

The motion was agreed to; and at 5:54 p.m. the Senate adjourned until tomorrow, Saturday, September 30, 1972, at 9:45 a.m.

NOMINATIONS

Executive nominations received by the Senate September 29, 1972:

COUNCIL ON ENVIRONMENTAL QUALITY

The following-named persons to be Members of the Council on Environmental Quality:

John A. Busterud, of California, vice Robert Cahn, resigned.

Beatrice E. Willard, of Colorado, vice Gordon J. F. MacDonald, resigned.

RAILROAD RETIREMENT BOARD

James L. Cowen, of Illinois, to be a Member of the Railroad Retirement Board for the term of five years from August 29, 1972, vice Howard William Habermeyer.

CONFIRMATIONS

Executive nominations confirmed by the Senate September 29, 1972:

DISTRICT OF COLUMBIA COUNCIL

The following-named persons to be members of the District of Columbia Council for the terms indicated:

For the remainder of the term expiring February 1, 1974

Rockwood Hoar Foster, of the District of Columbia.

Marjorie Parker, of the District of Columbia.

For the term expiring February 1, 1975

Jerry A. Moore, Jr., of the District of Columbia.

EXTENSIONS OF REMARKS

STUDENTS AT ROMNEY, W. VA., SCHOOL ENJOY THE BEAUTIES OF NATURE—"SHARED BEAUTY," BY ROBERT SMITHDAS, IS A MOVING POEM

HON. JENNINGS RANDOLPH

OF WEST VIRGINIA

IN THE SENATE OF THE UNITED STATES

Friday, September 29, 1972

Mr. RANDOLPH. Mr. President, at this time of year when nature dons her most beautiful garments and the forests blaze in varied shades of red and gold and yellow, many of us are drawn to quiet contemplation of God's handiwork. Not all of us, however, are fortunate enough to see and hear the beauties of nature. An article published in the Youth Conservation News details a recent trip into the forests of West Virginia by a special group of children. They are junior and senior high school students at the Romney School for the Deaf and Blind.

I am indebted to Mrs. Maxine Scarbro, director of the women's and youth activities section, West Virginia Department of Natural Resources, for the wondrous reactions of these blind or deaf young people to the things they "saw" and "heard." I share the children's experience with my colleagues and RECORD readers.

This event calls to mind a marvelously moving poem by Robert J. Smithdas, director of community education at the National Center for Deaf-Blind Youths and Adults, New Hyde Park, N.Y. Dr. Smithdas, the first deaf-blind person to have earned a master's degree, was selected Handicapped American of the Year in 1965 by the President's Committee on Employment of the Handicapped.

I ask unanimous consent that the article and Dr. Smithdas' poem be printed in the RECORD.

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

ROMNEY SCHOOL FOR BLIND AND DEAF PARTICIPATE IN NATURE TOUR

Did you know that certain leaves are smooth on top and fuzzy on the bottom? That you can feel the veins on a leaf? That some bark feels like cork?

If you have, you are more observant than the average person—at least the average person's vision. Ordinarily it is the visual that creates the most dramatic impact. One knows in an instant the color, the shape, the size of an object. He knows if something is beautiful or ugly, and is affected by the mood that a certain view creates. Perhaps the

mood is somber because of a deep pool of shadow, or gay because shafts of sunlight sparkle and dance.

Have you ever stopped to think how you would see an oak tree, goldenrod, lichen, or toadstool, if you were blind? How would you appreciate the sound of falling rain, the rustle of leaves, or the sound of feet sloshing through muddy water, if you were deaf?

Those fortunate enough to attend Tour No. 3 to Droop Mountain Battlefield State Park and Beartown State Park with a group of junior and senior high young people from Romney School for the deaf and blind learned some of the answers to these questions.

The leaders observed as the young folks handled an acorn, felt the size and texture of the oak leaf, and measured the oak tree's girth with arms and hands. These happy young people saw much more than those "who have eyes but do not see." Deft hands and clever fingers felt out secrets of the flowers, mosses, lichens, toadstools, trees, and rocks which many folks never really see.

Many of the youngsters gained an even greater insight of the thickness and texture of the forest floor by walking barefoot through the woods, stooping to pick up an unusual object searched out by inquiring toes.

Spirits and enthusiasm remained high as the rain came down. Wet clothes could not dampen the high spirits of the group. Everything was a glorious adventure: history of Droop Mountain Battlefield, geology of Beartown, bird study, nature trail with study of plants, hiking and climbing at Beartown, and ending with an examination of one of the cabins at Watoga State Park. The cabin was really seen, perhaps, for the first time. The walls were felt, measured and smelled. Tables, chairs, floors, beds, and all equipment was thoroughly gone over and received a happy approval by the group.

The deaf "heard" the rain drops as they fell on up-turned faces, arms, and feet. They "heard" the slushing sound as the rain and mud oozed over feet and splashed on legs while hiking along. They "heard" the sound of crunching leaves as they walked over them and felt them tickle their toes. Nimble feet experienced the soft-matted sponginess of mosses growing beneath the shading trees.

As the leaders shared in the pleasure and enjoyment of these eager young people and watched their rapt faces as they soaked up knowledge, the leaders felt they were given an added insight and meaning to life and nature, also the leaders gained a deeper appreciation of color when a blind youngster asked, "What color is it?" after seeing a flower or toadstool or lichen.

Perhaps, most importantly, leaders were better able to understand that blindness and deafness need not prevent one from really seeing and appreciating nature in all its glory. Opportunities for enjoyment for all who do desire it should be made available.

A word of commendation should be given

the instructors of Romney School who made the trip possible and did such a fine job of preparing the group, and the Monongahela-Cheat District of West Virginia Garden Club, Inc., who co-sponsored with the West Virginia Department of Natural Resources the Fall Nature Tour. Credit should also be given to Margaret E. Denison and Dorothy Harshbarger for giving this accounting of the tour. Other leaders included Chuck Conrad, Mary Ferrell, George Lippert, Glen Phillips and Bill Elliott, Dick Mathews photographed the outing.

A unique project that is well within the capabilities of a garden club or any other civic organization, can serve to expand the enjoyment of both the sighted and the blind. A path through a garden of carefully selected plants, or a nature trail through the woods, with descriptive signs, printed both in braille and regular script, can become a place of delight to everyone.

Any organization wishing to initiate such a project may write the Women's and Youth Activities Section, Room 652, West Virginia Department of Natural Resources, Charleston, 25305, for detailed information.

SHARED BEAUTY

I cannot see a rainbow's glory spread across a rain-washed sky when storm is over; Nor can I see or hear the birds that cry their songs among the clouds, or through bright clover.

You tell me that the night is full of stars, And how the winds and waters sing and flow; And in my heart I wish that I could share with you this beauty that I cannot know.

I only know that when I touch a flower, or feel the sun and wind upon my face, Or hold your hand in mine, there is a brightness within my soul that words can never trace.

I call it life, and laugh with its delight, Though life itself be out of sound and sight.

—Robert J. Smithdas.

REDUCTION OF FREEWAY NOISE

HON. DONALD M. FRASER

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 28, 1972

Mr. FRASER. Mr. Speaker, highway noise has become a matter of increasing concern, particularly in urban areas, where three-fourths of our population is found. Reducing traffic sounds at the source, by designing quieter motor vehicles, is one solution. Another is to build noise control features into highway design itself.

On existing expressways, there are a

number of ways of reducing noise. Walls, wide sound buffer zones, noise insulation in buildings alongside freeways, dense vegetation as acoustical barriers, smoother pavements—all these are means of lessening highway noise.

There is no clear authority for Federal funding, on a regular basis, of acquisition of noise-buffer zones as such, or for installation of acoustical insulation in existing buildings, such as schools and hospitals, along freeways. I am going to offer an amendment to the Federal Aid to Highways Act (H.R. 16656) which will indicate clearly that Congress considers noise abatement to be a priority objective of the Federal-aid highway program. Joining me in cosponsoring this amendment will be our colleagues: ALPHONZO BELL, ROBERT F. DRINAN, GILBERT GUDE, and STEWART B. MCKINNEY.

In the past, Federal funding for highway sound control has been available on an experimental basis. One such project is now underway in Minneapolis. I call attention to the commendable efforts of the Minnesota Department of Highways, as described in the following Minneapolis Star article:

STATE TO TRY "SOUND BARRIERS" TO MUFFLE ROAR OF HIGHWAY 35W
(By Betty Wilson)

Minnesota Highway Department officials have decided to build walls along a portion of Hwy. 35W in south Minneapolis this summer in an experiment aimed at cutting traffic noise in half for nearby residents.

The sound-barrier walls will be built on both sides of the six-lane freeway from Minnehaha Creek to Diamond Lake Rd., where there have been many complaints about the traffic noise.

Leo A. Korth, assistant commissioner for design and right of way, of the state highway department, said the walls will be a combination of concrete and earth mounds. They will be of varying heights, from 5 to possibly 20 feet high, he said, depending on the terrain and level of the freeway, he said.

Korth said he hopes the walls will cut the traffic noise by about half for nearby residents.

Residents along Hennepin County 62nd St. Crosstown Hwy., which runs along the southern edge of Minneapolis and through Richfield and Edina westward, also have complained about traffic noise. A study by a consultant showed high traffic noise levels along the county highway, and recommended construction of some kind of sound barriers here.

But the county is looking at alternatives to a wall.

"I wouldn't ever vote to put up a concrete wall. They are ugly," says County Board Chairman Jack M. Provo.

He said the county may regulate truck travel on the Crosstown Hwy., and allow trucks to use it only during certain hours. The consultant recommended converting the highway to a parkway and prohibiting trucks, motorcycles and commercial traffic.

Provo also said there's a good possibility the county will resurface rough portions of the Crosstown to reduce some of the noise, another recommendation by the consultant. The state did this on a portion of 35W, and there was a slight reduction in traffic noise.

Korth said the state highway department is concerned about the aesthetics of walls, and said, "We want to build something that is aesthetically pleasing."

He said, however, that it will be difficult to have much in the way of sloping earth mounds which can be landscaped, and which would be the best way to make an attractive

sound barrier, because the existing right of way is fairly narrow. The state will not buy additional right of way for the walls, Korth said.

Korth said that where the right of way is wide enough, the earthen mounds will be higher and broader, so grass, trees and shrubs can be planted.

This and other things will be done, where possible, he said, to break up the monotony of a continuous wall.

"We don't want it to look like an iron curtain going up," he said.

Korth said, though, residents along his stretch will be looking at a concrete wall when it is built.

"I want these people to realize what they are asking for, and we want to be sure this is what they want," he said. "I would not want to go out there and spend half a million dollars or more, and then have them say, 'Take it down,'" he said.

Korth said that people in the south Minneapolis neighborhood are "up tight" about the traffic noise, and have urged that the walls be built. Their spokesmen have told highway officials they don't mind having to look at a concrete wall, Korth said.

The walls will be 30 to 50 feet from the edge of the freeway, he said, and more than a hundred feet from the first row of houses. The walls will not be high enough to deflect traffic noise from the second stories of the houses along the freeway.

Korth said representatives of the neighborhood have agreed that there is a practical limit as to how high the walls can be built, and said they will be satisfied with a height which will reduce noise for ground-floor levels and yards.

Korth said he expects to have a proposal showing the concept of how the walls are to be built ready by the end of March, and highway officials will meet then with people of the neighborhood to get their reaction.

If the reaction is favorable, he said, the department will go ahead with detailed plans, and start construction in early summer. The walls should be completed this year, he said.

Korth declined to estimate the cost of the walls along the half-mile stretch of 35W. Earlier estimates were from \$785,000 to \$1.16 million, depending on how much is spent for landscaping and other devices to make the walls aesthetically pleasing.

CAPT. JOSEPH B. LYLE, OF SOUTH CAROLINA, FORGOTTEN HERO OF THE CONFEDERACY

HON. STROM THURMOND

OF SOUTH CAROLINA

IN THE SENATE OF THE UNITED STATES

Friday, September 29, 1972

Mr. THURMOND. Mr. President, the fall 1972 issue of Prologue: The Journal of the National Archives contains a short, well-documented article entitled, "Captain Lyle: Forgotten Hero of the Confederacy." This officer was a native of my State. He was born in Winnsboro, S.C., on December 6, 1829. Captain Lyle, the son of the Reverend James and Elizabeth Byers Lyle, should long ago have received some form of recognition for one of the most extraordinary displays of heroism ever seen on a field of battle.

During the last great assault on Richmond in the closing days of the Civil War, he captured almost singlehandedly and with an empty gun about 600 Union soldiers. He deserves to be remembered along with Sgt. Alvin York of

World War I, who cleaned out a machinegun nest and took four officers and 128 enlisted men; and Lt. Audie Murphy of World War II, who halted a Nazi attack and killed or wounded 50 of the enemy.

Mr. President, I ask unanimous consent that the article be printed in the Extension of Remarks.

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

CAPTAIN LYLE: FORGOTTEN HERO OF THE CONFEDERACY

(By Elmer Oris Parker)

During the last days of the Confederacy, Rebel Captain Joseph Banks Lyle, reckless of his personal safety in the face of seemingly insuperable odds, captured about six hundred Union soldiers with an empty gun. This feat, which took place near Fair Oaks, Virginia, on October 27, 1864, is without equal in American military history.

The South was in the midst of reverses. Atlanta had fallen and Sherman was planning his march to the sea. Sheridan had laid waste the Shenandoah Valley, and the Confederacy had been severed along the Mississippi River. Grant had moved on Richmond in May 1864 by way of Spotsylvania and had vowed to fight it out along that line if it took all summer.

Now it was late October. Goldenrod still covered the untilled fields of Virginia. Richmond, only one hundred miles from Washington, was still holding, but survival depended on open supply lines to the South. Grant developed a plan of grand strategy to achieve some decided success before the approaching presidential election. He would move part of Meade's Army of the Potomac to the extreme left and cut the Southside Railroad, the remaining artery to the already doomed capital of the Confederacy. Ben Butler's Army of the James would move to the right to make a diversionary action in front of Richmond to prevent Lee from transferring reinforcements from that sector to oppose Grant.

Longstreet had responsibility for holding the outer defenses with the First Army Corps from Swift Creek below the James River to Fair Oaks Station on the York River Railroad. Pickett's division kept the cork in the Butler "bottle" at Bermuda Hundred; Hoke's division held the front from the James to the Darbytown road and Field's division the remaining four-mile left. Longstreet had only about seventy-five hundred effectives north of the river to face Butler's twenty-five thousand.

Grant gave Butler explicit orders. He was not to attack the Rebels in their entrenchments but to assault if they could be lured outside. From his base of operations on the James, Butler was to send the Eighteenth Army Corps under Godfrey Weitzel to the extreme right. Alfred H. Terry was to press the line between the New Market and Darbytown roads. The men were to be aroused at four on Thursday, October 27, fed by five, and moved to Seven Pines by eleven o'clock. Longstreet sent a cavalry brigade under Mart Gary to Fair Oaks early that morning. Union cavalry under Colonel Robert M. West met him there and contested the field for about an hour before retiring with considerable loss.

The only break in Lee's long line of entrenchments was about one and one-half miles west of Seven Pines on the Williamsburg road which had been kept open for necessary use. Butler would not technically violate his orders not to attack the Rebels' behind their fortifications if an assault were made at this opening on the Williamsburg road. Fresh from his resounding victory at Fort Harrison a month earlier, Weitzel con-

templated more than a mere diversion. He had visions of marching straight into the weakly defended "Citadel of Rebellion" and stealing the most coveted prize of the war. Butler was willing, for he may have caught glimpses of the White House in the distance. Field perceived Butler's design, doubled his skirmishers, and raced for the Williamsburg road, then held by only a lieutenant and twenty men of the Virginia home guard.

Moving by side roads, Weitzel crossed the head of White Oak Swamp and reached Seven Pines about one o'clock, two hours behind schedule, losing the race and with it Butler's grand prize. He advanced and deployed Charles A. Heckman's Second Division on the left of the road and Gilman Marston's First Division on the right. Heckman placed his Third Brigade consisting of the 19th Wisconsin, the 148th New York, and the 89th New York Volunteers on his right. Marston's Second Brigade—the 10th New Hampshire, the 5th Maryland, the 96th New York, and the 92d New York—just across the road. Facing them behind the Rebel works was Bratton's South Carolina brigade, his skirmishers under the command of his adjutant and inspector general, Captain J. Banks Lyle of the 5th South Carolina Volunteers.

The Federal assault commenced about three thirty and was met with withering musketry and artillery fire. Two depressions or gullies paralleled the entrenched works about midway between the opposing lines. The Federal skirmishers advanced over the first gully and started for the second. Several hundred of them reached it but found themselves completely pinned down and unable to get out; the remainder, according to Weitzel, were repulsed.

During a lull in the firing Captain Lyle noticed the desperate situation of the trapped men and asked permission to advance the skirmish line to take them. His request was refused. Convinced they would escape when darkness came on, Lyle determined to attempt their capture. He called for volunteers, and failing to get any he started alone. Observing one of Weitzel's officers trying to arouse the spirit of his men trapped in the gully, Lyle called to his skirmishers on the crest overlooking his position to open fire and stop the harangue.

Lyle advanced about 150 yards in full view of three brigades of Field's division and the whole force of the enemy. He was recognized by the men of his own brigade, but those on the flanks mistook him for a deserter. They fired on him so heavily that the dust stirred by the bullets almost concealed him from view until word passed to stop firing. Lyle was hit in the head and shoulder, but the painful wounds did not deter him.

The excited men in Field's division all along the line mounted the works with exclamations of admiration and inquiry—"Who is he?" The captain moved ahead until he reached the Federals and demanded their surrender. Whether they were unnerved at the sight of such audacious action on the part of one man, or whether they thought the bullets fired at him by his own men betokened a capturing force of some strength, they began to surrender. In his diary Lyle later confided: "I get three stands of colors and a large number of prisoners before I can prevail on a single one of the skirmishers to follow me—six Captains surrender to me alone." Six and only six captains were afterward reported missing on Weitzel's official casualty list, and Confederate prison registers listed them as captured.

Lyle had his "arms full of swords and several stands of colors" when a Federal officer some distance away began to berate his men for surrendering so tamely to one man. The officer urged them to kill him. Lyle threw down his trophies, seized a seven-shot Spencer repeating carbine lost by the Federal cavalry in their earlier retreat, aimed

it at the officer, and calmly threatened to fire if he did not yield. The officer, not being foolhardy, obeyed. Not until later did Lyle discover the carbine was empty. The Federals probably never knew.

Some of Bratton's skirmishers now came forward to hurry the captives to the rear. Lyle wrote in his diary that his men "throw forward a line of skirmishers & capture more than 500, 8 stands of colors & many small arms." He estimated his own take of prisoners to be at "least 400—a low cowardly, demoralized crowd of wretches."

Seven of Marston's lieutenants and four of Heckman's surrendered. Weitzel's medical director, James D. Strawbridge, and Lieutenant Colonel Rollin M. Strong of the Nineteenth Wisconsin were taken, the former probably while attending the latter who had been wounded in the action. Weitzel had first wired Butler that his two brigades had been repulsed, losing two-thirds of each or about 1,000 men, but when he made the final count it amounted to only 640. Field said Weitzel got within about three hundred yards of his line when his troops, being unable to stand the fire, "threw themselves on their faces in a little depression of ground."

"A portion of Bratton's South Carolina brigade, led by his Adjutant General (the gallant Captain Lyle), went out in front of my division and captured four hundred or five hundred of them, the rest slipped back to the rear in squads leaving their dead upon the field." Longstreet declared "the complete defeat of the most determined effort to take Richmond on the north side, amounted to eleven stand of colors, captured in the assault of Field's position and about 600 prisoners, most of whom were taken through the personal exertions of Captain Lyle, of the Fifth South Carolina." The precise number that should be attributed to Lyle cannot be determined, but in the light of available evidence, Longstreet's assessment seems fair.

A violent, cold rain accompanied darkness that October evening, and Weitzel had great difficulty getting his troops off. Marston's division took four hours and Heckman's all night to reach White's Tavern six miles away. The two divisions reported the loss of six stands of colors, probably those of the 5th Maryland, the 92d New York, the 96th New York, the 19th Wisconsin, and the 148th New York.

Bratton and Field felt Lyle's display of exceptional skill and bravery upon the field of battle merited a lieutenant colonelcy, but delay and technicalities prevented it. Had Richmond held a few days longer Lyle would have received a major's commission for Lee approved it. Lee did give the captain leave to go home to South Carolina to be married—perhaps a happier reward. Bratton sent along the carbine as a wedding present for the bride.

When Joseph Banks Lyle laid down his arms at Appomattox he ended a remarkable military career. He was born December 6, 1829, near Winnsboro, South Carolina, the eldest son of the Reverend James and Elizabeth Byers Lyle. As a cadet at the College of South Carolina he was known to his classmates as "General." After he graduated he founded an academy for boys at Limestone Springs. Although Lyle owned no slaves and showed no interest in the preservation of the institution, he was deeply committed to the principle of states' rights. A full five weeks before South Carolina seceded he organized his students into the "Southern Rights Guards." Failing to get arms and equipment from the governor, Lyle disbanded the unit and joined the Fifth South Carolina Volunteers in January 1861. In the course of the war he was wounded nine times; he held a number of staff assignments from regimental to divisional level; and during the battle of Spotsylvania he commanded the regiment with distinction. After the war Lyle served

one term in the South Carolina legislature, but he gave up politics to resume his career in education. He moved to the West and founded several schools in Texas and Oklahoma. Lyle eventually lost his eyesight from a saber wound received at Gaines' Mill, and he died at Cado, Oklahoma, on August 16, 1913.

INTERNATIONAL BANKERS MEET IN WASHINGTON

HON. JOHN R. RARICK

OF LOUISIANA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 28, 1972

Mr. RARICK. Mr. Speaker, the International Monetary Fund and the World Bank, operating under the facade of nations while in fact representing the depositories of the International Bankers have just completed a week of debate on monetary reform. As in the past, monetary reform will mean more foreign giveaways, more loss of U.S. gold and a further devaluation of the U.S. dollar.

Again we hear the tear-jerking rhetoric that the affluent rich nations must give more of their wealth to assist the poor and indigent nations.

Yet from past performances, aid to the poor countries usually ends up as seed money or loans to the wealthy industrialists from the developed countries to further their overseas operations in competition with the people whose country they claim to represent.

The shell game has become such a ruse, the international bankers so nationalistic in power, that the wealthy industrialists are even able to insure their operations and expected profits in poor nations against riots, revolution, and confiscation. But again it is not the International Bankers or the industrialists who underwrite the insurance operation. The Overseas Private Investment Corporation—OPIC—is a taxpayer subsidized insurance company and in case of any excess claims the full faith and credit of the United States—the taxpayers—has been pledged to bear the loss. But, like all things made intricate and complicated with talk of international finances, the management and the decisionmaking on who gets the loans, the insurance, and the settlement are always left to the agents of the International Bankers.

The policies of the creditor are the policies of the monarch. And after a time and too great a debt, the creditors become the monarch.

But wealth is still made by productive working people. International Bankers and their employees but make credit and use the wealth of others—they have no other role except perpetuating power to hold their gains and exploit further.

I insert related clippings:

[From the Evening Star and Daily News, Sept. 29, 1972]

MONETARY TALKS END ON UPBEAT

(By Lee M. Cohn)

A week of debate on international monetary reform ended on an upbeat today with declarations of confidence that negotiations will make real progress in the year ahead.

"As a result of this annual meeting, the

prospect for meaningful and constructive discussions on reform has very much improved," Pierre-Paul Schweitzer, managing director of the International Monetary Fund, said at the end of the IMF's joint meeting with the World Bank.

"There is now broad agreement on the basic principles and objectives of the international monetary reform and on the desirable characteristics of a reformed system," he said. This "should provide an effective general framework within which the specific issues of reform can be considered and negotiated."

Schweitzer particularly welcomed the "comprehensive, thoughtful" outline of the United States' reform plan, and said he was impressed by the lack of "rigid positions" in speeches at the meeting.

The IMF head, whose bid for a third term is opposed by the United States, injected some discreet politicking into his speech. He said he was "heartened by the confidence that so many governors have expressed in the fund and in me personally."

He has been endorsed for a third term by many of the finance ministers, who resent what they consider heavyhanded efforts by the United States to dominate the IMF.

World Bank President Robert S. McNamara, in his closing speech, supported demands by underdeveloped countries for a special break in a reformed monetary system. They want extra shares of special drawing rights—the "paper gold" monetary reserve distributed by the IMF.

However, the United States and West Germany are skeptical about using SDRs as economic aid.

McNamara also said a plan should be developed by mid-1973 for the next round of contributions by industrial countries to the International Development Bank affiliate that makes loans on easy terms to the poorest countries.

As the meeting ended, it was evident the negotiators hope to have a clear idea by the end of this year on how far they can overhaul the international monetary system.

That's when the new committee of finance ministers plan to meet to review the progress and problems of their deputies who will handle the nuts-and-bolts bargaining on monetary reform. The deputies are meeting today.

Jeremy Morse, an executive director of the Bank of England, will preside in the potentially powerful role of chairman of the deputies' committee. He was elected by the ministerial committee at its first meeting yesterday, over Rinaldo Ossola of Italy, the candidate favored by the United States.

But the secret-ballot vote was close—12 to 8 by some reports. U.S. source said they had favored Ossola, but played down the significance of the result.

* * * The United States and Federal Reserve Chairman Arthur F. Burns at his side, did not get into the substance of monetary reform. But there was a "sense of urgency" at the meeting, a participant said. The communiqué said the ministers expressed their "determination to make rapid progress."

No one expects the deputies to draft a reform plan for ratification by the ministers by January, but the prospects for progress or deadlock should come into focus during the next three months.

The tone of most speeches during this week's IMF-Bank meeting has been optimistic and conciliatory, arousing hopes that the ministerial committee can negotiate agreement on the line of a reform plan by next September's meeting.

However, despite a growing consensus on broad principles, the speeches at the annual meeting have not erased disagreements on the specifics of issues like rules for changing currency values, limits on use of the dollar as a monetary reserve and the role of gold.

Even with a conciliatory attitude, the nego-

tiators will have a hard time resolving those issues.

[From the Evening Star and Daily News, Sept. 26, 1972]

U.S. SPELLS OUT PLAN FOR MONETARY REFORMS

MAIN POINTS

Following are highlights of the proposals for reforming the international monetary system, presented by Treasury Secretary George P. Shultz in a speech today:

Countries with chronic deficits or surplus in international payments would be required to reduce them.

Discretion would be allowed on how to reduce deficits and surpluses, including currency devaluation, revaluation, internal economic measures, tariff cuts and other actions.

Violators would be subject to sanctions, such as trade penalties and suspension of borrowing privileges.

The dollar could fluctuate more widely in market trading.

The United States would resume convertibility of the dollar, but only after strengthening its balance of payments and replenishing its reserves.

(By Lee M. Cohn)

A monetary reform plan aimed at compelling the United States and all other countries to balance their international accounts was proposed by the Nixon administration today.

Each country would have discretion in deciding how to regain balance—through currency devaluation, revaluation or other methods. But any country failing to take effective action would be subject to severe penalties.

Treasury Secretary George P. Shultz presented the bold plan in a speech today to the annual joint meeting of the International Monetary Fund and the World Bank, in a move to push reform negotiations off dead center.

President Nixon, in a speech to yesterday's session, had seized the initiative by announcing that Shultz would offer specific proposals "for prompt and thorough-going reform."

The plan goes far beyond expectations, and clearly is calculated to shock the finance ministers and central bankers into hard bargaining.

If such a plan is adopted and works to strengthen the U.S. financial position, Shultz pledged, this country after a transition will resume redemption of excess dollars acquired by foreign governments. Nixon halted such redemptions—suspending convertibility of the dollar—in the 1971 monetary crisis.

While imposing new obligations on the United States, the administration's plan also would require major monetary and trade concessions by the European Common Market, Japan and other countries with chronic balance-of-payments surpluses.

All countries potentially would sacrifice a degree of sovereignty by agreeing to abide by international rules in some crucial areas of economic policy, but they still would retain substantial discretion to operate within the rules.

The role of the dollar as a monetary reserve held by other countries, which has been a key to U.S. economic domination of the world, would diminish but would not be eliminated.

Shultz said the plan is designed to strike "a new balance between flexibility and stability (and to) permit nations to cooperate closely without losing their individuality or sovereignty."

Major elements of the plan would: Require countries with chronic balance-of-payments deficits or surpluses to reduce them. The trigger for requiring such action would be "disproportionate" losses or gains in monetary reserves.

Offer deficit countries a choice of methods to regain balance. They could devalue their currencies, curb their domestic economies or take other measures. Only in exceptional circumstances could they use "direct restraints" to curtail imports or control outflows of capital.

The requirement for reducing deficits would be enforceable by withdrawing from violators their right to borrow from the IMF or receive allocations of special drawing rights, the "paper gold" reserves created by the IMF.

Offer surplus countries a choice of methods to reduce their surpluses, including upward revaluation of their currencies, increased contributions to foreign aid, reductions of tariffs and other import barriers, and promotion of capital outflows.

The rules against the surplus countries would be enforceable by allowing other nations to impose discriminatory surcharges (extra tariffs) on imports from violators, and by suspending their right to redeem foreign currencies through conversion into reserves.

Widen the allowed margin of fluctuation of the dollar above and below its official par value, in market trading. Other currencies now can fluctuate as much as 9 percent in relation to each other, but the maximum fluctuation of the dollar is 4.5 percent. Shultz suggested equally wide bands for all currencies.

Require each country to help support its currency's value within the established margins. The usual method of support is to buy a weak currency and sell a strong currency, but there were hints that innovative methods also might be used to confound speculators. A country with a weak currency would be obligated to redeem excess amounts acquired by foreign central banks in support operations.

The plan would permit countries to stop supporting their currencies briefly—allowing them to "float" freely in market trading—during transitions to changed par values. In some circumstances, and subject to strict safeguards against abuse, currencies could float for longer periods.

Increase the role of special drawing rights (SDRs) as monetary reserves, and use the SDR as the denominator for currency values.

Central banks could hold dollars and other currencies as reserves, but the plan would not encourage or compel such use. That is, foreign countries no longer would finance U.S. payments deficits automatically by piling up excess dollars.

Study proposals to allow foreign central banks to exchange some of their past accumulations of dollars, which total more than \$50 billion, for SDRs issued by the IMF for that purpose.

Resume convertibility of foreign governments' dollar holdings—presumably new accumulations, not existing hoards—into "other reserve assets," but only after the United States strengthens its payments position and reserves. Shultz carefully avoided defining what kinds of reserve assets the United States would offer, and indicated that full-scale redemption in gold would not be restored. The monetary role of gold would be diminished in an orderly way, he said.

Discourage the use of controls on trade and capital movements. No country could control inflows of capital in order to avoid a needed upward revaluation of its currency.

Mesh the rules and operations of the IMF and the General Agreement on Tariffs and Trade (GATT) to bring about fairer and more uniform practices in the fields of trade barriers, export subsidies, taxation, export credit and international investment.

The package is designed to correct the bias against the United States in the old monetary and trade system, from the viewpoint of administration officials. Instead of putting all the pressure on the United States to reduce payments deficits, the plan would

require other nations to eliminate their surpluses by giving this country competitive advantages.

As their surpluses declined, the United States would have a better chance to eliminate its deficits and shift into surplus, thus replenishing reserves.

Only then would this country submit to the same disciplines as other countries—in effect, paying its international debts.

The United States has balance-of-payments deficits because private citizens, companies and the government spend, lend, invest and give away more money abroad than they receive from foreign sources.

Payments deficits can be reduced by devaluing a currency, which promotes exports by making them cheaper in terms of foreign currencies and curbs imports by making them more expensive. Or a country can reduce deficits by restraining the purchasing power of its citizens, thus reducing demand for imports and shifting production to exports.

A surplus country can reduce exports and increase imports through upward revaluation of its currency, by cutting tariffs and by stimulating its domestic economy. It also can send more money abroad for investment and foreign aid.

Devaluation, revaluation and the other measures deeply affect a country's employment, production, profits and general prosperity, so national authorities want to make these decisions themselves.

The system broke down last year under the weight of massive deficits and surpluses.

There is a growing feeling that something must be done to prevent the continuation of such huge deficits and surpluses, or else the collapse of the monetary system may cause a world depression.

Shultz in his speech deliberately left many details fuzzy, including the question of how the fuels would be applied, and by whom.

Some international body presumably would have authority to hand down a firm decision on which countries were out of line. Shultz said the IMF would play a big role, but implied that an additional body—perhaps a committee of finance ministers—might hold the final power.

THE DETERIORATION OF HOUSING IN NEW YORK CITY

HON. EDWARD I. KOCH

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 28, 1972

Mr. KOCH. Mr. Speaker, housing in New York City is deteriorating and every level of government, including the Federal level, is failing in its responsibilities to cope with this basic need. New York is not alone for in almost every major city of our country the poor are living in slum housing and without adequate municipal services. Furthermore, many landlords who own property in the poorest areas of New York City, one of which is the Lower East Side, which is part of my congressional district, are not providing the landlord services which their tenants are paying for and to which they are entitled.

I am advising my constituents of some of the basic and essential services which their landlords must provide pursuant to law. If they are not provided, these landlords are subject to court action. It is my hope that tenants not receiving these services will take the time to pro-

vide me with a written complaint which I, in turn, will bring to the attention of the appropriate city agency, with a demand that the law be enforced.

The essential services, as required by the New York City Administration Code are:

First. Heat and hot water: From 6 a.m. to 10 p.m. when the outside temperature is below 55 degrees, 68 degrees must be maintained. From 10 p.m. to 6 a.m. when the outside temperature is below 40 degrees, 55 degrees must be maintained.

Second. Garbage: The landlord must provide and maintain sufficient number of garbage cans to cover a period of 72 hours.

Third. Rodents: The landlord must keep the building free from rodents, and free from infestations of insects and other pests.

Fourth. Cleaning: The landlord must keep the roof, yard, and other open spaces clean.

Fifth. Lights: The landlord must provide in addition to lights in the hallways, lights in the front entrance doors and in every yard and in every court.

Sixth. Painting: The landlord must paint apartments every 3 years.

The fact that this list of essential services—services which every tenant in this country should be able to take for granted—is not met in many dwellings, should indicate to the Congress the critical state of housing in this country today and the need for providing an improved and expanded Federal housing program. This is one of the many reasons that it is so tragic that the Rules Committee failed to give a rule to the housing bill as it was reported out by the Banking and Currency Committee on September 21.

AMENDMENT TO BARRING OF FEDERAL PARTICIPATION

HON. WILMER MIZELL

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 28, 1972

Mr. MIZELL. Mr. Speaker, on September 21 the House Committee on Public Works approved an amendment I proposed barring any Federal participation, including the use of Federal funds, in the construction of the proposed Corporation Freeway in Winston-Salem, N.C., until new corridor hearings are held.

My proposal was offered as an amendment to the committee's Federal-Aid Highways Act of 1972, which was reported out of committee last Thursday.

The statements states:

The Secretary of Transportation shall permit no further action on the Corporation Freeway in Winston-Salem, N.C., until new corridor hearings are held.

The freeway project, which has been a subject of local controversy and concern for several years, calls for the construction of 7.2 miles of road, and the path of that road would involve displacement of more than 1,000 Winston-Salem residents, including 227 homes and 18 businesses, and would destroy 6 acres of the Bolton Street Park, one of the few

remaining open wooded areas in the city, and run through historic Oliver Farm.

In the past few months, I have received over 800 complaints about this project, ranging from the amount of relocation required to the effects of the road construction on the local environment.

Some of these correspondents have also raised the question of whether the proposed route would have the desired effect of improving traffic patterns in and around the city.

A public corridor hearing on the project was held last December in Winston-Salem, and these same objections were raised at the time, but the project proposal was not revised.

I am not anxious to intervene in a local dispute, but I saw no other course than introducing my amendment that would guarantee that the concerns of the people, the environmental impact and possible alternative routes would be adequately explored before this project is constructed.

I believe more extensive exploration is essential to this project, and my amendment would make sure that this additional study is undertaken. I urge the adoption of this proposal by the full House.

THE MIRAGE

HON. HARRY F. BYRD, JR.

OF VIRGINIA

IN THE SENATE OF THE UNITED STATES

Friday, September 29, 1972

Mr. HARRY F. BYRD, JR. Mr. President, the Richmond Times-Dispatch under date of September 21, 1972, published an editorial captioned "The Mirage." The editorial deals with the revenue sharing legislation which passed the Senate and the House. The Times-Dispatch is an ably edited newspaper. Its editor delved deeply into matters discussed on the editorial page. The editorial incorporates this sentence:

All things considered, then, the revenue sharing plan is a hoax on the American taxpayer.

The editorial ends by stating:

Anyone who considers it a genuine effort to provide relief for the American taxpayer is in for a rude shock.

I believe both of these statements to be soundly based.

Mr. President, I ask unanimous consent that the editorial be printed in the RECORD.

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

[From the Richmond (Va.) Times-Dispatch, Sept. 21, 1972]

THE MIRAGE

Many states and localities are rapidly becoming fiscal deserts, as revenue well after revenue well proves insufficient to meet the growing demands of thirsty government programs. Property taxes, income taxes, sales taxes and some other familiar sources of revenue have become oppressive in many states and communities, and taxpayer resentment and resistance are mounting. But what appears to be the promise of relief can be seen.

on the horizon. A river of cash is forming in Washington and should start flowing soon throughout the parched land.

Unfortunately, however, what is seen on the horizon is a mirage. Oh, it is true enough that the federal revenue sharing bill now emerging from Congress will send approximately \$30 billion in federal funds gushing to the states and localities over the next five years. But in the end, will the American taxpayer be any better off? No, for what the federal government will pump into one of his pockets, the federal government will siphon from another.

In other words, Washington has no revenue to share, absolutely none. During the past two fiscal years, it spent far more money than it received and it will do the same in the current fiscal year. Over the three-year period, federal deficits will total approximately \$100 billion.

So how will the federal government obtain the revenue that it intends to share with states and localities? By imposing new burdens on the taxpayer, of course. Either the government will have to increase taxes sufficiently to produce the revenue it plans to apportion among states and localities or it will have to borrow the money. And if it borrows the money, it surely will have to increase taxes eventually to finance the interest and to repay the debt. Thus, instead of alleviating the plight of the taxpayer, the revenue-sharing plan could make matters worse for him.

There are other objections to the plan. It involves, for example, a separation of tax-raising authority from tax-spending responsibility, and this obviously will diminish the public's power to restrain governmental extravagance. When they are forced to go to their own citizens for money, states and localities can be expected to display at least some prudence in proposing and executing programs, for they face the constant possibility of being challenged by skeptical taxpayers who underwrite the costs. But to whom will the states and localities be accountable for the money they will receive from Washington? To federal bureaucrats, who will act as a buffer between the payers of taxes and the spenders of taxes, cushioning the citizen's impact on state and local spending practices.

All things considered, then, the revenue sharing plan is a hoax on the American taxpayer. This is not to say that states and localities are not entitled to a larger share of the nation's tax resources. Ideally, the federal government would make more money available to states and localities by curbing its own programs, reducing its expenditures, returning some of the powers and responsibilities it has commandeered from the states, and allowing them to use some of the revenue sources it has come to monopolize. But this is not an ideal world, so we get a bogus revenue sharing plan. Anyone who considers it a genuine effort to provide relief for the American taxpayer is in for a rude shock.

SELECTIVE USE BY THE PRESS OF THE PEOPLE'S RIGHT TO KNOW

HON. JOHN M. ASHBROOK

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 28, 1972

Mr. ASHBROOK. Mr. Speaker, recently a Senate subcommittee of the Judiciary Committee, the Internal Security Subcommittee, held important hearings on the vital issue of drug addiction with special emphasis on the efforts of foreign countries to combat this worldwide prob-

lem. Although the hearings were open to the public, they might just as well have been held behind closed doors judging from the press coverage accorded them. At the request of the subcommittee retired Marine Gen. Lewis Walt visited a number of countries in Europe and Asia with subcommittee staffers and returned home with useful information which can be of invaluable aid domestically to officials and the public alike in the ever-widening campaign to combat narcotics addiction.

One publication in the Washington area which recognized the contributions made by the subcommittee is the weekly, *Human Events*, which devoted three of its tabloid-sized pages to various aspects of the subcommittee's findings. At this point there follows excerpts from the account of the hearings as they appeared in the September 30 issue of that publication:

WHY PRESS BLACKOUT ON DRUG HEARING?

Sen. James Eastland's (D-Miss.) Senate Internal Security subcommittee has just finished holding some remarkable hearings on the worldwide narcotics traffic, but for some curious reason the media have failed to give them extensive coverage. The topic of the subcommittee's probe was clearly provocative and newsworthy, while the witnesses, including former Marine Gen. Lewis Walt and Dr. Olav J. Braenden, director of the United Nations Narcotics Laboratory, had a certain start quality about them.

The information divulged at the hearings was strikingly new in some instances, and could still have a significant impact on the way the Administration, the Congress and the public view how to handle the drug problem here at home. Yet the newspapers and the TV gave short shrift to the subcommittee's work.

The hearings produced evidence that the dissemination of drugs in the United States could probably be brought under control if we were less lax in meting out stiff penalties to drug pushers. Indeed, the subcommittee not only revealed the astonishingly light sentences dished out to hard-core peddlers in this country, where drugs are a persistent and serious problem, but showed that in Japan the government crushed a near drug epidemic through swift and stern punishment for the pushers.

Moreover, both Gen. Walt and Dr. Braenden testified as to the dangers inherent in marijuana, with Walt taking direct issue with the government-appointed Shafer Commission and its rather casual attitude toward the use of pot.

In addition, Gen. Walt testified that our Southeast Asian allies—contrary to many sensationalized press reports—have been actively cooperating with the U.S. in stamping out the international drug trade. Walt also extensively dealt with Communist involvement in this trade, and pointed an accusatory finger at Red China for doing virtually nothing to allay strong circumstantial evidence that it is conspiring to sell heroin on the world market.

Further, Gen. Walt, who travelled to Europe and Asia for the subcommittee to gather first-hand knowledge about the international drug market, prepared a 102-page report on his findings and recommendations, a copy of which can be obtained from the subcommittee. Yet save for a few scattered and incomplete news stories, the media, which have avidly published stories on narcotics at variance with Walt's findings, wasted few words on Walt's detailed report or the hearings themselves.

But both, we suggest, produced some extremely important information, information that could prove enormously helpful in com-

bating the serious drug problem facing this country. Why the press chose to pretty much ignore the subcommittee's drug probe might be a proper subject for Accuracy in Media (AIM) to pursue, since AIM seems to be one of the few organizations that can persuade the media to correct errors and to publish overlooked news stories.

Meanwhile, we will highlight some of the testimony and findings of Eastland's subcommittee ourselves.

HOW JAPAN SOLVED ITS DRUG PROBLEM

In his 102-page report to the Senate Internal Security subcommittee, Gen. Walt came up with various recommendations on how to combat the drug problem existing in this country. He called for the use of a new, sophisticated reconnaissance satellite to pinpoint opium production around the world, an increase in funds for Interpol, which keeps dossiers on international criminals, and additional manpower and funds for the U.S. domestic agencies engaged in the war on narcotics.

But equally important, Walt, judging from the way in which other countries have managed to lick the drug problem, advocated far tougher laws. He believes, for instance, that there should be no bail for traffickers guilty of Class "A" felonies, involving the dissemination of 16 ounces or more of heroin. He also advocates mandatory minimum sentences for Class "A" offenders.

In addition, Walt thinks that capital punishment should be added to the range of options open to the courts for imposing sentence on major traffickers. Finally, he thinks the courts must mete out punishment swiftly, and he would establish a special court system to ensure that this could be accomplished.

Walt stressed that he is for tougher laws because he found that in such countries as Taiwan, Thailand and Iran, where punishment is both severe and swift, the drug problem is under control. But it is in democratic Japan, he suggests, where the U.S. might find the solution for stopping the spread of heroin addiction.

In the late 1950s, Walt reported, Japan became aware that it was facing a serious drug problem. It was estimated that half-a-million Japanese were mainlining amphetamines and that some 40-50,000 had become heroin addicts. In 1960 over 2,000 cases involving illicit traffic in narcotics came before the Japanese courts.

The Japanese government began to move vigorously. It established a "Ministers' Council for Narcotics Countermeasures," and an "Anti-Narcotic Drug Headquarters," and two important amendments were attached to the 1963 narcotics control law. The first increased the maximum term of imprisonment for traffickers from 10 years to life imprisonment. The second amendment set up a system of compulsory hospitalization, plus follow-up counseling, for drug addicts.

Stated Walt: "In six years time, Japan had virtually liquidated its heroin addiction problem. By 1969 the total number of addicts was down to 6,008—of whom 98 per cent had been addicted to medicinal narcotics under medical treatment. The number of new heroin addicts reported each year fell from 1,731 in 1961 and 1,072 in 1963, to 10 in 1968 and three in 1969."

Moreover, said Walt, the stiffer penalties under the amended law unquestionably played a role in enabling the Japanese to liquidate their epidemic. "More important," he added, "was the rigorous manner in which they enforced the anti-narcotics law and the remarkable—but controlled—latitude accorded to the Japanese police in developing their investigations."

Under Japanese law, an arrested person can be detained and interrogated for a minimum of 48 hours without attorney or bail.

The police may then get a court order authorizing them to continue the interrogation for another 10 days. In addition, they may ask for another court order, giving them a second 10 days. So narcotics suspects may be detained a total of 22 days without access to a lawyer.

Walt stressed that American Bureau of Narcotics and Dangerous Drugs agents who have sat in on some of these interrogations say that the Japanese police do not deny their prisoners sleep or brutalize them. They say that the interrogations are conducted in a civilized and highly sophisticated manner.

"But by the time the Japanese police have completed their 22 days of interrogation," Walt told the subcommittee, "they have generally wrung the prisoners dry of all the information they possess concerning confederates, associates, and the narcotics traffic in general. And when it comes to combatting the narcotics traffickers, obtaining this kind of information is 90 per cent of the game of law enforcement."

"This, in a nutshell, is why Japan has no heroin addiction problem, and why the traffickers stay away from Japan, even though her high standard of living would make Japan a lucrative market."

SHOULD MARIJUANA BE LEGALIZED?

Dr. Olav J. Braenden, director of the United Nations Narcotics Laboratory, was another key witness before the Eastland subcommittee, but his conclusions on cannabis (the marijuana plant) were also given scant attention by the press. Dr. Braenden has been head of the laboratory since its founding 16 years ago. For the past six years, under instructions from the U.N.'s Division of Narcotics Drugs, he has made cannabis research a top priority.

Cannabis is the scientific name for the marijuana plant. Ordinary marijuana comes from the leaves of the plant, while hashish, nearly five times as concentrated as marijuana, is derived from the resin of the plant.

Before testifying, said Dr. Braenden, he had contacted a number of scientists in different countries who have been collaborating on various aspects of cannabis research. Dr. Braenden conversed with Prof. W. D. M. Paton of Oxford University; Dr. Ole Rafaelson of Denmark; Prof. C. Miras of the University of Athens, and with Prof. Cornelius Salamink of the University of Utrecht in the Netherlands.

"Among the scientists working in the field," Dr. Braenden told the subcommittee, "it would seem that there is a general consensus that cannabis is dangerous—opinions differ, however, on the degree of the danger to the individual and to society. In my opinion, it seems that, as progressively more scientific facts are discovered about cannabis, the more one becomes aware of its potential dangers."

Dr. Braenden says there is evidence that, with repeated use, cannabis tends to build up in the body tissue. Moreover, there may be considerable impairment in driving ability after oral ingestion of cannabis, and rat experiments have resulted in a very high percentage of birth abnormalities.

Even more alarming, Dr. Braenden testified that Dr. A. M. Campbell and his colleagues of the Bristol Royal United Hospital have found "significant evidence of cerebral atrophy in young smokers."

In spite of the progress made in recent years in cannabis research, Dr. Braenden added, much still remains to be done before there is an adequate understanding of the nature and effects of this complex plant.

Addressing himself to the subject of marijuana, Gen. Walt said he disagreed sharply with the government's commission on marijuana—the Shafer Commission—which, in effect, recommended the legalization of cannabis for personal use and for distribution in small quantities. Gen. Walt says he agrees

with the commission's belief that youthful marijuana smokers should not be sentenced to several years in prison, but he still favors fining smokers by way of "underscoring the point that marijuana smoking does damage to society."

In his own investigation into the subject, said Walt, "we are now of the opinion that several of the commission's basic assumptions were in error."

Among the many officials of foreign governments with whom Walt and his staff discussed the Shafer report, not a single one "shared the tolerant attitude of the Shafer Commission toward cannabis. In Japan, France and other countries we were told that the Shafer Commission report had caused consternation in the ranks of those concerned with the problem of drug control, and that it seriously undercut their efforts to combat the growing use of marijuana in their own countries."

In several countries, Walt added, embassy personnel stated that when the Shafer Commission team visited them, it seemed apparent that the team's mind was already made up and that it was seeking confirmation for a preconceived point of view.

Walt said he was particularly surprised that the Shafer team, in the course of its foreign travels, did not once take the time to check in with Dr. Braenden. Dr. Braenden's U.N. office, Walt remarked, is a clearing house for some 30 laboratories working on heroin and marijuana research.

Thus, said Walt, it is difficult to accept the Shafer report as "gospel." Perhaps, suggested the retired Marine general, far more research should be made into the effects of cannabis before we embark on the radical course of legalizing marijuana as advocated by the Shafer Commission.

MORE ON RED INVOLVEMENT IN WORLDWIDE DRUG TRAFFIC

While Gen. Walt makes the point that the world drug traffic is primarily a criminal phenomenon, he also emphasizes that the evidence is clear that Communists in various parts of the world have been involved in the drug traffic in significant ways. "In fact," he adds, "I find it impossible to understand how our media can ignore the clear evidence of Communist involvement while exaggerating out of all proportion the charge that corruption among our Southeast Asian allies is the primary cause of the drug epidemic in our country."

The evidence taken by the Eastland subcommittee, he pointed out, established that in one of the largest heroin smuggling cases on record, Manuel Dominguez Suárez, one-time head of the Mexican Federal Judicial Police, made nine trips to East Berlin, each time returning to Mexico with 50 kilograms of heroin—which was then moved across the border into the United States. Since Suárez was able in each case to enter East Berlin without having his passport stamped, said Walt, "it is clear that elements of the East German secret police must have been involved."

There is also the remarkable case of Squella-Avendano. A prominent supporter of Chile's Marxist president, Salvador Allende, Squella-Avendano was arrested in Miami on July 27, 1970, for transporting 203 pounds of Chilean cocaine, worth \$10 million. This was the largest cocaine seizure to date. At his trial, Squella said he had been slated to receive an important post in the Allende government.

"He was," said Walt, "obviously a very important man to the Communist network in the Western Hemisphere, because hard on the heels of his arrest, the U.S. attorney in charge of the case was approached with the bizarre proposition that Squella be exchanged for four American hijackers then in Cuba. The offer was subsequently expanded to include the master of the 'Johnny Ex-

press," the Miami-based ship seized on the high seas last December by Castro's navy. Since then, there have been repeated articles in the pro-Communist press in Chile, hailing Squella as a national hero and a victim of American imperialism."

In Southeast Asia, Walt stated, the Communists are up to their ears in the dope traffic. In Laos, he pointed out, the Communists occupy some 80 to 90 per cent of the opium-growing areas. In Thailand, the Communist-led guerrillas control an important stretch of opium-producing land along the Laotian frontier. In both Thailand and Laos, the villages where the opium is grown are under the thumb of manager-cadres, trained in Peking and Hanoi. Both movements are armed to a large degree with Chinese weapons, and both have their major radio propaganda operations based in Chinese territory. The money made from selling opium is used to support the insurgency operations.

Communist elements, Walt elaborated, also play a vital role in the Burma drug situation. Burma is the single most important factor in the Southeast Asia situation, for here is where most of the opium is grown and here is where most of the refineries and traffickers are concentrated.

All of the armed groups in Burma, both pro-Communist and anti-Communist, have been involved in the drug trade. But the area which the Communists control east of the Salween River is reputed to be the most fertile opium-producing territory in the whole of Burma, and is credited with some 25 per cent of Burma's total production.

"Burma's production," explained Walt, "is estimated at some 400 tons a year, but the tribesmen use most of it for themselves, exporting only some 100 to 150 tons. Because it produces the largest surplus of any area in Burma, the territory under Communist control may be responsible for as much as 40 to 50 per cent of Burma's entire opium export."

In view of the fact that Peking mothered the White Flag Communist insurgency in Burma and that it still controls them, said Walt, "it cannot escape moral responsibility for their role as prime producers in the opium traffic."

OKLAHOMA LAWYERS SPEAK THEIR MINDS

HON. ED EDMONDSON

OF OKLAHOMA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 28, 1972

Mr. EDMONDSON. Mr. Speaker, I am convinced, in traveling over the State of Oklahoma, that most Oklahomans share the view that the Supreme Court made a serious mistake in the recent decision which in effect outlawed capital punishment.

There is a general feeling in our State that we are being hit hard by a wave of homicides resulting from this unfortunate Court decision, and the demand for action to restore capital punishment to the lawbooks is general in our State.

Responding to that general feeling, and in agreement with it, I have introduced House Joint Resolution 1283 which states:

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled (two-thirds of each House concurring therein), That the following article is proposed as an amendment to the Constitution of the United States, which

shall be valid to all intents and purposes as part of the Constitution only if ratified by the legislatures of three-fourths of the several States within seven years from the date of its submission by the Congress:

ARTICLE —

The power of a State or of the Congress to declare the punishment of any crime shall include the power to impose and provide for the carrying out of the death penalty.

In a most unusual demonstration of the feeling of law enforcement officers on this subject, the Metropolitan Area Chiefs of Police have just published a full page appeal in the Oklahoma Journal, dated September 28, 1972, for action on this subject.

I believe every member of the House of Representatives should have the opportunity to read this appeal by men who are on the front line in the fight against crime.

Here is the full text of that message:

BECAUSE WE BELIEVE

Because we believe it is man's God given right to live in freedom from fear.

Because we believe that as surely as the sun rises in the east and sets in the west, people should be able to walk the streets free from assault.

Because we believe the law of the jungle should never replace the law of God and man, we respectfully urge, implore, and yes, demand, that capital punishment be reinstated as the law of the land before the law of the jungle drives our people to revert to the law of the vigilante. We say that capital punishment must again be made the law of the land not just to protect the peace officer and the prison guard, but to protect the lives of our wives, our children, our friends and our neighbors.

Because we believe that the people of this great state of Oklahoma—from the Red River on the south to the Chikaskia on the North and from the North Fork of the Red on the West to the mighty Arkansas on the east—are entitled to the full protection of the law as we understand the law, we urge you to make your desires known by writing to your congressman and telling him like it is.

Because we believe that laws should be for the benefit of the majority as a protection from the depredations of a lawless minority, this nation must solidify itself in demanding the restoration of the death penalty as punishment for certain wanton crimes.

Because we believe that when our Founding Fathers said all men are created equal they meant that all men are entitled to full protection under the law, not just partial protection through imprisonment.

Because we believe that capital punishment for heinous crimes is not vengeance but retribution according to the laws of God and man, we urge the public to join with us in demanding equal justice for all.

Because we believe that killing another man is a sin and that the Good Book tells us that the wages of sin is death, we cannot accept the milkop theory that capital punishment is cruel and inhuman punishment for the taking of another's life.

Because we believe it is man's inalienable right to walk upright like a man and not be forced to crawl in fear like a galley slave scourged by a whipmaster, we are convinced that an inflexible capital punishment law will insure us that right to walk like a man.

Because we believe that all people, regardless of race, creed, color, or religious persuasion, are entitled to the same impartial protection under the law, we are convinced that the lack of capital punishment is a flagrant violation of our Constitutional guarantee to life, liberty and the pursuit of happiness.

Because we believe that as lawmen sworn

to uphold the law and to protect the lives of our people, we cannot adequately do this unless we have the full cooperation of our courts, and more particularly the U.S. Supreme Court.

Because we believe that man's inhumanity to man makes countless thousands suffer, our laws must be swift, just and certain to the end that the lawless breed will tremble in fear instead of smirking in derision at the puny attempts to enforce law against murder without a capital punishment statute.

Because we believe that the great majority of people demand a well ordered society governed and controlled by law, they will not tolerate the anarchy that will be brought upon us by the lack of a capital punishment law.

Because we believe that murder is murder, whether it be in a penthouse, a neighborhood grocery store, or a Fifth Avenue shop, capital punishment is the only just punishment for the wanton, cold-blooded taking of a human life.

Because we believe that Oklahoma courts are fair and just, we cannot agree with recent statements that the death penalty is almost exclusively imposed upon the poor and the powerless. Some of the most vigorous defenses ever witnessed in Oklahoma murder trials were put on by court-appointed attorneys or attorneys who received little or no monetary fee.

Because we believe that a person who commits a wanton, premeditated murder sacrifices his membership in the human family, his execution by the state is not a denial of his humanity, but rather the mere removal of an undesirable person from a society that demands equal justice for all.

Because we believe that justice delayed is justice denied, persons convicted of capital crimes should be summarily executed just as soon as all due process of law has been met and within a reasonable, rational length of time.

Because we believe that capital punishment is a moral judgment made necessary by accepting social values and social conscience, a dispassionate assessment of the need for such a law should be based on the misery occasioned by murder and not discolored by weeping advocates of tender mercy.

Because we believe we are our brother's keeper, we direct our plea to our Governor and members of the Oklahoma legislature to rise up and take whatever steps may be necessary to put a capital punishment law on our statute books that will be swift and sure. We sincerely believe that this should be the legislature's No. 1 priority when it convenes in January and we have faith that our lawmakers will not fail us, and you. We encourage the citizens of Oklahoma to contact their State Representatives and State Senators so that our public officials will know how important the matter of public protection and safety is to us all.

J. D. SHARP,

Chairman Metropolitan Area Chiefs of Police Association.

MAN'S INHUMANITY TO MAN—
HOW LONG?

HON. WILLIAM J. SCHERLE

OF IOWA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 28, 1972

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 1,757 American prisoners of war and their families. How long?

SKYJACKING CURB

HON. PHILIP M. CRANE

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 28, 1972

Mr. CRANE. Mr. Speaker, all through the world innocent citizens have been subjected to the terror tactics of radical groups which have participated in airplane hijackings and in a variety of violent acts, including the shoot-out at Lod Airport in Tel Aviv, Israel.

Such terrorists have been trained and encouraged by Communist regimes in Peking and Hanoi. After the brutal murder of Israeli athletes at the Munich Olympics, the North Vietnamese Government reacted on September 12 when Israel and West Germany were accused of choosing the "path of hatred and betrayal," by Nhan Dan, the Hanoi party daily. At the United Nations, the delegate from Communist China has vigorously opposed any consideration by that body of the question of terrorism.

Recent legislation has been proposed by Representative EDWARD DERWINSKI and 51 other lawmakers which would deny the use of U.S. airports to countries that decline to take steps in helping to suppress airplane hijackings.

This legislation would put this body on record against this most heinous form of international guerrilla warfare. Commenting upon this legislation the Homewood Flossmoor, Ill., Star noted editorially that—

By isolating unco-operative countries from international air traffic, it is believed that the recalcitrants would be compelled to fall in line with the rest of the world community. Two of the principal offenders in this respect are Cuba and Algeria. Both repeatedly have refused either to permit extradition of suspected air pirates or to prosecute them in their courts.

The Star declared that—

The House bill under consideration is designed to change conditions so that skyjacks virtually will have no place to land with impunity. This, coupled with tighter security checks on enplaning passengers, would make skyjacking altogether less productive, and consequently less attractive.

House passage of this legislation would be an important step forward in convincing the world that we will not stand by idly while terrorists are permitted to intimidate innocent and law-abiding citizens.

I wish to share with my colleagues the following editorial which appeared in the Homewood Flossmoor Star of Sunday, September 10, 1972.

SKYJACKING CURB

Responding to public demand for greater air travel safeguards, the U.S. House of Representatives has before it a meaningful anti-skyjacking bill.

Co-sponsored by Congressman Edward Derwinski and 51 other lawmakers, the proposed legislation would deny the use of U.S. airports to countries that decline to take steps in helping to suppress this new evil.

By isolating unco-operative countries from international air traffic, it is believed that the recalcitrants would be compelled to fall in line with the rest of the world community. Two of the principal offenders in this respect are Cuba and Algeria. Both repeatedly have refused either to permit extradition of suspected air pirates or to prosecute them in their courts.

The House bill promises to plug a major loophole in current efforts to curtail skyjacking. Stiffer criminal penalties are meaningless so long as offenders know they can reach a safe haven just a few air-hours away.

Air travelers have a right to expect that they will be protected against airliner takeovers. Inconvenience to them is bad enough, but inherent in skyjackings is the ever-present threat that tensions they generate among passengers and flight personnel will precipitate a crash or some other type of tragedy.

The House bill under consideration is designed to change conditions so that skyjackers virtually will have no place to land with impunity. This, coupled with tighter security checks on enplaning passengers, would make skyjacking altogether less productive.

We would like to see the House anti-skyjacking bill become law.

THE F-111: RUSSIANS WANT TO BAN IT; AUSTRALIANS BUY IT

HON. O. C. FISHER

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 28, 1972

Mr. FISHER. Mr. Speaker, on September 21, 1972, the Chicago Tribune carried an important news story concerning the F-111 generally, and with the F-111's that are being bought by the Australians more specifically.

The story points out that the commander of the 474th Tactical Fighter Wing at Nellis AFB, Nev., referred in an interview to the fact that during the SALT talks there was a demand by the Soviet delegation that the F-111's be included in the arms limit discussions. The concern of the Soviets should be the mirror image of our own concern.

It will be recalled that just a few short days ago the House passed an appropriations bill that recommended \$30 million for advanced procurement for F-111's in fiscal year 1974. This action, now pending before the other body, makes this excellent and objective news story particularly timely.

Our good friends, the Australians, will get their F-111's, even though, as the story points out:

The Russians wanted a ban or limit on exports of the F-111 airplanes.

The news story goes on to say that:

No other United States plane was singled out in this way, suggesting Russian evaluation of the F-111 is very high.

I commend this important news story to everyone involved in and responsible for our defense, and that means every Member of this House.

The article follows:

THE F-111: RUSSIANS WANT TO BAN IT; AUSTRALIANS BUY IT (By Wayne Thomis)

NELLIS AIR BASE, NEV., Sept. 20.—The F-111 holds two distinctions for those who direct and fly the swing-wing, supersonic all-weather attack plane. Both are attributed to the very advanced performance and capabilities of the weapons systems.

"First is the demand by the Soviet SALT [strategic arms limitation talks] delegation to include the F-111s in arms limit discussions," said Col. W. R. Nelson, commanding the 474th Tactical Fighter wing here which just passed its operational readiness inspections and trials.

"Next is the recent decision by the Royal Australian Air Force to take delivery of the 24 F-111s which had been ordered in 1967, but held in dead storage since they were built in 1970.

"The Australians are very knowledgeable and value-minded in air defense matters, and their acceptance of the whole original order of F-111s, with some updating, is a testimonial to the airplane's quality and performance ranges."

ASKS FOR A BAN

According to reports from SALT meetings at Helsinki, Finland, the Russians wanted a ban or limit on exports of the F-111 airplanes. No other United States plane was singled out in this way, suggesting Russian evaluation of the F-111 is very high. Specifically, it is reported, they wanted a prohibition on its export to Asian and Middle Eastern nations.

The Australian decision to spend some half billion dollars on their F-111s, was predicated upon the Air Force and contractor [General Dynamics Corp.] work on strengthening and lift-testing of F-111 airframe and power plants. Presently the airframe is cleared for 30,000 operational hours, five times the usual military airframe validity. Engine problems also have been solved.

All these planes now are at General Dynamics' Fort Worth plant, going thru the modification line for incorporation of some 300 changes and corrections. These, along with certain upgraded electronics, will bring the F-111C [the Australian designation] up to the American F-111A standards. Australian crews are in final transition training here at Nellis, and the 24 planes will be ferried out to Australia by these men.

BIG AND HEAVY

While the F-111 series, by its "F" designation was supposed to have fighter abilities, the Air Force experience—now approaching 275,000 flight hours—suggests something different. The airplane is big and heavy; 76.5 feet long, weight 30,000 pounds maximum, wing spans 63 feet, when open to 16 degrees sweep, or back to 33 feet, when swept to 69 degrees.

Its speed is 2.6 Mach [1,650 miles an hour] at 35,000 feet. Its dash potential is more than 120 miles, roughly four times the maximum of any other military aircraft.

"Actually, we have come to regard it as a marvelous attack plane," said Col. David Young, whose 57th Fighter Weapons Wing, determines tactics for all Air Force fighter and tactical planes and systems.

"With its terrain following radar and autopilot connections, ability to hug the earth 200 to 500 feet above the ground, fly thru the mountains retaining these same levels, and at the same time provide unbelievable navigation accuracies to hit any target, it performs in a realm that is all its own. Nothing else can match.

FIVE U.S. VERSIONS

"It's so obviously an attack airplane we have tried to change the 'F' designation to an 'A' to make it an A-111."

Presently there are five American versions of the F-111. Largest numbers built are the F-111As, 141 delivered, and now equipping Col. Nelson's 474 wing here at Nellis.

These have the TF-30-P3 engines [about 25,000 thrust pounds each], first production delivery type power plants and lowest of the series. They have an internal 20mm Gatling-type cannon, and mount two Sidewinder heat-seeking missiles. The primary load, however, bombs—nuclear, guided like the Walleye or the laser illuminators and so-called iron-bombs.

SECOND TYPE: FB-111

Second type is the FB-111, basic design for the strategic air command, 76 ordered and delivered in full. Has the improved P-12 engine, lengthened wing-tips [six feet], a Mark-2B avionics system considerably more complex than the As, and capacity for 41,250 pounds of bombs as a war-load. These increase the maximum gross weight to about 100,000 pounds. SAC squadrons are at Pease, AFB, New Hampshire and Plattsburg AFB, New York.

F-111E series tactical attack types are at Mt. Home AFB, Idaho, and these types have still a third version of the TF-30—the P-7 engine, with revision to inlet air sizes, improved penetration-navigation aids, and weapons management systems. Total of 76 built and delivered.

F-111F types are going at present to Upper Heyford, England, to the only overseas tactical wing with this new weapon. The "F" has the growth engine of the TF-30 series, now designated the P-100 and delivering something over 30,000 pounds maximum thrust each. The F series also has considerably simplified avionics, reportedly at a cost of under \$2 million an installation. These are slight improvements over the A-model avionics.

D-MODEL ADVANCED

The F-111D series equip the tactical wing at Cannon AFB, Clovis, N.M. The "Ds" have the Air Forces' most extensive electronics (avionics) package, representing a \$4 million investment for each of the 96 aircraft accepted. The Ds also have the "Dash-9" engines, just under the thrust ratings of the F model.

"The D-model is so advanced," said Col. Young, "that our crews in the 474th Wing—all checked out and very proficient in the A-model—could not fly it without going back to school on its systems.

"We think that we are remarkably accurate with our birds—but the precision of the Ds, with their much improved navigation, and weapons-release equipment, make us a little jealous."

CORRECT TACTICS USED

As of last September, the F-111s had amassed a total of 72,000 sorties in the course of developing full combat-readiness by the tactical squadrons. These included the abortive Viet Nam Combat Lancer program during eight months in 1968. At that time the airplane and its systems were still in the testing category and the decision to send six planes to Thailand for use against targets in the north, was largely political.

Analysis shows that tactics used—sending the aircraft on single-plane, night, bad-weather, and terrain-following missions, was correct. Three were lost, but an inquiry has satisfied authorities that a spotweld failed permitting a two-piece servo-actuator link to unscrew in flight.

Pilots who flew the missions in that period said: "The enemy never had warning of our approach, never had time to take cover, and never put even one round into the airplanes in retaliation."

Here at Nellis pilots think this is the reason the Russians named the F-111 at the SALT talks.

SEVENTY-FIFTH ANNIVERSARY OF
THE AMERICAN SOKOL OF LITTLE
FERRY, N.J.

HON. HENRY HELSTOSKI

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 28, 1972

Mr. HELSTOSKI. Mr. Speaker, on November 4, the American Sokol of Little Ferry will be celebrating its 75th anniversary, and I will be present to participate in the festivities.

Mr. Jerry W. Komarek was called upon to compose an appropriate poem for the occasion, which contains information about the history of this outstanding organization. This poem will be published in a souvenir journal in connection with the occasion.

I should like to call this inspirational poem, which places into proper perspective the accomplishments and dedication of a patriotic organization, to the attention of my colleagues.

Mr. Speaker, the poem follows:

OUR SEVENTY-FIFTH ANNIVERSARY
(By Jerry W. Komarek)

For seventy-five years, we've been a reality,
Exerting a good influence upon our community.

'Tis with understandable pride that we celebrate,
The anniversary of Sokol Little Ferry's, founding date.

In the minds of non-members, there may exist some doubt,
As to exactly what American Sokol, is all about.

Thus we'll attempt to give some clarification,
With a history and objectives, of our Organization.

The Czech word "Sokol" means "Falcon"—
an appropriate word,
It is a swift flying, powerful, and yet graceful bird.

Dr. Tyrs who founded the first unit in
eighteen sixty two,
Emphasized physical fitness, moral, and
spiritual strength too.

His motto was "Truth, Freedom, Friend-
ship and Longevity,"
Which he felt was the way, the life was
meant to be.

Sokol St. Louis was the first unit, founded in
the U.S.A.,
Back in eighteen sixty five, on St. Valentine's
Day.

In Little Ferry, our first hall was completed
in 1897,
But burned to the ground on St. Patrick's
Day in 1911.

Its dedicated members, were certainly far
from dismayed,
For on Thanksgiving Day, a new corner stone
was laid.

February 22nd in 1912 was the date of dedi-
cation,
A parade and open house, were part of the
celebration.

We faced times of wars and of depressions
too,
While it wasn't easy, we always pulled
through.

To be an American first, every member is
expected,
As a Patriotic Organization, we've always
been respected.

A member's religious beliefs, and political
affiliation,
Are his own personal affairs; within our Or-
ganization.

This type of reasoning, we feel makes good
sense,
Members have held public office, from both
sides of the fence.

For years our hall was the hub, of local
social activities,
And in the past as now, we have welcomed
all of these.

There were gym exhibitions, shows, card par-
ties and dances,
Here also blossomed, many successful Sokol
Romances.

Silent movies were shown here, every Sunday
Night,
Westerns, comedies and thrillers, provided
great delight.

All sound effects were created, by a piano
player then,
Adult admissions were fifteen cents, and
children paid ten.

During the early 1920's, in June of each year,
Our Public School, held commencement ex-
ercises here.

Sokol Basketball Teams, won county-wide
fame,
And always played a fast and aggressive game.

Over the years, our gymnasts have gained
recognition,
While taking part in intersectional Sokol
Competition.

Thousands of youngsters received our Indoc-
trination,
Which helped them to become, better citi-
zens of our nation.

Customs and thinking may change, every
once in a while,
But a sound mind in a sound body, never
went out of style.

Since we cannot rest upon the laurels, of
bygone years,
Complacency must become, one of our great-
est fears.

We owe it to dedicated members of each prior
generation,
To not only perpetuate but expand, our Or-
ganization.

By means of setting good examples, may we
prove to be,
A real inspiration for those, of our posterity!

THE HIGHWAY BILL: AVAILABILITY
OF URBAN SYSTEM FUNDS

HON. BELLA S. ABZUG

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 28, 1972

Mrs. ABZUG. Mr. Speaker, H.R. 16656, the Federal-Aid Highway Act of 1972, is scheduled for consideration on the House floor at the end of next week. When the bill is read for amendment under the 5-minute rule, I intend to offer an amendment to give urban areas direct control over funds designated for their cities' benefit under the Federal-aid urban system portion of the Highway Act of 1970.

The Federal-aid urban system was established "to best serve the goals and objectives of the community as determined by the responsible local officials

of such urbanized area." Under existing law, however, all funds appropriated under the urban system go to the State highway authorities, and it is they, rather than the local officials, who decide what funds go to what areas and projects. My amendment would give local jurisdictions the ability to make their own decisions and set their own priorities in this regard. It would require that urban system funds be made directly available to duly constituted metropolitan transportation agencies. This provision is supported by the Department of Transportation, the National Conference of Mayors, and the League of Cities. I include at the conclusion of my remarks the text of the minority views on this provision, signed by Mr. GROVER, Mr. RANGEL, Mr. JAMES STANTON, and myself and, in compliance with rule XXIII, paragraph 6, the text of the amendment to be offered.

MINORITY VIEW: AVAILABILITY OF URBAN
SYSTEM FUNDS

The Federal-aid Urban System was recently established in the 1970 Highway Act "to best serve the goals and objectives of the community as determined by the responsible local officials of such urbanized area." It was funded at \$100 million per year.

The Committee bill includes a seven-fold increase in the funding for this important program, raising it to \$700 million per year. However, this is not sufficient to make the program fully responsible to urban needs. Currently, all Federal highway funds go to the State Highway Department. Once there, the highway department can pass funds through to urban areas or not, as they see fit. We are proposing an amendment to the bill marking a major departure from this practice as it would, for the first time, give local jurisdictions the ability to set their own priorities. We would hope that this provision could be incorporated in the bill. Specifically, this provision requires that Urban System funds be made directly available to duly constituted metropolitan transportation agencies. These agencies would be formed by units of general purpose local government combining together under State law and would represent at least 75% of the total population of a given urbanized area. They would have the authority to plan and carry out projects on the Federal Aid Urban System. If such an agency does not form, the funds would still be earmarked exclusively for expenditure in specific urbanized areas so that the State could not unilaterally reduce the funds of any given urban center.

This provision reflects our strong belief that the urban system is designed to serve local needs and therefore, should be the responsibility of local officials. Further, it should be kept in mind that this amendment relates solely to this urban system and does not reduce or affect State control over the primary or the secondary systems or their extensions in urban areas. These latter systems are designed to provide a Statewide highway network and would properly remain under State control. Realistically, the State will likely continue to play an important part in the urban system program through the co-operative 3 C planning process required in Section 134 and because of the reliance upon the State by local communities to help match Federal funds, now that they have been increased to \$700 million.

Finally, it is important also to understand how this provision relates to the public transportation amendment which would allow Urban System funds to be spent for any urban transportation capital investment. This would open this program to bus purchases, rail transit construction, etc. It is

our belief that if highway revenues are permitted to be used for these broader purposes, it is imperative that this "pass through" provision also be included.

Frankly, the provision of flexibility through broadening the Trust Fund is of little use unless it is accompanied by this "pass through" provision, under which local jurisdictions, rather than the State, have the responsibility for deciding how Urban System funds should be used.

H.R. 16656: AMENDMENT TO BE OFFERED BY
MRS. ABZUG

Page 111, after line 8, add the following new section:

AVAILABILITY OF URBAN SYSTEM FUNDS

SEC. 146. (a) Chapter 1 of title 23, United States Code, is amended by adding at the end thereof the following new section: "§ 147. Availability of urban system funds.

"(a) Funds apportioned to any State under paragraph (6) of subsection (b) of section 104 of this title shall be allocated among the urbanized areas within any such State in the ratio that the population within any such urbanized area bears to the population of all urbanized areas within such State."

"(b) Funds allocated in accordance with subsection (a) of this section shall be available for expenditure within any such urbanized area for projects on the urban system, including those authorized by section 142 of this title, which shall be planned in accordance with the planning process required by section 134 of this title."

"(c) Funds allocated to any urbanized area under subsection (a) of this section shall be available for expenditure in another urbanized area within such State only where the responsible public officials in both such urbanized areas agree to such availability."

"(d) (1) Where the units of general purpose local government in any urbanized area shall combine together under State law to create a metropolitan transportation agency, or where the State shall create a metropolitan transportation agency, with sufficient authority to develop and implement a plan for expenditure of funds allocated to such urbanized area pursuant to this section, funds allocated under subsection (a) of this section shall be available to such metropolitan transportation agency for projects on the urban system, including those authorized by section 142 of this title, which shall be planned in accordance with the planning process required by section 134 of this title.

"(2) A metropolitan transportation agency shall be considered to exist when (A) an agency for the purposes of transportation planning has been created by the State or by the unit or units of general purpose local governments within any urbanized area which represent at least 75 per centum of the total population of such area and includes the largest city, and (B) such agency has adequate powers and is suitably equipped and organized to carry out projects on the urban system: *Provided*, That such projects may be implemented by the metropolitan transportation agency through delegation of authority for implementation to the participating local governments."

(b) The table of contents of chapter 1 of title 23 of the United States Code is amended by adding at the end thereof: "147. Availability of urban system funds."

NATIONAL SPACE CLUB

HON. GEORGE P. MILLER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 28, 1972

Mr. MILLER of California. Mr. Speaker, on September 28, I had the high privi-

lege of being a guest of the National Space Club when it was addressed by Dr. George M. Low, Deputy Administrator of the National Aeronautics and Space Administration. Dr. Low gave an analysis of where the space program stands today, the work they plan to do in the immediate future, and the necessity for carrying on this work to accomplish the ends for which we went into space—"For the good of all mankind."

I am very happy to include in these remarks the splendid address made by Dr. Low.

ADDRESS BY DR. GEORGE M. LOW

I am going to start my talk today with two apparently contradictory statements:

1. There is a tremendous challenge, and there are tremendous opportunities in the U.S. space program for the 1970's and beyond.

2. Many in the space program—in government and in industry—have a most pessimistic view of the future.

My first purpose today is to discuss this apparent contradiction—to justify my optimism about the future, and to say a few harsh words to the pessimists. My second purpose is to urge all of you to join me in my fight on the high cost of doing business in space.

Let's first talk about pessimism, and what the pessimists say. It goes something like this: "Everybody has a knife out for NASA and the space program. Budgets have been slashed so heavily that few important new starts can be made. Congressional critics have a field day every time a NASA budget or project comes up for discussion. The White House is lukewarm toward space. The communications media are disparaging and slanted. The public—especially our youth—is bored and hostile. We've lost our momentum. Our people don't see the challenging work ahead."

All this adds up to a pretty dark picture. But is it true? Of course not! It is a syndrome, without any basis in fact. It is the kind of stuff that hand-wringers and professional pessimists, the perpetual harbingers of doom and gloom, thrive on. But we will be in trouble if we start believing them, because pessimists cannot rise to a challenge, cannot create and innovate—in short because they don't have the stuff it takes to keep our nation great.

Let's look at the facts—and let's start with the White House. On January 5th of this year, the President decided to go ahead with the Space Shuttle. And with this decision, he committed his administration and the Nation to a continuing viable space program—one that meets the needs of the United States' future.

More recently, in May the President took another great initiative in space, an agreement with the Soviet Union to join together, in space, in an experiment in the rendezvous and docking of manned spaceships of our two nations.

And as recently as three weeks ago, Cap Weinberger reaffirmed strong White House leadership at the roll-out of Skylab when, speaking of the resources applied to the space effort, he said: "... we must not waste these resources by doing too little—for that is not only a waste of the available talent in which so much has been invested; it is a gamble with our national security and a shrinking from the responsibility of advancing the cause of all mankind through the exploration of the earth, the space that surrounds it, and ourselves."

So much for the White House. I think the facts speak for themselves.

But what about the Congress? Of course there has been debate about the space program, and there should be! But on the only critical vote this past year, the Senate overwhelmingly supported the Space Shuttle with a vote of 61 to 21. And for the first time in NASA's history the Congress appropriated

every last penny that we asked for. What better proof do we need about Congressional support?

What about the news media and the public—especially the Nation's youth? Of course I can find critical news stories, and more often than not we have deserved them! But in the larger sense, editorial comments have in the main been highly favorable to the President's space program. They have supported the space program as a whole, as well as the Space Shuttle, and cooperation with the Soviet Union. Take, for example, this editorial from the *New York Times*: "The rendezvous and docking experiment in 1975 is obviously a first step. Ahead lie the creation of a joint Soviet-American Earth orbital laboratory, a joint permanent manned station on the Moon, and eventually a Soviet-American manned expedition to Mars. And with each step of shared activity in space, cooperation on Earth can be expected to become easier and more habitual."

I quoted from the *Times* because in the past it has often taken a sharply critical tone of our manned space flight activities. But I could have cited dozens of other examples: Editorial comment across the Nation ran 9 to 1 in favor of the Shuttle; 18 to 1 in support of Apollo 16; and we have yet to encounter serious editorial criticism of the Apollo-Soyuz Test Project.

Next, let's take a look at public support. I'll be the first to admit that the public is not as well informed about space as it should be, and that some segments of the public are even apathetic toward space. This again means that we have work to do, but it does not mean that we don't have public support. One indicator of support is the volume and content of mail from the general public received by NASA. During this year we have averaged more than 2200 letters per day. Remember that generally in this type of correspondence, the voices of dissent are registered first and loudest: more often than not people who agree with what you are doing don't bother to write. NASA's mail is the exception to that rule—less than 1% of mail received from the public is *against* the space program; most of our mail is either in outright support of what we are doing, or seeks additional information about space.

An even more interesting statistic comes from a National Opinion Survey conducted in the summer of 1971 among 50,000 high school achievers by the Merit Publishing Company. When asked to "list three things your Nation has done in the past 5 years that you are particularly proud of," the first answer was: Landing on the Moon!

So where are the pessimists? I believe they are in our own ranks, and their pessimism is not well founded.

Let's take a quick look at just a few examples of the challenges and opportunities of the future.

There is, of course, the *Space Shuttle*. It is now solidly under way. As President Nixon said: "It will revolutionize transportation into space, by routinizing it." It will open up space to enterprises which are now beyond our wildest imagination. And its future existence is now a fact. It is as significant a "new start" for the 1970's as Apollo was for the 1960's.

Then there are *space applications*. We recently entered a new age in this area when we launched ERTS. Can any of you in this audience yet predict what environmental and resources surveys from space will mean to our future on earth? I can't. But I can be sure of one thing: Whatever prediction I would make today would be exceeded many times over.

Perhaps most exciting are the discoveries to be made in *space science*. A recent report of the National Academy of Sciences (The "Greenstein Report") concluded that: "Our civilization is within reach of one of the greatest steps in its evolution: knowledge of the existence, nature, and activities of in-

dependent civilizations in space." What could be more exciting than that?

Finally, there is a very special challenge—a fully worthy one—for all of us in this business: to advance the *productivity* of all of our efforts in space, so that we can achieve greater results for each dollar spent. We now have enough experience to do just that!

This is why I am convinced that pessimism is a syndrome—a syndrome, by the way, which has no place in a challenging space program.

One reason for this syndrome is that so many people in Washington, especially those who have been here for some time—perhaps too long—tend to equate "program" with "budget," or to equate "accomplishment" with "dollars available."

A program is not a budget, and a budget is not a program. Budgets will have their ups and downs, and must meet many demands in addition to ours. Budgetary decisions are always difficult to make, and sometimes must be made in a way which in the short term hurts specific programs.

I much prefer to think in terms of the space program, our accomplishments and our challenges. The challenges are there, and whether or not we can meet them is relatively independent of whether NASA's budget is \$3.4 billion, or \$3.6 billion—both figures represent a great deal of money! But whether or not we meet these challenges does depend strongly on the results we continue to achieve; it depends on our ability to create and to innovate, on our skill and our dedication. There is no place for pessimists in this business!

Let me now spend a few moments on my favorite subject: what to do about the high cost of doing business in space. Our future depends on how well we do in this area. Recently I participated in an NSIA symposium on "Cost—A Principal System Design Parameter." In my talk there I said: "If we don't do something about the high cost of doing business in space, and do it soon, our Nation's space program is in deep trouble." Now that is a real problem, not an imagined one as I have been talking about up to now.

I pointed out that in the space program of the 1970's launch costs are no longer overwhelmingly important, and that the cost of payloads is of first importance. (Spacecraft costs are often 10 times the launch vehicles costs.) I also stated that we can do something about the cost of payloads, while at the same time increasing their reliability, because we no longer have the severe weight and volume constraints we faced in the early days of the space program.

I have spent considerable time in recent weeks learning what others have done to improve costs. I have visited aerospace companies that have placed major emphasis on low-cost design, but I have concentrated on non-aerospace firms. For example, I visited the company which makes television sets for Sears and learned how they have increased their productivity to beat their Japanese competition. I also learned how a major automobile company set out to develop and produce an American-built small car to undersell the Volkswagen and was able to do so. And I saw how a major appliance firm goes about reducing the cost of almost any of its production items by 25 to 30 percent. Later on in this talk, I will sum up what I have concluded from all of these visits.

First, I'd like to tell you about another activity which NASA has—a Convair 990 airplane used in airborne science and applications. I recently flew on a remote sensing mission in that airplane, an ocean color expedition carried out over the Atlantic. On board were 12 investigators, using highly sophisticated, complex, modern instruments, and working as a highly integrated skilled team in carrying out a well organized mission. Together, they were responsible for 14

individual experiments. The conduct of the mission itself was most impressive, but the relative ease and simplicity in preparing for the mission was even more so. Let me first remind you that to do a mission like this in space would require three years lead time, large teams of people all over the country, countless reviews and meetings, endless stacks of paperwork, the most rigorous of tests, and enormous sums of money. By contrast, this airborne mission was conceived in February, just five months before the flight. We designated a project manager and a chief scientist. The chief scientist gathered a team of experts from government laboratories, from industry, and from universities. (All were funded by NASA.) Each individual investigator received a standard rack (approximately 4 ft. x 4 ft. x 2 ft.) which later would be fitted into the aircraft. With the rack he received a simple set of instructions concerning power input and output, data input and output, and weight limits. If he could fit his experiments within the volume of the rack, without exceeding the specified weights at the points of attachment, he would not have to perform a stress analysis, nor provide any other form of documentation. In March, April and May, the investigators, in their own laboratories, assembled their instruments, mounted them in their racks, and checked them out.

They arrived at our Ames Laboratory, with their completed instrument racks, two weeks before the initial flight, in mid-June. The equipment was installed in the airplane, inspected by aircraft inspectors for good workmanship and proper attachment at hard points, and then turned on to make sure there was no electrical or electronic interference. These activities took ten days. An additional day was spent on a local checkout flight. Then the aircraft took off, with all of the investigators and the ground crew, on a data mission across the U.S. The next day we flew the mission in which I participated. On the following day, the aircraft headed across the Atlantic to the west coast of Africa, to rendezvous with a number of Soviet surface vessels, in a pre-planned joint experiment on ocean color. I make this last point to demonstrate that this was not just a NASA research flight, it was a flight with pre-planned international commitments.

This kind of experience, as much as anything else, can teach us the way to drastically cut the costs of doing business in space.

Let me give you just one cost comparison—the cost of developing a spectrometer for the CV-990, and the cost of a similar instrument, developed by the same investigator, for Apollo 17. For the CV-990, this instrument cost \$100,000; for Apollo 17—\$3,500,000. The paper work alone (at the investigator's laboratory) for the Apollo instrument was \$500,000, or five times the total cost of the CV-990 instrument. As the former Apollo Spacecraft Program Manager, I'll be the last to tell you that Apollo should have done things differently. Apollo represents very unique opportunities, and all things must work. I am merely trying to show that there are enormous cost savings to be gleaned for other space missions, not as tightly constrained as Apollo.

In my NSIA speech, I gave and explained 11 specific observations which I believe will help lead to reliable low-cost systems. In the interest of time, I will merely list these today.

For the design phase of a program, they are:

1. Don't re-invent the wheel.
2. Standardize.
3. Design for low cost.
4. Design to minimize testing and paper work.
5. Recognize that different systems can accept differing degrees of risk.

6. Know your costs.
7. Trade features for cost.
8. Pay particular attention to the few very high cost items.

and for the implementation phase:

1. Know your costs before you start.
2. Set firm cost targets.
3. Meet the established cost targets.

In short, we must find ways to *design* for lower costs, we must *know* our costs, and we must *meet* these costs. This is a challenge for all of us to take on.

Let me return now to my opening contradiction: There is a challenging future for the U.S. in space, but at the same time we see a great deal of pessimism around us.

What can we do about it? I am going to be very blunt. I am going to tell the pessimists in our midst to quit weeping and to get to work. If they can do that, fine. If not, they might as well get out. We don't need them. In fact, we'd be better off without them, because I doubt whether they can produce useful results of the kind this Nation needs to produce in space.

As for the rest of us, let's get to work. There is lots to be done!

TELEVISION STATIONS DESERVE FAIR RELICENSING

HON. JAMES M. COLLINS

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 28, 1972

Mr. COLLINS of Texas. Mr. Speaker, one of the most important issues in Washington is to find a better way to renew the licenses of our radio and television stations. These stations are subject to political harassment at the time of their license renewal. Because broadcasting operates as a profitable business, many financially hungry groups intercede in the renewal applications. One classic case involved WCVB-TV in Boston. For 15 years, this had been pushed around in the courts and in appeals. Refusal to renew the license was never formally established on sound reasoning. The Herald Traveler, a Boston newspaper, was the owner and this seemed to have confused the issue. Now the television station has been transferred to new owners—Boston Herald Traveler was losing money and has now been closed and shut down as a newspaper.

The question comes up about what improvement has this brought to Boston. I was interested in reading in the current issue of Life magazine's September 29 issue the Life Television Review, signed by Cyclops. This editorial forcefully points out that nothing has been accomplished. You will be interested in reading this pertinent and factual editorial in Life.

MAKING BAD IN BOSTON

Ask your average Bostonian—a candlepin bowler, a radical feminist, a systems engineer at MIT—what he or she thinks of WCVB-TV and you are likely to get a look of blank uneasiness. Nobody knows what you're talking about. And yet some six months ago WCVB-TV, run by a group of local intellectuals and businessmen calling itself Boston Broadcasters Inc., seized con-

trol of Channel 5 from the Boston *Herald-Traveler* and proclaimed the dawn of a new TV day full of promises of public service.

The case of Channel 5 dragged through FCC hearings and appeals courts for 15 years. As WHDH-TV, the station made a lot of money for the *Herald-Traveler* Corporation—an estimated \$7 million before taxes in 1970—and lots of people wanted that money. When the FCC finally decided in January 1969 to take Channel 5's license away from the *Herald-Traveler* and give it to BBI, it did so on the announced basis of "media diversity." Because the *Herald-Traveler*, one of Boston's four daily newspapers, was deemed a "primary source" of information in the community, it should not be permitted to own another "primary source," one of Boston's six TV channels. (There seems also to have been some suspicious socializing between an FCC commissioner and a *Herald-Traveler* executive when the license was first awarded to the newspaper. But no one wants to talk about it now.)

Broadcasters were greatly upset. Here was the FCC taking away a TV license even though nobody had demonstrated that the licensee's programming was bad, or worse than usual, anyway. What will happen to our capital investment? On the other hand, a number of concerned citizens were encouraged to think that a group of broadcasters which included people like Oscar Handlin, Gerald Holton and Dr. John Knowles would work some miraculous transformations on the daily gruel. Indeed, the group had promised to do so.

It may be unfair to judge WCVB-TV on the basis of just six months, before the fall season's programming is apparent. But the average Bostonian would certainly be justified in forgetting there was supposed to be a significant difference. The principal differences are these: (1) Whereas WHDH-TV was affiliated with the CBS network, WCVB-TV is affiliated with the ABC network; (2) Red Sox games used to be on WHDH-TV, and now they are on WBZ-TV, Channel 4 (although whether Red Sox games constitute a public service is in theological dispute); and (3) the Boston *Herald-Traveler*, which depended on its TV revenues to publish the newspaper, no longer exists. Its assets have been sold to a unit of the Hearst chain, the *Record-American*.

Children's programming on a Saturday morning? *Jonny Quest*, *Leave It to Beaver*, *Pixanne*, *Road Runner*, *Funky Phantom*, *Jackson Five*, *Bewitched*, *Lidsville* and *Curiosity Shop*. Daytime programming during the week? *Password*, *Bewitched*, *Split Second*, *All My Children*, *Let's Make a Deal*, *Newlywed Game*, *Dating Game*, *General Hospital*, *One Life to Live*, *Big Valley*, *Perry Mason* and a reasonably good interview program called *From A to Zenker*. At night, the usual ABCs; for local news, mostly the same people as before; for the future, promises of prime-time half hours dealing with minority groups, irregularly scheduled "special" looks at "selected issues," and editorials.

The *Herald-Traveler* was not an especially good newspaper, but it seems a shame to have exchanged it for a not very good (as yet) TV station, especially since Bostonians already had such a station under different ownership anyway. If BBI and WCVB really want to improve their programming, they should pick up some hints from WGBH, one of the most exciting public-TV stations in the U.S. Right now, alas, it's mostly business as usual on Channel 5. I'll bet those Harvard professors don't spend much time looking at it.

TERROR IN THE WHITE SOUTH AFRICAN SUBURBS

HON. DONALD M. FRASER

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 28, 1972

Mr. FRASER. Mr. Speaker, following these remarks is an editorial from the September 11 edition of the *Cape Times* of South Africa. I am also including a list of 21 violent attacks made within a 1-month period against South African academics and clergymen. There have been no arrests.

Most, if not all, of the victims of these attacks are outspoken opponents of the Government of South Africa and its policies. The crimes are unsolved and are obviously aimed at terrorizing opponents of the existing system. An Afrikaner sociologist recently drew the obvious parallel between these events and the early days of Nazi Germany. The parallel is frightening and, in the words of the *Cape Times*, "not all that far-fetched."

Our Government continues to denounce apartheid while taking no effective steps to foster constructive change in South Africa. These latest events once again indicate the futility of temporizing with racism.

The articles are as follows:

[From the *Cape Times*, Sept. 11, 1972]

TERROR IN THE SUBURBS

It seems probable that the fire at St. Thomas's Church hall, Rondebosch, at the week-end was an act of terrorist incendiary. It would be a relief to learn that this is not so. But all the indications are that it was the work of political thugs who have been responsible for a whole series of similar incidents. Prominent people have been subjected to intimidation and physical attack on themselves and their property—by petrol bomb, telephone threat, gunfire, tire-slashing, windscreen-smashing and the like. Yet the authorities seem powerless to bring the culprits to book or to protect the persons or property of law-abiding citizens.

The victims and churchmen, students, university lecturers and others who are known as outspoken opponents of the Nationalist Government and its policies. They are being subjected to a reign of terror. In these circumstances, it is not surprising that some people are beginning to question both the efficiency of the forces of law and order and the good faith of their political masters.

For all these reasons, it is essential that the Prime Minister himself should lose no time in condemning such acts of terrorism in unequivocal terms. As we argued in these columns recently in discussing the Munich outrage, there is no room for the kind of moral selectivity that condones one brand of terrorist activity while inveighing against another. Mr. Vorster made much the same point himself in his comments on the massacre at Munich.

It is now a matter of great urgency. The Peninsula's suburban terrorists are becoming bolder. Each successive act of thuggery is more dangerous and menacing to the public peace than the last. It is intolerable that these fanatics should be running loose in Cape Town, causing thousands of rands worth of damage to property and endanger-

ing the lives of innocent people. The onus to do something about it rests on individual citizens as much as it does on the authorities.

In their efforts to arrest the offenders, the police must be assured of the maximum cooperation of citizens. Their appeals for citizens to come forward with information of suspicious persons and events should evoke a ready response. Understandably, such informants might fear reprisals. But they have a public duty. Unless terrorism can be stamped out, law and order will have broken down in the Peninsula and nobody will be safe from the effects of terrorist vandalism and incendiaryism. Sooner or later, someone will be killed.

It is this kind of thing that lends credibility to pessimistic judgments of the South African situation such as that expressed a few days ago by Prof. Jan Loubser. This Afrikaner sociologist said that comparisons between present-day South Africa and the early days of Nazi Germany were not all that far-fetched. Explaining his decision to leave this country for good, Professor Loubser spoke of the rapid deterioration of a situation which only a year ago looked ripe for constructive change.

It is essential, thus, that the Prime Minister should speak out. Mr. Vorster must warn those responsible that terrorism is punishable by heavy penalties. If he fails to do this—quickly—South Africans and people abroad will have little choice but to conclude that Professor Loubser is right. As things stand now, no South African can feel free to express anti-Nationalist views in strong terms without risking a petrol bomb in the night.

[From the *Cape Times*, Sept. 11, 1972]

TWENTY-ONE INCIDENTS: NO ARRESTS

No arrests have yet been made by the Cape Town police after investigations into recent violent and intimidatory attacks on certain academics and members of the clergy. Following is a list of unsolved incidents since last year.

August 4, 1971: The parked car of Dr. Michael Whisson, senior lecturer in social anthropology at UCT, was damaged and the rear window smashed by a brick outside his Mowbray home. No arrests.

August 4, 1971: The windscreen of the car belonging to Dr. Francis Willson, senior lecturer in economics at UCT, was smashed outside his Constantia home. No arrests.

August 10, 1971: The front tyres of cars belonging to Dr. Whisson and his wife were punctured. The cars were parked outside their home in Mowbray. No arrests.

August 26, 1971: A rock tied in a handkerchief was thrown through the windscreen of a parked car belonging to Mr. Barry Streek, vice-president of Nusas, in Claremont. No arrests.

August 27, 1971: Communist slogans were painted on the Christian Institute buildings in Mowbray. No arrests.

August 28-29, 1971: Anonymous telephone calls were received late at night by several members of the Christian Institute. No arrests.

October 15, 1971: The tyres of the car belonging to the Rev. Theo Kotze, regional director of the Christian Institute, were slashed and deflated for the third time in six weeks. On this occasion his car and that of a friend were both damaged outside Mr. Kotze's home in Simonstown. No arrests.

June 6, 1972: An attempt was made to set fire to the Ecumenical Centre, Mowbray, where the Christian Institute has its offices. No arrests.

June 7, 1972: An anonymous death threat

was received over the telephone by Mr. Kotze. No arrests.

June 8, 1972: A petrol bomb was thrown into the grounds of Mr. Kotze's home in Claremont. No arrests.

July 10, 1972: A second petrol bomb was thrown at Mr. Kotze's house in Claremont. No arrests.

June 22, 1972: A petrol bomb was thrown at the former home of Mr. Geoff Budlender, president of the Students' Representative Council at UCT, in Queen Victoria Street, Claremont. No arrests.

July 16, 1972: Libellous pamphlets were issued falsely under the name of the World Council of Churches "with the help of the Rev. Theo Kotze and SPROCAS" (Study Project of Christianity in an Apartheid Society). No arrests.

August 19, 1972: Similar libellous pamphlets were issued falsely under the name of the Anglican Archbishop of Cape Town. No arrests.

August 30, 1972: Libellous pamphlets were issued again falsely under the name of the Most Rev. R. Selby Taylor and the Anglican Church. No arrests.

August 21, 1972: A petrol bomb was thrown at an outside wall of the Rondebosch Town Hall and sneezing powder was strewn inside while a public civil rights meeting was being held. The meeting was organized by the UCT SRC. No arrests.

August 21, 1972: The Mowbray home of Mr. Budlender and four other UCT students were destroyed by a petrol bomb. No arrests.

August 23, 1972: Shots were fired at the Claremont home of Mr. Kotze and a bullet shattered a bedroom window. No arrests.

August 26, 1972: Communist slogans and swastikas were sprayed in red paint on the walls of the Methodist Church, Buitenkant Street. Other slogans were painted on the Caledon Square Police Station and the Cape Town Magistrate's Court. No arrests.

August 27, 1972: An attempt to set fire to the Ecumenical Centre, Mowbray, where the Christian Institute is based, was discovered. No arrests.

September 9, 1972: A fire damaged the interior of St. Thomas's Church Parish Hall in Rondebosch. Police are investigating.

RESTRICTING TRAVEL TO NORTH VIETNAM

HON. JOHN M. ASHBROOK

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 28, 1972

Mr. ASHBROOK. Mr. Speaker, although the radio broadcasts of Jane Fonda from North Vietnam are making headlines at the present time, it is generally not known that a total of 82 broadcasts by U.S. citizens, most of which were beamed at our servicemen in South Vietnam, have been aired over Radio Hanoi since 1965.

Thus, while Americans were dying in South Vietnam, other Americans, such as Stokeley Carmichael, Tom Hayden, Rennie Davis, and Eldridge Cleaver were aiding the enemy in the North.

Although some of the 82 broadcasts were taped outside of North Vietnam, many of them were made by U.S. nationals who traveled to Hanoi and were

identified with radical and extremist groups and causes.

The use of American citizens to propagandize other American citizens in South Vietnam is but one of the benefits enjoyed by North Vietnam in allowing entry of U.S. nationals into North Vietnam. So successful has this travel program become that one former high ranking U.S. official, Ramsay Clark, has now lent his name and presence to the Communist propaganda effort.

For this and other reasons a majority of the members of the House Internal Security Committee proposed travel legislation in which the President may restrict travel by citizens and nationals of the United States to, in, or through any country or area whose military forces are engaged in armed conflict with the military forces of the United States.

The bill also provides that the President may authorize travel to a restricted country or area when he deems such travel to be in the national interest. Unauthorized travel to a restricted area would constitute a felony and could result in a 10-year prison sentence, a fine of \$10,000 or both.

This proposal, H.R. 16742, which was later cosponsored by 30 additional Members of the House, has been reported out of the House Internal Security Committee and is now awaiting consideration by the full House. Although little time remains before Congress adjourns, it is hoped that expeditious handling will be given this measure by both the House and Senate.

U.S.S. "LIBERTY" RETRIBUTION

HON. JOHN R. RARICK

OF LOUISIANA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 28, 1972

Mr. RARICK. Mr. Speaker, I continue to receive numerous inquiries as to the disposition of death, personal injury, and property damage claims as a result of the Israeli attack on the U.S.S. *Liberty*.

I ask that the official statements by the Department of the Navy, covering the financial settlements, follow in the form of two letters.

DEPARTMENT OF THE NAVY,

Washington, D.C., September 20, 1972.

HON. JOHN R. RARICK,
House of Representatives,
Washington, D.C.

DEAR Mr. RARICK: This letter is in response to the telephone inquiry of your Legislative Assistant, Mr. Nick Ashmore to my office, concerning the Israeli attack on USS *LIBERTY* (AGTR-5) on June 8, 1967. The Office of the Navy Judge Advocate General has provided me with the following information concerning this matter.

No facts are known which would allow my conclusion in this case other than that the attack was made by the Israeli forces on the erroneous assumption that USS *LIBERTY* was an enemy ship. In this connection, and notwithstanding an immediate repudiation

by the Government of Israel, the Government of Israel subsequently agreed to compensate the Government of the United States for all losses and damages sustained by United States personnel as a result of the incident. Towards such end, the Government of the United States presented the Government of Israel with 34 death claims in the total amount of \$3,323,500 and with 133 claims on behalf of the wounded in the total amount of \$797,975. The Government of Israel paid the exact amount demanded in each and every claim. In the same manner, the Government of the United States demanded \$92,437 as reimbursement for medical care expended to the crew, and demanded \$21,745 as reimbursement for personal property of crewmembers destroyed in the attack and paid for by the United States pursuant to the Military Personnel and Civilian Employees' Claims Act of 1964, as amended (31 U.S.C. 240-243). These claims were also paid in the exact amounts demanded.

Attached is a summary of the proceedings of the U.S. Navy Court of Inquiry convened June 10, 1967, to inquire into the circumstances surrounding the armed attack on USS *LIBERTY*. The summary was prepared on June 28, 1967.

Attached also is the unclassified transcript of the testimony before the Court by the Commanding Officer of USS *LIBERTY*, Commander William L. McGonagle, U.S. Navy.

It is hoped that this information will be of assistance to you. Should I be of any further assistance to you in this matter, do not hesitate to contact me.

Sincerely yours,

E. K. SNYDER,
Rear Admiral, U.S. Navy,
Chief of Legislative Affairs.

DEPARTMENT OF THE NAVY,

Washington, D.C., September 27, 1972.

HON. JOHN R. RARICK,
House of Representatives,
Washington, D.C.

DEAR Mr. RARICK: This is in response to your letter of 21 September 1972 in which you requested additional information concerning the settlement of claims resulting from the Israeli attack on USS *LIBERTY* (AGTR-5) on June 8, 1967. I have been advised by the Department of State that on May 31, 1968 the Government of Israel presented the Government of the United States a dollar check in the amount of \$3,323,500 covering the 34 death claims. This check was deposited in the U.S. Treasury and individual claimants were then paid by U.S. Treasury check. The Department of State further advises that there were 164 claims on behalf of the wounded amounting to \$3,452,275 rather than 133 claims for \$797,975 as mentioned in my previous letter. This discrepancy is evidently attributable to a research error. I have been assured by State and Navy JAG that the larger figure is the correct one. On April 28, 1969 the Government of Israel sent the Government of the United States a second dollar check in the amount of \$3,566,457 which covered the \$3,452,275 claim on behalf of the wounded, the \$92,437 reimbursement for medical care and the \$21,745 reimbursement for personal property. Again the check was deposited in the U.S. Treasury and individual claimants were paid by U.S. Treasury check.

I trust the above information will be of assistance to you. Should I be of further assistance in this matter, do not hesitate to contact me.

Sincerely,

E. K. SNYDER,
Rear Admiral, U.S. Navy,
Chief of Legislative Affairs.