

To be major general, Medical Corps

Maj. Gen. Richard Ray Taylor, ~~xxx-xx-xxxx~~
 Army of the United States (brigadier
 general, Medical Corps, U.S. Army).

IN THE NAVY

Rear Adm. Joseph P. Moor, U.S. Navy, having been designated for commands and other duties determined by the President to be within the contemplation of title 10, United States Code, section 5231, for appointment to the grade of vice admiral while so serving and for appointment as senior Navy member of the Military Staff Committee of the United Nations pursuant to title 10, United States Code, section 711.

Vice Adm. Harry L. Hart, Jr., U.S. Navy, for appointment to the grade of vice admiral, when retired, pursuant to the provisions of title 10, United States Code, section 5233.

IN THE AIR FORCE

Air Force nominations beginning Robert K. Ace, to be colonel, and ending William B.

Price, Jr., to be colonel, which nominations were received by the Senate and appeared in the CONGRESSIONAL RECORD on September 5, 1973.

Air Force nominations beginning Thomas J. Abelin, to be lieutenant colonel, and ending Wayne F. Kendall, Jr., to be first lieutenant, which nominations were received by the Senate and appeared in the CONGRESSIONAL RECORD on September 5, 1973.

The following-named officer for promotion in the Air Force Reserve, under the appropriate provisions of chapter 837, title 10, United States Code, as amended, and Public Law 92-129.

LINE OF THE AIR FORCE

Major to lieutenant colonel

Hess, Jay C., ~~xxx-xx-xxxx~~

Air force nominations beginning Howard S. Regent, to be captain, and ending Raymond C. Zindell, Jr., to be first lieutenant, which nominations were received by the Sen-

ate and appeared in the CONGRESSIONAL RECORD on September 5, 1973.

Air Force nominations beginning Charles D. Ablard, to be colonel, and ending Orlan V. W. Masters, to be colonel, which nominations were received by the Senate and appeared in the CONGRESSIONAL RECORD on September 12, 1973.

IN THE ARMY

Army nominations beginning Thomas J. Kinane, to be captain, and ending Joachim Hagopian, to be second lieutenant, which nominations were received by the Senate and appeared in the CONGRESSIONAL RECORD on September 5, 1973.

IN THE MARINE CORPS

Marine Corps nominations beginning Carl L. Burney, Jr., to be second lieutenant, and ending Walter W. Weigle, to be second lieutenant, which nominations were received by the Senate and appeared in the CONGRESSIONAL RECORD on September 5, 1973.

EXTENSIONS OF REMARKS

SENATOR WILLIAM L. SCOTT ADDRESSES VIRGINIA MOTOR VEHICLE CONFERENCE

HON. JESSE A. HELMS

OF NORTH CAROLINA

IN THE SENATE OF THE UNITED STATES

Friday, September 28, 1973

Mr. HELMS. Mr. President, on September 25, our distinguished colleague, the junior Senator from Virginia (Mr. WILLIAM L. SCOTT) delivered an excellent address in Richmond before the Virginia Motor Vehicles Conference.

I found BILL SCOTT's remarks exceedingly perceptive on a number of issues, and I commend his speech to the attention of my colleagues.

I ask unanimous consent that the text of his fine address be printed in the Extensions of Remarks.

There being no objection, the text of Senator WILLIAM L. SCOTT's speech was ordered to be printed in the Extensions of Remarks, as follows:

ADDRESS BY SENATOR WILLIAM L. SCOTT

It is good to be with you this evening as you observe "National Highway Week." The President recognizes the vital part highways play in America's overall transportation system in his "Highway Week Proclamation." I notice the paragraph commencing with the words, "We must work." Now, of course, he continues, we must work "to enhance the efficiency of all transportation" but in looking over the list of organizations comprising your membership, it is evident that you have an organization of constructive workers. When it appears today that the work ethic is being weakened by the welfare concept and by lack of initiative, I am very glad to be with a group who make constructive contributions to our society.

As you attempt, through your various businesses, professions, and trade organizations to increase the quality of your products and services or to enhance the prestige of your associations, I'm sure you are also building a better society. The free enterprise system that is the backbone of our American standard of living is constantly under attack and will continue to be from collectivist

groups and shallow thinking individuals, so I would urge that you waste no opportunity to speak up for our free enterprise system that helps make America the envy of the world.

It is an understatement to say that we have unsettled political conditions in Washington. Some seem dedicated to a policy of harassing and criticizing every constructive effort. You will recall in his speech to the Nation some weeks ago, the President remarked, "If it weren't Watergate, anything else, in order to keep the President from doing his job." We might ask, Who's leading this effort? To a large extent it is the people, the organizations, and liberal media whose views were decisively defeated at the polls last fall. The American people overwhelmingly chose President Nixon and Vice President Agnew to lead the Nation but their ability to lead is threatened by repetition of innuendo, hearsay, and half truths. No charges have yet been placed against the Vice President, but, this group has judged, tried and convicted him and even if he is completely innocent, his political future has been severely damaged. It was quite natural, therefore, for Mr. Agnew to ask the House of Representatives today to undertake a full inquiry into the charges apparently made against him in the course of an investigation by the United States Attorney for the District of Maryland. The Vice President states he made this request for the dual purpose of preserving the Constitutional stature of his office and to accomplish his personal vindication. Now, of course, it would be improper for me to comment at this time on the guilt or innocence of the Vice President because if the House of Representatives should find the basis for impeachment, I together with the other ninety-nine Senators would hear the case presented by the House to determine whether he should be removed from office. By the same token, the fact that the Attorney General is permitting the case to go to the grand jury in Maryland is no indication that he believes Mr. Agnew is guilty of any wrongdoing. Attorney General Richardson is both the chief law officer for the federal government and a Republican member of the President's Cabinet. He may prefer to have the issue of probable cause determined by the grand jury in order to remove all doubt of a political decision being made. While I have not had time for mature reflection on the procedures being followed, the action of both Vice President Agnew and Attorney

General Richardson appear to be reasonable. A person holding high office, however, should not have less opportunity to achieve an impartial trial than the average citizen can achieve by a simple change of venue. We pride ourselves in having a government under which no man is above the law and no man is below the law and every man is entitled to his day in court and a fair and impartial trial by a jury of his peers.

We have many serious matters confronting the country, the Military Procurement Bill, now before the Senate; the energy crisis; inflation and other economic problems; our relationship with foreign countries; these require thoughtful and searching consideration by our Executive and Legislative Branches. Only a masochist would want to continue the present widespread self-criticism within our Nation to the detriment of its institutions, its standards of living and general well-being. You are the type of people, working as you do in a constructive way, to better our society, who should also speak out regarding the good in America and call for a return of trials in our courts, of a presumption of innocence, of the right to confront one's accusers and the end to attacks on the rights of individuals who happen to hold high office. This could expand, and possibly already has, until all public officials are suspect and subject to the strange new notion of public punishment at the whim of irresponsible individuals and groups. No one can properly conduct the affairs of government under such circumstances.

As you know, the Senate recently confirmed the President's nominee, Russell E. Train, to be Administrator of the Environmental Protection Agency. He appears to be a well educated, cultured, and devoted public servant. While I expressed some reservations during the hearings before our Public Works Committee and also on the floor of the Senate regarding the possibility of Mr. Train putting undue emphasis on cleaning up the environment to the detriment of our standard of living, Mr. Train assured the Committee that proper consideration would always be given to the affect of any regulation by his agency upon the economy and upon our standard of living. Yet, The Clean Air Act of 1970 may have gone too far and many members of Congress are taking another look at it. My staff is getting together a series of amendments to extend the time for maximum reduction of carbon monoxide and hydrocarbons for automobile emissions from

1976 to 1978 or 1980. The present date may put an undue restriction upon the automobile manufacturers, the car owner and ultimately, the trucker.

We are also including amendments to extend transportation control dates for states and air quality regions so that there can be greater flexibility in meeting cleaner air standards.

A Supreme Court decision some months ago in the *Sierra Club vs. Ruckelshaus*, affirming a lower court ruling by a 4-4 decision, cast considerable doubt on our ability to build new plants in rural areas by banning construction that might "significantly deteriorate air standards." Everyone wants a clean environment to live in, yet we need to have continued industrial growth to maintain our standard of living and to survive as a great industrial nation. The amendments our office are preparing will attempt to clarify and change the language of the Act so that there can be continued growth throughout the country with reasonable limitations upon pollution. To me the rule of reason should permeate all that we do in the field of public administration and we cannot let those with extreme points of view prevail in our society.

A colleague from West Virginia, Senator Robert C. Byrd, paraphrased these thoughts in a recent speech in this way: "All of us would like to see Minnehaha living once again in the wigwam of Nokomis, by the shining big-sea-water. But that wigwam is now a power plant, and Minnehaha—who used to live in the wigwam—is making two hundred dollars a week working in the office of the President of the power plant, while Hiawatha is working his tail off in the plant to keep up the payments on a split-level, a station wagon, and a boat. Like it or not, ours is an industrial society, and unless we are prepared to sacrifice our entire lifestyle, we will remain an industrial society." Someone else put it this way, "Maybe the environmental crusaders should be the ones to tell the unemployed factory worker, 'Well, you may not have a job, but by golly you've got cleaner air to breathe and cleaner water to dangle your shoeless feet in.'"

Some question has been raised within the last few days regarding my position on establishing wilderness areas in Virginia and I would like to take this opportunity to comment. The Interior Committee of the Senate is considering an Omnibus Wilderness Bill for the Eastern United States. It would convert something over 200,000 acres of land east of the Mississippi to the wilderness concept. Now this means that the land so designated would return to its natural state. No access roads would be permitted, no cabins or camps could be constructed, no timber could be cut, it would be preserved entirely in its natural state. The public could utilize it only by visiting on foot and physically carrying their supplies. Of course we need land for recreation but I support the concept of permitting the maximum use and enjoyment of our public land. I also support the concept of selective cutting within our national forests. We need timber for many purposes and selective cutting is better husbandry than nature's survival of the fittest concept in the woods. Many trees die and much valuable timber rots without some form of management. At a time when people are beginning to recognize that our natural resources are not limitless, we need to take a stand in favor of the wise use of these resources.

Let me hasten to add that my colleague from Virginia, Senator Harry F. Byrd, Jr., would, through separate legislation, establish a wilderness area on public land in the Shenandoah mountains. The area was a favorite hiking spot for his father, Senator Harry F. Byrd, Sr., and I believe this would

be a fitting memorial to a man who served his State and Nation for so many years. Therefore, I support this measure, which has passed the Senate, but do not want the general wilderness concept, forbidding as it does all forms of motorized equipment, all forms of construction, and all timber operations. Such action would result in the use of this public land by only a tiny segment of our people, and ignore the need for recreational areas by the great mass of the people of Virginia.

Of course, I know this is a Motor Vehicle Conference and would like to devote the major portion of my remaining remarks to highway matters. Being privileged to serve on the Senate Public Works Committee, has permitted me to hear a number of arguments made in favor of diverting highway trust funds to mass transit, including rapid rail transit. Yet, I feel that the interstate system of highways is a major achievement of this century and that there should be no diversion of trust funds until the interstate system is completed. The 115 million passenger cars, buses and trucks in the country are our principal means of transportation; we could not function without them. Putting gasoline taxes and highway related revenue into trust funds for highway purposes was the only way Congress could be sure money would be available when needed. Many lives have been saved by construction of safer roads and I am most interested in the completion of this interstate system of highways at the earliest possible date. While we need a balanced transportation system, especially in our metropolitan areas, the highway users are the ones contributing to this fund and it does not seem reasonable to divert highway taxes to pay the cost of other forms of transportation.

Of course you know that there was a difference of opinion within our Committee and between the two Houses of Congress on the 1973 Federal-Aid Highway Act and consideration of opposing views resulted in numerous conferences between representatives of the House and Senate. The final agreement was a compromise under which no highway funds shall be diverted this fiscal year. Next year funds will be allowed for buses and in fiscal year 1976, the trust fund will be opened for construction of rapid rail systems. All of us should realize, as I believe we do, that we need mass transit in our urban areas and that every American cannot travel in his individual automobile into our major cities and find a place to park without considerable congestion, pollution and personal inconvenience. My position has been, however, that the cost of mass transit should be borne either by the users of that form of transportation, paid from local or state tax revenues, or if federally financed in whole or in part, from general revenue rather than from the trust fund set aside for highway purposes. This view has not prevailed in its entirety but we have what I believe to be a good three year Highway Act. When the bill was under consideration, I talked from time to time with our Virginia Highway Commissioner Doug Fugate and I am grateful to him for his counsel. I also talked with a number of other people here today and to representatives of various associations. I hope you will continue to share your thoughts and concerns with me.

The new highway bill has great importance to Virginians. It will provide more than \$540 million in Federal funds over a three year period for highway construction in our State. More than \$350 million of that money on a 90-10 ratio is allocated for further work toward the completion of our interstate highway system. I am personally pleased that the law includes an amendment I offered setting a schedule for the completion of preliminary studies relating to Interstate 66 from the

Capital Beltway into the City of Washington. This vital highway link into our National Capital has been delayed for seventeen years and the law now states that the draft environmental impact study shall be completed by October 1 of this year and final review of the project, after appropriate hearings, shall be made by the Secretary of Transportation by December 31. It is hoped that this will permit the letting of contracts in the spring and that visitors to Washington for the Bicentennial will be able to travel over a modern interstate highway link in 1976.

Press reports may have overlooked new or modified provisions of the Act that affirm the Federal commitment to better highways, yet recognize the primary role of the states in the national highway program. For example, states, with Department of Transportation approval, may assume the day to day administrative responsibility for all highway projects, except the interstate program. The Federal Highway Administration would only make a final inspection of each project. This procedure could greatly reduce red tape and accelerate the construction of needed highways. The states are given greater latitude in transferring funds from one Federal aid system to another thus permitting each state to direct its money where it is most needed. The Act permits the state to shift up to 40%, rather than the old limit of 20%, between the primary and secondary road systems and between the two urban systems.

The 1973 Act also creates a new program, the priority primary system, which requires each state to identify those major roads most in need of improvement and authorizes funds to begin to upgrade these important transportation links. The program could be construed as evidence of the continuing emphasis on highways as the major means of transportation in the country and the importance of state responsibility in developing and maintaining our highway system. During this three year period, Virginia will receive \$12½ million toward this priority primary work. Another area of real improvement is the greatly expanded highway safety program at a cost of \$2 billion over the three year period. Virginia has been a leader in achieving highway safety. Its fatality rate per 100 million vehicle miles has declined from 4.8 in 1969 to 3.8 in 1972, which is significantly better than the national average.

Let me close by thanking you for inviting me to be with you tonight. It's a pleasure to represent Virginia in the Senate. I attempt to act responsibly and believe this is true of the entire Virginia delegation without regard to their political affiliation. Most of you are not directly involved in the affairs of government, yet you have a considerable stake in how it is conducted. For the most part, you are successful business and professional men with knowledge and experience which can be of considerable assistance to your public officials. We receive mail from all sorts of organized groups and those most active are generally of the more liberal variety reflecting a philosophy foreign to the views represented here and while your elected representatives attempt to use their best judgment in considering issues coming before the Congress, they may come to believe that the activist groups represent the feeling of the people of Virginia.

A few minutes ago I spoke of character assassination of those in public office. This extends also to the business and professional community. For example, highway builders may be accused of attempting to pave the entire country with asphalt and concrete; the manufacturer with having no concern about pollution of the air or water; the timberman with wanting to destroy our

forests. All of you have an important stake in the future of our country and I would urge that you be as involved in the affairs of your government at all levels as your circumstances will permit. We cannot permit the ultra-liberal element to so deluge the media and government officials with their point of view that the more moderate or conservative opinions are subverted. We have a heritage in Virginia worthy of preservation upon which we can build a better society. Responsible citizens are needed to accomplish this and few groups have greater talent to achieve this end than the one gathered in this room tonight.

FORESTRY INCENTIVE PROGRAM IN SOUTH AFRICA

HON. JOHN R. RARICK

OF LOUISIANA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 27, 1973

Mr. RARICK. Mr. Speaker, the United States is not the only country in the world that recognizes the value of a forestry incentives program to encourage timber production.

The July 1973 issue of the South African Panorama contains an interesting article detailing the efforts of the Republic of South Africa to encourage timber production. This article is especially relevant in its emphasis on the financial return that a country can expect from an investment in timber growth.

As our colleagues know, the administration has proposed a reduction in U.S. Forest Service personnel of almost 1,600 individuals. This country is presently experiencing a timber shortage, and such a move could seriously worsen an already critical environmental situation as well as signal a reduction in funds provided the States from their share of the money gained from timber harvest on national forest lands. In fact, for every dollar spent in our timber programs, \$4 is returned to the U.S. Treasury. Twenty-five percent of this amount goes to the States in which national forests are located.

The administration proposal to slash Forest Service personnel simply does not make sense. This is one of few Federal programs that actually make money for the taxpayer. It should and must be protected.

Mr. Speaker, the experience of South Africa is but one example of a country taking the necessary steps to protect its environment and insure adequate timber supply for future generations. It is an experience that the United States would do well to heed.

I include the previously cited article from the South African Panorama in the RECORD at this point:

[From the South African Panorama, July 1973]

OUR GREEN HERITAGE

South Africa is blessed with a wealth of natural resources. Nevertheless, the Republic is a poor country—poor because of a lack of trees, bushes and vegetation. Despite the fact that 1.1 million hectares are already under plantations which enable the sawmill industry to supply some 90 per cent of the local demand, the land faces a serious timber shortage towards the end of the century—

unless existing afforested areas can be considerably increased. In the case of softwoods, the output will have to be trebled while the extent of the hardwood plantations will have to be increased by 60 per cent.

To make South Africa greener and its people more vegetation-conscious, a nation-wide promotion campaign, "Our Green Heritage" was launched early this year. For this purpose, thousands of trees were presented to schools for Whites, Bantu, Coloureds and Indians throughout the country and South West Africa by the Department of Forestry. Apart from ten decorative trees, each school could order other utility trees as well, to be planted at special occasions. Further, the relationship between the country and its timber resources was reviewed at a series of eight launching functions. These commenced with the opening of a forest reserve in the Franschhoek valley of the Cape by the State President, Mr. J. J. Fouché.

It was realized as far back as the beginning of this century that indigenous forests, which covered only 0.5 per cent of the country's surface, would never make a significant contribution to normal timber demands. Forestry experts therefore had to go into a new field: the establishment and administration of artificial forests of exotic tree species. Since the First World War, the State has taken positive steps towards augmenting the lack of natural timber resources. Intensive afforestation with pine types (for building, packaging of agricultural products and for chemical processing) followed, kept up for many years. The private sector also made a considerable contribution, especially after the Second World War, and today South Africa is to a large extent self-supporting as far as pine is concerned.

The determined promotion of pine types for timber and pulp requirements, as well as Eucalyptus plantations which are grown in short cycles of six to 15 years for the production of mine props and telephone poles, meant that the requirements of the furniture, construction and carpentry industry were largely overlooked. Some 10 years ago, a start was made to offset the backlog by the systematic establishment of plantations to produce softwood. The softwood position, however, is still far from favourable. At present South Africa can only supply 10 per cent of its needs and softwood to the value of R25 million has to be imported annually.

The development of forestry in this country, which got into stride particularly as a result of the needs which arose during the Second World War and during the following 20 years, brought about the existence of the sawmill industry. The sawmill industry is the origin of all timber products with the exception of round poles and products which may be classified as chemically processed products of wood. Today, South Africa has more than 230 sawmills in production which process approximately 3.23 million cubic metres of log annually. These products are dried according to acknowledged standards, graded in accordance with compulsory specifications as laid down by the S.A. Bureau of Standards, and marketed by the timber trade and other industrialists for secondary processing. It reaches the consumer in a wealth of different kinds such as sawn and moulded timber, furniture, boxes and crates.

The most important species processed by the sawmill industry are pine (better known as S.A. Pine) and bluegum types, especially "Eucalyptus grandis". The mechanical characteristics of graded S.A. Pine (density, modulus of rupture and modulus of elasticity) compare favourably with those of imported harder pine types, while sawn eucalyptus timber is useful in the manufacture of furniture. Bluegum is also being used more and more for flooring and panelling.

The effective functioning of the sawmill

industry can be attributed mainly to the setting up of the S.A. Lumber Millers' Association in 1941. This association acts as the channel by means of which its members (sawmills) can get technical advice and information. It also publishes a number of information brochures and pamphlets which are obtainable from the Timber Information Centre in Johannesburg. At the same time, the association acts as the mouthpiece of the private sawmill industry and unites the widespread timber industry in close unit.

Wattle, planted on a commercial scale in Natal before the end of the last century, and later in the eastern Transvaal, plays an important role in the economic structure of the local forestry industry in augmenting the Republic's growing pine and bluegum assets. The wattle industry, representing a total capital investment of approximately R50 million, produces about one million metric tons of wood to the value of R6 million annually. Earlier this year, South Africa signed an export contract of R40 million, spread over 10 years, with Japan to deliver wattle chips at a rate of 250,000 metric tons per year. Apart from the wood, bark and extract are also being produced and shipped to tanneries around the world, earning more than R12 million annually in foreign exchange.

Amongst the many uses of wood, its role in the manufacture of paper and rayon thread can be regarded as the most sophisticated. The pulp and paper manufacturing industry has gone ahead considerably in post-war years. At present the country's plantations which are being grown increasingly to produce pulp wood, form the main source of 15 pulp and board factories which supply about 80 per cent of the local requirements. As far as synthetics are concerned, the plantations also make a considerable contribution. Rayon pulp to the value of more than R25 million is delivered annually to textile factories throughout the world.

Two aspects which have a great influence on the expansion of forestry are training and research. In the case of the former, a diploma course was available in the beginning from the S.A. College, Cape Town, but when it was discontinued in 1911, students were encouraged to train overseas. Since 1931, the University of Stellenbosch has offered a four-year B.Sc. degree in forestry. The subjects include silviculture, forest management, timber technology, timber chemistry (post-graduate) while nature conservation has been a recognised study field since 1968. Apart from the academically trained professional forestry officers, technicians (foresters) are also trained (originally at the Tokai Forestry School, Cape Town, and since 1932 at the Sasveld College at George). Provision is made for the training of Bantu foresters at Fort Cox Agricultural College in the Ciskei.

The Department of Forestry began with silviculture in 1913 and with forest products research in 1919. Today there are four institutions which each work in a separately defined field. The Department's Forest Research Institute in Pretoria concentrates on studies of silviculture, catchment area management, tree propagation, timber drying, timber preservation, timber mechanics and wood structure and identification. The Wattle Research Institute (which falls under the University of Natal) has concentrated on silviculture and propagation research of the particular species since 1946. Thirdly, the forestry faculty of the University of Stellenbosch undertakes research in connection with forest hydrology and wood technology, for instance. The picture is completed by the Timber Research Institute of the CSIR which came into existence in 1960 to provide for the needs of the South African building trade. Investigations are carried out in the field of timber engineering, the processing of wood, pulp and paper, and technical and economic studies.

In the past seven decades, the infant South African forestry undertakings have changed considerably—a change which is described in detail in a profusely illustrated publication, "Our Green Heritage", which has just been published by Tafelberg Publishers, Cape Town. The industry as a whole, employing some 100,000 South Africans, represents an investment of R975 million and saves South Africa an annual R230 million in imported timber. But the cycle of forests as self-augmenting and permanent sources of prosperity is far from complete. There is a big responsibility resting on the shoulders of the present and future generations of South Africans to make our green heritage greater, richer and more beautiful.

MENNINGER CLINIC BULLETIN DISCUSSES GROUP PROCESSES IN POLICE-COMMUNITY RELATIONS

HON. WALTER E. FAUNTROY

OF THE DISTRICT OF COLUMBIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 27, 1973

Mr. FAUNTROY. Mr. Speaker, I was most gratified to learn of a much needed effort to build a bridge between the policeman and citizens of the District of Columbia, which I proudly represent. A publication in the Bulletin of the Menninger Clinic, written by Dr. Kenn Rogers of the Cleveland State University, describes and evaluates this attempt to promote a better understanding between the working police officers and the citizens living in our city. The program involved four intensive seminars conducted by the Pilot District project, whose task was to educate middle-management police officials and other participants about group processes and authority lines. This provided participants with a frame of reference in which they could experience the effects of authority upon themselves and others. In the process, they examined their own role behavior, perceptions and attitudes as they manifested themselves within the different groups. The seminars instituted anxiety and conflict situations resulting in the open awareness of problems such as race, class, age, responsibility, and authority.

The Pilot District project's attempt to create improved police-community relations can be illustrated in Dr. Rogers' words from the paper where he states that the P.D.P.'s original mission was seen as an effort to break the vicious circle where on the one hand the police were perceived as an occupation army in enemy territory, displaying attitudes of hostility and brutality toward the residents. On the other hand, in the perceptions of the police, they were trying to exert honest and concerned efforts at enforcing the law.

This attempt at improving police-community relations is a step in the right direction and should be emulated in an effort to decrease the existing hostilities in our Nation's cities. The article by Dr. Rogers which details the dynamics which took place and points to alternative models for training of police was published in September 1972 by the Menninger Foundation. I recommend its helpful reading to all of my colleagues.

BROYHILL ENCLAVE BILL OPPOSED BY DISTRICT OF COLUMBIA GOVERNMENT

HON. CHARLES C. DIGGS, JR.

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 27, 1973

Mr. DIGGS. Mr. Speaker, the District of Columbia Government has just submitted its report on H.R. 9598, the Federal Enclave proposal of the gentleman from Virginia (Mr. BROYHILL). The analysis accomplished by the city's government points out several impacts of the bill upon the typical functions of an urban area.

I might add that the 1970 census shows that about 11,700 people live within the Federal District proposed by Mr. BROYHILL, that 51 percent of the taxable land area is made up of residential properties, and that the total assessment for the taxable properties in the area is more than \$300 million.

A letter from Mayor Washington follows:

HON. CHARLES C. DIGGS, JR.,
Chairman, Committee on the District of Columbia, U.S. House of Representatives,
Washington, D.C.

DEAR MR. CHAIRMAN: The District of Columbia Government has for report H.R. 9598, a bill "To reorganize the governmental structure of the District of Columbia by its separation into two entities, the city of Washington, Federal District, and the District of Columbia; to provide a charter for local government in the new District of Columbia subject to acceptance by a majority of the registered qualified electors in the new District of Columbia; to delegate certain legislative powers to the local government; to implement certain recommendations of the Commission on the Organization of the Government of the District of Columbia; and for other purposes".

H.R. 9598 is substantially similar to H.R. 9056, a bill reported by the Government Operations Subcommittee to the Committee on the District of Columbia. The District Government reported on H.R. 9056 on July 10, 1973. This report, therefore, incorporates by reference those portions of the report on H.R. 9056 which relate to identical provisions contained in H.R. 9598, and is limited to a discussion of those parts of H.R. 9598 which do not appear in H.R. 9056.

The principal differences between H.R. 9598 and other self-government bills under consideration by the House District Committee is the creation of a dual system of government within the District of Columbia, the omission of any reference to a Federal payment to the new District government, and the transfer of all facilities and functions relating to water supply and waste management services to the government of the Federal District.

Section 301 of H.R. 9598 would create an area to be known as "Washington, Federal District", within what is now the District of Columbia. The Federal District would be governed by the form of government established by Reorganization Plan No. 3 of 1967. The remainder of the District of Columbia would be governed by the form of government to be established upon approval of the charter in title IV of the bill.

The District government previously indicated, in a report dated August 30, 1973, its support of H.R. 9682, a bill which would establish the means of governance for the District of Columbia. We are of the view that

H.R. 9682 would adequately protect the Federal interests in the District of Columbia and provide effective self-government for the city.

The District government opposes enactment of H.R. 9598 in the belief that creation of a dual form of government for the geographically limited area of Washington, D.C. will create unnecessary and costly problems without corresponding benefits. Rules and regulations, as well as policies and procedures affecting the Washington Federal District may differ in many instances from those adopted by the new District government. There would be severe and costly inter-jurisdictional problems of coordination and administration of public services, particularly with respect to law enforcement, transportation and environmental protection. In these and other areas, a likely result would be the creation of new entities to provide services in the Federal District matching those already being provided by the District of Columbia.

We have identified a number of specific areas in which enactment of H.R. 9598 would have an adverse affect upon efficient government. Comments on the specific areas of service involved are summarized in an attachment to this report. In addition, we have prepared a demographic analysis of the Federal District which is also attached. This analysis demonstrates the full impact which H.R. 9598 would have on the remaining portions of Washington, D.C. in terms of the type of Federal District which would be created and the nature of what would be left.

H.R. 9598 does not contain an authorization for the annual Federal payment to the District. However, the bill does not specifically repeal existing authority for the Federal payment, (D.C. Code, sec. 47-2501a), which provides for such a payment of \$190 million for the fiscal year ending June 30, 1973 and for each fiscal year thereafter.

If it is the intent of H.R. 9598 to eliminate the Federal payment, the bill cannot be considered a feasible home rule proposal. The creation of a separate Federal District would not change the District Government's basic responsibilities to provide services in the areas of education, health, welfare, public safety, and transportation. Continued Federal contributions at a reasonable level are necessary to the financial stability of the District. This fact has, indeed, been recognized in every other major bill to provide self-government for the District of Columbia.

Because the division of responsibility for services cannot be fully determined from the provisions of the bill, we cannot estimate either the cost of operation of the Federal District or the additional costs which would result from duplication of effort between the two areas of government.

For the foregoing and attached reasons, the District Government strongly opposes the enactment of H.R. 9598.

Sincerely yours,

WALTER E. WASHINGTON,
Mayor-Commissioner.

THE OPPRESSED MINORITY

HON. JOHN R. RARICK

OF LOUISIANA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 27, 1973

Mr. RARICK. Mr. Speaker, we hear much of the term "oppressed minority" today. A recent letter to the editor, appearing in the Washington Star-News may add to the understanding of that term. It is for that purpose that I include the letter in the RECORD in its entirety:

[From the Washington Star-News, Sept. 26, 1973]

OPPRESSED MINORITY?!

Sir: Gerald Hopkins of the Fairfax County Redevelopment and Housing Authority, in a recent letter, ridiculed Fairfax County Supervisor John Herrity's use of the term "oppressed minority" in referring to a group of his middle class constituents. Specifically the group alluded to are the residents of Country Club View, three miles south of Fairfax City. Ninety-five percent of us are opposed to C-603, a proposed rezoning to permit 50 public multiple housing units being built in the midst of a seven year old established community of single family dwellings.

As a point of order, Herrity is not being "pressed" by the minority (toward which Mr. Hopkins exhibits obvious animus) but is simply being consistent with the philosophical assumptions of representation as it has evolved in the American experience.

Hopkins' profile of our affluence (cars, income, education, etc.) is fairly accurate; however, in fairness he could have added: "and a vast majority of the CCV homeowners came from poor and/or underemployed backgrounds" (this writer began working in the coal mines at age 12).

Hopkins implied that oppression can only stem from racial and economic motives and its victims can only be "poor, black, and underemployed." Hasn't he heard that we "establishment types" also utilize religion, education, government and the family to advance our reactionary policies of control? Also, that we have historically been known to select as our targets Orientals, Jews, Catholics, Masons, bankers, merchants and even bureaucrats. For Hopkins' edification:

I am oppressed when an appointed bureaucrat has the hubris to attempt to run roughshod over the will of the majority.

I am oppressed when the liberal majority of the Fairfax County Board decides to build low-income housing in the only county district represented by a conservative.

I am oppressed when Utopian social engineers provide incomplete and inaccurate data to the decision makers, and change the data repeatedly to preclude opponents from challenging or disproving the data.

I am oppressed when so-called public hearings on vital issues are turned into a charade by the minority of the County Board—Preferential treatment for the proponents of C-603 and harassment of those opposed.

I am oppressed when hypocrites are for low-income housing in my neighborhood but against it in theirs.

I am oppressed when it is clear how the board is going finally to vote very early in the fact-finding stage.

I am oppressed when elected and appointed officials impugn my opposition as racism. This is McCarthyism at its ugliest.

I am not optimistic about Hopkins ever fully appreciating the complexities and nuances that are central to the American democratic process, nor do I expect him ever voluntarily to relinquish his "special insights." However, this he can understand: we have just begun to fight.

CHARLES GOTT,

Citizen Country Club View Addition.

LITTON SHIPYARD AND SUBSTANTIAL TURNOVER RATES

HON. LES ASPIN

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 27, 1973

Mr. ASPIN. Mr. Speaker, low efficiency ratings and substantial labor turnover

rates are continuing to plague Litton Industries' so-called "shipyard of the future" according to official Navy documents which I recently publicly released.

Litton's seemingly endless problem at the Pascagoula Shipyard will eventually be translated into cost overruns on its 30-ship DD-963 program. According to the documents which I have received from the Navy, the Litton Shipyard is today at least 18 percent less efficient than Litton's old shipyard was during 1969-70. Litton claims that its new style of construction in the Pascagoula Yard will "revolutionize" shipbuilding construction. The facts are that this new method, thus far at least, has been a failure.

The information provided to me by the Navy also indicates that from February to June of this year the labor turnover rate at the Pascagoula Shipyard averaged 8.1 percent per month. During July, turnover did dip to 5.9 percent. This high labor turnover coupled with low efficiency will eventually cause new cost overruns involving hundreds of millions of dollars.

In October, Litton will seek between \$175 million to \$221 million in additional cost growth as part of a so-called "reset proposal." The DD-963 contract allows the company to request an increase in the contract value up to \$350 million, including profit. According to the original contract, Litton's profit can range between \$107.5 million to \$178.9 million according to the results of negotiations which will occur this October.

I am publicly calling upon the Navy to hold Litton to the absolute minimum profit allowed by the contract. In view of Litton's consistently faulty management of the entire shipbuilding program at Pascagoula, their profit must be curbed. Unless the Navy starts disciplining its contractors they will continue to bilk the taxpayers for hundreds of millions of dollars in cost overruns.

Already Litton's contract for the ships is between \$586 million to \$632 million higher than the original contract. But these cost overruns may be only the tip of the iceberg. They undoubtedly do not include all of the additional costs which will probably occur because of Litton's low efficiency and high labor turnover.

HARMFUL EFFECT OF THE ENCLAVE BILL ON THE DISTRICT OF COLUMBIA

HON. DONALD M. FRASER

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 27, 1973

Mr. FRASER. Mr. Speaker, H.R. 9598, introduced by Mr. BROYHILL of Virginia, does not provide a serious solution to many of the problems inherent in the delivery of services to the population of a large urban center of nearly a million persons. In fact, Mr. BROYHILL's Federal enclave bill creates additional services problems for the areas of law enforcement, emergency situations, highways and traffic, and environmental services, to mention a few.

The following comments by the District government point out problems which would arise through enactment of H.R. 9598:

COMMENTS ON SPECIFIC AREAS OF SERVICE WHICH WOULD BE AFFECTED BY H.R. 9598

LAW ENFORCEMENT

H.R. 9598 does not address itself to the potential law enforcement problems which would arise on a daily or emergency basis.

A. Role of the Metropolitan Police Department in Normal Police Operations of the Two Cities:

The Chief of Police is of the opinion that the creation of a Federal District in the heart of the city could result in jurisdictional and administrative problems which would have an adverse effect on law enforcement in the metropolitan area as a whole. The Federal District to be carved out of the present District of Columbia by H.R. 9598 would consist of a portion of the Second Police District (The Constitution Avenue corridor and the White House Area), and approximately one-half of the First Police District, including the Municipal Building, the court buildings, and the first substation of the First District. The Federal District also includes portions of virtually every major roadway in the downtown area of the city, as well as the 14th Street, Memorial, and Roosevelt Bridges. H.R. 9598 makes no provisions for coordinating the functions of the Metropolitan Police Department with Federal law enforcement agencies in the Federal District.

B. Role of the Metropolitan Police Department in Emergency Operations of the Two Cities:

This city has just come through a decade of potential and actual disorders. Some of these related to local, urban problems common to many large cities, others related to demonstrations directed against the Federal government.

H.R. 9598 does not delineate the jurisdiction or responsibilities of the Metropolitan Police Department in the Federal District area, either in normal times or in time of emergencies. The bill does provide that Federal and District officers and agencies may make agreements to furnish services to each other on a cost reimbursable basis. Presumably, all arrangements for police services and coordination are to be worked out in the future. Perhaps the presumption is that all police law enforcement agencies would maintain their present services and relationships, but there is no indication of this in the bill. This is a crucial omission, because of the unique status of the Nation's Capital. Had the governmental divisions proposed in H.R. 9598 existed during the civil disturbances of the last decade, it is likely that the problems caused by the disturbances would have been magnified many times. Civil emergencies within the District of Columbia are bound to affect the Federal District, just as civil emergencies within the Federal District are bound to affect the surrounding metropolitan area. It is unrealistic to expect rioters, demonstrators, or natural disasters to observe invisible boundary lines within the heart of the city, and it is imperative that law enforcement authorities be able to function effectively within the entire area of a civil disturbance or other emergency.

HIGHWAYS AND TRAFFIC

The Department of Highways and Traffic foresees serious problems of coordination between the two sectors established by H.R. 9598. Some of the problem areas on streets where jurisdictional responsibility is determined only by an imaginary division line involve continuity and coordination as it relates to the installation and maintenance of all underground utilities, traffic signal installation and timing, street signing and

markings, and the construction and maintenance of streets, sidewalks, and alleys.

Federal-Aid apportionments to the States are made on the basis of population. At present, under Federal-Aid highway legislation, the District of Columbia is considered a State for construction purposes. In connection with the proposed Washington Federal District, the existing Federal-Aid highway legislation would have to be amended in order for this newly created sector to qualify for funding. In the case of the remaining portion of the city, it will first have to be determined whether this section can be considered a State. After that determination is made, and because of the resulting decrease in population therein, the Federal-Aid apportionments will be in lesser amounts.

ENVIRONMENTAL SERVICES

In the environmental control field, enactment of H.R. 9598 would mean a separation of the environmental services organizational structure into two separate entities, one to serve the Federal District and the other the District of Columbia. Under self-government the District obviously would desire to exercise regulatory functions within its area of jurisdiction, separate and distinct from those carried on by the Federal District government.

In addition, the District's Department of Environmental Services is particularly concerned with the implications of section 610 of the bill relating to Water Supply and Waste Management Services, which provides for the retention by, or transfer to the Washington, Federal District, of all facilities operated, and all functions, powers, and duties performed by the Department. One disadvantage to the District would be dilution of its decision-making powers in a regional decision-making body. H.R. 9598 would move control over these important activities even further from District residents. The bill would not provide for direct representation by any area jurisdiction in the decision-making process after the responsibilities were transferred to the Federal District Government. Further, based on our interpretation of the bill, the Department of Environmental Services or a similar organizational entity within the Washington, Federal District, would continue to perform all functions in the field of water supply, solid waste disposal, and liquid waste disposal as are currently carried on with one exception. Section 618 provides only for the "Treatment and Disposal of Solid Waste", and thus the District of Columbia would presumably be responsible for the collection of solid waste within its boundaries and the Washington Federal District would make the necessary collections within the remainder of the District. Further ramifications of such an arrangement would involve such matters as funding, appropriations, reimbursement for services, and other facets of the operation.

AN HISTORIC FARCE: PROPOSING SOVIET UNION MOST FAVORED NATION

HON. JOHN R. RARICK

OF LOUISIANA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 27, 1973

Mr. RARICK. Mr. Speaker, the American people have been led to believe that the only opposition to the President's trade reform bill granting most-favored-nation status to further subsidize the Bolshevik movement in the Soviet Union is based upon religious and minority op-

pression and suspension of intellectual freedom in their country.

While certainly these more publicized facts do exist, it should be remembered that they are after all matters of domestic policy of the Communist Party in power which our Government has at least tacitly ratified by our recognition of the Red dictatorship and détente with its party leaders.

But certainly just as important in opposition to the President's trade reform policy and granting privileged status to financial deals with the Soviets, must be their repudiation of international agreements which are in no way to be considered as domestic policy of a sovereign nation. I refer explicitly to the repudiation by the Soviet Government of any responsibility toward replacement of the Russian dollar bond debt. This is confirmed by correspondence from the Vice Consul of the Soviet Embassy here in Washington in correspondence as late as Sept. 5, 1973, a copy of which letter I ask follow my remarks.

Certainly, if the party in power in the Soviet Union today can repudiate its liability on past bond debts of that country today it can do the same thing on any obligations incurred in the future. Likewise, promises of reform in human rights treatment in the Soviet Union to soften American political resistance to the trade bill can be considered but a temporary accommodation to permit Members of the U.S. Congress to save face in voting to rubberstamp the President's previously made commitments by Dr. Kissinger and company.

Extending most-favored-nation treatment for credit and trade to the Soviet Union would make a farce of the entire program.

If you lie to me once, shame on you; if you lie to me twice, shame on me.

I ask that the aforementioned letter from the Soviet Embassy, correspondence from the Carl Marks & Co., Inc., and a newspaper clipping follow at this point:

EMBASSY OF THE UNION OF
SOVIET SOCIALIST REPUBLICS,
Washington, D.C., September 5, 1973.

CARL MARKS & Co.,
New York, N.Y.

DEAR EDWIN MARKS: In response to your letter concerning bonds of 1916 please be informed, that pre-revolution bonds were abolished by Decree of the Soviet Government of January 21, 1918.

So, Bonds of the Imperial Russian Government has no value now.

Sincerely yours,

V. USPENSKY,
Vice Consul.

CARL MARKS & Co., Inc.,
New York, N.Y., September 26, 1973.
Re: Trade Reform Act of 1973.

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

DEAR CONGRESSMAN RARICK: With reference to my statement given to the Committee on Ways and Means on June 1, 1973, I herewith enclose a letter from the Russian Embassy, which clearly demonstrates the Soviet disregard for property rights. If the Russian Dollar Bond debt can be arbitrarily "abolished by decree" in violation of international law, what will prevent the Soviet Union from repudiating new commitments in the future?

In this context, it is difficult for us to

understand how our government can even consider those proposed sections of the "Trade Reform Act of 1973" which enable "Most Favored Nation" treatment to be granted to the Soviet Union and repeal the Johnson Debt Default Act.

Officials of our government have acknowledged the legitimacy of the Imperial Russian Government Dollar Bond debt and claim to be awaiting the proper time to discuss it with the Soviets. We believe the time is now, before further concessions are made by us.

Respectfully,

EDWIN S. MARKS,
President.

[From the Washington Post, Sept. 28, 1973]
SOVIETS RATIFY U.N. RIGHTS PACTS, WITH
EMIGRATION

(By Robert G. Kaiser)

Moscow, September 27.—The Soviet Union has ratified two United Nations conventions on the rights of man which provide for basic freedoms, including the right to emigrate, a Soviet newspaper revealed today.

The covenants commit nations which ratify them to respect each citizen's right to privacy, freedom of opinion, freedom to exchange books and newspapers "regardless of frontiers," freedom of religion and the freedom "to leave any country, including his own."

Moscow's ratification comes amidst a crack-down on internal dissidents and a campaign in the U.S. Congress to deny most-favored-nation tariff status to the Soviet Union unless it lifts restrictions against emigration.

If literally interpreted according to Western definitions, the covenants would require a radical transformation of Soviet society. But the first press comment on the pacts suggests that the Soviets will interpret them by their own definitions consistent with existing practices here.

Today's press accounts gave no hint of when the Soviet government ratified the covenants, but an article in the weekly magazine New Times hints that ratification may have occurred several months ago. Today's announcement appeared timed to answer foreign criticism of Soviet policies on human rights.

The two pacts were approved by the U.N. in 1966. Their formal names are "the international covenants on economic, social and cultural rights and on civil and political rights." They have not yet come into force, because only 19 countries have ratified them; 35 ratifications are needed. The U.S. and other major Western countries have not ratified the covenants.

[The United States never even signed, much less ratify, the two U.N. covenants for fear of Congressional opposition to treaties that might impose international laws on the United States that would go further than domestic civil rights laws. U.S. officials at the U.N. traced these fears back 20 years to Congressional rejection of the convention against genocide; to American Bar Association conservatism, since modified; and to Southern lawyers' objections as late as 1968.]

No Soviet newspaper actually carried the text of the covenants, and the published descriptions of them were incomplete.

As written, the covenant on civil and political rights contains loopholes. Each of the basic rights it guarantees can be suspended "for the protection of national security or of public order, or of public health or morals." In the Soviet Union, "national security" is interpreted extremely broadly.

The magazine New Times, in its issue that goes on sale Friday, says that capitalist countries have sought "to use the covenants for their own purposes—to interfere in the internal affairs of socialist states."

Discussing the article of the covenants on civil rights that provides for freedom of emigration, New Times cites a study by a Fili-

pino judge who found that "only a few countries specifically recognize in their constitutions or their laws the right of their citizens to leave their own country, and nowhere is this right unconditional."

The magazine goes on to note that this article can be suspended to preserve national security, clearly implying that no Soviet citizen should expect any relaxation of the existing rigorous controls on travel abroad and emigration.

New Times notes that some people in the West "express dissatisfaction with the fact that the socialist states limit the distribution of 'information' and 'ideas,' names they try to attach to subversive organs of propaganda

like 'Radio Liberty' and 'Radio Free Europe.' The magazine quotes several American politicians who have criticized these stations.

Emphasizing the covenants are not unconditional, New Times explains the loop on national security. "In other words," the magazine says, "the realization of the rights envisioned by the covenant of a country, its laws and traditions, or the customs of its people."

New Times and the official newspaper Soviet Russia, which published a long article on ratification of the covenants today, both emphasized the economic and social rights they guarantee, mentioning the right to education, medical care, social security and so on.

In traditional Soviet propaganda these rights are viewed as much more fundamental and important than "bourgeois" legal rights in more abstract fields.

"The socialist countries," wrote Soviet Russia, "have provided their citizens with a significantly higher level of rights and freedoms than the countries which allow the exploitation of man by man"—Soviet shorthand for the capitalist West.

By ratifying these covenants before the other major powers, according to New Times, the Soviet Union "has again emphasized that it is a consistent struggler for democratic rights and freedom, and for social progress."

HOUSE OF REPRESENTATIVES—Monday, October 1, 1973

The House met at 12 o'clock noon.
The Chaplain, Rev. Edward G. Latch, D.D., offered the following prayer:

In everything by prayer and supplication with thanksgiving, let your requests be made known unto God.—Philippians 4: 6.

Eternal God, in whose presence we find peace, from whose spirit comes strength for daily duties and by whose guidance we are led from day to day, receive us as we pray and light the lamps of love and truth in all our hearts.

Thou hast called us to play a vital part in these decision days of destiny. Keep us from being little people in a great period of our Nation's life and make us more than a match for the movements of the modern mood.

Help us to raise to new heights of devotion in our service to our country and to our world. May we be partners with Thee in building a world where love and peace and truth shall dwell in the heart of every nation and live in the hearts of all people; through Jesus Christ our Lord. Amen.

THE JOURNAL

The SPEAKER. The Chair has examined the Journal of the last day's proceedings and announces to the House his approval thereof.

Without objection, the Journal stands approved.

There was no objection.

MESSAGE FROM SENATE

A message from the Senate by Mr. Arrington, one of its clerks, announced that the Senate had passed bills of the following titles, in which the concurrence of the House is requested:

S. 1116. An act to authorize the Secretary of Transportation to release restrictions on the use of certain property conveyed to the city of Algona, Iowa, for airport purposes; and

S. 2482. An act to amend the Small Business Act.

The message also announced that the Senate had passed a resolution of the following title as follows:

S. RES. 171

Resolved, That the Senate disapproves the alternative plan for pay adjustments for

Federal employees under statutory pay systems recommended and submitted by the President to Congress on August 31, 1973, under section 5305(c) of title 5, United States Code.

COMMUNICATION FROM THE CLERK OF THE HOUSE

The SPEAKER laid before the House the following communication from the Clerk of the House of Representatives:

SEPTEMBER 28, 1973.

HON. CARL ALBERT,

The Speaker, House of Representatives.

DEAR MR. SPEAKER: I have the honor to transmit herewith a sealed envelope from the White House, received in the Clerk's Office at 1:00 P.M. on Friday, September 28, 1973, and said to contain a message from the President transmitting to the Congress the annual report on the Federal Ocean Program.

With kind regards, I am

Sincerely,

W. PAT JENNINGS,

Clerk, House of Representatives.

By W. RAYMOND COLLEY.

OCEANOGRAPHIC RESEARCH PROGRAM—MESSAGE FROM THE PRESIDENT OF THE UNITED STATES (H. DOC. NO. 93-159)

The SPEAKER laid before the House the following message from the President of the United States; which was read and, together with the accompanying papers, referred to the Committee on Merchant Marine and Fisheries and ordered to be printed with illustrations:

To the Congress of the United States:

The past decade has been a productive period in our Nation's effort to better understand and utilize our marine resources. The early 1960's saw the establishment of a firm foundation for our Nation's oceanographic research programs. Building on this research base in the late 1960's and early 1970's, we began formulating policies and carrying out plans to derive practical benefits from our ocean activities. New marine-related institutions were developed, the importance of marine sciences to the activities of existing institutions was recognized, and their efforts were expanded. While recognizing the ongoing importance of basic research, I believe that this emphasis on practical benefits

must also be carried forward in the years ahead.

OCEAN INDUSTRIES

We have been particularly concerned of late with the challenge of relieving our dependence on marine imports and at the same time, providing new products and services for export. Our fishing industry has been a special focus of concern. At present, we import approximately 70 percent of our fish products, in spite of the fact that some of the world's most fertile fisheries lie directly off our coasts. These imports contribute a billion dollars to our foreign trade deficit. To help protect our domestic fishing industry, I have recommended legislation which would permit U.S. regulation of foreign fishing off our coasts to the fullest extent authorized by international agreements and would permit Federal regulation of domestic fisheries in the U.S. fisheries zone and in the high seas beyond that zone.

Of the non-living or mineral resources of the seabed, petroleum from our continental shelves will be the most important to the Nation for some years to come. I have directed the Secretary of the Interior to continue to accelerate the leasing of Outer Continental Shelf lands for oil and gas production to a level triple the present annual acreage rate by 1979, as long as such development can proceed with adequate protection of the environment and under conditions consistent with my Oceans Policy statement of May 1970.

We are also seeking agreement with other nations on a suitable means for developing mineral resources beyond the limits of national jurisdiction.

MANAGING OUR MARINE RESOURCES

Our efforts to improve the means by which we extract resources from the sea must be accompanied by efforts to ensure that those resources are managed properly to protect their continued abundance. In America, as in other nations, there is a deepening concern for the marine environment and the welfare of its associated plant and animal life. There is also a growing worldwide recognition that the welfare of the ocean resources is of international concern. This concern has been manifested in the establishment of the United Nations Environment Program and Fund following the Conference