

### REPORTS OF COMMITTEES ON PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XIII, reports of committees were delivered to the Clerk for printing and reference to the proper calendar as follows:

Mr. POAGE: Committee on Agriculture. House Joint Resolution 1415. Joint resolution to extend the time for the proclamation of marketing quotas for burley tobacco for the three marketing years beginning October 1, 1971 (Rept. No. 91-1760). Referred to the Committee of the Whole House on the State of the Union.

Mr. HOLLIFIELD: Committee on Government Operations. Protecting America's estuaries: The Potomac (Rept. No. 91-1761). Referred to the Committee of the Whole House on the State of the Union.

Mr. MILLS: Committee on Ways and Means. H.R. 19686. A bill to amend section 367 of the Internal Revenue Code of 1954; with an amendment (Rept. No. 91-1762). Referred to the Committee of the Whole House on the State of the Union.

Mr. MILLS: Committee on Ways and Means. H.R. 322. A bill to amend the Internal Revenue Code of 1954 to modify the provisions relating to taxes on wagering to insure the constitutional rights of taxpayers, to facilitate the collection of such taxes, and for other purposes; with an amendment (Rept. No. 91-1763). Referred to the Committee of the Whole House on the State of the Union.

Mr. FALLON: Committee on Public Works. H.R. 13493. A bill to change the name of certain projects for navigation and other purposes on the Arkansas River; with an amendment (Rept. No. 91-1764). Referred to the House Calendar.

Mr. PERKINS: Committee of conference. Conference report on S. 2193; with an amendment (Rept. No. 91-1765). Ordered to be printed.

Mr. THOMPSON of New Jersey: Committee of conference. Conference report on S. 704 (Rept. No. 91-1766). Ordered to be printed.

Mr. HOLLIFIELD: Committee on Government Operations. The Rural Electrification Administration and the Hoosier Power System in southern Indiana (Rept. No. 91-1767). Referred to the Committee of the Whole House on the State of the Union.

Mr. CELLER: Committee of conference. Conference report on H.R. 17825; with amendment (Rept. No. 91-1768). Ordered to be printed.

Mr. CELLER: Committee of conference. Conference report on H.R. 6114; with amendment (Rept. No. 91-1769). Ordered to be printed.

Mr. STAGGERS: Committee on Interstate and Foreign Commerce. H.R. 19953. A bill to authorize the Interstate Commerce Commission to provide financial assistance to certain railroads in order to preserve essential rail services, and for other purposes; with amendments (Rept. No. 91-1770). Referred to the Committee of the Whole House on the State of the Union.

### PUBLIC BILLS AND RESOLUTIONS

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

By Mr. ASHLEY (for himself, Mr. McCULLOCH, Mr. HAYS, Mr. AYRES, Mr. BETTS, Mr. BOW, Mr. VANIK, Mr. DEVINE, Mr. LATA, Mr. ASHBROOK, Mr. CLANCY, Mr. HARSHA, Mr. MOSHER, Mr. BROWN of Ohio, Mr. STANTON, Mr. LUKENS, Mr. MILLER of Ohio, Mr. WHALEN, Mr. WYLIE, Mr. STOKES, and Mr. CARNEY):

H.R. 19964. A bill to name a Federal building in Cleveland, Ohio, for Michael A. Feighan; to the Committee on Public Works.

By Mr. O'HARA:

H.R. 19965. A bill to provide for a program of public service employment, to make jobs available for persons who are unemployed or underemployed in areas of needed public service, and for other purposes; to the Committee on Education and Labor.

By Mr. STAGGERS:

H.R. 19966. A bill to establish a National Cancer Authority and to authorize international programs and joint ventures in order to conquer cancer at the earliest possible date; to the Committee on Interstate and Foreign Commerce.

### PRIVATE BILLS AND RESOLUTIONS

Under clause 1 of rule XXII, private bills and resolutions were introduced and severally referred as follows:

By Mr. GIBBONS:

H.R. 19967. A bill for the relief of William E. Browning; to the Committee on the Judiciary.

By Mr. RYAN:

H.R. 19968. A bill for the relief of Gershon George Rijwan; to the Committee on the Judiciary.

### ENROLLED BILLS SIGNED

Mr. FRIEDEL, from the Committee on House Administration, reported that that committee had examined and found truly enrolled bills of the House of the following titles, which were thereupon signed by the Speaker:

H.R. 8298. An act to amend section 303(b) of the Interstate Commerce Act to modernize certain restrictions upon the application and scope of the exemption provided therein, and for other purposes;

H.R. 16498. An act to permit the sale of the passenger vessel *Atlantic* to an alien, and for other purposes; and

H.R. 19888. An act to provide for the inspection of certain egg products by the U.S. Department of Agriculture; restriction on the disposition of certain qualities of eggs; uniformity of standards for eggs; in interstate or foreign commerce; and cooperation with State agencies in administration of this act, and for other purposes.

### ADJOURNMENT

Mr. DANIEL of Virginia. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 10 o'clock and 15 minutes p.m.), the House adjourned until tomorrow, Thursday, December 17, 1970, at 12 o'clock noon.

### EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XXIV, executive communications were taken from the Speaker's table and referred as follows:

2619. A letter from the Secretary of the Army, transmitting a letter from the Chief of Engineers, Department of the Army, dated April 3, 1970, submitting a report, together with accompanying papers and illustrations, on city of San Leandro Marina, Alameda County, Calif., in partial response to items contained in sections 7 and 110 of the River and Harbor Acts of 1946 and 1950 (H. Doc. No. 91-428) to the Committee on Public Works and ordered to be printed with illustrations.

2620. A letter from the Secretary of the Army, transmitting a letter from the Chief of Engineers, Department of the Army, dated October 26, 1970, submitting a report, together with accompanying papers and illustrations, on Sabine River and tributaries, Texas and Louisiana requested by a resolution of the Committee on Public Works of the House of Representatives dated June 3, 1959, and to two resolutions of the Committee on Flood Control, House of Representatives adopted March 20, 1954 (H. Doc. No. 91-429) to the Committee on Public Works and ordered to be printed with illustrations.

2621. A letter from the Secretary of the Army, transmitting a letter from the Chief of Engineers, Department of the Army, dated September 8, 1970, submitting a report, together with accompanying papers and illustrations, on Pleasant Bay, Mass., authorized by the River and Harbor Act approved July 14, 1960 (H. Doc. No. 91-430); to the Committee on Public Works and ordered to be printed with illustrations.

2622. A letter from the Secretary of the Army, transmitting a letter from the Chief of Engineers, Department of the Army, dated October 26, 1970, submitting a report, together with accompanying papers and illustrations, on Red Run Drain and Lower Clinton River, Mich., in partial response to a resolution of the committee on public works, House of Representatives, adopted July 31, 1957. It is also in partial response to section 206 of the 1958 flood control act approved July 3, 1958, and section 206 of the 1965 Flood Control Act approved October 27, 1965 (Southeastern Michigan water resources study) (H. Doc. No. 91-431); to the Committee on Public Works and ordered to be printed with illustrations.

## EXTENSIONS OF REMARKS

### RESTORE THE V. & T. RAILROAD

#### HON. WALTER S. BARING

OF NEVADA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, December 16, 1970

Mr. BARING. Mr. Speaker, I wish to make note of a worthy effort on the part of Nevadans of the Nevada Heritage As-

sociation who are attempting to restore for posterity a part of the heritage of the Old West which is largely responsible today for the growth of this Nation westward; that is, the railroads.

I believe this restoration project, as described by the following well-documented news clippings from the Reno Evening Gazette, Reno, Nev., exemplify the value of the educational success that this project would have for the general

public and especially the children of America.

Mr. Speaker, I enclose the following articles:

#### BOOST THE V. & T.

Efforts of the Nevada Heritage Association to raise funds for restoration of the famous old Virginia and Truckee Railroad are already commencing to bear fruit, is the encouraging word from Dr. Linden A. Rushmer, executive secretary of the association.

The association hopes to raise funds to purchase equipment now in possession of Paramount Studios and restore a portion of the roadway in the Carson River Canyon area, eventually expanding the operation to link Carson City with Virginia City. A century ago the line extended from Reno to Virginia City by way of Carson City.

The cost of obtaining the equipment including two locomotives, six passenger cars and a number of freight cars, and restoring it to running order is estimated to be as high as \$600,000. But Rushmer figures \$25,000 will do as a starter, and the remainder of the equipment can be acquired as money is realized.

Equipment controlled by Paramount is all that is available of the V&T rolling stock, which was scattered as the famed old railroad fell into its declining years. Locomotives and cars are on display in such widespread places as the Railroad Museum of Pennsylvania, Tucson, Ariz., and in Southern California locations and are unobtainable.

It is abundantly apparent that time is of the essence if this effort of the Nevada Heritage Association is to succeed. Paramount is not likely to resist purchase offers for a long period of time and in fact, some of the rolling stock was up for auction not long ago. Wide strong public support of the purchase effort should be forthcoming, and at once.

Two segments of the population should be most heavily concerned with the purchase effort, those involved in the tourist industry, and the schools. Many times the thought has been expressed that tourist attractions should be developed, that tourist dollars, coming from outside the state and without being taken from the local tax base, are extremely valuable dollars so far as the state's economy is concerned. Here is an attraction more liable to lure tourists than any which can be imagined, and almost ready-made.

The V&T is an integral part of the Nevada heritage and the dispersal of its rolling stock should never have been allowed in the first place. As Dr. Rushmer has said: "Our children are going to want to see these things. They're not going to want to go to other states to see them." Nor should they have to. Strong support of the heritage association's effort will assure they can see the railroad close to home.

A generation ago, school children of the nation pitched in with their pennies to help restore the frigate U.S.S. Constitution.

Might not school authorities give consideration to establishing a procedure whereby their pupils could pitch in with their pennies to help restore the Virginia and Truckee Railroad?

Taking this idea one step further, Mrs. Lillian Gilbert, manager of Joseph Magnin's in Reno, has suggested in a communication with the editor of the Reno Evening Gazette that everyone in the state skip lunch one day and donate the money thus saved or give \$1 toward restoring the V & T to its rightful place in Nevada. We think that is a great idea.

Dr. Rushmer and his associates would welcome the pennies, dimes, and dollars of the school children as well as the contributions of all Nevadans and visitors who already are starting to show enthusiasm for this restoration.

**"THIS BELONGS IN OUR STATE—IT IS OURS":  
WANT TO HELP RESTORE OLD V. & T. RAILROAD? READ THIS STORY**

(By Steve Toy)

It's been 20 years since the Virginia & Truckee Railroad chugged through Washoe Valley.

Since then it's been cut apart and distributed almost as easily as a model train set. Hollywood has a part, Arizona has a part, Pennsylvania has a part,

And now Nevadans seem determined to get their part—back.

"This railroad belongs to our state—it's ours," said Dr. Linden A. Rushmer, a dentist in Reno. "Some of these items are gradually disappearing to other states where they're being recognized as prized items."

"Our children are going to want to see these things. They're not going to want to go to other states to do that."

Dr. Rushmer, executive secretary of the Nevada Heritage Association, a state agency, is leading a fund-raising drive to purchase the railroad equipment and, hopefully, have it in operation in Nevada by next summer.

Gov. Paul Laxalt called the railroad equipment "treasured items." He said they would make a contribution to the proposed restoration of Virginia City, and said he would support any real movement that tries to purchase the equipment.

"We want to have these things for the young people that are coming up—it's for them, not for us who are already here," Dr. Rushmer said.

The majority of the railroad equipment, including two engines, six passenger cars and several freight cars, is owned by Paramount Studios in Hollywood.

Dr. Rushmer said he has already begun negotiations with Paramount concerning purchase of the equipment.

"We realize the great historical value of these items, but we haven't made up our minds about any sale as yet," Leonard Horowitz, president of Paramount, said in an interview with the Reno Evening Gazette, by telephone from Los Angeles. "We had not entertained the thought until we had a number of inquiries."

Dr. Rushmer said it will cost anywhere from \$25,000 to \$600,000 for his association to obtain the equipment and get it running.

So he's set up a headquarters in the old V & T Caboose near the post office in Carson City, opened a bank account, organized a committee, and "now all we need is the money."

"We want to be able to raise enough to get started, and then go to one of the foundations to see if we can get some matching funds."

The association was begun in 1959 to preserve Nevada's transportation and industrial heritage. It was made a state agency in 1965.

The fund-raising drive began three weeks ago.

"We realize time is of the essence in trying to obtain these things—there are other interested parties," Dr. Rushmer said. "We tried negotiating with Paramount before, but didn't get very far. We're hoping to be successful this time."

The equipment was purchased by Paramount for use in its motion pictures, and have been seen in "Union Pacific," "How the West Was Won," and on television in "Wild, Wild West."

Dr. Rushmer said the association wants to put the railroad back into "first class operating condition as a tourist attraction. "First we'd start running it in the Carson River canyon area. Eventually, we'd have it running from Carson City to Virginia City, just like it did almost 100 years ago."

"This would be the first attempt at a project of this type and proportion in the country," he said.

He said money for the purchase has already begun to come in.

"It's the biggest undertaking our association ever started. But we feel the trains would bring so many people to the area that it will be more than worthwhile."

One V & T engine is on exhibit at the Railroad Museum of Pennsylvania. The Tucson tourist western town in Arizona owns another, while two cars belong to a Southern California rail club. Hurlburt Amuse-

ment Co. in California also owns part of the equipment.

"I think we've got as good a chance as anybody to obtain this equipment. We're in a beautiful location for something nationally famous like this. It's the largest single collection of vintage rail equipment in existence."

Dr. Rushmer was on the last V & T railroad ride in 1950.

"There were piles of people. Everyone was remarking about how they hated to see it stop. We rode through the entire Carson-Reno area. It brought back plenty of memories."

"If we can put the right effort on it and convince the people in Hollywood that this is the place for the V & T, we'll have a remarkable exhibit for the state."

#### REVENUE SHARING: A TOP ADMINISTRATION PRIORITY

**HON. JOHN B. ANDERSON**

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, December 16, 1970

Mr. ANDERSON of Illinois. Mr. Speaker, one of the Nixon administration's most constructive and timely domestic proposals is the plan for returning each year a portion of Federal tax revenues to fiscally overburdened State and local governments. When we recall that nearly every one of the big State governments may be facing a deficit of from \$100 to \$500 million in the coming year, the timeliness of this measure becomes all the more apparent. Unfortunately, as was the case with a number of important Nixon administration proposals, the other party did not see fit to schedule even a day of hearings on this major piece of legislation.

Last week Mr. John Ehrlichman, Assistant to the President for Domestic Affairs, addressed a meeting of the National League of Cities in Atlanta and renewed the administration's plea for early action on the revenue sharing plan. In particular, he urged the House Ways and Means Committee and the Senate Finance Committee to commence hearings immediately after the opening of the next session so that this widely supported proposal can be brought to the floor for speedy clearance.

Mr. Speaker, I am pleased to note that according to Mr. Ehrlichman, the speech was only an initial effort in a forthcoming drive by the administration to secure congressional approval of this vital component of the "New Federalism." I commend this speech to all of my colleagues and include it at this point in the RECORD:

ADDRESS BY JOHN D. EHRLICHMAN

It's good to be here. My origins are in the practice of municipal law and it is my pleasure to be here to talk to you about some concerns which are shared by (1) Mayors and the President, (2) by City Councils and the Congress and (3) by the people who are, at the same time, your taxpayers and Federal taxpayers.

I think your selection of a convention theme is a good one. It is to the mutual interest of your governments and the Federal government for your delivery capacity to improve and grow.

The Nixon Administration has been fighting hard to move money, responsibility and operating capability from Washington to your cities, and we are frequently met with the doubts of others. A prominent political writer, who is doing a story, was in the office the other day to talk about the President's domestic philosophy.

I was explaining the "domestic Nixon Doctrine" to him—that is—that cities and states should be given the means to do the jobs which they can do best, without strings attached.

The writer looked up and asked: "But can we really rely on the cities to do the job?" He then regaled me with stories of garbage piling on the sidewalks, police corruption and local service breakdowns.

In substance what I told him was this: The President is well aware of the shortfalls in municipal performance in some cities. He knows that in some cases counties and even states have found it necessary to take over municipal responsibilities, when a city has been unable to deliver.

And he knows that a lack of tax revenues alone does not explain some of these failures.

He knows that cities have trouble attracting top talent to fill some of the appointive jobs. Partly it's salary, but also it's the fact that the cities' problems are enormous and the cities' muscles have atrophied in the last 20 years. (Very few applicants want an impossible job.)

There is no doubt that cities need more muscle power. Money is power, and that's one reason why the President favors revenue sharing with the cities. The ability to decide how money will be spent is also power. That's why we favor block grants, grant consolidation and maximum relief from categorical restrictions.

For years priorities have been set by the Congress, not only regarding problems of national scope, but also how the money is to be spent on problems of strictly local concern.

Our approach involves changes, both in the Federal role and in revenue transfer, but it will also require substantial change in the capacity of local government to discharge its new role.

You know (better than we) how much there is to do to improve your respective governments' capacity.

And I'm sure that you realize that all the world doesn't love this domestic doctrine we are trying to put into effect.

It is obvious that once we win this fight, if the new-won municipal responsibilities are not well discharged, they will soon be lost again.

And so, it is timely that you are talking here about improving the capability of municipal government to deliver and to deliver well.

None of us serving the Administration underestimates the critical problems which city administrators and councilmen face these days. Because of the intimate White House relationship to the city of Washington, we are very familiar with them. We too have our crime rates, transportation crises, employees wage demands, health delivery shortages and the whole constellation of other ills besetting the city. We are proud of our city's accomplishments in Washington in reducing street crime during the past year and grappling with the other municipal complexities, including financial shortfalls.

The People in our cities have pressing needs, some almost beyond reckoning. We have moved against many of them—hunger, poverty and pollution being among our top priorities. Our bills on food stamps, water pollution and welfare reform (as well as many others of the same kind) are, of course, still before the Congress—where they have been for many months. We have been listening to the cities, and as this legislation shows, we are trying to be responsive.

At the same time we hear and must heed the claims of non-urban areas on national resources, and the pressing requirements of national security.

As one of those charged with the job of impressing upon the President the urgencies of our domestic sector, I would like to talk briefly about our defense budget.

As you may know, I sit in on the President's budget discussions involving national security, just as the President asks Henry Kissinger to participate in domestic budget issues. The President does this because we seek a budget result which is the product of balanced presentations of all the relevant facts. Obviously, orderly and pleasant cities which are not defended from overt international threat are no more desirable, than, a stoutly defended nation whose cities are bankrupt and not fit to live in.

From where I sit I can tell you that there has been a substantial shift in the application of national resources in the past two years. As Vietnam has wound down, savings have gone into the programs directed at our most pressing domestic problems. The statistics are irrefutable.

In the budget which we inherited from the previous Administration, covering fiscal year 1969, Defense spending accounted for 45% of the total budget, and human resources spending accounted for 32% of the total budget.

In the Nixon budget for fiscal year 1971 Defense spending accounted for 36% of our total budget while human resources accounted for 41%.

Johnson, defense, 45%.

Nixon, defense, 36%.

Johnson, human resources, 32%.

Nixon, human resources, 41%.

Even so, a few city people complain as though this dramatic change had not taken place.

Some still are heard calling for an immediate troop pullout of Vietnam "so we can start saving our cities." Since we are in the budget season at the White House just now, let me comment on that kind of talk.

Each of you is also short of revenue. I'm sure, and, at budget time, your city engineer probably tells you the worn heating plant boilers or the park department trucks or the fire department ambulance really ought to be replaced by a new, improved model.

Hardware doesn't last forever, he argues, and it really will be an economy in the long run.

And what do you do? In most cases you must postpone modernization like that as long as you can, hoping next year will be better.

And finally the year comes when you must make the replacement because the equipment is obsolete and no longer will do the job, and so you spend money for new hardware at the expense of adding policemen, or more playground equipment or another worthy alternative.

Defense appropriations have been handled in much that way in former years. We are now at a juncture where certain Defense expenditures absolutely must be made to replace obsolescent hardware. The budget of the Department of Defense simply cannot be tapped further, (I am convinced,) without creating an impermissible deterioration of our Defense capability.

Those who argue that the nation can choose between an adequate Defense and "solutions for the problems of the cities" simply misunderstand one set of problems or the other. Simplistic, either-or choices like that just do not exist in the real world. It would be wonderful if they did, but they don't. Therefore, the available resources must be applied to both needs, in proportions dictated by the realities as nearly as intelligent men and women can ascertain them. That process is going on now in our offices. We have

assembled bright people, of good faith, to try and do the job of resource allocation as wisely as it can be done. We know and are sensitive to your problems and needs; would that you alone needed the revenues. But they are the Nation's revenues and they must be applied to the problems of the Nation as a whole.

In Guam last year the President announced the elements of the Nixon Doctrine—a change of direction in Foreign policy.

His new directions in domestic policy have not been as well noticed by the press and public. Nor have the similarities in the underlying philosophy of each been seen.

Here is the central thesis of the Guam Nixon Doctrine:

The United States will participate in the defense and development of allies and friends. But America cannot—and will not—conceive all the plans, design all the programs, execute all the decisions and undertake all the defense of the free Nations of the world. We will help where it makes a real difference and is considered in our interest.

"This approach requires our commitment to helping our partners develop their own strength."

In August of 1969 the President made a speech about "The New Federalism" advancing the domestic equivalent of the Nixon Doctrine. A new revenue sharing idea was its hallmark: not only would Federal revenue be divided with the States but a substantial portion would also pass through to the local governments, according to a fixed formula.

Historically, the economist Walter Heller advanced a (different) Federal-State sharing plan to President Johnson and Vice President Humphrey during their term. The White House initial response then was pretty good, until organized labor lifted its eyebrow. Then the proposal went on bread and water rations. I'm amused at Senator-elect Humphrey's charge that President Nixon isn't working hard enough for revenue sharing these days. No one has more religion than a reformed sinner.

The President (Nixon) studied the Heller proposal carefully and rejected it, primarily because it failed to guarantee substantial city participation in the revenue to be shared. Our Administration's revenue sharing legislation has been well received around the country because it is equitable and workable, and we will continue to fight for it. To put cities at the mercy of rural-oriented state legislatures in allocating the shared Federal revenues would be totally wrong, as we see it.

The President also urged, in his new Federalism statement, that we reform procedures at all levels of government to reconstitute responsibilities in municipalities and States which Federal laws had unnecessarily preempted.

There are tides in these things, the historians tell us. For thirty years the tides of power have run strongly away from local governments to the Federal government. In part this is the result of the superior taxing power of the Federal government. In part it can be attributed to the atrophy of local governments which is, itself, a secondary consequence of the disparity in revenues.

We are doing our best to reverse the flow. If you have examined the domestic legislation we have sent the Congress you know the President invokes a policy presumption in favor of local decision and execution in problem solving. Our manpower training legislation is a good example.

But our proposals for revenue sharing and the reallocation of governmental responsibility are not yet law. Congressional reaction registers from cool to frigid.

Skeptics there say that only the Federal government can assure racial fairness in the

application of public money to assisted housing. The President doesn't believe that assertion, nor does he believe other tales: that government employees in Washington are more highly motivated, smarter, more ethical or more hard-working than you and your colleagues in city government.

We have urged on the Congress an entire package of domestic legislation premised on the cities' and states' ability to do local jobs well—given adequate funds.

In general, it may be said, the Congress does not share our confidence and regard for your ability to do the job better.

It is time to change the Congressional mind on this score.

We think it will take extraordinary effort to push revenue sharing through the new Congress next year.

We think this fight can be won in the new Congress. But it must be a broadly-based effort, you and the counties, the special districts and the governors must help the public understand the issues and enlist them in this fight.

The President and the Executive Branch are prepared to do whatever must be done to secure this breakthrough.

This league, the county and State organizations and every citizen in your city who you can inform and enlist are essential to the effort.

From the first day the new Congress arrives, January 20, let's have them thinking about this issue. We need early hearings by the House Ways and Means Committee and the Senate Finance Committee. We had not one hour of hearings from the 91st Congress! And then we need early floor action.

The time has come for this Doctrine to be put into law, for these ideas to go to work.

And then it will be up to you, and up to us, to prove the ability of local government to do the job.

#### NATIONALIZATION OF U.S. MERCHANT MARINE

### HON. JOHN J. ROONEY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, December 16, 1970

Mr. ROONEY of New York. Mr. Speaker, under the permission heretofore granted me by unanimous consent of the House, I include with these brief remarks a press release by Joseph Curran, chairman, AFL-CIO Maritime Committee, issued under date December 16, 1970, which is an interesting and spirited opposition to the nationalization of the U.S. merchant marine:

#### NATIONALIZATION OF U.S. MERCHANT MARINE

There are some elements in maritime labor ranks who are shouting for the nationaliza-

tion of the U.S. flag passenger ships which are laid up. They claim that the short cut to end your problems is to cut your own throats. They charge that maritime labor can serve themselves best by the harikari ritual.

May we point out that the passenger ships are laid up because of the decision to do by anti-merchant marine elements in our Government. Who are these elements and why do they take such irresponsible action? Let us refresh memories of maritime labor's position and how we have seen the anti-merchant marine elements in our Government.

#### DEPARTMENT OF DEFENSE

The Department of Defense, in 1953, decided to "save" our nation a few dollars in shipping costs. They established a pro-forma U.S. Merchant Marine in terms of national ships needed to service our nation in national emergencies. The grave error they committed was contained in parenthesis in the definition of "U.S. Merchant Marine." They said that the U.S. Merchant Marine shall consist of U.S. flag ships plus the ships which are at least 50 percent American owned and flying their runaway flags of Liberia, Panama, and Honduras. They said that runaway ships under these flags were under the effective control of the United States during national emergencies.

The military, in turn, put all kinds of pressures on the building up of military-operated merchant ships. Each and every year we have had to fight hard to convince Congress that the Fast Deployment Logistic Ships, to be built for and operated by the military, represent a waste of billions of dollars. These floating warehouses would cost billions of dollars, do little to service our nation, and would accelerate the sinking of our privately owned and operated U.S. flag merchant marine.

#### DEPARTMENT OF STATE

We shall not bother to repeat all the observations we have made of the State Department's anti-American flag merchant marine posture.

Our State Department has traditionally called for the sinking of our merchant fleet on the false premise that this would benefit other maritime nations. They have consistently refused to acknowledge that our merchant ships are now carrying less than 5 percent of our waterborne export-import commerce. They have refused to admit that the runaway fleets are the threat to ALL maritime nations, including our allies.

#### BUREAU OF THE BUDGET

This Government agency hardly seems to warrant the American flag. They have bombed any and all operations which are of great benefit to our nation. Based on pure dollar costs they argue that we can survive as a modern power by eliminating our American flag merchant marine and "saving" a few million dollars a year. They even refuse to listen to their own arguments on the desirability of closing the harmful dollar gap in the international balance of payments.

#### WHO KIDS WHOM?

We are engaged in the serious struggle of survival of our passenger ships. In this fight our AFL-CIO Maritime Committee has considered every approach to possible solution. We have proposed a single passenger ship company to operate the U.S. flag passenger ships. We have pleaded with the U.S. Government to turn away from their own so-called prophets of gloom and doom and provide a subsidy program to preserve our passenger ships.

We know that nationalization of the passenger ships would not save a single ship. It is equivalent of putting the weasel into the chicken coop to guard the chickens.

We know that the nationalization of our passenger ships would raise the threat of nationalization of all merchant ships.

We must continue to work hard in unity to defend our American flag merchant marine. We intend to do this for the good of our seamen, our nation, and the free world.

#### TRIBUTE TO ASSISTANT POSTMASTER FRED D. McGRATH OF BROCKTON, MASS., UPON HIS RETIREMENT

### HON. JAMES A. BURKE

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, December 16, 1970

Mr. BURKE of Massachusetts. Mr. Speaker, I rise today to join with the many friends of Assistant Postmaster Fred D. McGrath, Brockton, Mass., in wishing him well in his retirement. He faithfully served the people of Brockton since 1930 when he began as a substitute clerk in the post office and it is everyone's hope that his retirement years will be filled with health, wealth, and happiness.

Fred D. McGrath was born, reared, and educated in the Brockton area. He attended Boston College and the Postal Service Institute.

In 1942, Fred entered the military service and was honorably discharged with the rank of major in 1946.

Prior to being promoted to Assistant Postmaster in 1963, Fred McGrath held the title of Chief Accountant in 1960, and Superintendent of Mails in 1962. He was the regional director for developing material for training supervisors, he assisted in establishing bulk mail procedures for the Knapp Shoe Co., and the Postmaster approved his suggestion for the separation of local and out-of-town mail by patrons.

All of us who are his friends wish Fred only the best that life has to offer.

## SENATE—Thursday, December 17, 1970

The Senate met at 9 a.m., on the expiration of the recess, and was called to order by Hon. JAMES B. ALLEN, a Senator from the State of Alabama.

The Chaplain, the Reverend Edward L. R. Elson, D.D., offered the following prayer:

O Thou infinite and eternal one, who hast breathed into us the breath of life and endued us with an immortal soul,

breathe upon us Thy renewing spirit that we may invest this day's labor with eternal meaning. In the strain and stress of these days, replenish our minds and spirits with the holy glow of Christmas peace and joy.

Bless this good land. Forgive our failures. Confirm our successes. Prosper every measure which enhances justice, righteousness, and truth. Be especially with each person who serves the Nation

in this place. May each do his part to create wise programs, to find the unifying action, and to infuse the reconciling spirit.

May we have the promptings of the spirit to keep Christmas each day that the tree of life may have new lights and new symbols of service, which issue from our love of Thee.

We pray in the name of one born in Bethlehem. Amen.