

or lost in the paddies of the Mekong Delta, in the mist-wreathed mountains of the Central Highlands and in the twisting streets of Hue and Saigon and of a hundred nameless villages. And it will be won or lost by the only people who can win or lose it, the people of South Vietnam. American air power and (where it can be brought into) outcome, but they cannot determine it.

The track record of the ARVN (South Vietnamese) troops admittedly is mixed. They have not done well in Cambodia, and rather less than that in Laos. But on their own soil, in defense of hearth and home and family (as was the case during the 1968 Tet and is so now), they have, when well led, given a good account of themselves.

And so perhaps it is just as well that the decisive campaign of the war—and who can doubt that this is it—should come, not in Cambodia or Laos, but literally in their own backyards. And in this respect it is perhaps worth noting that the pitiful flow of refugees is not toward those areas "liberated" by the North Vietnamese but toward government-controlled sanctuaries—and no Asian peasant lightly abandons his land. That is known as voting with your feet.

Thirdly, the invasion is to be welcomed because it casts the cold light of reality upon the euphoria engendered by President Nixon's visit to Peking and his forthcoming trip to Moscow. The exchange of musk oxen and pandas is well and good but it does not alter the fact that the men in charge in Peking, Moscow, Hanoi and most other Communist capitals are a bloody bunch of cutthroats dedicated to the ultimate destruction of democracy everywhere and of the United States in particular.

And finally, that the North Vietnamese should be willing to sacrifice so much blood and treasure with the obvious intent of resurrecting the war as an issue in American politics and procuring the defeat of Richard Nixon in November can be taken as a measure of the effectiveness of the President's policy. Hanoi apparently is convinced that it has no hope of winning the war if Nixon is re-elected and that, at least to this observer, is a rather good reason why he should be.

Nobody in his right mind wants this (or any other) war to continue. But there are worse things than war, things like enslavement and betrayal and self-deception and cowardice. So the lines are drawn and the battle is joined. The distinction between aggressors and defenders is clear.

Peace is very much to be desired, but not at any price. Not the false peace of the Neville Chamberlains and the George McGovern which contains within it the seeds of later and greater conflicts. Not the peace which is a euphemism for surrender.

Indeed, one could do worse than to recall the words of Lord John Russell, uttered 119 years ago: "If peace cannot be maintained with honor, it is no longer peace." That still holds true today. Which is one reason Mr. Nixon launched the B52s against Hanoi and Haiphong.

DELAWARE: THE FIRST STATE IN HIGHWAY TRAFFIC SAFETY

HON. J. CALEB BOGGS

OF DELAWARE

IN THE SENATE OF THE UNITED STATES

Thursday, April 20, 1972

Mr. BOGGS. Mr. President, Delawareans are very proud of the fact that we are the first State of our Nation. Now we are thankful that we are achieving another distinction: The most progressive State in reducing highway accidents.

Recently, I spoke to the Senate about the commendable traffic safety record that Delaware achieved in 1971. Delaware reduced the number of traffic fatalities last year by approximately a quarter from the 1970 rate. This was a greater percentage reduction than in any other State in the continental United States.

Now, Delaware has achieved the highest ranking of all the States in compliance with the Highway Traffic Safety Standards established by the Department of Transportation. It should be noted that Delaware also achieved the No. 1 ranking the previous year.

Much of the basis for this accomplishment is due to the excellent work of our State police and the Department of Public Safety. I would also like to commend the excellent work of Delaware's Federal-State highway safety coordinator, William Scotten, and his deputy, Capt. Walter Nedwick.

I know that all Delawareans are proud of this accomplishment. But more than proud, we are thankful, as this effort has great meaning to the safety and welfare of the people of our State and those who visit Delaware.

Mr. President, I ask unanimous consent that a report on this latest achievement by Gov. Russell W. Peterson be printed in the Extensions of Remarks.

There being no objection, the report was ordered to be printed in the RECORD, as follows:

REPORT BY THE GOVERNOR OF THE STATE OF DELAWARE

For the second year in a row Delaware has earned the highest national ranking from federal officials for compliance with 16 Highway Safety Standards—scoring 1,387 points out of a possible 1,600.

Governor Russell W. Peterson recently received from John A. Volpe, Secretary of the U.S. Department of Transportation, a detailed evaluation of Delaware's 1971 highway safety program as compared to the programs

of the other states in the nation, the District of Columbia and Puerto Rico.

"I was very pleased to learn from Secretary Volpe that Delaware's highway safety efforts during the past year were ranked Above Average—the highest possible ranking—placing us among 12 states and the District of Columbia which scored better than 1,250 points," Governor Peterson explained. "We received a perfect score of 100 points in five standards, a score of 80 or better in another seven standards, a score of 70 or better in three standards, and our lowest score was 66."

The 66 points were scored on the standard which pertains to a program of highway design, construction and maintenance to improve highway safety. The Governor noted that while Delaware's score on this single standard was low, it was still above the national average of 59.

The only improvement needed to increase to a perfect score the 75 points received for the Emergency Medical Standard is a state wide comprehensive plan for emergency medical services which is already under preparation.

The other standards and the points earned were: Periodic Motor Vehicle Inspection (88), Motor Vehicle Registration (82), Motorcycle Safety (100), Driver Education (90), Driver Licensing (82), Codes and Laws (100), Traffic Courts (100), Alcohol Safety (100), Identification & Surveillance of Accident Locations (91), Traffic Control Devices (86), Pedestrian Safety (81), and Debris Hazard Control and Cleanup (100).

"The Federal report card on the State's implementation of the 16 High Safety Standards, coupled with the fact that the 117 highway deaths on Delaware's roads last year was 23 percent fewer than the 152 of the year before, points up very clearly that we are definitely working the highway safety problem and achieving significant results," Governor Peterson said.

"But our past achievements in highway safety should in no way lead to complacency," he added. "Already this year, 29 persons have died on our highways compared to 14 during the same period last year."

"While this year's higher death rate is partially attributable to the fact that there already have been four multiple fatality accidents claiming 8 lives including two pedestrians, which is an unusual circumstance in so short a period, our law enforcement and highway safety activity remains at the same high level as last year," the Governor explained.

"I call for every citizen of Delaware to put forth the extra effort needed to further reduce the needless loss of lives on our highways," the Governor urged.

The National Highway Safety Act of 1966 authorized the U.S. Secretary of Transportation to develop highway safety standards each state strives to meet in order to continue to receive federal highway funds. The implementation of the standards in Delaware is coordinated by the Federal State Highway Safety Coordinator's Office of the Department of Public Safety.

SENATE—Friday, April 21, 1972

The Senate met at 10 a.m., and was called to order by the President pro tempore (Mr. ELLENDER).

The PRESIDENT pro tempore. Pursuant to the order of yesterday, the Senate will now stand adjourned until Tuesday, April 25, 1972, at 10 a.m.

ADJOURNMENT TO TUESDAY, APRIL 25, 1972

Thereupon, at 10 o'clock and 10 seconds a.m., the Senate adjourned until Tuesday, April 25, 1972.

NOTICE OF HEARING ON DEEP WATER PORT POLICY ISSUES

The Committee on Interior and Insular Affairs will hold a hearing on April 25, 1972, pursuant to the study of national fuels and energy policy authorized under Senate Resolution 45, to review deep water port policy issues. Testimony will be presented by Government witnesses who include:

Dr. Gordon J. F. MacDonald, member, Council on Environmental Quality;
Mr. Robert J. Blackwell, Deputy As-

sistant Secretary for Maritime Affairs, Department of Commerce; and

Lt. Gen. Frederick J. Clarke, Chief, Army Corps of Engineers.

The hearing will convene at 10 a.m. in room 3110 of the New Senate Office Building. Representatives of other Government agencies, coastal States and communities, industry, conservation, labor and consumer groups, and independent experts are being asked to submit written statements for the hearing record.