, that man does possess the ability to change his beliefs in order to meet his necessities."

Another technical development is the laparoscope. This is an instrument with which a surgeon can look into the abdomen through a puncture. The instrument is less than 1/2 inch in diameter. Yet through this instrument a woman can be sterilized by electrically cauterizing the fallopian tubes. The procedure requires a general anesthetic. It can be completed in 15 to 20 minutes and the patient is released the same day. These instruments are expensive. A setup would cost about \$1,500. American capital could provide the instruments in many areas where such sterilization programs would be undertaken.

Intrauterine contraceptive devices, IUDs, have proven to be the mainstay of successful population control programs in countries such as South Korea and Taiwan. Improvements are being made in IUDs. Newer clinical research suggests that the addition of elemental copper or zinc to an IUD, may make it 100% effective. The zinc may even quiet the uterus and reduce removals because of cramps or bleeding which in the past has been the major drawback to wider use of intrauterine contraception. The newer loop made of polypropylene has reduced spontaneous expulsions from 7.7% to 3.5%. Pregnancies or failures with the new polypropylene device have been reduced from 2.8

per hundred women per year to 0.5 pregnancies per hundred women per year.

The success of oral contraceptives need not be documented here because so much has already been written on this subject. Everyone is aware of their use and that they have lowered the birth rate for many countries in western society. This oral medication has been too expensive for developing countries. The rate of discontinuance so far has been too high for successful use. In the future, similar drugs may be placed in a plastic capsule and then inserted under the skin. Enough of the drug will reach out to prevent pregnancy for long periods of time. The period of protection will depend on the size of the capsule and the amount of the drug.

All of these techniques could be used in developing countries just as well as in the United States. Because of cultural, economic and educational differences, the mix of the various methods will be different. The big problem in Asia as in the United States is the sociologic one of convincing people to have smaller families. Developing countries in addition, have the problem of continuous supply, availability of services and surveillance of masses of people. In Asia a large family, especially having many sons, becomes the parent's social security. It is the son who will care for mother and father in old age. One way to promote family planning in such countries is by government promising social security. An Asian government could promise all young couples that if they limit their families to 2 or 3 children the government will provide social security when the parents are 65. Granted, that Asian countries do not have the capital to provide this now. But this is a promise being made to 20 year old couples, a promise to be fulfilled in 40 or 45 years. Either such a country develops in 40 years and has the capital to provide social security or in 40 years it will cease to exist. Other legal devices could be used: e.g. raising the legal age of marriage, removing income tax deductions for dependents after the second child. However, the U.S. government cannot write the laws of foreign countries. We can only act as advisors. We can provide technical help and sometimes capital where expensive equipment is needed to provide certain birth control services. The final decision will rest not with governments, but with people.

THE SOCIAL, ECONOMIC AND POLITICAL CONSEQUENCES OF HIGH RATES OF POPULATION GROWTH IN THE UNITED STATES AND OTHER COUNTRIES

THE UNITED STATES

1. The United States rate of population growth has declined from 1.6 percent per year in 1960 to 1.0 percent per year in 1968.
2. However, this is still too high a rate of growth to permit the United States to maintain its present high standard of living for many more years in view of the diminishing quantity and quality of our country's resources.
3. New and improved technologies can compensate partially for diminishing resources but not entirely. In spite of new and improved technologies, the standard of living in the United States may well begin to decline within the next 25 years.
4. The social and political problems which would be engendered by a gradually declining standard of living can be imagined.
5. Countries with more favorable ratios of natural resources to population than ours may surpass the United States in standard of living during the next few decades, notably Canada, Australia and the Soviet Union.
6. The United States should adopt a national goal of reducing the population growth rate to zero at the earliest possible date, the earlier the better. Only in this way can a standard of living, at least as high as ours today, be guaranteed for our grandchildren.

7. However, there are social and political ill-effects of a continued high population growth rate which are of even greater importance than the problem of maintaining a high material standard of living. Social problems of overcrowdedness, friction between people, mental illness, racial problems, urban deterioration, environmental contamination will all be exacerbated by an increasing population, and these problems will inevitably require a larger and larger proportion of the national income to effect even temporary solutions and palliatives.

THE LESS DEVELOPED COUNTRIES

1. Most of the less developed countries have much higher population growth rates than the United States. Most of the less developed countries have growth rates in the range of 2.0% to 3.5%, although there are a few lower and a few higher than this range.
2. Most of the less developed countries therefore have social, economic and political problems resulting from high population growth rates which are even more acute and more difficult of solution than those facing the United States.
3. The less developed countries as a group have a population growth rate of probably 2.6% per year which will, if continued, increase the population of the less developed countries from 2.7 billion in 1970 to 3.5 billion in 1980 while the population of the developed countries as a whole is increasing only from 900 million to 1 billion.
4. As one example, Mexico has a population growth rate of 3.5% per year which, if continued, would double the population in 20 years. This means Mexico's population may go from 50 million in 1970 to 100 million in 1990. If this really happens, as seems highly probable at this time, Mexico will have to double everything in the country in 20 years—food production, industrial production, housing, schools, medical facilities, transportation, etc., as well as provide many millions of new jobs.
5. Among the many problems facing the less developed countries food supply is one of the most pressing and most difficult of solution. The average rate of growth of food production in the world and in the less developed countries, too, has been slightly over 1% per year for a number of decades, say since 1900. This has resulted in a slow decline in domestic food production per capita in most of the less developed countries since 1950 so that these countries have been forced to import more and more food just to stay even.

NATIONAL RECOGNITION TO CITY LEGISLATOR

HON. ALPHONZO BELL

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 24, 1970

Mr. BELL of California. Mr. Speaker, it is my privilege today to give national recognition to a richly deserving city legislator from my home district in Los Angeles.

Robert M. Wilkinson, city councilman from Los Angeles' 12th district, represents the fastest growing area of the fastest growing city in the Nation. The 12th district is composed of the northwest land mass in the great San Fernando Valley. Its 49 square miles is made up of a population of 208,000. And it continues to develop with the passing of each year. This kind of development can and has produced prodigious growing pains.

All phases of city services must be expanded to meet the continual growth. Fortunately, the citizens of the 12th dis-

tract have as their elected representative, a man who recognizes the requirements and needs of the community.

Councilman Wilkinson, dedicated to active public service, has moved the 12th district ahead in building more major public project improvements, providing additional police and fire services, augmented traffic facilities, providing consistently improved library and recreation and park services.

He sits in with the designers from State division of highways for the planning of three major freeways through the 12th district. He attends regular meetings of the State water resources board currently working on the Castaic Lake Reservoir, a major link in California's Feather River Aqueduct system. And he meets with contractors and developers in an effort to encourage the building of homes in the 12th district to alleviate the serious housing shortages.

During a major brush fire last year in the hill communities of the 12th district, Councilman Wilkinson arrived on the scene with the fire departments. Campus disorder at San Fernando Valley State College 2 years ago found him meeting with the academic community in an effort toward solving the problems.

Councilman Wilkinson's continuous struggle against smut and pornography mail-order houses led to the closing of two such businesses and the rescinding of post office box numbers.

Legislative action initiated by him this year formulated more stringent requirements for the issuance of police permits for rock music festivals within the city. This action came after some 200,000 young people converged on a portion of the district for 3 riotous days in the summer of 1969.

In addition to large issues, Councilman Wilkinson is concerned about the small problems, too, such as traffic lights and crosswalks for schoolchildren, noise abatement, zoning issues, and even the sweeping of streets.

The way Councilman Wilkinson solves his many problems is the same method adopted by many other successful men—hard work. Hard work every day in the week; often including weekends.

Wilkinson, an oldtimer by most standards in the valley—having graduated from Canoga Park High School—is a relatively young man, married, and the father of three children, and grandfather to two granddaughters.

I am glad to relate that he is a fellow Republican and is serving his second 4-year term as a councilman.

I would like to bring to the attention of my colleagues my sincere regard for the outstanding character and ability of Councilman Robert Melvin Wilkinson.

GOOD CHOICE FOR SELECTIVE SERVICE

HON. WILLIAM A. STEIGER

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 24, 1970

Mr. STEIGER of Wisconsin. Mr. Speaker, the new head of Selective Serv-

ice, Dr. Curtis W. Tarr, has been widely hailed in Wisconsin newspapers. While Dr. Tarr takes on a difficult task, he is eminently qualified to undertake this most important post.

During his service in Wisconsin as president of Lawrence University, he also served as head of the Tarr Task Force charged by Governor Knowles with the responsibility of recommending changes in Wisconsin's tax distribution system.

The Appleton Post Crescent on March 15, the Sheboygan Press on March 14, and the Oshkosh Daily Northwestern on March 21, all praised Dr. Tarr's appointment. As one who is proud of this recognition of Dr. Tarr's ability and integrity, I want to call to the attention of colleagues the high regard of people in Wisconsin for Dr. Tarr. I include the editorials at this point:

CURTIS TARR WILL DO A GOOD JOB

It took a personal appeal from President Nixon to persuade Curtis Tarr to accept the position as Selective Service director, and we can appreciate Dr. Tarr's reluctance to take on this difficult task, but in the final analysis, there could be no better man we can think of for the job.

There is one vital element which must be given top consideration in the further reform of the Selective Service system, or its complete replacement by a professional military, and that is the vastly changed thinking of many of our young people toward military service to their country.

Basically it is the Vietnam war which has motivated this change in thinking, a war which lacks the support of, we believe, a majority of the American people. But there is no question that patriotism and duty mean something different to the adolescent generation of today than those words meant one generation ago.

Dr. Tarr, from his experience as president of Lawrence University, certainly understands the thinking of young people, even if he doesn't have to agree with it.

He has other outstanding qualifications for the position, experience and proven ability as an administrator, an ability to organize his thinking logically and efficiently and to express those thoughts in concise terms. More recently he has had an indoctrination in the military manpower requirements of the nation in his position as assistant secretary of the Air Force specializing in manpower affairs.

It was reported that Dr. Tarr's reluctance to accept the position when he originally was sounded out about it last December was based on two considerations, that the position was a controversial one and that it was a dead-end as far as a political career is concerned.

Knowing Dr. Tarr so well, we cannot believe that he would sidestep a controversial task. And if he can help the Nixon Administration to formulate a new military procurement policy for this country over the next few years it could well be a great boost for an even more important career in government. The fact that Gen. Lewis Hershey made a lifetime career out of the job doesn't have to influence Dr. Tarr, and we are certain that it will not.

A GOOD CHOICE

The nomination of Dr. Curtis Tarr, former president of Appleton's Lawrence University, to be director of Selective Service, should win the speedy approval of the Senate.

Dr. Tarr is presently a member of the administration, serving as assistant secretary of the Air Force, being responsible for manpower and reserves and thus has gone

through the approval routine once. His background of college teaching and administration should make him highly acceptable to the leadership of higher education of the nation. His recent close and successful relationships with the draft age youth at Appleton should give him an added insight in the carrying out of his new duties. His own military service is a valuable asset.

But especially it seems to us, Dr. Tarr brings to the post a lot of imagination, courage and administrative know-how. President Nixon is anxious to have a volunteer army as soon as feasible, keeping Selective Service as an emergency device, at best. Dr. Tarr, as an educational administrator and as chairman of the well known Tarr Task Force studying Wisconsin's problems, demonstrated an ability and a willingness to strike off in new directions. So it would seem that if Selective Service is to be modified, carried on or completely abolished, Curtis Tarr would be a fine man to have in charge.

GOOD CHOICE TO HEAD DRAFT

A big chore for Curtis W. Tarr, former president of Lawrence University, Appleton, as national draft director—in addition to administering the Selective Service law—will be to help to persuade Congress to initiate long-delayed hearings on further draft reform.

What will come from such hearings? Most likely the need for changes including the elimination of educational and occupational deferments and the establishment of new standards of classifying young men for induction.

President Nixon has attempted to persuade Congress to hold hearings on draft reform and may accomplish this end through his nominee for national draft director.

Tarr has firm credentials for the position. He was drafted for service in World War II and so is not unacquainted with the business of the "Greetings from the President." He was a combat GI and later a Stanford University scholar before being president of Lawrence.

His record indicates that he occupies the middle ground which is essential to compromising the sometimes explosive national debate over the draft. He has a sensitivity to youthful concerns over the draft, yet is candid in asserting that although he went into the Army with some "uncertainties . . . I realize now how important the experience is and was . . ."

As a civilian, and a man of apparent good sense, Tarr is a good choice for the director of the draft.

COINS OF INTRINSIC VALUE

HON. JAMES A. McCLURE

OF IDAHO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 24, 1970

Mr. McCLURE. Mr. Speaker, the desire for coins of intrinsic value does not rest exclusively within the free world. East Germany, for example, has issued two new silver coins, one of 10-mark denomination and one of 20-mark denomination.

The 20-mark coin commemorates the 220th anniversary of the birth of Johann Wolfgang von Goethe. The 10-mark coin honors Johann Friederich Bottger on the 250th anniversary of his death.

I am also advised that the United Arab Republic will be issuing a commemorative coin this year marking the 1,000th

anniversary of the Al-Azhar mosque in Cairo. The Egyptian Government plans to issue 200,000 of these coins, each of which has a face value equivalent of \$2.30 in United States currency.

THE PLEDGE OF ALLEGIANCE

HON. HOWARD W. ROBISON

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 24, 1970

Mr. ROBISON. Mr. Speaker, I recently received a thoughtful and timely letter from the master of the Horseheads Grange, H. Leon Van Gorder. The Horseheads New York Grange is in my congressional district, and Mr. Van Gorder was thoughtful enough to send me the text of its letter to a local television station. The letter comments on the efforts of some to discontinue the pledge of allegiance and salute to the American flag in the schools around this country. My personal feeling is that such efforts are misguided at best. Respect for country is as valuable for a child as respect for church and for family; and there seems to me to be no justification for driving patriotism out of our schools. Because I think the text of Mr. Van Gorder's letter to me should be shared with all Members of Congress, I am submitting most of the text for their information:

MARCH 4, 1970.

HON. HOWARD W. ROBISON,
Rayburn House Office Building,
Washington, D.C.

DEAR SIR: On January 27, 1970, the New York Daily News carried an article stating that [some persons] wanted to discontinue the pledge of allegiance and salute to the American Flag in all the public schools. A short time later one of our local television stations carried a similar story pertaining to it, on the news cast.

As Master of Horseheads Grange 1118, Horseheads, New York, I talked with the manager of this television station and, also, the manager of one of our local radio stations. They both gave the Grange the full support of their stations for the stand the Grange took on the pledge of allegiance continuance. I, therefore, wrote to State Senator William T. Smith and Assemblyman L. Richard Marshall describing the Grange's feelings. While talking to the manager of the television station, he invited me to read our letter over the air for a local news cast. I have had wonderful response from it, and I should like to give you the text of it.

It has come to our attention that some people in New York State want the children in our schools to discontinue the practice of saluting the American Flag and giving the Pledge of Allegiance. By order of the Supreme Court, the Bible has been cast out of the schools, and now some want the American Flag and what it stands for taken out.

It is a shame that two of the most vital principles on which our Country was founded are now being frowned upon. So, we of Horseheads Grange 1118 want to go on record as supporting Governor Rockefeller and others interested in keeping the salute and Pledge of Allegiance to our Flag in the class-rooms of our schools.

After a conversation with Mr. Donald Bules, Manager of WSYE-TV, and Mr. Robert Chalk, Manager of WELM-radio, we are very

happy to say both stations have given us their support in backing our efforts in this matter.

Trusting you will carry our message to the New York State legislators, I remain

Very truly yours,

H. LEON VAN GORDER,
Master.

CALIFORNIA'S SCIENTISTS AND ENGINEERS SPEAK OUT ON ECONOMIC CONVERSION

HON. CHARLES H. WILSON

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 24, 1970

Mr. CHARLES H. WILSON. Mr. Speaker, the resolution establishing the California Legislature Joint Legislative Committee on Economic Conversion states that changing military needs have had, and will continue to have an adverse effect on the State's economy. Consequently, efforts have been urged to plan ahead to minimize the impact on local communities and the State as a whole during conversion from military to a largely civilian oriented economy.

As Robert M. Leventhal, executive secretary of the Southern California Professional Engineering Association, pointed out in testimony before the committee:

It is the engineers and scientists who have given our country its unequalled productive and technical capacity.

The significance of the Federal Government's involvement in engineering employment comes into focus from figures recently published by the Aerospace Industries Association of America and other concerned parties. These figures show that aerospace employs about 27 percent of the Nation's engineers and scientists and is the Nation's single largest employer of research and development engineers and scientists. Over 40 percent of the Nation's 1.3 million aerospace workers are in California and that the seven southernmost counties account for 80 percent of the State's aerospace employment. This percent translates into 350,000 jobs and a \$3.5 billion annual payroll.

A direct result of losing a large Government contract for aerospace firms is mass layoffs. These layoffs have been occurring quite frequently in California. When President Nixon took office in January 1969, the unemployment rate was 3.3 percent. For the first quarter of 1970, it is calculated that the rate was 4.2 percent. Projections for the end of 1970 indicate that we will be faced with a 5.1 percent rate of unemployment at that time. In human terms, this means that over 1,250,000 people have lost their jobs and have been added to the roles of the unemployed since Mr. Nixon took office.

In discussing what steps should be taken to meet this rising rate of unemployment, Mr. Leventhal made many worthwhile suggestions. Accordingly, I am including into the RECORD, the text

of his statement before the joint committee. Among other things, Mr. Leventhal feels the Federal Government should assume responsibility for its cancellation actions, with the Manned Orbiting Laboratory being his prime example and;

First. Grant each employee laid off at least 4 weeks pay.

Second. Cover the costs of employee group insurance for at least 6 months or until reemployment.

Third. Establish provisions to insure that funds contributed to retirement plans inure to the benefit of the individual.

Fourth. Establish or participate with State governments in establishing relocation allowances.

I now include into the RECORD for my colleagues' information, the full text of Mr. Leventhal's testimony. It is worth reading.

The material follows:

TESTIMONY OF ROBERT M. LEVENTHAL BEFORE THE CALIFORNIA LEGISLATURE JOINT LEGISLATIVE COMMITTEE ON ECONOMIC CONVERSION

Prior to testifying before your honorable committee I feel it proper to place my comments in perspective. I appear before you as an advocate on behalf of the employed engineers and scientists. Currently I hold two organizational roles: Chairman of the Western section of the Council of Engineers and Scientists Organizations. The Council is a confederation of independent organizations representing almost 100,000 employed engineers and scientists. The Western Section represents over 50,000, the majority of whom are employed in California.

Secondly, I am the Executive Secretary of the Southern California Professional Engineering Association which represents the engineers and scientists at McDonnell Douglas in collective bargaining.

I also appear before you as a citizen concerned over human values and proper economic planning for our State.

The resolution establishing your committee sets forth, as one of its reasons for being, that changing military needs have had, and will continue to have an adverse effect on California's economy. Therefore, efforts should be made to plan ahead to minimize the impact on local communities and the State as a whole during conversion from military to a largely civilian oriented economy.

Since it is the engineers and scientists who have given our country its unequalled productive and technical capacity, I feel we should place the magnitude of the problem facing California engineers and scientists in perspective. Recent Bureau of Labor Statistics place the number of engineers and scientists in the work force at 1,013,100. The total national work force now stands at 82.5 million.

If we accept the Bureau's definition of an engineer, a matter the professional societies have and continue to debate, we see that these men, the innovators in our society, represent less than 1.2 percent of the National work force.

In the main, the engineers and scientists working in the aerospace industry have devoted at least 5 years to acquiring specialized advanced education. Many state governments, like California, have likewise made substantial investments in these men through tax support of institutions of higher learning.

It has been the foreign policy of this country to maintain so effective a deterrent force that no other nation would consider initiating hostilities. It should be kept in mind who designs, maintains and updates that

deterrent capability—the employed engineers and scientists.

If we fail to properly plan for and utilize the skill and abilities of this critical segment of our work force, the consequences can be frightening.

The significance of the Federal Government's involvement in engineering employment comes into focus from figures recently published by the Aerospace Industries Association of America. Their survey covered 50 companies representing, according to AIA, approximately 80 percent of the total employment in the aerospace industry. Review of the companies that participated in the survey show they were the major contractors, therefore the data published by the AIA excludes the subcontracting firms so numerous in defense related work.

The AIA divided their material into geographical regions. The Pacific area included California, Washington, Oregon, Alaska and Hawaii. While no figures on California alone were given, it may be readily estimated that over 80 percent of the Pacific region represented California employment.

According to the AIA the percent distribution of Missiles and Space employment for Engineers and Scientists in the United States as of December 1969 for the Pacific region was 71.4 percent out of an estimated 214,000.

Mr. Atwood, President of North American Rockwell, in an address before the Los Angeles Chamber of Commerce October 29, 1969, noted that aerospace employs about 27 percent of the nation's engineers and scientists and it is the nation's single largest employer of research and development engineers and scientists. He further noted that of the some 1.3 million aerospace workers, over 40 percent worked in California. The seven southernmost counties account for 80 percent of California aerospace employment—over 350,000 jobs, \$3.5 billion in annual payroll.

Currently we are allowing the labor market to control utilization of engineers and scientists. Generally this is acceptable, but in the case of engineers and scientists there is the one large consumer, and I submit that consumer activities in the labor market create an intolerable instability.

Instability due to government procurement practices has already had a profound effect. I have read with interest an article by Mr. Berkley on the Myth of War Profiteering published in the December 20, 1969 issue of the New Republic.

Mr. Berkley concludes that the level of profit from defense work, measured as a percent of gross sales is very unattractive. The Logistics Management Institute published a study in 1969 showing the average profit margin for all U.S. Industry was 8.7% of sales, but that the average profit margin on defense work was 4.2%. Since the defense work was included in the overall figure, the disparity is even greater than appears.

Based on the figures presented in that article it is easy to see why greater emphasis is being placed by the major companies on non-defense oriented business. In 1968, private business accounted for 47% at McDonnell Douglas. By the start of 1969 commercial orders represented 68%. This is further illustrated by the heavy emphasis of McDonnell Douglas, Boeing, and Lockheed on commercial aviation, by L.T.V. entry into such ventures as steel and automated traffic systems; and by United Aircraft Sikorsky Division into experimental Turbo Trans and AVCO into finance and insurance.

While the low profit has certainly not driven these major companies out of the defense field, it has compelled them to re-direct some of their effort. During this redirection, it is my opinion that substantial trauma has occurred within our technical work force. The changes that could be handled, albeit

rather poorly, by a free labor market institution, are over. What is left now is a hard core that is not readily convertible. How we employ these remaining men will have a substantial impact on the entire scientific and engineering community. We must have some thoughtful advance planning as the trend of reduced federal spending is clear.

It is all well and good for my learned colleagues in the field of economics to speak of short and long term displacement. I would like them to sit at my desk and face engineers and scientists who have been dumped unceremoniously on the street after ten to fifteen years on government programs and explain that while we knew this was coming we did nothing about it but that in the long run it will be in the national interest. That explanation won't pay the unemployed engineer's bills, feed his family or keep him in the engineering field; nor does it encourage him to have his son enter the field.

Recently we haven't been treating our engineers and scientists well. It's hard to identify a direct result of this development, but I find the following of interest. Mr. Edward Jacunski, Assistant Dean of the University of Florida notes that while the demand for engineers is growing, the supply is diminishing. If engineering school enrollments are an indication, Freshman engineer enrollments slipped from 23% to 14% between 1957 and 1969. Many engineering schools are reported to be begging for students.

My work requires that I come in contact with large groups of engineers. Often these groups are hostile because the engineering profession is divided over the issue of whether or not they should engage in collective bargaining. Regardless of the nature of the audience there appears to be a consensus that the engineers are not being well treated. When asked if they would encourage their sons to enter the engineering field, the answer is an overwhelming no.

An overview of what is happening to the engineer in the market place, particularly in the defense related field, gives an indication of why the engineering profession is upset.

Dr. Loomba at the Center for Interdisciplinary Studies at San Jose State College studied re-employment and unemployment experiences of scientists and engineers laid off from 62 aerospace and electronics firms in the San Francisco Bay area during 1963-65.

Those layoffs studied were triggered by cancellation of some major defense contracts. California suffered more severely than the rest of the country. In California defense companies, 26,400 workers were laid off.

Dr. Loomba zeroed in on the experience of the engineers and scientists caught in that layoff. After a careful study of some 1,184 who were compared to 30,000 who were not laid off, he concluded:

"The single criterion on which the population of laid off engineers and scientists differs from the population of working engineers and scientists is their age. Defense-oriented firms in the San Francisco Bay Area appear to have laid off workers primarily on the basis of their age. When education background, technical publications, patents, membership in professional societies, and number of engineering and scientific courses completed are considered there is no statistically significant difference between laid off and working engineers and scientists. Moreover, the older respondents completed relatively more additional technical courses since their last degree or diploma. Therefore, skill obsolescence appears not to have been a criterion for layoff."

As to the experience of the group for re-employment, "The median period of unemployment for engineers and scientists who were laid off in the San Francisco Bay Area is 12 weeks; six percent of respondents remained unemployed for one year or longer.

"Age appears to be the most significant

determining factor as far as length of unemployment is concerned. However, the influence of age on the duration of unemployment decreases with the increase in the degree level. When respondents with Master's degrees are considered separately, pre-layoff salary seems to be the most significant factor. Individuals who earned lower salaries remained unemployed for longer period of time. In the case of B.S. degree holders and non-degree subjects, age is the most important factor for predicting the period of unemployment. The older the person, the longer the duration of unemployment."

For most engineers laid off, studied by Dr. Loomba, over 50% got less than two weeks notice, many were terminated in a matter of hours. They were laid off in large numbers, thereby flooding the market and making re-employment difficult if not impossible.

Let me attempt to put the economic magnitude of the group studied by Dr. Loomba into some perspective.

Assuming a median income of only \$7,000.00 per year for these 26,400 workers, and with that income a 100% propensity to consume. The ripple effect on loss of earnings in local areas has been measured and the direct and indirect economic effect approaches a multiplier factor of three. We can conclude, based on these assumptions that for each month these employees remained out of work, the lost economic activity to the San Francisco Bay could be calculated as follows:

$$\frac{(26,400 \times 7,000) (3)}{12} = \$42,200,000.00$$

Most of you are aware that in mid-1969 it was learned through a casual radio announcement that the Manned Orbital Laboratory was terminated. I do not know how many people were thrown out of work on this one project. Our records show more than 2,000 engineers and scientists at McDonnell Douglas alone were affected. Since the M.O.L. termination, North American's failure to win the F-15 competition, and other setbacks to local firms have caused many thousands more engineers to be laid off.

We have some interesting figures on General Dynamics-Kearney Mesa plant, San Diego. The engineers there have shown an interest in being represented. We have records on the size of that engineering force for past years. In 1963, about 4,000, just under 2,000 in 1965, and under 800 in 1969.

The majority of the engineers laid off from McDonnell Douglas were employed at the Huntington Beach facility, a large number resided in Westminster and Huntington Beach.

Since these are relatively small communities, the impact of lost economic activity of just the engineering payroll is significant.

Using the criteria previously discussed, with no consideration of the large blue collar layoffs, the lost economic activity just from the engineers could be calculated as follows:

$$\text{Average monthly income} - \$1,200.00 \\ (\$1,200.00 \times 2,000) (3) = \$7,200,000.00$$

Regretfully no study of the magnitude of Dr. Loomba's has been done on these most recent layoffs. Your committee staff did contact our organization and request cooperation in surveying who got laid off and what their experiences have been to date.

We agreed to participate to the best of our ability in the hope that perhaps we might find some clues as to how to plan. In the study that is currently underway, cooperation was received from four organizations. Much of the data comes from McDonnell Douglas where the majority of the affected engineers were employed and good records existed.

In early August, about five weeks after the majority of the engineers and scientists affected by the M.O.L. termination had been laid off, a 21 question survey was sent by mail to some 459 potential respondents. While the vast majority were ex-employees of McDonnell Douglas, there were some from Lockheed, who were laid off as a result of the Cheyenne helicopter cancellation, and some from both General Dynamics and North American who had lost their jobs due to the general decline in those companies which has been going on for some time.

Considering that a mail survey was used, the response, 61%, must be considered excellent.

I should like to cover some of the highlights of the preliminary findings. Since we sent out a followup questionnaire in mid-November, the study cannot be completed until all the results are tabulated. I know your staff will transmit the final report as soon as possible.

By the time the questionnaires were returned, late August—early September, 75.9% were still laid off and seeking other employment, 23.9% had found other employment. Over 65% of those laid off had less than 10 years service. 38% reported that they had been laid off at least once prior to this most recent layoff and when asked whether or not they had lost pension benefits when laid off, a majority answered in the affirmative.

Question 20 asked, if they had any children, would they encourage them to consider engineering and science, especially as it relates to the defense oriented work as a profession. 14.6% said yes, 82.2% said no.

Currently some special analysis is under way on the McDonnell Douglas engineers as considerable data exists in the SCPEA files. It is of great interest that currently the average age of the remaining engineers at the company's Huntington Beach facility, from which the majority were laid off, is 37. The questionnaire grouped the respondents; 20-30, 31-40, 41-50, 51 and over. Of those responding, 49.3% were 41 and older, making the average age of those laid off higher than those retained.

When this study is complete, we have reason to believe the findings will not differ in any significant factor from what Dr. Loomba found. There is little to differentiate between those laid off and those retained except age. These are not superannuated employees, but men in their early 40's, who should be reaching toward the peak of a profession.

Over the years a body of programs commonly referred to as the fringe benefits has emerged. These fringes now represent a significant percent of payroll costs. Analyzing what is happening to the engineers and scientists during these cycles of federal spending leaves the uneasy feeling that these fringe benefit programs, which are designed to give the employee a degree of security are not only failing to do their job, but contributing to the industry's instability.

Few members of management have ever spoken candidly in print as to what happens and what criteria other than ability come into play when a company is faced with lay-off. A recent article by Charles E. Durham, published in *Astronautics Magazine* for December 1969, states the case with unusual candor.

Mr. Durham notes that those who are close to vesting in the retirement plan seem to get laid off out of their relative proportion to the work force. While Mr. Durham does not make any outright accusations, the facts he sets forth speak for themselves. A 30 year old man hired at \$15,000.00 per year shows on the hiring proposal at \$570.00 for the company contribution to the retirement plan. A 55 year old man on the same terms, shows a \$4,560.00 company contribution. The con-

clusion when layoffs are pending is self-evident.

Mr. Durham further comments that the company-paid portion of the pension ranging from \$5,000.00 to \$50,000.00 cash, depending on the age of the employee reverts to the credit of the company, reducing contributions in that fiscal year. There are no prohibitions from the Internal Revenue Service or Armed Service Procurement Regulations prohibiting the company from receiving the benefit of terminations and cancellations in the form of reductions in future payments to tax qualified funded plans.

The net result of all this is while the company never gets a direct refund, the funds released from the accounts of the laid off employees becomes a credit against the company's obligation to contribute in future years.

I feel the problem is not confined to just the pension plans, though that one factor seems to have a significant impact on selection for layoff. The costs of health and life insurance programs are a function of average age. For large companies, the difference between an average age of 37 and 38 can be a significant cost factor.

It is ironic to note that so many of the programs devised to give employees a measure of economic security fail when they are most needed.

The majority of such programs contemplate continued employment. When layoffs occur all sorts of problems develop; health insurance coverage usually lapses upon termination of employment, or some time soon after. If the employee is re-employed with some other employer, usually there is at least a 30 day waiting period before he or his dependents are again covered. In many cases an exclusion from benefits for conditions that existed or were under treatment just prior to re-employment exists. Hence the individual, once laid off, is subjected to severe economic burdens which he is ill-equipped to handle.

In my some ten years of direct labor relations experience I cannot recount to you how often debilitating illness strikes soon after layoff. It seems the trauma of job loss and the uncertainty of income has an adverse affect on many—and it hits just when they can least afford medical care and then at a time when their insurance has lapsed.

In California all group life insurance contracts contain conversion privileges for those who leave the group. While this appears to give the laid off employee some chance to continue his life insurance, it is misleading. The conversion privileges are into some form of whole life offered by the carrier, the most expensive forms of life insurance written. To the man who has just lost his job, who has reduced earnings, and whose family is in need of more, not less coverage, this is indeed a cruel blow.

Most companies with termination pay provisions also have exclusions which lay down that where layoff is caused by termination or cancellation of a government contract, no termination pay will be given. In most cases, if a termination pay program exists for engineers it is not even discussed. Mr. Durham gives a chilling example in his article of a technical manager in a critical job.

Durham reports a published policy statement on termination for accrued vacation existed at the company in question: "When the axe fell (for more than 100 technical men) he (the technical manager) was given about 27 days notice during which period he would be expected to be on the job working. His unused vacation amounted to a total of 46 days extending over 8 years of employment. He requested pay for it at termination. The request was declined as unreasonable and he was blacklisted for further employment not only in that division, but in all

other divisions of the company." No one knows how often this sort of thing happens.

It used to be an axiom that only the poor engineer who had not kept up his education got laid off. If a man was worth his salt, he always had a job. That talk has almost disappeared. While I cannot support this contention statistically, by asking at many meetings, "How many of you have ever been laid off?" it appears that well over 50% of the current work force has been laid off at least once. Layoff is no longer considered a black mark, but is now an accepted way of life for the engineer.

I am not sure what, if anything, should be done on the Federal level about defense spending. I do feel there is a strong responsibility to anticipate what will happen and to plan as best we can. I feel that consideration should be given on the state level to the following:

1. Establish a "Truth in Benefits" program for California, using the guidelines already established in our truth in lending legislation. Make it mandatory that employers inform employees as to exactly what their benefits are, what they cost, when they become effective, what they pay, when they terminate, conversion privileges and how the conversion is to be effected.

2. Amend the State Insurance code to require any firm offering group health insurance to offer conversion for any employee who is laid off or terminates employment for legitimate reasons. The conversion policy should be available at rates not greater than those paid in the group. Some reduction in benefits could be allowed, but this must be carefully controlled.

3. Amend the State Insurance Code so that group life insurance would be convertible to any form of insurance currently written by the carrier at the rates then in effect.

4. Amend the Unemployment Insurance Program to allow a higher level of benefit based on earnings. If necessary, raise the amount of base earnings upon which contributions are based. A percent of recent earnings, rather than the current flat amounts should be considered. The code as currently constructed is discriminatory against the higher paid employee.

5. Eliminate those provisions of the Unemployment Code that disqualify individuals from benefits because they receive accumulated vacation pay.

6. Aid the State Department of employment placement service by initiating programs whereby employers must list available openings for engineers and scientists. Apply the truth in benefits concepts so that the value of each company's benefits are known. In this way job applicants can make informed decisions as to where to go and the relative value of employment offered.

7. Establish a study program to identify our pressing social and community needs. Rank these in order of priority and magnitude. Study which engineering and scientific specialties have transferability. Establish some funding so that when these specialties have become surplus we can assign parcels of work until the labor market adjusts to the major dislocations.

8. Establish dislocation allowances through the Department of Employment to assist those who must move to find employment.

9. For those firms doing business in California, and hopefully on the national level, a central pension clearing house so that as engineers go from job to job their pension credits, and perhaps even industry credits for vacation and sick leave will follow.

None of the above programs will create any new jobs, or stop layoffs. They will give a degree of security to those who are willing to dedicate their work lives to defense-oriented employment. Human dignity and self-respect suffer under insecurity.

If the above programs were implemented, much of the economic impact of layoff would be mitigated. Further, there would be no temptation on the part of the employers to manipulate who is selected for termination based upon cost of certain programs because the majority of cost advantage from such manipulation would be gone.

Clearly the heart of the problem is not to have these abrupt terminations that throw everything in turmoil. We must recognize that no one in government has infallible wisdom in selecting programs. I feel it would be irresponsible to say that once a program is started it must be completed.

Let us assume we agree that under all current considerations it was not in the national interest to continue with the Manned

Orbiting Laboratory. When the decision was made to build the M.O.L., the McDonnell Douglas company committed substantial funds and many thousands of employees several years of their lives. If later developments show that a project like M.O.L. should be dropped, I feel the Federal government should assume responsibility for its actions upon cancellation and:

1. Grant each employee laid off at least four weeks pay.
2. Cover the costs of employee group insurance for at least six months or until re-employed.
3. Establish provisions to insure that funds contributed to retirement plans inure to the benefit of the individual.
4. Establish or participate with State Gov-

ernment in establishing relocation allowances.

Many of the points I have set forth today, and suggestions have been dealt with briefly, as a full discussion would require more time than is practical.

While I have outlined an array of possible action programs, the next and most logical step, in my opinion, is to fund for a comprehensive study of not only my recommendations, but the others that will be presented.

Then, based upon full information, specific legislative programs should be formulated and presented for consideration. I sincerely hope the findings of your committee, and the recommendations that your staff will develop will not suffer the standard fate of "receive and file".

SENATE—Wednesday, March, 25, 1970

The Senate, in executive session, met at 9:30 o'clock a.m., and was called to order by the Acting President pro tempore (Mr. METCALF).

The Chaplain, the Reverend Edward L. R. Elson, D.D., offered the following prayer:

O Holy God, whose ways are higher than our ways and whose kingdom is everlasting, in this week of holy remembrance, keep our eyes fixed on Thee and direct all our work for the betterment of this Nation.

Deliver us from inordinate attention to the small concerns of the day so that we may give our energies to the paramount needs of this moment of history. Unite us where we are divided, reconcile us where we differ, and redeem us from all evil.

O Lord, grant us grace and wisdom to close the chasm between the strong and the weak, the rich and the poor, the rulers and the ruled, that dwelling together in the spirit of unity and the bonds of peace we may be masters of our own destiny. May Thy spirit so pervade the life of all the people that together we may build the holy city foretold by all the prophets since the world began. In the Redeemer's name we pray. Amen.

THE JOURNAL

Mr. MANSFIELD. Mr. President, I ask unanimous consent that the reading of the Journal of the proceedings of Tuesday, March 24, 1970, be dispensed with.

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

ORDER OF BUSINESS

The ACTING PRESIDENT pro tempore. Under the previous order, the Senator from Oregon (Mr. PACKWOOD) is recognized for not to exceed 30 minutes.

Mr. MANSFIELD. Mr. President, will the Senator yield to me, without losing his right to the floor or having any time taken out of his time?

Mr. PACKWOOD. I yield.

COMMITTEE MEETINGS DURING SENATE SESSION

Mr. MANSFIELD. Mr. President, I ask unanimous consent that all committees

be authorized to meet during the session of the Senate today.

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

ORDER FOR ADJOURNMENT UNTIL 10 A.M. TOMORROW

Mr. MANSFIELD. Mr. President, I ask unanimous consent that when the Senate completes its business today, it stand in adjournment until 10 o'clock tomorrow morning.

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

ORDER FOR RECOGNITION OF SENATOR EAGLETON TOMORROW

Mr. MANSFIELD. I ask unanimous consent that tomorrow, after the prayer, the distinguished Senator from Missouri (Mr. EAGLETON) be recognized for not to exceed 45 minutes.

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

PUBLIC HEALTH SERVICE HOSPITAL AT NEW ORLEANS, LA.

Mr. MANSFIELD. Mr. President, I ask unanimous consent that the Senate turn to the consideration of Calendar 742. For the information of the Senate, this has been cleared on all sides.

The ACTING PRESIDENT pro tempore. The bill will be stated by title.

The ASSISTANT LEGISLATIVE CLERK. A bill (H.R. 13448) to authorize the exchange, upon terms fully protecting the public interest, of the lands and buildings now constituting the U.S. Public Health Service Hospital at New Orleans, La., for lands upon which a new U.S. Public Health Service Hospital at New Orleans, La., may be located.

The ACTING PRESIDENT pro tempore. Is there objection to the request of the Senator from Montana?

There being no objection, the Senate proceeded to consider the bill, which had been reported from the Committee on Labor and Public Welfare with amendments, on page 2, line 1, after the word "the" where it appears the first time, strike out "administrators of the Tulane educational fund" and insert "Administrators of the Tulane Educational Fund";

in line 8, after the word "the" strike out "administrators of the Tulane educational fund" and insert "Administrators of the Tulane Educational Fund"; and in line 17, after the word "the" where it appears the first time, strike out "administrators of the Tulane educational fund" and insert "Administrators of the Tulane Educational Fund."

Mr. ELLENDER. Mr. President, I am delighted that unanimous consent was granted to permit consideration of the pending bill. I ask that it be passed.

Its purpose is to permit the Public Health Service to participate in the construction of a new medical complex in association with Tulane University in New Orleans, La., by authorizing the exchange of the present Public Health Service hospital site and buildings in New Orleans for lands of equal value presently owned by Tulane University. If it is determined that the value of the present properties owned by the United States exceed the market value of the lands exchanged therefor, the bill provides for payment to the United States of the additional amounts required to reimburse the United States in full.

The bill specifically states that the exchange authorized shall not be made unless the Secretary of Health, Education, and Welfare determines first, that the value to the United States of the property to be conveyed to it is equal to or in excess of the market value of the property to be conveyed by the United States, or second, that the United States is to receive from the Administrators of the Tulane Educational Fund upon conveyance of the properties to be exchanged, a sum of money equal to the amount by which the market value of the property to be conveyed by the United States exceeds the value to the United States of the property to be conveyed to the United States. Any money received shall be covered into the Treasury as a miscellaneous receipt.

It can readily be seen that the interest of the public is adequately taken care of.

The Tulane School of Medicine-Public Health Service hospital affiliation has developed over a period of years and is one of mutual respect and cooperation. Currently medical students from Tulane are assigned to the Public Health Service hospital for a portion of their clinical