

arising as the result of recent natural disasters, and for other purposes; to the Committee on Public Works.

By Mr. KING:

H.J. Res. 903. Joint resolution proposing an amendment to the Constitution of the United States to modify the effect of the fifth article of amendment thereto; to the Committee on the Judiciary.

By Mr. McCLOSKEY:

H.J. Res. 904. Joint resolution to declare a U.S. policy of achieving population stabilization by voluntary means; to the Committee on Government Operations.

By Mr. RODINO:

H.J. Res. 905. Joint resolution to assure that every needy schoolchild will receive a free or reduced price lunch as required by section 9 of the National School Lunch Act; to the Committee on Education and Labor.

By Mr. ROE:

H.J. Res. 906. Joint resolution to amend the Disaster Relief Act of 1970 to authorize disaster loans with respect to certain losses arising as a result of recent natural disaster, and for other purposes; to the Committee on Public Works.

By Mr. RUNNELS:

H.J. Res. 907. Joint resolution to establish a Joint Committee on the Federal Budget; to the Committee on Rules.

By Mr. JACOBS:

H. Res. 630. Resolution: release of American prisoners of war; to the Committee on Foreign Affairs.

By Mr. PEYSER (for himself and Mr. Biaggi):

H. Res. 631. Resolution relative to Irish national self-determination; to the Committee on Foreign Affairs.

#### PRIVATE BILLS AND RESOLUTIONS

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

By Mr. BROYHILL of Virginia:

H.R. 11044. A bill for the relief of Marjorie T. Smith, the widow of Hawley Armistead Smith; to the Committee on Foreign Affairs.

By Mr. BURTON:

H.R. 11045. A bill for the relief of Mr. and Mrs. John F. Fuentes; to the Committee on the Judiciary.

By Mr. CONTE:

H.R. 11046. A bill for the relief of Emilia Majowicz; to the Committee on the Judiciary.

By Mr. HAGAN:

H.R. 11047. A bill for the relief of Donald W. Wotring; to the Committee on the Judiciary.

By Mr. McDADE:

H.R. 11048. A bill for the relief of Yau Pik Chau; to the Committee on the Judiciary.

By Mr. RANGEL:

H.R. 11049. A bill for the relief of Gersy Guevera; to the Committee on the Judiciary.

By Mr. WIDNALL:

H.R. 11050. A bill for the relief of Armig G. Kandolan; to the Committee on the Judiciary.

#### PETITIONS, ETC.

Under clause 1 of rule XXII.

143. The SPEAKER presented a petition of the convention of the International Northwest Aviation Council, relative to diversion of airport and airways trust funds, which was referred to the Committee on Interstate and Foreign Commerce.

## EXTENSIONS OF REMARKS

### PRESIDENT OF COPPERWELD STEEL CO. ON STEEL NEGOTIATIONS WITH THE JAPANESE

#### HON. CHARLES J. CARNEY

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 1971

Mr. CARNEY. Mr. Speaker, Mr. Philip H. Smith, president of Copperweld Steel Co., made an important statement to the American Iron & Steel Institute today concerning the steel import negotiations currently taking place between the United States and Japan.

I commend Mr. Smith's candid remarks to the Members of Congress and to everyone concerned about the problem of foreign imports.

Mr. Speaker, I insert Mr. Smith's statement in the CONGRESSIONAL RECORD at this time for the information and consideration of my colleagues in the House and Senate:

STATEMENT OF P. H. SMITH TO THE COMMUNICATIONS AND NATIONAL AFFAIRS COORDINATING COMMITTEE OF THE AMERICAN IRON AND STEEL INSTITUTE, WEDNESDAY, SEPTEMBER 29, 1971

The specialty steel producers in the United States are in a unique position concerning the negotiations currently being carried on by the United States State Department and the representatives of the Japanese steel industry, headed by Mr. Inayama, President of the Japan Iron & Steel Federation, and also President of Japan's No. 1 Steelmaker, Nippon Steel. It is interesting that the negotiations have gone fairly smoothly, particularly with respect to the duration of the new agreement, and to the market growth factor that will remain in effect for the life of his second agreement. While there are still some details to be worked out, mainly concerning the classification of steel products between the Japanese export product terminology and the United States tariff terminology, the fundamental issues in the large tonnage markets have essentially been resolved.

The remaining basic issue is essentially at what point in time do the Japanese specialty steel producers return to the voluntary limi-

tation levels set for the specialty steels in the agreement signed by Mr. Inayama in 1968. The Europeans who are also involved in negotiations with our State Department, have directly stated: "The problem of the specialty steels is essentially a Japanese problem, and we don't intend to get concerned with it."

Indeed it is a Japanese problem! In the agreement signed by Mr. Inayama, on December 23, 1968, the statement was made: "During this period, the Japanese steel companies will try not to change greatly the product mix and the pattern of distribution of trade as compared with the present." The matter of semantics comes into play, mainly with the word "greatly". What is a "great" change in a product mix? In the last two years the imports of Japanese steels in the specialty categories; namely, stainless, alloys, and tool steels have exceeded the voluntary limitation levels by a range of 40 to 50%. The Japanese acknowledge this fact, and the basic disagreement now is the timing of return to their original commitment levels.

Mr. Inayama is in a very difficult position. Nippon Steel, formed through the merger of Yawata Steel and Fuji Steel, controls approximately 50% of the specialty steel production in Japan. Through affiliations with joint venture companies, the actual control is far in excess of 50%. Yet Mr. Inayama, first as signatory to the letter of intent to the U.S. Secretary of State, second as Chairman of the Japan Iron & Steel Exporters Association, and third as head of Nippon Steel, breached good faith in allowing the specialty steel imports to so significantly deviate from his original commitment. This was not a coincidental deviation—it was part of a deliberately and carefully laid plan, and therefore does raise the question as to whether Mr. Inayama can be trusted in a subsequent agreement for the period 1972 through 1975.

To return to the appropriate 1971 levels at this time would mean that specialty steels would actually have to be re-shipped back to Japan from the United States. This is impractical, and the United States concedes this point. The American specialty steel has requested the State Department, however, to ask the Japanese steel industry to return to their committed levels by 1972. The Japanese are unwilling to do this and are holding out for a return to the voluntary limitations by 1973. Since there is no dispute on the part of the Japanese industry that the agreement has been violated, the U.S. State Department is

essentially in the position of "negotiating with a thief as to when the money will be returned."

Obviously, this is a matter of delicacy and embarrassment to the United States Government. The President of the United States, both when a candidate for the office in 1968, and since assuming the Office of the Presidency, has maintained that an equitable agreement will be reached with the Japanese steel industry. It is clearly a source of embarrassment that this agreement has been violated. The violation has also been a source of embarrassment to a number of the basic steel producers in the Japanese steel industry, other than Nippon Steel. These companies have essentially lived within the limits of the agreement, and can rightly feel that Mr. Inayama has failed in his leadership and fundamental commitment to live up to a signed agreement.

As stated earlier, this is a delicate situation, and one wrought with a certain amount of emotion as well as reason. It is interesting to think for a moment of the Japanese reaction were the United States to be negotiating with the Japanese for a share of the Japanese market. If, for example, the Chairman of the Board of the largest American steel company, also being the Chairman of the Board of the American Iron & Steel Institute, were to be in Japan telling the Japanese Foreign Ministry that the American steel producers would have such and such percent of the Japanese Steel markets, with a growth rate of X percent per year, and that the American tariff specifications would be the ones to prevail, it would certainly be understandable that the Japanese industry would get somewhat emotional. Likewise, when the shoe is on the other foot, it is understandable that the American specialty steel industry doesn't like the Japanese position.

The question is where does the specialty steel industry in the United States go from here? The industry has had the experience of seeing one agreement, signed by Mr. Inayama, significantly violated. It raises the question whether Mr. Inayama's signature is good on another agreement. On a moral basis, Mr. Inayama's position is untenable—he has broken his word and has lost the honor and respect of many as a result. Can the Japanese be expected to keep faith with a new agreement? Until the answer can be clearly affirmative, it would appear to be in

the best interest of the American specialty steel industry to proceed to obtain legislative relief, hopefully only as an interim step, until full rationalization of Japanese/American trade policy can be accomplished.

PHILLIP H. SMITH.

STATEMENT OF WILLIAM H. WEITZEL, VICE PRESIDENT AND GENERAL MANAGER, WATER MANAGEMENT DIVISION, CALGON CORP. OF PITTSBURGH, PA., BEFORE HOUSE COMMITTEE ON PUBLIC WORKS

### HON. JAMES G. FULTON

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 1971

Mr. FULTON of Pennsylvania. Mr. Speaker, I submit for the CONGRESSIONAL RECORD the excellent statement of one of our outstanding Pittsburgh executives to call the attention of the U.S. Congress and the American people progressive thinking and proposals in the field of water management, pollution control, and sewage treatment processes.

A federally sponsored bonus payment program to encourage municipalities to do a more effective job of pollution control was proposed by an executive of a Pittsburgh-based water pollution control firm in testimony prepared for presentation September 15, 1971, to the House Committee on Public Works.

W. H. Weitzel, vice president of Calgon Corp., urged that the Federal Government initiate a pollution control bonus program that will give financial rewards to those communities which consistently do a more effective job of water pollution control.

Mr. Weitzel said:

One technique would be to reimburse the community for some part of the additional expense incurred in purchasing products which increase efficiency of the plant.

He said such payments should be based on achieving some specific improvement in the quality of the effluent from the plant.

The Calgon executive said new methods and materials are available which are compatible with existing sewage treatment processes and plants and which can improve sewage plant effluent. He named three technological advances which can be applied immediately to improve removal of oxygen-consuming materials from sewage.

The first, he said is the use of polymer chemicals in primary plants to increase removal of suspended solids. While most plants achieve about 35 percent removal by allowing the solids to settle by gravity, use of polymers can increase this operation to as high as 60 percent. The pollution control expert said this technology can be applied immediately and at a cost of only a fraction of a cent per person per day.

Weitzel said the second technique involves the substitution of oxygen for air in biological systems. He said the process improves removal of biochemical oxygen demand—BOD—materials from sewage

and, in effect, increases the capacity of existing secondary treatment plants.

The third advance is the use of granular activated carbon to take out BOD not completely removed from sewage by secondary biological treatment and biologically resistant chemicals such as pesticides and herbicides. He cited the inclusion of a Calgon granular carbon system at Lake Tahoe, Calif., to help produce water of virtually potable quality from sewage as an outstanding example of carbon's usefulness.

In addition to the use of polymers and carbon by themselves, Weitzel said they can be used together in a physical/chemical process developed by Calgon to completely supplant secondary biological treatment. He said pilot testing of the process was conducted in Rocky River, Ohio, and that a 10-million-gallon-per-day plant soon will be built there with the help of an approximate \$1 million grant from the Environmental Protection Agency.

Weitzel also suggested a financial bonus to those communities which construct new facilities.

He said that—

A municipality could be reimbursed for one-third of the interest on its sewage plant construction bonds if the effluent consistently was more than 85 percent free of BOD. Such a provision would give the community an incentive to construct facilities which go beyond the current norm for secondary biological treatment of 85 percent removal.

He said also that reimbursement of one-third of the interest costs could be based on consistent removal of at least 95 percent of the suspended solids and the final one-third for consistent removal of 85 percent of phosphates.

Mr. Weitzel said:

What we are suggesting is that there be financial benefit to communities which produce high-quality effluent no matter what technology is used to achieve that result.

In concluding his statement Weitzel said:

Incentives of this nature would have the incidental benefit of encouraging communities to hire competent personnel and to properly maintain the facility after construction. A federal grant to construct a new sewage treatment facility can go for naught if the community fails to hire sufficient and competent personnel to operate the plant or is unwilling to spend the funds necessary to keep the plant in good repair.

The material referred to follows:

#### STATEMENT OF WILLIAM H. WEITZEL

Thank you, Mr. Chairman, for giving me this opportunity to testify. I am William H. Weitzel, Vice President and General Manager of the Water Management Division of Calgon Corporation. Since 1947, Calgon has been actively engaged in the development and application of water pollution control methods and products. Today, as a wholly-owned subsidiary of Merck & Co., Inc., Calgon provides a full range of water pollution control services for industrial plants and municipalities. It is from this background in environmental control that I would like to speak today.

It is not my purpose to offer comments on legislation now pending before this Committee. Rather, I propose to provide some background on new sewage treatment technology which is fundamental to such legislation, and to urge that the federal government initiate

a pollution control bonus program that will give financial rewards to those communities which consistently do a more effective job of pollution control. I believe such a program would lead to broader use of new technology in existing and new sewage treatment plants and to more efficient operation of both new and existing facilities.

I believe that widespread use of these improved sewage treatment methods will—at comparable cost—help restore the nation's water quality much more quickly than continued application of conventional sewage treatment methods. Regrettably, I see no way to achieve a significant reduction in total sewage treatment costs, but some of the developments I will discuss today should enable the nation's taxpayers to realize greater benefits from their present and future investment in sewage plants.

Fortunately, the new treatment methods are fully compatible with existing sewage treatment processes and plants. Because of this relationship, I would like to begin by briefly reviewing conventional practices—using this review as a frame of reference for comparison with the newer treatment methods.

As this Committee knows, the basic purpose of sewage treatment is to reduce the biochemical oxygen demand—the BOD—in sewage. Raw sewage generally contains more than 150 parts per million of BOD, and this imposes a severe demand on the available oxygen supply in a river, lake or stream.

BOD exists in essentially two forms—suspended solids and dissolved organic material. In conventional biological systems, the design criteria call for removal of approximately 85% of the BOD in a two-stage treatment process. In the primary treatment phase, suspended solids are removed in large concrete or metal clarifiers. The basic process involved here is simple gravitational settling. Such primary treatment produces only about 35% removal of BOD. The addition of treatment chemicals can increase removal to the 50%-to-65% range.

The second phase of conventional treatment involves the removal of dissolved organic materials, which are also high in oxygen demand. In this process, organics are partially removed by passing the liquified sewage through a large, aerated chamber in which masses of bacteria metabolize the wastes. This treatment can increase cumulative BOD removal to approximately 85%—provided the biological system is functioning properly. Unfortunately, biological systems are vulnerable to changes resulting from temperature, acidity or alkalinity of the water, and the introduction of toxic chemicals. As a result, BOD removal often falls below 85%—frequently to levels on the order of 75% or even 60%.

#### IMPROVED TREATMENT METHODS

There are at least three technological advances which can now be applied to improve BOD removal in existing sewage treatment plants. These advances are:

- (1) The use of polymer chemicals to improve the operation of primary plants;
- (2) The use of oxygen—instead of air—in conventional biological treatment systems; and
- (3) The use of granular activated carbon to upgrade the effluent from existing biological plants.

Two of these advances can be combined to provide a new form of secondary treatment. A two-stage physical/chemical process has been devised using polymers in primary treatment and granular activated carbon in place of the biological process for the secondary treatment phase.

#### 1. Use of polymers to improve primary treatment

The use of polymers in primary treatment plants derives from the fact that, even today, many communities have only

primary sewage treatment facilities. Figures from a 1968 study showed that some 2,300 communities serving a population of over 36,000,000 people had only primary treatment plants. Fortunately, the performance of primary plants can be greatly improved by using synthetic polymer coagulants to accelerate solids removal in primary clarifiers. Use of these polymers often increases BOD removal from about 35% to as high as 65%. Thus, BOD removal in primary plants can almost be doubled simply by adding polymers. This can be achieved at modest capital cost, with only a slight increase in operating costs—and it can be accomplished now.

Let me refer once more to those 36 million people living in communities with primary treatment plants, and offer an example. Using a standard factor of 100 gallons of sewage per person per day, and assuming an average BOD content of 180–200 milligrams per liter, this population of 36,000,000 people is responsible for a total BOD load of about 4,000,000 pounds per day. That calculation includes an estimated primary treatment removal of 35% of the BOD. For a total additional chemical cost of about \$145,000 to \$200,000—or .4 to .6 of a cent per person per day—we can improve BOD removal to 55% or 65%, thus cutting the total BOD discharge to approximately 2,000,000 pounds. Or, to put it differently, at an approximate cost of \$53 million to \$73 million (approximately 3% to 4% of the fiscal 1971 appropriation for water pollution control) we could have removed an estimated additional 730 million pounds of BOD from the nation's waterways.

I think the rapidity with which improved primary treatment can be accomplished is a key factor—particularly when we bear in mind that it will be many years before secondary treatment plants are installed in all our communities. The use of polymers offers benefits which can be realized immediately. All this involves is slightly higher chemical treatment costs in the primary plants, yet it can double removal of the BOD that exists in the form of solids. In effect, what we have now is a serious under-utilization of existing primary treatment facilities. The irony of this situation—under-utilized plants at a time when there is so much outcry about the perils of pollution—would be laughable if it were not for the fact that water pollution is such a serious matter. The failure to operate plants at their full efficiency is an anomalous situation which practically cries out for correction.

Calgon has successfully applied polymers in primary treatment plants in the cities of Warren and Painesville, Ohio and Leetsdale, Pa. Summaries of the results obtained are attached to this statement (Exhibits A and B). Dow Chemical has also had broad experience in the use of polymers for this purpose and their findings have been reported in various technical papers and publications. A number of these are listed in the bibliography at the end of this statement.

In connection with this general subject of improved primary treatment, there is one additional point which might be made. The general objective of providing secondary treatment facilities for all communities is a highly laudable one, and, long range, is undoubtedly necessary.

Given the present shortage of capital, however, we may be trying to move too fast to install secondary plants in those communities with a relatively low population and which are located on river basins with high natural assimilative capacity. Such communities might not need secondary plants for quite a number of years if we concentrate on upgrading the operation of the primary treatment facilities. In the interim, federal construction grants could be focused on high-population centers on overloaded river basins where improvement of water quality is more urgent. Polymer/coagulant treatment, in effect, can help us keep pollution under con-

trol while the nation allocates its capital resources to river basins needing priority attention.

#### PHOSPHATE REMOVAL

In discussing the removal of solids in primary plants, I would be remiss if I failed to mention that the use of polymers in conjunction with inorganic coagulants such as lime, alum or ferric chloride produces a dramatic improvement in phosphate removal. Over the past 18 months much attention has been devoted to the controversy over phosphates. A great deal of the discussion has centered about proposals to remove phosphate from household detergents. That would produce some results, but it would be a piecemeal approach to the subject. Only about half the phosphate in sewage comes from detergents. The other 50% is derived from human wastes and other sources.

Frankly, I do not believe that phosphates are the principal cause of eutrophication, even though state legislatures and municipalities have taken measures to limit their use. Although the scientific debate over phosphates continues, the technology for removing phosphate from sewage is readily available. We can easily remove 80% of the phosphate from all sources in sewage treatment plants—and at the same time significantly improve BOD and solids removal—at a cost of only a few dollars per person per year.

Unfortunately, many people have been led to believe that only highly advanced tertiary treatment methods will effectively remove phosphates. This is a serious misconception. Eighty percent removal of phosphate can be achieved routinely in existing treatment plants. Again, this is something we can do now—simply by making use of available technology. There is no need for a major capital grants program to remove phosphate.

I would like to cite one specific example from the projects I referred to a moment ago. At Painesville, Ohio, in a phosphate-removal project sponsored by the Federal Water Quality Administration (now the Water Quality Office of the Environmental Protection Agency), phosphate removal with chemical treatment averaged 83% versus 15% prior to chemical treatment. On the basis of the population being served by the sewage treatment plant, the cost per person is slightly less than one cent per day. The Painesville plant serves a total population of approximately 19,000 persons. The total chemical cost of phosphate removal for this population is only about \$130 per day, or .6 of a cent per person per day.

The Calgon reports and the Dow Chemical publications referred to earlier include specific information on phosphate removal with polymers and inorganic chemicals.

I would like to offer one final thought on the benefits of improved solids and phosphate removal. When solids removal is improved, the remaining sewage entering the secondary treatment plant can be processed more effectively because there is less suspended organic matter to interfere with the action of the biological mass on dissolved organic matter. This is a treatment bonus which is sometimes overlooked.

#### 2. Use of Oxygen To Improve the Operation of Biological Systems in Secondary Treatment

The second technological advance—the use of oxygen to improve the operation of secondary biological systems—can serve to upgrade conventional biological treatment plants.

Conventional systems depend upon the functioning of large masses of bacteria which digest organic impurities. This process occurs in large aeration tanks. The Linde Division of Union Carbide Corporation and Air Products Company have developed an improved technique which calls for the use of 90% oxygen, rather than air, and closed tanks in place of an open chamber.

Since the use of oxygen accelerates growth of the bacteria which reduce organics, this process not only improves BOD removal but also, in effect, increases the capacity of existing secondary plants. This process has been adopted for a large expansion of the sewage plant in the City of Detroit, and the technology was the subject of a major article in the October, 1970 issue of *Water and Wastes Engineering*, a trade publication.<sup>1</sup>

Business Week magazine devoted a full page article to Union Carbide's Unox process on November 7, 1970. The following paragraph from Business Week summarizes the benefits of the process: "Six cities already have committed themselves to using Unox, and another 60 municipalities are actively interested. The system's appeal lies in its compatibility with existing sewage treatment facilities; rather than starting from scratch, cities can add Unox to existing plants at fairly low cost. In essence, Unox can double the capacity of an existing facility, without doubling the expense. At the Newtown Creek facility in New York, for example, a Unox system is being built because there was simply no additional land available for expanding the existing plant."<sup>2</sup>

#### 3. The Use of Granular Activated Carbon To Upgrade Effluent From Biological Treatment Plants

Another method of upgrading secondary plants calls for the use of granular activated carbon at an additional treatment step beyond the biological process. The nation has an enormous investment in biological treatment plants, and the return on that investment can be more fully realized if steps are taken to upgrade the effluent such plants discharge. One practical process for accomplishing this is to pass the sewage water through large tanks of granular activated carbon after biological treatment has been completed. These tanks of granular carbon can upgrade effluent quality to as high as 95% BOD removal. Equally important, carbon can remove many organic chemicals which are not removed by bacterial action.

Because of its high affinity for dissolved organic impurities, granular carbon has long been used as a purification medium in industrial processes and in the processing of foodstuffs. Within the past few years, the suitability of carbon for "effluent polishing" applications in sewage treatment has gained national recognition through two major demonstration projects at Lake Tahoe and Pomona, California.

The Pomona plant is operated jointly by the Federal Water Quality Office and the Sanitation Districts of Los Angeles County. Detailed results covering this highly successful operation of a carbon system were reported in an article in the October, 1967 issue of the *Journal of the Water Pollution Control Federation*.<sup>3</sup>

The installation at Lake Tahoe is an outstanding example of the use of carbon and other improved waste treatment methods to reclaim water for reuse. The basic treatment processes at Lake Tahoe include conventional primary and secondary treatment, followed by phosphate and nitrogen removal, filtration in mixed media beds, carbon treatment and chlorination. The water emerging from these treatment processes contains only about one part per million of BOD, and is pure enough to be used as the water supply for a 165-acre lake in Alpine County, Cali-

<sup>1</sup> Remus, Gerald J., "Detroit's sewage treatment process", *Water and Wastes Engineering*, pp. 44-46 (October, 1970).

<sup>2</sup> *Business Week*, "Treating waste in greater haste", p. 106 (November 7, 1970).

<sup>3</sup> Parkhurst, John D., Franklin D. Dryden, Gerald N. McDermott and John English, "Pomona Activated Carbon Plant," *Journal of Water Pollution Control Federation*, Part 2, pp. R70-R81 (October, 1967).

fornia. This lake (known as Indian Lake) has a capacity of one billion gallons of water, and is now being used for boating, fishing and irrigation. One million dollars of the \$6-million project was provided by a Federal grant.\*

Both of these systems indicate the practicability of using granular activated carbon to upgrade the effluent from other treatment processes.

#### 4. A Two-Stage Physical/Chemical Treatment Process Using Polymers and Granular Activated Carbon

In addition to the improved primary and secondary treatment methods already mentioned, there is a major new treatment process which could supplant biological systems where new sewage plants are to be constructed.

In 1966, Calgon announced a two-stage physical/chemical process based on the use of polymers in primary treatment and the complete substitution of carbon for biological treatment in the secondary treatment phase. A 10-million-gallon-per-day sewage treatment plant using this physical/chemical process will soon be built at Rocky River, Ohio, a suburb of Cleveland. The Environmental Protection Agency has authorized a demonstration grant of approximately \$1 million to help the participating communities build this plant—a grant authorized only after extensive pilot tests had demonstrated the feasibility of the process. These tests demonstrated that the physical/chemical process will remove 93% of both BOD and suspended solids.

The chemical treatment program at Rocky River is also designed to remove phosphates.

Total operating, maintenance and amortization costs of the plant at Rocky River, including primary treatment and sludge disposal, are estimated to be comparable to the costs of a conventional biological treatment plant. The projected additional operating cost for the physical/chemical treatment system, figured for a family of four, is approximately 20 cents per month—about \$2.50 per year. This \$2.50 per-family, per-year increase will provide a marked improvement over results generally obtained with conventional methods. At Rocky River, suspended solids removal and BOD removal will both be on the order of 93%, as contrasted with the 65% to 75% removal of solids and BOD often produced by conventional systems.

An important factor to be considered when a sewage treatment plant is to be built is the land area the facility will require. The land area required for the physical/chemical plant at Rocky River is approximately 85% less than that required for conventional treatment. Thus this community saved a considerable sum in land costs in an expensive residential area.

Attached to the text of this statement is a copy of government-issued publication which explains in detail the benefits of the physical/chemical process to be used at Rocky River (Exhibit C). (Also see Exhibit D.)

Although the plant at Rocky River will be the first sewage treatment system exclusively using carbon for secondary treatment, a recent emergency in the State of Ohio illustrated rather dramatically the power of granular activated carbon to remove toxic organic substances from water.

The incident occurred in June, 1971 at Shawnee Lake in southern Ohio, which is located just a few miles outside the city of Portsmouth. The trouble at Shawnee Lake began when a solution of highly toxic insecticide was thrown deliberately into the water. The pesticide killed virtually all the aquatic life in the lake—including some 3,500 fish. Conservation authorities from the State of Ohio and officials of the Environmental Protection

Agency were concerned that natural drainage from the lake would have a devastating effect on fish in the receiving stream.

After discussions with a consulting engineer, state and federal officials installed a temporary carbon treatment tank, through which all the water in the lake was pumped for purification prior to discharge. I am happy to report that on the basis of highly sensitive chromatographic tests, the treated water from Shawnee Lake showed no traces of pesticide, and the contaminated water has been purified and discharged. After scraping of the lake bottom to remove pesticide-contaminated vegetation and soil, Shawnee Lake has now been partially re-filled and will be re-stocked with fish.

In addition to its high capacity for removal of impurities—granular carbon has a unique characteristic which I believe is of special importance: Used or spent carbon can be thermally reactivated to full absorptive capacity with only a five per cent loss of material in the reactivation process. Because of this, carbon can be re-used repeatedly and creates no solid-waste disposal problem. The carbon system at Lake Tahoe is equipped with a carbon reactivation system, and a similar facility will be provided at Rocky River.

We in industry are not alone in calling for the adoption of new technology. Research people, as well, recognize the need. Messrs. Touhill and Culp of Batelle-Northwest, a distinguished research institution, recently authored an article in *Public Works* magazine from which I now quote:

"The public has been seriously misled in regard to the performance of the municipal waste treatment facilities they have financed. Secondary treatment plants are proposed for cases requiring 85-90 percent removal of oxygen demanding materials and the public no doubt feels that once the plant is built their obligation is complete and that the plant will perform at this efficiency. A majority of secondary plants do not. Were the public aware of the inherent instability of many secondary processes which are accentuated by the quality of operators attracted by the low salaries offered, public support of more reliable plants and higher operator pay scales would be more readily obtained. The public must share the blame in this case. They have erred in assuming its specified operation is automatically achieved. Would the public finance the more reliable facilities and the higher operator pay required to assure that the desired pollution abatement is indeed achieved? Obviously, this can only be determined by putting such proposals directly to the public; but it appears that they may be willing.

"In addition to failing to determine the limit of the public's willingness to pay for pollution abatement, technologists often have failed to apply new technology as it becomes available. The causes are many. Regulatory agencies are in a negative position: They have little to gain from promoting or approving new, relatively untried technology when approval of continued use of older, proven technology represents no threat to their security. \* \* \*

"Each of the 50 states has its own regulatory agency which must approve all new wastewater treatment facilities. Thus, the engineering profession is faced with 50 separate standards of acceptable technology. The multiplicity of standards represents a barrier to expeditious application of new technology. An analogy has been made to the likelihood of landing a man on the moon by 1970 if 50 separate agencies had been required to approve the technology and hardware used."\*

\* Touhill, C. J. and Culp, G. L., "Water Pollution Control—Let's Do It Right", *Public Works*, pp. 74-76 (August, 1971).

Those paragraphs are among the most cogent statements I have read in connection with this general situation.

This brief discussion of improved sewage treatment methods demonstrates that significant new technology is now available. But the nation is confronted by a paradox: although there is a critical need for upgrading the quality of sewage treatment, there has been an unfortunate lag in adopting new technology. Resistance to change is a fact of life in this as in all areas of human endeavor, and, unfortunately, most communities are continuing to build sewage treatment plants based on biological treatment processes which often will not produce the quality of effluent specified.

I, therefore, would urge that Congress include in the Federal Water Pollution Control Program some sort of incentive to encourage municipalities with existing sewage treatment facilities to operate those facilities at their maximum efficiency.

There are a number of ways in which communities could be given such incentives. One technique would be to reimburse the community for some part of the additional expenses incurred in purchasing products which increase the efficiency of the plant. Any such payments should be based on achieving some specific improvement in the quality of the effluent of the plant.

The difficulty today is that communities with facilities operating below design efficiency have no incentive to upgrade operation of those facilities. There is a "stick" in most states in the form of a sanction imposed by the state if the community has an inadequate plant—but there is nothing in the form of a "carrot." A reimbursement of the incremental expenses which are shown to have a significant effect on the quality of the effluent would, for the first time, give municipalities the incentive to operate their existing facilities at their maximum efficiency. As pointed out earlier, money spent this way would have an immediate impact on the quality of the water of the United States. Furthermore, this is a program which could be phased out as the construction grant program finally reached the goal of providing adequate treatment facilities for all of the population.

Similarly, there are many incentives which could be afforded communities constructing new facilities to encourage them to adopt the best available technology. One method of doing this would be to incorporate in the Federal grant program a provision that the community be reimbursed for a portion of its interest expense on bonds issued to finance the facility for a several-year period after construction. Such a reimbursement should, I think, be contingent upon the facility's producing an effluent meeting certain high quality standards.

For example, a municipality could be reimbursed for one-third of the interest cost if the effluent consistently achieved more than 85 percent removal of the BOD from the raw sewage. Such a provision would give the community an incentive to construct facilities which go beyond the current norm for secondary biological treatment of 85 percent removal. Similarly, reimbursement of one-third of the interest cost could be based upon consistent removal of at least 95 percent suspended solids, and reimbursement of one-third of the interest cost for consistent removal of at least 85 percent of the phosphate. It is important to note that what I am suggesting is that there be a financial benefit to communities which in fact produce high quality effluent no matter what technology is used to achieve that result. The financial reward should not be based on design parameters or promises, but only on achieved results.

It should also be noted that incentives of

\* *The Reader's Digest*, "Breakthrough in Water Pollution," pp. 167-175 (June, 1971).

This nature would have the incidental benefit of encouraging communities to hire competent personnel and to properly maintain the facility after construction. As the Committee well knows, a Federal grant to construct a new sewage treatment facility can go for naught if the community fails to hire sufficient and competent personnel to operate the plant, or is unwilling to spend the funds necessary to keep the plant in good repair.

This suggestion of financial incentives is certainly not a complete answer to that prob-

lem, but it would be a partial answer to a serious problem which everyone seems to recognize exists.

Before concluding, I want the record to be clear that my company is a producer of polymer coagulants and of granular activated carbon. It is true that more widespread use of these products would benefit us. But it would also benefit others. There is a great deal of competition in both fields—Dow Chemical, American Cyanamid, Hercules and several other produce polymers; and Westvaco, Atlas Chemical and Witco Chemical compete with

us as carbon producers. By virtue of Calgon's being in both fields, we are abreast of developments in both fields, and I thought the technological advances in them—and our thoughts about how they can be applied—would be matters of interest to the Committee in its continuing inquiries into what can be done to broaden environmental protections.

I want to thank you, Mr. Chairman, and the members of this Committee, for giving me an opportunity to appear before you. I will be happy to answer any questions.

EXHIBIT A

PLANT I.—LEETSDALE, PA.

[Primary plant—0.5 mgd]

Analysis	Influent		Effluent		Percent removal
	Range	Average	Range	Average	
<b>Treatment I—Control no treatment:</b>					
PO <sub>4</sub>	18-35 mg/l	25 mg/l	12-25 mg/l	20 mg/l	20
BOD	110-145 mg/l	135 mg/l	42-72 mg/l	62 mg/l	54
COD	200-500 mg/l	268 mg/l	82-150 mg/l	130 mg/l	51
TOC	65-100 mg/l	65 mg/l	23-62 mg/l	46 mg/l	29
S.S.	110-280 mg/l	150 mg/l	45-80 mg/l	65 mg/l	56
<b>Treatment II—150 ppm lime and 1/2 ppm anionic polymer:</b>					
PO <sub>4</sub>	14-47 mg/l	25 mg/l	1.8-15 mg/l	6.9 mg/l	72.4
BOD	36-105 mg/l	67 mg/l	10-65 mg/l	28 mg/l	58.3
COD	78-400 mg/l	173 mg/l	38-130 mg/l	75 mg/l	56.0
TOC	24-110 mg/l	56 mg/l	15-74 mg/l	26 mg/l	53.6
S.S.	50-285 mg/l	112 mg/l	15-70 mg/l	38 mg/l	66.0
<b>Treatment III—175 ppm lime and 1/2 ppm anionic polymer:</b>					
PO <sub>4</sub>	15-25 mg/l	25 mg/l	1.5-12 mg/l	5 mg/l	80
BOD	36-105 mg/l	75 mg/l	10-35 mg/l	25 mg/l	67
COD	95-300 mg/l	175 mg/l	40-120 mg/l	58 mg/l	67
TOC	35-100 mg/l	60 mg/l	15-155 mg/l	20 mg/l	67
S.S.	60-250 mg/l	120 mg/l	13-60 mg/l	30 mg/l	75

[Primary plant—0.5 mgd]

Analysis	Influent		Effluent		Percent removal
	Range	Average	Range	Average	
<b>Treatment IV—150 ppm alum and 1/2 ppm anionic polymer:</b>					
PO <sub>4</sub>	23-78 mg/l	40 mg/l	4-15 mg/l	7.5 mg/l	81.4
BOD	30-125 mg/l	77 mg/l	3-29 mg/l	13 mg/l	82.8
COD	106-280 mg/l	187 mg/l	25-64 mg/l	40 mg/l	78.8
TOC	46-96 mg/l	67 mg/l	10-30 mg/l	20 mg/l	70.1
S.S.	66-218 mg/l	125 mg/l	14-50 mg/l	23 mg/l	81.3
<b>Treatment V—40 ppm ferric chloride and 0.4 ppm nonionic polymer:</b>					
PO <sub>4</sub>	6-75 mg/l	24 mg/l	2-12 mg/l	6.6 mg/l	72
BOD	115-140 mg/l	129 mg/l	20-62 mg/l	40 mg/l	71
COD	98-580 mg/l	255 mg/l	28-86 mg/l	61 mg/l	76
TOC	35-120 mg/l	57 mg/l	11-42 mg/l	18 mg/l	68
S.S.	80-260 mg/l	132 mg/l	33-50 mg/l	40 mg/l	69
<b>Treatment VI—50 ppm ferric chloride and 1/2 ppm nonionic polymer:</b>					
PO <sub>4</sub>	23-32 mg/l	25.4 mg/l	2.5-6 mg/l	3.4 mg/l	86
BOD	110-140 mg/l	130 mg/l	18-38 mg/l	27 mg/l	79
COD	180-350 mg/l	258 mg/l	36-55 mg/l	50 mg/l	80
TOC	62-95 mg/l	74 mg/l	11-28 mg/l	18 mg/l	75
S.S.	110-210 mg/l	165 mg/l	20-35 mg/l	26 mg/l	84

Source: Calgon Corp.

EXHIBIT B

Summarization of results obtained by applying conventional coagulants (such as lime, ferric chloride and alum) and synthetic polymers in primary treatment plants.

Warren, Ohio. A 30-day treatment program produced 80% removal of phosphate. The treatment program consisted of 30 to 35 parts per million of ferric chloride and 0.2 part per million of a synthetic polymer.

Painesville, Ohio. A 30-day trial produced these results: 83% removal of suspended solids, 65% removal of BOD and 83% removal of phosphate.

Source: Calgon Corporation.

EXHIBIT C

AT ROCKY RIVER, OHIO, A NEW CONCEPT IN WASTEWATER TREATMENT PLANTS

A black, finely ground, and sometimes dusty substance may be a key material in helping the Nation combat water pollution by providing better treatment for municipal and industrial wastewaters.

The substance is activated carbon, long used for some industrial purposes (and for certain cigarette filters). Activated carbon has superior properties for treating wastewaters.

Although carbon is currently used to treat wastewater at Lake Tahoe, California, the new Rocky River, Ohio, treatment plant will be the first in the world to provide high-quality water by a process which depends solely on physical-chemical treatment methods. None of the conventional biological processes used in other treatment plants will be required.

Construction of this plant, partially supported by a Research and Development Grant from the U.S. Department of Interior's Federal Water Quality Administration, is scheduled to begin in the Summer of 1970.

The proposal for the new Rocky River plant, which will have a capacity of 10 million gallons per day, was prepared by Mr. John Puzenski, Sanitary Engineer of Cuyahoga County, Ohio. The plant was designed by Willard F. Schade and Associates, the

County's consulting engineer, to meet the water quality requirements set forth by the State of Ohio.

Calgon Corporation, which developed the concept of using activated carbon for treating clarified wastewater, estimates that the total operating, maintenance and amortization costs of the process, including primary treatment and sludge disposal, are about the same as the costs for a conventional activated sludge plant. The land area required for the process using activated carbon is considerably less than that required for conventional treatment.

At Rocky River, conventional primary treatment will be enhanced by the addition of coagulants and polymers to remove phosphorus and suspended solids. The clarified water, containing 60 milligrams per liter (mg/l) of both BOD and suspended solids, will be passed downflow over granular carbon at a rate of 4.3 gallons per minute per square foot. The carbon contacting system will consist of eight rubber-lined columns in parallel. Each column will be 16 feet in diameter and contain 8 x 30 mesh activated carbon to a depth of 15 feet (78,390 lbs.). At the design flow rate, the contact time (empty bed basis) between water and carbon will be 26 minutes.

In a full-scale clarification study and a pilot-scale carbon adsorption study at Rocky River\*, the BOD was reduced from 118 to 8 mg/l and the suspended solids from 107 to 7 mg/l. This represents an overall removal of greater than 93% for both BOD and suspended solids and produces an effluent substantially better than the treatment objective of 15 mg/l BOD and 10 mg/l suspended solids required for discharging into Lake Erie.

The plant will provide thermal regeneration of the exhausted carbon in a multiple hearth, gas-fired furnace. The regeneration rate is expected to be about 500 pounds of

\*Rizzo J. L. and Schade, R. E., "Secondary Treatment with Granular Activated Carbon," Water and Sewage Works, August, 1969.

carbon per million gallons of wastewater treated. The addition of fresh carbon to make up for physical losses should be about 25 pounds per million gallons treated.

[Charts not printed in the RECORD.]

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#### SENATOR COOPER—SON OF SOMERSET

### HON. TIM LEE CARTER

OF KENTUCKY

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 1971

Mr. CARTER. Mr. Speaker, it has been an inspiration to me to serve as U.S. Representative for the city of Somerset which is Senator JOHN SHERMAN COOPER'S hometown.

Senator COOPER is a man of the great common people, and he is supported by the common people.

After attending Centre College, he graduated from Yale and later received his law degree from Harvard. He was elected county judge of Pulaski County during the depression and learned intimately the problems of the poor people. He developed a sincere and lasting feeling for them.

Later, he was elected circuit judge in which position he served with distinction. He was elected to three unexpired terms in the U.S. Senate. He served with honor as U.S. Ambassador to India and Nepal, and as U.S. delegate to the General Assembly of United Nations sessions meetings.

Senator COOPER has been elected to two successive full terms in the U.S. Senate. No Kentuckian has ever received as great a majority in his last two elections as has JOHN SHERMAN COOPER. Kentuckians feel that their great trust in our senior Senator is justified. There is no question but that he could be reelected to the office which he now holds.

I include an article by the erudite editorialist, Marquis Childs, taken from the Washington Post of September 28, 1971, for the perusal of the Members:

SENATOR COOPER—SON OF SOMERSET  
(By Marquis Childs)

The recent bombing of North Vietnam, most massive in three years, is a manifestation of America's continuing involvement in a war deeply dividing the nation. On no

one does this weigh more heavily than on the senior senator from Kentucky, a Republican, John Sherman Cooper.

Cooper's opposition to the bombing goes back to 1964. While voting for the Gulf of Tonkin resolution in August of that year, he said on the Senate floor that to be granted such broad powers the President was obligated immediately to search for ways to negotiate an end to the fighting and perhaps even to refer the question to the Geneva powers.

The following year and again in 1966 he drove hard for a stop to the bombing of the North. The weight of his influence had not a little to do with Lyndon Johnson's decision to negotiate and halt bombing in the North. The thousands of tons of bombs rained down north of the DMZ a few days ago is a grim commentary on the power that persists once the guns start firing.

In his opposition to the war and in every field Cooper's record is in many respects unique in its scope and in the independence it reflects. After his re-election in 1966 he said he would not seek another term and he repeated this several times.

Usually when an elected officeholder makes such an announcement the scramble to succeed him becomes a stampede. Petitioners from Kentucky, and among them are Democrats as well as Republicans, urged him to run again next year. They agree he could win with virtually no campaign.

Some of Cooper's close allies in the Senate despair over the way the power of the executive overshadows the Congress, and they point to the resumption of heavy bombing as proof. Cooper disagrees. It may be his Kentucky heritage of grit, but he does not give up for all his bruising encounters with power.

During the congressional recess he flew to Helsinki to get a reading on the Strategic Arms Limitation Talks (SALT). After lengthy conferences with the American delegation he brought back the word, now on the front pages, that an agreement limiting defensive weapons is likely before the end of the year. Cooper joined Sen. Philip A. Hart, (D-Mich.) to knock out funds for the anti-ballistic missile in the defense budget of 1969. They lost by a single vote. A second attempt the following year was defeated by 52 to 47. The senator's present intention in light of a probable agreement is not to challenge the funds for ABM this year.

In 1958, in partnership with John F. Kennedy, then a senator from Massachusetts, Cooper initiated the consortium of a half-dozen nations supplying aid to India and Pakistan. It worked well until the rivalry between Moscow and Peking accentuated the enmity between the states that share the subcontinent. Cooper was ambassador to India in 1955 and '56, between his service in the Senate for two short terms and his election in '57 to a full term.

At times, voting for civil rights measures, he runs afoul of his comparatively conservative constituency. His was one of three votes against the measure giving the Attorney General greatly broadened powers to wiretap. Addressing the Louisville Chamber of Commerce a little later on pollution, as he finished a voice from the back of the hall boomed out:

"We want to know why you voted for crime the other day."

The senator, who has served longer in the Senate than Henry Clay, longer than any Kentuckian except Alben Barkley, can tell that kind of anecdote with the dry humor that is out of his roots in his home town of Somerset. When he goes back home, people line up to talk to him not just about politics but about their personal problems. For all his years in Washington, New Delhi and in New York at the United Nations, he is still the man from Somerset.

The other day Cooper had his 70th birthday. His knowledge and experience gave him

a remarkable perspective on the political scene both at home and abroad. If he goes through with his intention of retiring, is this experience to be lost? The young today would reject anyone over the age of 25, or maybe 30. That loud, arbitrary cutoff denies the wisdom of men such as Cooper who have come through the struggle of our times bloody but unbowed.

#### POSTMASTER BYERS RETIRES

### HON. GOODLOE E. BYRON

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 1971

Mr. BYRON. Mr. Speaker, today John R. Byers will retire as postmaster of Westminster after 14 years of devoted service. I have had the pleasure of knowing Postmaster Byers through the years, and like most Carroll Countians will miss the enthusiasm and spirit of dedication that he brought to his job. Those who know him and those who know of his deeds will remember his service to job and community for years to come. I salute Mr. Byers for all of us and wish him well in his retirement years.

Mr. Speaker, I would like to read a recent newspaper article from the Carroll County Sun which briefly outlines Mr. Byers career of public service:

#### POSTMASTER BYERS RETIRES

(By Margaret Suchting)

John R. Byers, when he retires Thursday, will have been Westminster's Postmaster for 14 years and three days. When asked about his retirement, Byers said, "The government decided for me. Federal employees must retire when they reach the age of 70."

Byers, who lives at 412 East Main Street, Westminster, with his wife, Mrs. Elsie Hook Byers, said that the thing he remembers most during his 14 years as postmaster is the modernization of the Westminster Post Office which took place in 1966.

Before the building was enlarged, there were 33 employees. At the present time, there are 47. The income of the post office before 1966 was about \$175,000. It has risen to \$1,200,000. The Westminster office serves 25,000 customers on seven rural and nine city routes, all of which are motorized.

Byers remarked that most people don't know just what goes on in the post office every day. He said that, "We are always happy to show people around, because then they may realize what they can do to make mail delivery faster and our job easier."

Before he was appointed as Westminster's Post Master, Byers operated the Sharrer funeral home in Westminster for 40 years. He served in the U. S. Navy from 1942 to 1946, and has been treasurer of the Westminster Retail Merchants Association for more than 20 years.

Byers is a life member of the Westminster United Methodist Church, a past president of the Westminster Kiwanis Club, a 50-year life member of the Knights of Pythias and a charter member of the URKP (Uniform Rank Knights of Pythias). He is a member of the American Legion and the Carroll County Historical Society, and served on the Westminster City Council for 10 years.

He is a member of the National Association of Post Masters, the National League of Postmasters, the Yoke-Adams County Postmasters and the Franklin-Fulton County Postmasters. He has assisted in many local charity drives, as well as the drives which are conducted among federal employees.

## LETTER FROM A GREEK PRISON

## HON. DON EDWARDS

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 1971

Mr. EDWARDS of California. Mr. Speaker, the terrible oppressive political situation in Greece continues. I would like to share with my colleagues an article, written by an imprisoned Greek jurist, which recently appeared in the Atlantic Monthly. If there are still those who doubt the ruthlessness of this regime, this "Letter in a Bottle From a Greek Prison" may help to show the true nature of the present Greek Government.

The article follows:

LETTER IN A BOTTLE FROM A GREEK PRISON  
(By George Mangakis)

(NOTE.—The author was unanimously elected to the Chair of Penal Law at Athens University at the age of forty-six in 1969. The Greek junta vetoed his appointment, and he was arrested in July, 1969, tortured and tried the next year on charges of plotting to overthrow the regime and the existing "social order." Professor Mangakis was sentenced to eighteen years' imprisonment, and he remains in jail. His wife was also jailed for eleven months, charged with falsely telling foreign newspaper correspondents that her husband was being brutally tortured. She was later released.)

The dimensions of my cell are approximately 10 feet by 10 feet. You gradually become accustomed to this space, and even grow to like it, since in a way, it is like a lair in which you lie hidden, licking your wounds. But in reality, its object is to annihilate you. On one side of it there is a heavy iron door, with a little round hole in the upper part. Prisoners hate this little hole; they call it the "steel pigeon." It is through this hole that the jailkeeper's eye appears every now and then—an isolated eye, without a face. There is also a peculiar lock, on the outside only; it locks with a dry, double sound. That is one thing you never get used to, no matter how much time goes by. It gives you the daily, tangible sensation of the violence that is being done to you. Before I came here, I didn't know that violence could be expressed so completely by the dry sound of a double lock.

On the other side of my cell is a little window, with bars. From this window you can see part of the city. And yet a prisoner rarely looks out the window. It is too painful. The prisoner, of course, has a picture of life outside the prison constantly in his mind. But it is dim, colorless, like an old photograph; it is soft and shapeless. It is bearable. So you don't dare look out the window. Its only use is to bring you some light. That is something I have studied very carefully. I have learned all the possible shades of light. I can distinguish the light that comes just before daybreak, and the light that lingers on after nightfall. This light, with its many variations, is one of the chief joys of the prisoner. It often happens that a certain shade of light coincides with your mood, with the spiritual needs of that particular moment. Looking at the light, there have been times when I hummed a song, and times when I found it relieved pain. So much, then, for the window.

Apart from the door and the window, my cell also has a temperature. That is another fundamental element of my life here. It is unbearably cold in winter and extremely hot in summer. I find this natural, even though it brings me great discomfort. It is a symptom of the denudation of being in prison.

Under such conditions, it has got to be like this; you just have to live in direct contact with the temperature of this particular world.

I live in this space, then, for endless hours of the day and night. It is like a piece of thread on which my days are strung and fall away, lifeless. This space can also be compared to a wrestling ring. Here a man struggles alone with the evil of the world.

I write these papers, and then I hide them. They let you write, but every so often they search your cell and take away your writings. They look them over, and after some time they return the ones which are considered permissible. You take them back, and suddenly you loathe them. This system is a diabolical device for annihilating your own soul. They want to make you see your thoughts through their eyes and control them yourself from their point of view. It is like having a nail pushed into your mind, dislocating it. Against this method, which is meant to open up breaches in our defenses and split up our personality, there are two means of defense. First, we allow our jailkeepers to take away some of our writings—the ones that express our views unequivocally. It is a way of provoking the jailkeepers. We even derive a sort of childish satisfaction from thinking of the faces they'll make as they read. Then there are other papers which we prefer to hide—the ones we want to keep for ourselves.

My mind often goes back to the dead I have known and loved. In the vacuum of my cell, only concepts have substance. My cell is like a bottomless hole in the void. My most frequent visitor is my brother Yannis—he comes to me almost every day. He was killed in the war, but not in the act of killing others; he was a doctor. His regiment was afflicted with an epidemic of meningitis. He did not have time to cure himself. I have never been able to accept his death. I have simply managed, in time, to become reconciled to his absence. Now we are once again very close to each other. He has smiling, honey-colored eyes. He stays on for hours, and we sit there and think together. It used to be the same when he was alive. Now he often makes me think that the value of charity cannot be put into question. That is one thing which cannot be put into question, especially now that I have come to know torturers, jailkeepers, and their masters at close quarters. I know how utterly the bestiality of absolute power has degraded them. It seems that, spiritually speaking, everything stems from charity. Yannis is quite positive about that. And also courage, and love for certain concepts relevant to man, and receptivity to beauty. Everything stems from there. Sometimes Yannis gets up and takes those three paces forward, then backward, on my behalf. Then I can see his strong, graceful body. In the old days he used to like sailing. Now, as he paces across my cell, he brings the sea and the wind into my flat, barren cell. As he lifts his arm, he even gives the cell a perspective in depth. The kind of depth we keep looking for, he and I. Then he begins to think to the sound of music. He always loved music. And so my cell gradually fills with music. And I sail through the hours of the night in a sea of music. Those are my most serene nights, the ones suffused with a certain intimation of the meaning of the world. Yannis still remains a human being. If he is dead, then I am dead too. I believe we are both still alive.

There are moments when I sit in my cell thinking of what would be the best way to summarize my motives, those that made me end up in this cell and those that make me endure it. These motives are certainly not a belief in a single truth—not because we no longer have any truths to believe in but because, in our world, we do not experience these truths as absolute certainties. We are no longer as simple as that; we seek some-

thing more profound than certainty, something more substantial, something that is naturally, spontaneously simple. I think, then, that the totality of my motives in this connection could best be epitomized as hope—in other words, the most fragile, but also the most spontaneous and tenacious form of human thought. A deeply rooted, indestructible hope, then, carved out the path that was to lead me, unrepentant, to this barren desert, and it is the same hope that makes me capable of enduring it, like those small, tormented desert plants which contain, inexplicably, two tiny drops of sap—drawn, I am sure, from their own substance. My hope is the equivalent of those two drops of sap. However, the intensity of my hope is equal to my difficulty in putting it into words. I might say, perhaps, that this hope concerns our humanity, which cannot be annihilated no matter how much it is persecuted on all sides; this is why there can be no purpose as serious, as noble, as to commit ourselves to its safeguard, even if we must inevitably suffer for it.

Yet I don't think that by saying this I am expressing myself as concretely as I would wish. This hope takes shape only in certain attitudes. During the past months, through all the prisons I've known, I have often come across these attitudes. When I was held at the police-station jails—those places of utter human degradation—I remember a girl who was locked in a cell next to mine. She had been there for five months. She hadn't seen the light of day once throughout that period. She had been accused of helping her fiancé to do Resistance work. At regular intervals, they would summon her for questioning and would try to make her disown him, using cunning persuasion or brutal intimidation alternatively. If she disowned her fiancé, she would be set free. She refused unflinchingly, to the very end, even though she knew that her fiancé was dying of cancer and she would probably never see him again. He died on the day of her trial.

She was a pale, frail girl, with a kind of nobility about her. Every evening she used to sing in her cell in a soft, low voice. She would sing till dawn about her love, in her sad voice. The girl's attitude is my hope. And so is the attitude of the doctor whom they tried to involve in our case. There was no evidence against him. If he had adopted a noncommittal attitude at the court-martial he would certainly have been acquitted. But he was made of different mettle. When his turn came to take the stand at the trial, he got up and spoke about liberty. He defended liberty, even though he had a wife and children to support. He was sentenced to seven years in prison. This doctor's attitude is my hope. I have lived through a number of similar experiences. What I would like to say here is quite simply this: in the attitude of people like that doctor and that girl, the dominant feeling is a spontaneous knowledge that the most important thing in life is to keep one's humanity. Because life does not belong to the barbarians, even when absolute authority does belong to them. Life belongs to human beings, life goes forward because of them. This is the source of my hope.

I live with a number of ideas that I love. They fill my days and my nights. To the treacherous uniformity of my stagnant hour, I oppose this dialogue with my ideas. Now I have come to know them better and to understand them better. I have actually experienced their significance. When I was being questioned, I discovered the essence of human dignity, in both its deepest and its simplest sense. When I was court-martialed I hungered for justice, and when I was imprisoned I thirsted for humanity. The brutal oppression which is now stifling my country has taught me a great deal, among other things the value of refusing to submit. As I sit in my cell thinking about these

things, I am filled with a strange power—a power which has nothing in common with the power of my jailkeepers. It is not expressed in a loud, insolent voice. It is the power of endurance—the power that is born of a sense of being right. That is how I face the relentless attack of empty days which has been launched against me. Each time, I repulse the attack at its very start. I begin my day by uttering the word "freedom." This usually happens at daybreak. I emerge from sleep, always feeling bitterly surprised to find myself in prison, as on the first day. Then I utter my beloved word, before the sense of being in prison has time to overpower me. This single word works like magic. And then I am reconciled to the new, empty day stretching ahead of me.

I think of my companions. The political prisoners I have come across in my various prisons. The ones who resisted and are now pacing across their cells, taking those three little jerky steps forward, then backward. They are all made of the same stuff, even though they may be very different persons in other respects. They all possess a very rare sensitivity of conscience. A truly unbelievable sensitivity. It becomes manifest in tiny details, as well as on big occasions. When they speak, they exercise the utmost delicacy with regard to the other person's feelings. They are always at your side with a glass of water, before you have time to ask for it. I want to give an example of this extraordinary sensitivity. Some days ago, one of us was about to be released. He was in the prison hospital. He could have left directly from there, but he delayed his departure for a week, so as to come and say good-bye to us. Seven days of voluntary prison just to say good-bye to his friends. That is what I mean. These people, then, have truly taken upon themselves the entire predicament of our times. They are consciously carrying the burden of our people's trampled honor. And in so doing they feel close to all those who are persecuted on earth. Through a fundamental unity they grasp the meaning of all that is happening in the world today. It is the unity of man's yearning to be free of oppression, no matter in what form. Whoever resists oppression is a brother to them, no matter who or where he is, scattered in the innumerable prisons of my own and other countries.

I often ask myself what it was exactly that touched our consciences in such a way as to give us all an imperatively personal motive for opposing the dictatorship and enlisting in the Resistance, putting aside all other personal obligations and pursuits. One does not enlist in the Resistance—in that mortally dangerous confrontation with the all-powerful persecution mechanism of a dictatorship, where the chances of being caught are far greater than the chances of getting away with it, where arrest will result in the most unbearable and long-term suffering—one doesn't get involved in all this without some very strong personal motive. So strong, in fact, that it must literally affect the very roots of one's being—since it makes one decide to risk falling into the clutches of the most appalling arbitrariness and barbarism, being reduced from a human being to an object, a mere receptacle of suffering, jeopardizing all the achievements and dreams of a lifetime and plunging loved ones into the most terrible agonies and deprivations.

I keep thinking, then, that this motive can be no other than the deep humiliation which the dictatorship represents to you, both as an individual and as a member of the people to whom you belong. When a dictatorship is imposed on your country, the very first thing you feel, the very first day, is humiliation. You are being deprived of the right to consider yourself worthy of responsibility for your own life and destiny. This feeling of humiliation grows day by day as a result of the oppressors' unceasing effort to force your mind to accept all the vulgarity

which makes up the abortive mental world of dictators. You feel as if your reason and your human status were being deeply insulted every day. And then comes the attempt to impose on you, by fear, acceptance of their various barbarous actions—both those that you hear about and those that you actually see them commit against your fellow human beings. You begin to live with the daily humiliation of fear, and you begin to loathe yourself. And then, deeply wounded in your conscience as a citizen, you begin to feel a solidarity with the people to whom you belong. With a unique immediacy, you feel indivisibly bound to them and jointly responsible for their future fate. Thanks to this process of identification, you acquire an extraordinary historical acuity of vision, such as you had never known before, and you can see with total clarity that humiliated nations are inevitably led either to a lethal decadence, a moral and spiritual withering, or to a passion for revenge, which results in bloodshed and upheaval. A humiliated people either take their revenge or die a moral and spiritual death. Once you realize, then, the inevitability of your people's destruction, one way or another, your personal humiliation is turned into a sense of responsibility, and you don't simply join the Resistance, you become deeply committed to the Resistance. In other words, you situate the meaning of your existence in this strangest, this most dangerous and unselfish of all struggles which is called Resistance. From that point onward, may God have mercy on you.

Morally speaking, the Resistance is the purest of all struggles. As a rule, you join it only to follow the dictates of your conscience; it affords no other satisfaction except the justification of your conscience. Not only is there no benefit to be expected from this struggle but, on the contrary, you are endangering, or rather you are exposing to a near certain catastrophe, whatever you may have achieved until now with your labors, and you enter a way of life that is full of anxiety and peril. You cannot expect immediate praise, because you have to act secretly, in darkness and silence; nor can you expect future praise, because under a dictatorship the future is always uncertain and confused. There is only your conscience to justify you, as you see it mirrored at times in the eyes of one of your companions. Yet this justification counts more than anything else. You are privileged to experience certain moments in which you feel that you too express the dignity of the human species. This is the deepest justification a man may feel for being alive. This is why the Resistance is the worthiest of all struggles: it is the most dramatic manifestation of the human conscience.

A lot of people don't understand us at all. It seems that it is difficult to understand an act that is motivated exclusively by the dictates of one's conscience, especially when the consequences of the act lead one to extreme situations. Our life is now based on values alone, not on interests. We have voluntarily placed ourselves in a position of unbearable suffering, and our main concern every day is not just to safeguard our humanity within this suffering but to transmute this suffering into a component of our humanity. Upon our suffering we try to build a personality that excludes ordinary joys, the pursuit of happiness, and that is purely conceptual. We have become incarnated concepts. This means we do not live in the present. Besides, we have no days that we can call the present, except perhaps the days when our loved ones visit us. Then, yes, for about ten minutes, for as long as the visit lasts, we feel once again the happiness and pain that the love of another human being can bring; we rediscover in this way common human interests, the need for joy, the revulsion from suffering. But apart from those occasions, we live timelessly.

We exist as a result of the justification of our conscience, and for its sake alone. Thus there is no such thing as time for us. In this sense we could reach the absolute, if it weren't for the necessity to conquer this justification every day again from the very beginning. For this incarnation of abstract concepts is by no means a static condition; we still have blood in our veins, blood that pulsates with needs and desires, hearts that insist on dreaming, memories that ruminate on past happiness. We have our personal loves, for certain particular people. That is a constant threat to us. It means we have to struggle with ourselves in order to retain our conceptual condition, to balance ourselves upon the magnetic needle of conscience in its ceaseless quivering. Because of this constant effort, we are not absolute beings. Because of this effort, we are not yet dead.

Another thing: we feel very European. This feeling does not derive primarily from political opinions, even though it does end up by becoming a fundamental political stand. It is a feeling that grows out of the immediacy and the intensity that our cultural values have acquired under dictatorship. Fortunately, these values, which have become our whole life and which help us to endure our long nights and days, are not exclusively ours. We share them with all the peoples of Europe. Or rather the European people, for Europe is one single people. Here in prison we can affirm this with complete seriousness. Suffering helps us to get down to the essence of things and to express it with perfect simplicity. We see only the deeper meaning of Europe, not the foolish borders, the petty rivalries, the unfounded fears and reservations. We see ourselves simply as one people as a whole. It may seem strange—though only at first glance—how intensely the Greeks felt they were Europeans the very first day of the dictatorship. Our values are the values of Europe. We created them together. We felt instinctively, at the time that nobody but a European could understand the tragedy that was taking place in our country and feel about it the way we did. And we were right.

We turned in despair to Europe, and the people of Europe did not forsake us. Now all those of us who have entered upon this ordeal, in the prisons of the dictatorship, say "Europe" as we would say "our country." And we mean exactly that: this fusion, in depth of common historical experiences, cultural values, and human solidarity which we call "country," "fatherland." We clutch the bars of our narrow windows, we look at the world outside, and we think of those millions of people walking the streets, and we know that if they could see us, they would raise their hands in greeting, they would give us a sign. In those moments, with our mind's eye, we embrace the whole of Europe. It is a place which includes all our own people, all the ones who would raise their hands in greeting. The headhunters have locked us up in this narrow place in order to make us shrink, like those hideous human scalps which are their trophies. But what they haven't realized is that our country has widened; it has become a whole continent. They have isolated us so as to turn us into solitary, forsaken creatures lost in a purely individual fate. But we now live in the immense human community of European solidarity. Their power is helpless in the face of this knowledge.

We often talk about the dignity of man. It is not an abstraction; it is a thing which we have actually experienced. It exists in our very depths, like a sensitive steel spring. It has absolutely nothing to do with personal dignity. Its roots lie much deeper. Through out the nightmare of the interrogation sessions, I lost my personal dignity; it was replaced by pure suffering. But human dignity was within me, without my knowing it. There came a moment when they touched it; the questioning had already been going on for



some time. They cannot tell when this moment comes, and so they cannot plan their course accordingly. It functioned suddenly, like a hidden spring that made my scattered spiritual parts jerk upright, all of a piece. It wasn't really me who rose to my feet then, it was Everyman. The moment I began to feel this, I began to overcome the questioning ordeal. The effort was no longer only for myself. It was for all of us. Together we stood our ground.

I have experienced the fate of a victim. I have seen the torturer's face at close quarters. It was in a worse condition than my own bleeding, livid face. The torturer's face was distorted by a kind of twitching that had nothing human about it. He was in such a state of tension that he had an expression very similar to those we see on Chinese masks; I am not exaggerating. It is not an easy thing to torture people. It requires inner participation. In this situation, I turned out to be the lucky one. I was humiliated. I did not humiliate others. I was simply bearing a profoundly unhappy humanity in my aching entrails. Whereas the men who humiliate you must first humiliate the notion of humanity within themselves. Never mind if they strut around in their uniforms, swollen with the knowledge that they can control the suffering, sleeplessness, hunger, and despair of their fellow human beings, intoxicated with the power in their hands. Their intoxication is nothing other than the degradation of humanity. The ultimate degradation. They have had to pay very dearly for my tortments. I wasn't the one in the worst position. I was simply a man who moaned because he was in great pain. I prefer that. At this moment I am deprived of the joy of seeing children going to school or playing in the parks. Whereas they have to look their own children in the face. It is their own humiliation that I cannot forgive the dictators.

One of the very few things I have been able to keep here is a picture of Erasmus. It's a newspaper clipping. I cut it out some time ago, and now I often look at it. It gives me a certain sense of peace. I suppose there must be some explanation for this. But I'm not interested in explanations. It is enough that there is this magic, this strange exaltation caused by the identification of this man with our own values, this victory over my solitude, which started centuries ago and which becomes real again as I look at his face. He is shown in profile. I like that. He is not looking at me, but he is telling me where to look. He reveals a solidarity of vision between us. In prison, this solidarity is a daily necessity, like the need for water, bread, sleep. When they search my cell they come upon Erasmus' picture, but they let me keep it. They don't understand. They've no idea how dangerous a mild, wise man can be. Sometimes I wonder about the jail-keeper's eye, watching me through the hole in the door—where does he find solidarity of vision?

Our position as prisoners has many distinguishing features. One of them is that we sing, quite frequently. It may sound strange to people who don't know about prisons. But that's the way it is—and come to think of it, it is very natural. Singing is part of the unwritten instructions passed on by veteran prisoners to newly arrived ones: when the pain and anguish are too much for you, sing. We begin to sing precisely when the anguish becomes unbearable. On days that are free of anguish, we don't sing. Singing seems to melt away that crushing burden we carry, just when we think we can no longer carry it; and then it rises out of us like an invisible gray mist. We feel a kind of relief. They know this, and that is why in some prisons, the harshest ones, singing is forbidden. I often sing in my cell, or I whistle. Sometimes I sing to my wife. If she could hear me, she would be pleased, even though I sing false. She knows

about singing in prison, she's been through it. In this place singing is a real, immediate need of the spirit. It is the daily bread of those who are struggling not to go insane. It softens up a harsh world and opens up the saving grace of new, wider vistas. As you sing, you feel you are traveling along these extended frontiers of the world. After all, we have our little trips, too. I've got to say this: I'm grateful to songwriters, especially those who have composed sad songs. I like singing Mikis Theodorakis, for instance. In his old songs, it's as if he had a kind of foreknowledge of the prisons he was fated to live in. So we sing. I have never heard my jailkeepers singing. Most of their time they are busy digesting their food.

We are shut away in our individual cells. In one respect we are the most helpless of creatures. They can do what they like with us. Just as we are sitting in our cell, they march in, they take us away, we don't know where, to some other prison, far away. If it weren't for their strange fear of us, I might say that they look upon us as objects. But this fear of their keeps our human status intact, even in their eyes. Now these helpless creatures think of nothing else but the fate of mankind. When we are taken out of our cells and meet our fellow prisoners, that is what we talk about. That is our sole concern. Like so many others, we know the meaning of this yearning for freedom that is pulsating throughout the world. And we can discern, more clearly than ever before, the enemies of freedom. We tremble for the fate of this great country which we call Europe. We know that hope hangs upon Europe, and that is the reason why it is constantly threatened.

It is very dangerous to nourish the hopes of mankind. Why else should Greece have become enslaved? They built another bridgehead next to those of Spain and Portugal. They are afraid of Europe—that long-suffering fountainhead of ideas, that inexhaustible breeding ground whose ancient soil has never ceased to shelter the seeds of thinking. The simple citizens of Europe nurture these seeds, keeping them alive thanks to the restless, questing spirit which is so much a part of their being. The wealthy and the powerful are quite right to fear it. In this place, when we talk about "man," we know what we mean. We mean the quality which makes him the measure of all things. That is our oldest, our wisest, our most explosive concept. It is because of this concept that they fear Europe. We know that someday, inevitably, Europe will play her role. That is why we tremble for Europe's fate today. That is why Europe is the sole concern of people like us—the most helpless of creatures.

It has all become quite clear to me. It had to be this way. From the moment my country was humiliated, debased, it was inevitable that I should go underground. It was an inexorable spiritual imperative. My whole life had been leading me to that imperative. Since childhood, I was taught to gaze upon open horizons, to love the human face, to respect human problems, to honor free attitudes. At the time of the Second World War, I was an adolescent; I lived through the Resistance; it left its moral mark on me. Only I didn't know at the time how deep that mark was. It has now become clear that it was to be the most vital inspiration force in my life. At last I can explain many things that happened to me between then and now. And so when the dictatorship came, I was already committed to the Resistance, without knowing it. I was carrying my own fate within me. Nothing happened by chance, by coincidence. Only the details were accidental. Diabolically accidental. But the general direction, the orientation, was rooted securely within me. Therefore it is not by mistake that I now find myself in prison. It is quite right that I should be here. What is horribly wrong is that this prison should exist at all.

I would like to write about a friendship I formed the autumn before last. I think it has some significance. It shows the solidarity that can be forged between unhappy creatures. I had been kept in solitary confinement for 4 months. I hadn't seen a soul throughout that period. Only uniforms—inquisitors and jailkeepers. One day, I noticed three mosquitoes in my cell. They were struggling hard to resist the cold that was just beginning. In the daytime they slept on the wall. At night they would come buzzing over me. In the beginning, they exasperated me. But fortunately I soon understood. I too was struggling hard to live through the cold spell. What were they asking from me? Something unimportant. A drop of blood—it would save them. I couldn't refuse. At nightfall I would bare my arm and wait for them. After some days they got used to me and they were no longer afraid. They would come to me quite naturally, openly. This trust is something I owe them. Thanks to them, the world was no longer merely an inquisition chamber. Then one day I was transferred to another prison. I never saw my mosquitoes again. This is how you are deprived of the presence of your friends in the arbitrary world of prisons. But you go on thinking of them, often.

During the months when I was being interrogated, alone before those men with the multiple eyes of a spider—and the instincts of a spider—one night a policeman on guard smiled at me. At that moment, the policeman was all men to me. Four months later, when the representative of the International Red Cross walked into my cell, once again I saw all men in his friendly face. When one day they finally put me in a cell with another prisoner and he began to talk to me about the thing he loved most in life—sailing and fishing boats—this man too was all men to me. It is true, then, that there are situations in which each one of us represents all mankind. And it is the same with these papers: I have entrusted them to a poor Italian prisoner who has just been released and who was willing to try to smuggle them out for me. Through him I hope they will eventually reach you. That man again is all men to me. But I think it is time I finished. I have raised my hand, made a sign. And so we exist. We over here in prison, and you out there who agree with us. So: *Freedom my love.*

#### KNOXVILLE COLLEGE JAYCEES SET A PACE

#### HON. JOHN J. DUNCAN

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 1971

Mr. DUNCAN. Mr. Speaker, I want my colleagues to know about a very different college campus undertaking. Knoxville College in Knoxville, Tenn., has the first black collegiate chapter of Jaycees. They aim to work on the correction of social ills—drug abuse, communication between blacks and whites, and youth problems.

A good description of the group's goals was in the Knoxville, Tenn., News-Sentinel of September 22, as follows:

KNOXVILLE COLLEGE JAYCEES SET A PACE

Knoxville College Jaycees, "proud to be the first black collegiate chapter" in the country, have launched a campaign worthy of all the individual and community support that can be given. Their objectives are ambitious but of the highest order.

Primarily, their aims are to establish better communications and understanding between blacks and whites; to conduct seminars to help drug addicts to provide food for

needy families, and to reestablish a Boy Scout troop at Cansler Elementary School. These are but the beginnings of an over-all program of service, and if they can succeed in their primary purposes, they'll not only find an unlimited number of other goals, but they'll find the enthusiastic backing of membership and community support.

This is a refreshing program for college students to undertake, and could well be a pattern for students of any college in the country.

#### HON. GEORGE MILLER OF CALIFORNIA COMMENTS ON OUR SPACE PROGRAM

#### HON. OLIN E. TEAGUE

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 1971

Mr. TEAGUE of Texas. Mr. Speaker, the summer 1971 edition of *General Electric's* magazine Challenge contains an interview with the Honorable GEORGE MILLER, chairman of the House Committee on Science and Astronautics on which I am privileged to serve. I do not think anyone could have put into better phraseology what space and space exploration has meant to mankind better than Chairman MILLER has done in this interview.

The article follows:

#### THE SWADDLING CLOTHES OF SPACE

He's been in on space since it began. He was assigned to the House Committee on Science and Astronautics in the Vanguard days and he's been chairman of it since the time of Gagarin and Glenn. He's an encyclopedia of facts and dates, an intimate of America's astronauts, an acknowledged authority on the use of space and its present and potential benefits.

Where better to inquire into the future uses of space? Who better qualified to judge, to predict or to guide than Congressman George P. Miller? There are those who differ with his political views, but none can dispute his ability to discuss how space and its unknowns can be used on man's behalf.

"Right now," he says, "the space program is truly still in its swaddling clothes. I believe that, when the history of our times is eventually written, it will indicate that man's first ventures beyond the earth laid the foundation for a better world.

"If we were to compare the space program to travel, we could say that we're now about at the stage where the Wright brothers made their famous flight 68 years ago. They flew about 137 feet—not as far as the wingspread on a 707 jet. They got about ten feet off the ground—the 707's fuselage is 15 feet higher than the wing. So, you see, they couldn't have made it from one end of today's plane to the other back in 1903.

"What changes we've seen since then! And we are headed toward a better life, I'm sure. For a start, the day is coming when we will see greater cooperation between nations of the world.

"People are beginning to realize," he goes on, "that they can't all go their separate ways. In Europe, for instance, the Rhine is an international river. The sun shines on both sides of it, you know, and as it comes up, it affects everybody the same. The water is heavily polluted, and that's a matter of concern to Holland, to Germany, to France. They're getting together now in an effort to clean it up. That's the only way they're going to do it, too—by cooperation.

"So it is with all the earth's problems.

Nations must cooperate. And the space program and its related technologies provide us the best means of searching for solutions. There may be some people who are hard to convince of this, but these facts are not going to change.

"This is the message we must get across to the American public. There is so much more to space than just the glamour of it! It is difficult to get people to realize how tremendous the potential really is.

"We can do so many wonderful things using space! And, even though a great deal of progress has already been made, I'm sure that there are many applications we aren't able to see and understand as yet.

"In the fields of earth sciences and earth resources, we are investigating the reasons for earthquakes with a view to perhaps predicting them. This is a new phase we've gone into lately. In meteorology, we need to have a profile of the weather—information gathered at different elevations. We want to find out what causes clouds to move, to shift, to gather in different areas. We have determined that thermal areas hold clouds back, but we need to know what causes the thermal areas. All this knowledge can help our weather predictions.

"We can take photographs from space, using new techniques. We can tell whether forests are good, or whether there are dead trees in them. We can study the conditions in our waters and other marine matters. We've had amazing spinoffs in the fields of medicine and other sciences. But the two fields where space benefits are most visible are communication and education.

"When long distance telephone first came into being, if I wanted to call my home in Alameda, I'd place the call and, when the phone company was ready, an operator would call me back. They had to go from here to some place in Maryland, then to another town and another and tie all of them together. By the time they tied up half a dozen stations and got clear wires in all of them, it took two or three hours.

"But today, I can pick up the phone and call Alameda just as easily as I can call across the street. I just dial an additional four numbers. And when it comes to talking through Telestar, it will be easier and cheaper yet. We won't have to have the lines we need today, and we won't have to maintain the stations. Voices will just shoot right up and down. Great Britain is already using Telestar, and their rate for phoning overseas is about two cents per second.

"In the old days, if I went to Europe by boat and wanted to send a wire to my wife when I got there, I might write 'Arrived safely. Pleasant voyage. Weather fine. Feeling well. Love.' This would have cost between six and ten dollars. Under the British system today, it would be about thirty-five cents!

"Our space vehicles of the future, some of which are now being built, will have channels for television, channels for computers, and the normal things that go into communication systems. It will be commonplace to talk anywhere in the world via satellite.

"The ability of the people of the world to communicate with each other certainly knits us all closer together. Radio was the first step in the fantastic growth of this ability. When I was a youngster out on the coast, it took about eight months for popular music from New York to come out to us. If one of the girls would take a trip to New York, as soon as she'd get home, we'd all flock over to her house to hear the songs that were being sung back east.

"Today, of course, music is introduced in many places other than New York. Whether it's a new song or a news item, everybody all over the country—and the world, too, for that matter—hears it at once. This instant reproduction of sound has been a leveling influence. Now, with TV, we have a better

understanding of each other, and that is a good thing. With satellites, we can see events almost anywhere in the world as they take place. This, in turn, is having the same kind of leveling influence on all nations."

Perhaps the greatest leveler is education, and Miller believes that its importance can't be overstated. "If we can achieve universal education throughout the world, I think we'll lessen much of the world's tensions," he declares. "It's going to take time—maybe several generations—but it's starting, and it's being given a tremendous boost by space satellites."

The Congressman describes a U.S. Naval base in the Samoan Islands, isolated and remote, where the natives are Polynesian. "After World War II, we began sending people down there to teach them English. But each teacher reached only a few students. So some years ago, a very progressive governor convinced Congress that we could use TV right in the schools.

"I've been in one of these schools, and I've seen 30 little kids seated on mats on the floor watching a big TV tube. Maybe it would show just a pair of lips saying 'Watch my lips. Say yes.' And all these little ones would answer 'Yes.'"

"This was in the beginning, of course. Their living conditions were such that we used the TV to teach them basics like sanitation. But today they're given courses in high school mathematics in just the same manner.

"This type of teaching appeals to nations throughout the world where masses of people need education. NASA has now entered into an agreement to orbit a synchronous satellite over northern India, which will be able to broadcast to about 5,000 villages where there are no schools. The Indian government has sent some of its young men over here and to other countries to learn how to put a TV set together, and just think how this is going to raise the standards of the people!

"Brazil is interested, too. It's true, you find several modern, sophisticated cities in Brazil, but the outback is still primitive.

"Success in these ventures won't be immediate, of course, as it will take years to bring these people up to standard, but I know this type of education is going to work. Just give the people the opportunity and they'll respond!

"Let me cite a few examples. See what's taking place today in Japan. She is fast becoming one of the great industrial powers of the world. When I was growing up in the Sacramento Valley, many Japanese were brought over here as laborers. They hadn't had educational opportunities themselves, but they insisted their children go to school. And these boys and girls were excellent scholars.

"Well, what's the result? Now they are fully accepted into this country, which is a tribute to the American way of life. I know two Japanese brothers who are flower growers out in a district adjacent to mine in California, and their air freight bill is in excess of \$500,000 a year, so I'd say they were doing pretty well, wouldn't you?

"In Italy recently, I saw some scientific progress that is as good as anything we have in this country. They do more than just raise tomatoes in Naples these days! They're building planes, and it's a big industrial center.

"And take Germany. She was almost destroyed during World War II. But the people had a good foundation of education to build on and were able to bring themselves back. As an example of that international cooperation we spoke about earlier, one of my recent visitors was a German who worked in the field of technology. After he had talked awhile, I said, 'You sound as though you're in favor of a United States of Europe.' And he answered, 'The quicker we get one, the better off all European countries will be.'"

In discussing the future of the space program, Miller is enthusiastic. "We've made great strides, of course, but the benefits are limitless. One of our greatest drawbacks to date has been the high cost of orbiting the vehicles. We're solving this, too. We're now in the process of devising a space shuttle, where planes will ride piggyback, one on top of another.

"The shuttle will take off with conventional fuel, very powerful, and go out beyond the stratosphere. There it will kick off the other plane, which will probably use chemical fuel to hurl itself out farther into space. As this second vehicle goes on, the shuttle will return to earth. Both will be capable of landing just as a conventional plane does, and both will be reusable.

"This should reduce the cost of orbiting them by a magnitude of about ten to one. There will be other savings, too. We already have many satellites in orbit which are no longer functioning. Maybe we can rehabilitate them . . . perhaps by the tightening of one screw, the addition of one little black box. If necessary, we'll pick them up and bring them back to earth for repair. The shuttle will allow us to establish space stations, which will furnish us with greater knowledge of our galaxy and our universe.

"Acquiring this knowledge will set off a series of chain reactions. It will be disseminated among all nations, producing greater understanding among men. Under this leveling influence, these men will work for closer cooperation between themselves and other countries. And each man in the chain, each nation, will influence others.

"Space may still be in swaddling clothes, but it's healthy, and it has brought great benefits to us already. Can you imagine the reaction of the Wright brothers if they could fly in a jet plane?

"And if we could project ourselves into the future, I'm sure we'd be amazed, too. There are truly great wonders in store for us."

**H.R. 10948, TO INSURE THAT SOCIAL SECURITY RECIPIENTS RECEIVE FULL BENEFITS OF ANY INCREASE**

**HON. GLENN M. ANDERSON**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 1971

Mr. ANDERSON of California. Mr. Speaker, a grave injustice has occurred in my home State of California.

When the U.S. Congress increases social security benefits, we expect those older Americans receiving social security and old-age assistance to obtain the full benefits of any increase in these programs. However, a loophole exists whereby the Governor has cut the public assistance that they receive from the State by the amount of the social security increase.

As a result, those who receive State public assistance to supplement their social security benefits, do not receive an increase in income. They merely receive a larger social security check, but a smaller State public assistance check.

Mr. Speaker, this is not fair.

Today, I am introducing H.R. 10948, which is designed to close the loophole in the 1971 social security increase and will enable our senior citizens who are receiving both social security and State assistance to obtain the full cash benefits of any congressional mandated increase.

In the past, Congress has required that the State pass on at least a part of any social security increase. However, the 1971 social security bill, which increased benefits by 10 percent, did not include this "pass through" provision.

The bill that I am introducing would require that all States guarantee old-age recipients at least a portion of the increase in social security benefits. More specifically, no less than \$6.40 per month in added income—the amount of the minimum 10-percent increase in social security—would be guaranteed to all recipients.

This measure would also apply to railroad retirement benefits.

Mr. Speaker, with the spiraling inflation that we have witnessed, many older Americans are having difficulty meeting their everyday needs. I feel that we have an obligation to insure that social security recipients receive the full benefits of any congressionally mandated increase so that they may live their remaining days in peace and dignity.

**EDITORIAL OPPOSITION TO ENACTMENT OF THE PROPOSED PRAYER AMENDMENT**

**HON. EMANUEL CELLER**

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 1971

Mr. CELLER. Mr. Speaker, on September 23, 1971, the New York Times, in its lead editorial, rightfully, I believe, characterized the proposed constitutional amendment on prayer in public schools as "a move to undermine rather than to amend the Constitution." The editorial merits the thoughtful consideration of all the Members of Congress:

**PRAYERS AND POLITICS**

The action by a bare majority of the House of Representatives to lift the ban on prayers in public schools is a move to undermine rather than to amend the Constitution. The principles at issue—reaffirmed in 1963 by the Supreme Court in an 8-to-1 ruling—are both protection of the individual's freedom from religious coercion and prohibition of the establishment of any religion by the state or its publicly supported institutions.

Religious freedom is as directly endangered when the state usurps the role of the church by mandating or presiding over religious observance as when the state's funds are used to subsidize religious schools. The claim of the amendment's supporters that the school prayers they seek to authorize would be non-denominational is either a deception or an illusion. Since the organized religions have never agreed on the acceptability of non-denominational observance, the creation of such rituals would assign to the school authorities religious powers which belong to the church. It would, in effect, politicize prayer.

The prohibition of prayers in public schools need not deprive a single child of the right to pray—at home and in church—in consonance with each family's faith. The separation of the mission of church and public school is as natural and essential as the separation of church and state itself.

The experience of history, moreover, shows that non-denominational observance tends to turn into imposition of the rituals and texts subscribed to by the local majority. Few con-

troversies in the American past have led to more violent divisions than the efforts by dominant Protestantism to use the public schools as instruments of indoctrination under the guise of Americanization. To return to that battle now, whether the motives be pious or political, would represent a reckless assault on religious and civil liberties alike.

**DISTRICT OF COLUMBIA MOTOR VEHICLE ACT**

**HON. WALTER E. FAUNTROY**

OF THE DISTRICT OF COLUMBIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 1971

Mr. FAUNTROY. Mr. Speaker, I introduce today the District of Columbia Motor Vehicle Act. This legislation would increase traffic safety and relieve pollution by facilitating the removal and disposal of abandoned vehicles; a provision sorely needed in our Capital City and home of 750,000 people. The bill would also provide for hearings for persons whose operating permits have been suspended or revoked, would increase the maximum allowable imprisonment term for traffic violators, and would allow persons to prove financial responsibility by holding personal liability insurance.

I have set forth below a letter of transmittal from the District government to the Speaker and an analysis of the bill:

THE DISTRICT OF COLUMBIA,  
Washington, D.C., April 30, 1971.

The Honorable The SPEAKER,  
U.S. House of Representatives, Washington,  
D.C.

DEAR MR. SPEAKER: The Commissioner of the District of Columbia has the honor to submit herewith a draft bill "To amend the Motor Vehicle Safety Responsibility Act of the District of Columbia and the District of Columbia Traffic Act of 1925, in order to promote increased traffic safety, and for other purposes."

The purposes of this proposed legislation, to be cited as the "District of Columbia Motor Vehicle Act", more fully set out in the attached summary and justification, can be briefly stated as follows:

Title I amends existing law to provide persons whose motor vehicle privileges are suspended or revoked with the due process rights afforded by the District of Columbia Administrative Procedure Act.

Title II provides that a motor vehicle operator required by law to furnish proof of financial responsibility could satisfy that requirement by holding a personal liability insurance policy. Existing law requires either an owner's policy covering specific vehicles or an operator's policy covering the operation of a vehicle not owned by the insured.

Title III authorizes an increase from ten to ninety days in the maximum imprisonment term for traffic violations.

Title IV provides a specific remedy for the problem of abandoned motor vehicles in the District.

For the various reasons stated in the attached justification, the Commissioner of the District of Columbia believes that the enactment of each of the titles of the draft bill will complement and strengthen the existing motor vehicle and traffic laws of the District and, accordingly, he urges favorable consideration of this proposed legislation by Congress.

Sincerely yours,

GRAHAM W. WATT,

Assistant to the Commissioner.

SUMMARY AND JUSTIFICATION OF PROVISIONS  
OF THE DISTRICT OF COLUMBIA MOTOR  
VEHICLE ACT

TITLE I—APPLICATION OF ADMINISTRATIVE PRO-  
CEDURE ACT TO CASES INVOLVING SUSPENSION  
OR REVOCATION OF OPERATORS' PERMITS AND  
OWNER'S REGISTRATIONS

Title I of the proposed bill would amend the Motor Vehicle Safety Responsibility Act of the District of Columbia, hereinafter the Safety Responsibility Act (68 Stat. 120; D.C. Code, title 40, ch. 4), and the District of Columbia Traffic Act, 1925, hereinafter the Traffic Act (43 Stat. 1119; D.C. Code, title 40, ch. 6), to provide for hearings in cases involving suspension or revocation of operators' permits and owners' registrations so as to permit effective application of the District of Columbia Administrative Procedure Act, hereinafter the Administrative Procedure Act (82 Stat. 1204; D.C. Code, title 1, ch. 15).

Under the provisions of the Administrative Procedure Act, a contested case is defined as one in which the legal rights or privileges of any person are required by law to be determined after a hearing before the Commissioner or any agency.

The Safety Responsibility Act does not provide for hearings prior to the suspension or revocation of privileges, and consequently hearings are not afforded in the practical administration of this law. The Act does provide for a "review" of any suspension or revocation, but this review procedure does not come within the definition of a contested case as contained in the Administrative Procedure Act.

A similar situation arises with regard to section 13 of the Traffic Act which provides that the Commissioner may, with or without a hearing, suspend or revoke the operator's permit or non-resident's operating privilege of any person. Therefore, a suspension or revocation under the Traffic Act is, as in the case of the Safety Responsibility Act, not a contested case, and, strictly speaking, no hearing is required in cases involving suspensions and revocations under the Traffic Act. The Traffic Act also provides only for a "review" by the Commissioner.

The proposed amendments to both the Traffic Act and the Safety Responsibility Act would require that any person whose right or privilege has been suspended under either or both Acts must be afforded an opportunity for a hearing, thus bringing such cases under the purview of the Administrative Procedure Act. The present provisions in both Acts providing for "review" procedures are omitted because a formal hearing as prescribed in the Administrative Procedure Act should provide all the due process protection necessary.

The procedure of issuing an order of suspension or revocation under the Traffic Act to take effect five days after its issuance [ten days in the case of nonresidents] is amended to provide that the order shall take effect immediately, subject to a stay upon receipt of a petition for a hearing filed within five days of the date of the order [applicable to residents and nonresidents alike]. This procedure is consistent with that authorized under the Safety Responsibility Act (D.C. Code, sec. 40-420), and permits a person whose license is suspended or revoked to accept issuance of an order immediately and to begin the period of suspension or revocation on the date of issuance rather than wait an unnecessary five days [ten in the case of nonresidents].

TITLE II—PERSONAL LIABILITY INSURANCE AS  
PROOF OF FINANCIAL RESPONSIBILITY

Title II would amend the Safety Responsibility Act so that persons required to give proof of financial responsibility could procure an insurance policy covering the liability of the person, in lieu of one of the following

types of liability insurance policies now required:

(a) an owner's policy, designed to cover only the vehicle or vehicles designated in the policy; or

(b) an operator's policy, designed to cover only the operation of a vehicle *not owned* by the insured.

Existing law requires a motor vehicle owner or operator to file at least one of the above types of liability policies, as a condition precedent to the restoration of his permit or privilege to operate a motor vehicle in the District of Columbia, whenever such person has been convicted of one of the five mandatory revocation traffic offenses, or of operating a motor vehicle without being licensed to do so, or because of an unsatisfied judgment entered against him.

In the case of an "owner's policy", liability coverage is extended only to the operation of vehicles *owned* by the insured. It does not extend to the operation of vehicles *not owned* by him, unless special provisions are made in the policy to cover operation of any vehicle—and such provision, as the law presently stands, is left to the discretion of the insured.

Because the insured, under an owner's policy, might not be covered while operating a vehicle he does not own, his permit should be restricted to the operation of vehicles which he does own. As a practical matter, however, such restrictions are not, in many cases, being placed on driver's permits. When such action is taken, the owner is required to appear at the Department of Motor Vehicles for the purpose of having the restriction placed on his permit, listing also the vehicle or vehicles owned by the insured. Each time the insured disposes of his old car or acquires a new one, the new information has to be placed on the restricted permit. If the insured disposes of his vehicle and becomes a non-owner, his permit restrictions must be changed to reflect this. During the "life" of an operator's permit, numerous changes may require space not available on the current permit form. Further, the time required to contact and persuade a permit holder to appear at the Department so that these restrictions may be placed on his permit may be so long that in the interim accidents may occur in which the operator's liability policy is not effective.

Another problem arises when the insured is covered only by an "operator's policy". Section 57(c) of the Act (D.C. Code, sec. 40-473(c)) specifies that an operator's policy shall provide liability coverage in the event of an accident when the insured is operating a motor vehicle he *does not own*. Consequently, should the insured be operating a motor vehicle which he *does own*, the liability policy is not effective since, under the law, it applies only when the insured is operating a vehicle owned by someone other than himself.

The above problem has been examined in two Maryland cases. In *Galford v. Nicholas*, 167 A. 2d 783 (1961), the Court of Appeals of Maryland held that an insurance company was not liable for damages under an operator's policy expressly excluding liability in an accident involving the operator's own automobile.

The operator's policy had been issued in Virginia and certified in Virginia to enable a resident of Virginia to comply with the Financial Responsibility Law of Virginia. The language of the Virginia law, which the court held was applicable in the case, is the same as language in section 57 of existing District law.

In *Inland Mutual Insurance Co. v. Stallings*, 263 F. 2d 852 (1959), the U.S. Court of Appeals, Fourth Circuit, dealt with the question as to whether an operator's policy provided insurance coverage for a vehicle registered by the insured in Maryland. The court held that the insurer was liable under the

policy, because the Maryland law specifically states that a person insured under an operator's policy is covered while driving any vehicle, whether owned by him or by another. Such would be the effect of the District law if section 57 of the Act be amended as proposed by the Commissioner.

Because the policy of the law is to assure liability coverage of certain motorists who have demonstrated that some extraordinary risk is involved in permitting them to be licensed to operate a motor vehicle, that policy would be better served if the individual—rather than his vehicle—be made the focal point of such coverage and that he be compelled to insure against any loss he may occasion regardless of ownership of the vehicle he is operating.

TITLE III—INCREASED PENALTY FOR TRAFFIC  
VIOLATIONS

Section 6 of the District of Columbia Traffic Act, 1925 (46 Stat. 1426; D.C. Code, sec. 40-603), would be amended by title III to increase the maximum imprisonment term for traffic violations from ten to ninety days.

The Traffic Coordinating Committee of the District of Columbia has endorsed the proposed amendment after careful study and comparison of the amendment with related provisions of the Uniform Vehicle Code of the National Committee on Uniform Laws and Ordinances.

The amendment merely increases the maximum allowable penalty under the Traffic Act and leaves unaffected the trial judge's prerogative to examine all circumstances surrounding a given traffic conviction and to impose a just sentence within a range varying from neither fine nor imprisonment up to a maximum of both a \$300 fine and a 90-day jail sentence.

Also, the increase of the allowable penalty for violation of traffic regulations to 90 days would bring this penalty in line with that authorized for violations of the regulations issued pursuant to section 6(c) of the Traffic Act, pertaining to the equipment, registering and titling of motor vehicles.

TITLE IV—DISPOSAL OF ABANDONED MOTOR  
VEHICLES

The District of Columbia would be empowered by title IV to deal more specifically and effectively with the problem of abandoned vehicles both on the streets and highways and on private property.

The abandoned vehicle has become a blight to the beauty of the Nation's Capital. The ugly sight of junk cars on streets, in alleys, and on vacant lots meets the eye of the resident and tourist alike. Of more immediate concern is the menace to the health, since rodents infest abandoned cars, children play in and around the hulks, and some persons use them for sleeping and toilet accommodations.

While existing law may seem adequate to authorize an effective campaign for the removal of abandoned motor vehicles from public and private property, the overall problem is affected by numerous administrative considerations.

Existing law (D.C. Code, sec. 5-504) generally referred to as the "Nuisance Statute" reads in part:

"The existence on any lot or parcel of land in the District of Columbia . . . of any abandoned vehicles of any description or parts thereof . . . insofar as they affect the public health, comfort, safety, and welfare is hereby declared a nuisance dangerous to life and limb, and any person, corporation, partnership, syndicate or company owning a lot or parcel of land in said District on which such a nuisance exists who shall neglect or refuse to abate the same to the satisfaction of the Commissioners [now Commissioner] of the District of Columbia, after five days

notice from them [him] to do so, shall, on conviction in the Superior Court of the District of Columbia be punished by a fine of not exceeding \$50 for each and every day said person, corporation, partnership, or syndicate, fails to comply with such notice. In case the owner of, or agent or other party interested in, any lot or parcel of land in the District of Columbia, on which there exists . . . any abandoned or unused vehicles or parts thereof . . . shall fail, after notice aforesaid, to abate said nuisance within one week after the expiration of such notice, the said commissioners [now Commissioner] may cause . . . the removal of any abandoned vehicles or parts thereof . . . adversely affecting the public safety, health, comfort, and welfare, and the cost and expense thereof shall be assessed by said commissioners [now Commissioner] as a tax against the property on which such nuisance exists . . ." (Bracketed words added.)

Augmenting this authority with regard to motor vehicles is section 40-810 of the District of Columbia Code which provides in pertinent part that—

"It shall be unlawful to park, store, or leave any vehicle of any kind, whether attended or not, or for the owner of any vehicle of any kind to allow, permit, or suffer the same to be parked, stored, or left, whether attended or not, upon any public or private property in the District of Columbia, other than public highways, without the consent of the owner of such public or private property and the Commissioners [now Commissioner] of the District of Columbia, and their designated agent or agents, are authorized to remove and impound any vehicle parked, stored, or left in violation of this section . . . and to keep the same impounded until the owner thereof, or other duly authorized person, shall deposit collateral for his appearance in the court to answer for such violation . . . In any prosecution under this section, proof that a vehicle was parked, stored, or left on public or private property shall be prima facie evidence that the vehicle was so parked, stored, or left without the consent of the owner of such public or private property." (Bracketed words added.)

Authority to remove vehicles from the public streets stems from the District of Columbia Traffic Act, 1925, as amended (D.C. Code, sec. 40-603). This Act authorizes the District of Columbia Council to make and enforce "usual and reasonable traffic rules and regulations relating to vehicles . . ."

The Traffic and Motor Vehicle Regulations, promulgated under the authority of this statute, among other things, authorize the Metropolitan Police Department to remove and impound automobiles which have been left standing on a public highway without current identification tags in violation of part III, section 32, or have been parked on a roadway for more than 24 consecutive hours in violation of part I, section 79(f).

A major area of concern in the problem of eliminating unsightly automobiles from the District is the matter of effecting their removal from private property. In order to initiate removal proceedings under the provisions of section 5-504 of the District of Columbia Code, a factual determination must be made by agents of the Department of Human Resources (with respect to vehicles on vacant lots and commercial properties), or by inspectors of the Department of Economic Development (with respect to vehicles on residential property), that an abandoned motor vehicle is a nuisance affecting the public health, comfort and safety.

If a determination be made that such a vehicle is a nuisance, a legal technicality arises. Many so-called "abandoned" vehicles on private property are not actually abandoned within the legal meaning of the term (i.e., a voluntary relinquishment of property

by its owner or holder, with the intention of terminating his ownership, possession, and control). Neither statute nor regulation provides a definition of the word adaptable to administrative usage.

The problem of the abandoned vehicle is further complicated by the economic barrier to the enforcement of the "Nuisance Statute". Most abandoned vehicles have no salable or salvage value. This fact, coupled with the lack of readily available disposal facilities, makes most private property owners reluctant to abate such nuisances even when faced with penalties for non-compliance.

To alleviate these factors, title IV of the draft bill provides, *inter alia*, a practical definition of the phrase "abandoned vehicle", and simple procedures for obtaining title to an abandoned vehicle. To further reduce the complications to the private property owner, section 407 of the draft bill strikes from the "Nuisance Statute" all reference to abandoned vehicles or parts thereof.

The Commissioner believes that title IV of this draft bill, by providing clear and unequivocal guidelines for easy disposal of abandoned vehicles, will elicit citizen cooperation. The simple and direct procedures formulated in the draft bill when coupled with pride of community will induce not only the owner of private property but also the average citizen to report the existence and location of apparently abandoned vehicles.

These provisions of section 40-810 of the District of Columbia Code are retained to provide a measure of discretion in dealing with the problem. For example, in instances where the owner of a vehicle coming within the provisions of section 40-810 is readily identifiable, it may be to the interest of the Government to prosecute under that section in the hope of deterring future violations.

#### FIFTH ANNIVERSARY OF THE INDEPENDENCE OF BOTSWANA AND LESOTHO

### HON. CHARLES C. DIGGS, JR.

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 1971

Mr. DIGGS. Mr. Speaker, on September 30, 1971, the Republic of Botswana celebrates the fifth anniversary of its independence. I want to congratulate Botswana's President, Sir Seretse Khama, and its people on this auspicious occasion. Botswana's first 5 years have been both fruitful and eventful. During this period, the country has made great progress in laying a firm foundation for an economic development that promises to benefit substantially the welfare of all its inhabitants. It has established an enviable reputation for its stable democratic government and the statesmanship of its leaders.

The people of Botswana are noted for their tenacious ability to help themselves. This permits the country to make the maximum use of all the resources available to it and has constituted an excellent recommendation for assistance from abroad. I am particularly pleased that the United States has been able to help in Botswana's development efforts.

It gives me great pleasure to congratulate His Majesty King Moshoeu II, Prime Minister Chief Leabua Jonathan, and the people of Lesotho on the auspi-

cious occasion of the fifth anniversary of their country's independence. The fortitude of the people of Lesotho in facing the immense problems of economic development is well known. The first 5 years of independence have witnessed significant progress in this area. I am delighted that the United States, which values highly its close and friendly relations with Lesotho, is able to assist in Lesotho's development.

As majority-ruled states of southern Africa, Botswana and Lesotho are of special significance. In August 1969, I visited both countries and observed the improved standard of living which is being gained by their people.

It is with great warmth that I salute Botswana and Lesotho on the occasion of their anniversaries of their independence.

#### REPUBLICAN PARTY SUPPORTS ERA

### HON. ROBERT McCLORY

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 1971

Mr. McCLORY. Mr. Speaker, when the equal rights amendment—House Joint Resolution 208—comes before the full House in the next few days I am concerned that the issue be received by members of both political parties in the proper perspective. Accordingly, I feel it is important to point out again—as I have repeatedly over the past few weeks—that the equal rights amendment was unanimously endorsed by the Republican National Committee in Denver, Colo., on July 24, 1971. In taking this action the national committee urged the 92d Congress to pass this important measure "without nullifying amendments." I am inserting a copy of this resolution at the end of this statement.

Mr. Speaker, while there should be no mistake about the forceful stand taken by the Republican Party on this issue, I feel that it is highly significant to note that of the 50 or more major administration bills waiting action in the last quarter of this year the equal rights amendment ranks as one of the top items on the list. I am confident, therefore, that Republican members will be present when House Joint Resolution 208 is debated and voted upon, and I again applaud the action taken by the Republican National Committee in unanimously adopting the resolution which follows:

#### RESOLUTION

Whereas The Equal Rights Amendment, House Joint Res. 208, and Senate Joint Res. 8 and 9 as presented to the House and Senate respectively in January 1971, reads:

SEC. 1 Equality of rights under the law shall not be denied or abridged by the United States or by any State on account of sex.

SEC. 2 The Congress shall have the power to enforce by appropriate legislation, the provisions of this article.

SEC. 3 The Amendment shall take effect two years after the date of ratification, and Whereas This Amendment would grant first class citizenship to women of the United

States by eliminating inequities and discrimination on the basis of sex;

Therefore be it resolved That the Republican National Committee, officially assembled in Denver, Colorado on July 24, 1971, hereby endorses the Equal Rights Amendment as worded above, without nullifying amendments and urges its adoption by the Ninety-Second Congress.

ONY LEAGUE INTERNATIONAL  
CHAMPIONSHIP

HON. JOHN H. DENT

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 1971

Mr. DENT. Mr. Speaker, in these days of great misunderstanding and so-called generation and behavior gaps, it is refreshing to share with my colleagues an account of the final Pony League International Championship game played in Washington, Pa. The account speaks for itself. I am very proud to be able to give witness to this thrilling spectacular made up of young boys up to the age of 14 who played such a game of baseball with style and finesse that they are a credit to their dedicated coaches and managers.

The demonstration of team spirit, cooperation, and clean rivalry is in the true tradition of Frank Merriwell. I am doubly pleased because two of the players on the Orange, Calif., winning team are twin brothers who are star catchers, pitchers, fielders, and hitters, and just happen to be my nephews. Coming from California, they met, in a seven-game series, boys from Hawaii, Mexico, Puerto Rico, Colorado, and many other areas.

The city of Washington, Pa., is in the congressional district of our good friend and colleague, THOMAS MORGAN, and is adjacent to my own district. The public spirit and attention of the organizing committee has, against many odds, developed their Pony League World Series at a cost of great time, effort, and personal expense. It might be worthwhile to investigate some form of Government financial assistance to help maintain this expensive national event.

I was very impressed with the physical plant, and with the local citizens who have dedicated themselves to this youth development project. We certainly should commend them highly for their efforts. I send my heartiest congratulations to the winning team and the Orange City citizens who backed their players so faithfully, and also to their competitors who traveled far and played every game hard, clean, and with dedication. These young men are a credit to themselves, to their parents, and to their communities. Believe me, it was a big show from "little" people—little in stature, but big in the qualities of true sportsmanship.

The aforementioned article follows:  
[From the Observer-Reporter (Washington, Pa.) Aug. 28, 1971]

ORANGE CROWNED PONY CHAMPS WITH 6-5 WIN

(By Frank Carr)

A two-run home run by Scott Bigler in the last half of the seventh inning Friday

afternoon gave Orange, California a come from behind 6-5 triumph over Denver, Colorado and the 1971 PONY World Series championship.

The championship by Orange marked only the second time in PONY World Series play a team has come through the losers' bracket to win the title.

The feat was first performed by Washington in 1955. After a defeat by Youngstown, Ohio in the third round, Washington came back to sweep a doubleheader from the Ohioans for the championship.

This year, California suffered a 4-0 setback to Honolulu, Hawaii in the opening game then caught fire to sweep the next six games for the 1971 title.

As icing on the cake, rightfielder Billy Stokes of Orange won the individual batting championship with a .444 average and was selected the Most Valuable Player in the tournament.

Stokes, a long ball hitting righthander, collected eight hits in 18 trips to the plate including two home runs, one double, five runs batted in and had five walks to his credit. He also was aboard when Bigler delivered the home run in the seventh inning Friday for the crown.

The game had actually started at 8:30 p.m., Thursday and four and one half innings were played before a thunderstorm forced a suspension until 1 p.m., Friday, with Denver holding what looked like a commanding 5-4 lead.

Orange, faced with a do-or-die situation entering Thursday night's first game, and behind the strong two-hit pitching of Bigler, peeled off a 7-1 victory to force the series into a 15th and final game.

Denver had collected 21 runs and allowed only nine runs entering the final game Thursday when it erupted for a pair of runs in the top half of the first on two errors, two stolen bases and a fielder's choice.

In the third inning the losers scored another run when Mike Delmonico, aboard on a single, crossed the plate on a two-out single by rightfielder Mike McLellan.

Solo home runs by Joe Nedbalski and starting pitcher Jeff Wagner in the visitors half of the fifth accounted for the final Denver runs.

Orange established an all-time series record by collecting 50 hits in the series, one more than West Covina, California in 1960 and Covina, California in 1968.

Six of those came in the championship finale Thursday and Friday. Dave Wheeler singled with one out in the second. With two outs teammate Dennis Christlieb also singled but, Wagner was able to retire the next batter on strikes to halt the brief rally.

Greg Barrington drew a leadoff walk and Stokes got aboard on an error by second baseman Jamie Hamilton, and Denver manager Terry Carroll called his star pitcher, Hallinan, to the mound at this point. But the 14-year old youngster, who posted a no-hitter and a two-hitter in two previous appearances, walked Bigler to load the bases. A fielder's choice cut Barrington off at the plate, leaving the bases loaded.

Centerfielder Jim Christopher, with a 1-1 count, drilled the ball over the rightfield fence for a grand slam home run and gave California the lead at 4-3.

Christopher's blast was only the fourth in Pony series history and the first since Robert Burns of West Covina, California slammed one in 1960.

The hit was only the third allowed by John Hallinan in the three appearances in this year's tournament.

Hallinan, a fireballing right hander returned the next two batters on strikes to close out the inning.

After Denver struck for the solo home runs in the fifth, rain forced the continuation until Friday.

With only three shots left, Orange manager Hal Coldren shookup his defensive lineup and Bob Ansari took over the pitching chores from Dave Wheeler. Ansari was credited with the victory, his third of the series, all in relief.

MVP Stokes ripped a single to open the bottom of the fifth Friday afternoon, but Hallinan retired the next three batters to end the inning.

Neither team could muster a run in the sixth although Dennis Christlieb smashed a single for Orange to account for the fifth hit in the game by the Californians.

Pinch hitter Chuck Linnert grounded out to open the bottom of the seventh and on four straight pitches Stokes walked. Three pitches later, Orange California was crowned champions when Bigler's clout cleared the rightfield fence.

DENVER—5

	AB	R	H	RBI	E
Delmonico, 3b.....	3	2	1	0	0
Godard, lf.....	3	1	0	0	0
Hensley, c.....	3	0	0	0	0
McLellan, rf, 1b (4).....	3	0	1	1	0
Hallinan, 1b, p (4).....	2	0	0	1	0
Nedbalski, cf.....	2	1	1	1	0
Chambers, ss.....	3	0	0	0	0
Wagner, p.....	2	1	1	1	0
Winter, rf (4).....	1	0	1	0	0
Hamilton, 2b.....	3	0	0	0	1
Total.....	25	5	5	4	1

ORANGE—6

Stokes, rf.....	3	2	1	0	0
Bigler, ss.....	3	2	1	2	1
Triggs, 2b.....	3	1	0	0	1
Christopher, cf.....	3	1	1	4	0
Da. Wheeler, p, 3b (5).....	3	0	1	0	0
Ansari, lf, p (5).....	3	0	0	0	0
Christlieb, 3b, rf (5).....	3	0	2	0	0
Wheeler, c.....	3	0	0	0	0
Barrington, lb.....	1	0	0	0	0
Linnert, ph (7).....	1	0	0	0	0
Total.....	26	6	6	6	3

Score by innings:

Denver.....	201	200	0	5-5-1
Orange.....	004	000	2-	6-6-3
HR—Nedbalski, Wagner, Bigler, Christopher (grand slam), Strikeout—Denver 8, Orange 8 LOB—Denver 1, Orange 4.				

BRIG. GEN. HAROLD CLIFTON  
PIERCE

HON. SILVIO O. CONTE

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 1971

Mr. CONTE. Mr. Speaker, with the recent death of Brig. Gen. Harold Clifton Pierce, U.S. Marine Corps, retired, this Nation lost one of its fine military leaders.

A native son of Massachusetts, General Pierce served 34 years in the Marine Corps. His service was marked not only with courage, daring, and patriotism, but also with imagination and efficiency.

For outstanding service to his country as commanding officer of the Marine detachment in the Nicaraguan campaign, General Pierce was given a special letter of commendation from the Secretary of the Navy and awarded the Navy Cross for meritorious service. During his long and illustrious career, General Pierce also received the Distinguished Service Medal.

We have lost a man of outstanding

achievement and one who gave unwavering loyalty to his country. Mr. Speaker, at this time, I submit for the RECORD the following article on General Pierce which appeared in the September 24, 1971, edition of the Boston Herald Traveler:

GEN. HAROLD PIERCE, AT 82; BURIAL TO BE IN ARLINGTON, VA.

WASHINGTON.—Funeral arrangements were being made yesterday at Arlington National Cemetery for Brig. Gen. Harold Clifton Pierce of Chestnut Hill, Mass. who died Sept. 17 in a Pittsfield Mass., hospital after a short illness. He was 82.

Much decorated Marine Corps officer, Gen. Pierce is survived by his wife, the former Eleanor Harding of Woodland Rd. Chestnut Hill and a son, Harold C. Pierce Jr., of South Egremont, Mass.

Officials at the national cemetery here said that according to Gen. Pierce's request, a "modified military honor ceremony" would be conducted at the Arlington grave site later this week. A "modified honor ceremony," a spokesman said, includes an honor guard, rifle salute and the playing of taps.

Gen. Pierce USMC, was a career man in all its connotations. Not only was he a fighting man, he was a man for peace.

A veteran of two World Wars, he was in the forefront of various campaigns in which the United States was involved around the world.

He conducted elections in Nicaragua where he also maintained the peace as head of the Marine detachment there. He also guarded the U.S. mails and chased bandits in Central America.

As a counter-revolutionary he ended a civil war in one country when he disbanded an armed battalion by the simple expedient of buying their rifles for \$10 each.

A simple ballot he designed made it possible for thousands of illiterate Nicaraguans to vote in a national election. The ballot contained two circles to be marked with an "X" one in red to denote the liberals and one in blue to denote the conservatives, and the election went off without a shot being fired.

Gen. Pierce was born in Charlestown, the son of Charles F., and Nellie Bowen Pierce, but the family moved, while he was still a child to Lexington where Pierce's father was town accountant for many years.

He graduated from Lexington High School in 1906 and was accepted as a student at U.S. Naval Academy. He left Annapolis after his third year to join the Marines in 1912.

In 1938 Pierce was named commanding officer of all Marines in the New England district, a post he held during World War II. He received orders transferring him to overseas duty near the end of the war and was retired in 1946.

He was a member of The Country Club, Tennis and Racquet Club and The Society of the Cincinnati.

#### PRESIDENT NIXON IS KEEPING HIS WORD

### HON. ROBERT McCLORY

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 1971

Mr. McCLORY. Mr. Speaker, last week the President of the United States withdrew an additional 1,600 soldiers from Vietnam.

On January 20, 1969, there were 532,500 Americans enduring the perils of an Asian war. Today there are 213,900

Americans in Vietnam who are planning to come home.

Mr. Speaker, President Nixon is keeping his word.

#### RESOLUTION OF REQUEST

### HON. NICK BEGICH

OF ALASKA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 1971

Mr. BEGICH. Mr. Speaker, there has been much concern over the lack of adjudicators for the Bureau of Land Management in Fairbanks, Alaska. It was felt by the Bureau that there was no need for adjudicators in Fairbanks.

In response to the misconception of the Bureau of Land Management, I have written several letters to Mr. Harrison Loesch, Assistant Secretary of Public Land Management, to assure him that there is a need for adjudicators in Fairbanks. Certainly a backlog of 13,000 to 15,000 cases in the Fairbanks area illustrates the tremendous need for more adjudicators.

As a result of the lack of affirmative response by the Bureau, the citizens of Fairbanks, through the City Council of Fairbanks, have passed a resolution strongly urging the Secretary of the Interior to assist them in their fight to secure more adjudicators.

I am certain that my colleagues in the House of Representatives will find this of interest.

The resolution follows:

RESOLUTION No. 777—A RESOLUTION TO REQUEST THE SECRETARY OF THE INTERIOR FOR ADMINISTRATIVE ASSISTANCE IN THE FORM OF ADJUDICATORS FOR THE BUREAU OF LAND MANAGEMENT OFFICE IN FAIRBANKS, ALASKA

Whereas, the City of Fairbanks, Alaska, is the 2nd largest city in the State of Alaska; and

Whereas, said City is and has planned for a pronounced upward surge both in population and economic growth; and

Whereas, the City Council of the City of Fairbanks is of the opinion that assistance from the Department of the Interior, United States of America, in the form of administrative help to assist in the forthcoming economic growth of this community would be most beneficial; and

Whereas, it is well within the purview, ability and responsibility of the Department of the Interior, United States of America, to recognize this urgent need of the citizens of Fairbanks prior to said rapid growth by providing said requested administrative assistance already provided other cities of equal importance; and

Whereas, said assistance is long overdue and urgently required if Fairbanks is to meet its present and forthcoming governmental function; and

Whereas, the Bureau of Land Management, Department of the Interior, is the responsible agency to assist in this regard;

Now, therefore, be it resolved by the city council of the city of Fairbanks, Alaska, as follows:

SECTION 1. That the Secretary of the Interior be encouraged and urged to assist the City of Fairbanks by recruiting and training an appropriate number of land, gas, oil adjudicators and other necessary personnel to

adequately staff the Bureau of Land Management Office in Fairbanks to meet the most certain demand for services in this area of responsibility.

SEC. 2. That a copy of this Resolution be forwarded to the President of the United States; the Secretary of the Interior; the Alaska Congressional Delegation; all in Washington, D.C.

Passed and approved this 13th day of September, 1971.

JULIAN C. RICE, Mayor.

#### MASS TRANSIT IN HAMBURG

### HON. JAMES G. FULTON

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 1971

Mr. FULTON of Pennsylvania. Mr. Speaker, Horst Weigelt, prominent in West Germany in the field of transportation, outlines plans of the city of Hamburg, and the city planning authority, and transport association:

#### MASS TRANSIT IN HAMBURG

(Address by Horst Weigelt, Mass Transit in Hamburg, delivered September 10, 1971, at the fifth annual International Conference on Urban Transportation in Pittsburgh, Pa.)

The degree of mobility has today become a criterion for judging the attractiveness of a city. In talking about Mass Transit in Hamburg I should like to ask two questions:

(1) How has the mobility of Hamburg been secured up to now? and

(2) What are the plans for the future? To understand the answers it is necessary first of all to give a rough sketch of the city and its metropolitan area.

Hamburg is situated in northwest Germany on the Isthmus between the Baltic and North Seas. The metropolitan area has in all a population of nearly 2½ ml. It can be divided into the Central Business District, the inner and the outer area of Hamburg and the settlement Corridors in the surrounding states.

Firstly there is the Central Business district (CBD) which is the hub of the metropolitan area, 25% of all jobs available are concentrated in this area of Hamburg.

Because of the continual growth of the tertiary sectors, the Hamburg State launched a scheme to create a "North Business District", 4 miles north of the CBD, which will be served by rapid transit.

Around the CBD stretches the inner area of the city with a radius of approximately 3.5 ml. Together with the port a further 40% of the jobs are located here. But above all it is an area inhabited by approximately half of the city's total population, most of whom live in densely built-up residential districts. Within this inner area of the city there are several local shopping-centres. The most modern of these is the "Hamburger Strasse" centre, which is connected to a Parking House and a rapid transit station.

Around the inner area of the city and the port stretch the outer, mostly less densely built-up, suburban residential areas. Since the war some big housing estates with high population densities have been built on the available open spaces, e.g. the estate in Lohbrügge which has 20,000 inhabitants.

Settlement corridors radiate out of the city, along the railway or rapid transit lines and mainroads leading out into the metropolitan area. Middlesized towns of between 15 and 40,000 inhabitants act as centres and endpoints of these axes.

The concentration of jobs and places of employment within the CBD and inner and port areas has resulted in the development of radial flows of traffic out of the settlement corridors into the CBD, which because of the Elbe, port and Alster lake run into the city in a very characteristic way.

Turning my attention to urban transportation I find myself faced with the difficult task of having to try to give you a good impression of the System subsequent to the New York Times describing Hamburg, after the "Mekka of Mass Transit Experts".

The development of Mass Transit systems is never brought to a conclusion. The diagram of the waves of evolution offers a quick comprehensive picture of the development of the system in Hamburg and the trends for the future. It shows for each year the number of journeys made on each of the different means of transport. The triumphal advance of the electric trams (yellow) followed on the heels of the old horse-drawn tram (brown), pushing them out of existence and reaching their peak around 1950.

When Hamburg's population reached the million mark at the turn of the century proposals appeared from electricity industry and city authorities for the development of Rapid Transit. This resulted in the opening by the State Railways of a rail system (green) which formed the foundations of the later S-Bahn, and in the introduction of the U-Bahn system by the Hamburger Hochbahn (blue). With these two ventures the first courageous and forward-looking decisions were met, which right up to the present have had extremely positive results for mobility in Hamburg.

After the second World War, the private car was endeavouring at a tremendous pace to penetrate the Mass Transit System. From 1956 on the passenger figures for the Mass Transit system began to decline. It must be noted that at this time the German public stared fascinated at the tremendous achievements in the construction of urban motorways in the United States. There were only a few traffic experts and town planners who at that time warned and urged their fellow countrymen "Don't copy the States, learn from them, but don't forget the difference in circumstances."

Thus when it was decided in Hamburg in 1955 to start construction of U- and S-Bahn again and to give this priority over building of urban motorways, it was again a decision which was significant and which looked ahead into the future.

The decision was absolutely necessary, but it was not sufficient. During the following years it was increasingly recognized that the transport service in Hamburg, which was split up among several operators, all of whom had separate tariffs, was an Anachronism that had to be done away with. A milestone was laid in 1965 with the foundation of the Hamburg Transport Association—Hamburger Verkehrsverbund, HVV—and the integration of all operators and services.

As a result of the further construction of the rapid rail system and the integration of all the mass transit undertakings in Hamburg the decline in the passenger figures was finally brought to a halt in 1968, and an increase of 3% was achieved in 1969, and 4% in 1970. The diagram shows the dramatic development since 1961 with the rapid growth in the number of private cars, the decline in the Mass Transit figures, and finally their increase from 1969 onwards. In the following sections I will bring a selection of facts, findings and experiences that have contributed to these successes.

First of all a cross-section of the Traffic structure.

In Hamburg at present there are 240 private cars per 1000 population, somewhat less than in other German cities which have no rapid transit system. Because of the lack of

parking-space and the good service offered by the rapid transit system the model split for journeys to the CBD shows the public transport with 79.2%, as carrying a high proportion of the traffic load. Even in the other areas of the Mass Transit network where there are naturally less connections than within the CBD, and where there is more parking-space, the Mass Transit still deals with 42.5% of the traffic.

The road traffic situation is characterized by the fact that there is no continuous unbroken network of urban motorways. In the last decades the city authorities have concentrated on improving the accessibility and means of crossing the CBD, as the old road network was proving insufficient for coping with the present-day increase in traffic. A new East-West road across the CBD was built, and the road network as a whole was expanded and improved.

The by-pass on the eastern side of the city was the first of the motorways to be built. A western by-pass, which is to handle both long-distance and local traffic is at present under construction. It includes a tunnel with 6 lanes 2 miles long running under the Elbe and suburbs.

It is planned to build 132 miles of urban motorways of which 26 miles are already open.

Now, a cross-section of Mass Transit. To the left you see the 8 public transport operators which are merged in the HVV, their branches of transit and their share in the total burden of traffic. The Hamburger Hochbahn Aktiengesellschaft (HHA) which copes with 68.8% of the traffic, is the largest of these carriers. It operates the U-Bahn, Tramroutes, Buses and Alster-ships.

In the Hamburg region the Federal Railways (DB) handle 24% of the traffic. They run 2 rapid transit lines, suburban lines and buses. Besides these two partners the Bus company VHH, 3 railway companies, Federal post office Bus lines and even the harbour ferry boats are all integrated in the HVV.

On the right you can see the individual branches of the Mass Transit service. In 1970 the rapid transit and suburban railways already carried 56.1% of all persons using the Mass Transit system, of which the Rapid-Transit U-Bahn and S-Bahn lines alone had a share of 50.9%. The buses had the next biggest share with 31.3%. Thus you can see that the Concept of Rapid Rail/Feeder Bus has largely been realized.

In turning to the rapid Transit and suburban lines we can see the layout of the present network in this picture:

In red—The U-Bahn of the HHA, which is a rapid transit system.

In green—The federal railways DC electrified S-Bahn which is also a rapid transit system.

In grey—The suburban S-Bahn lines running on mainline tracks—the so-called Diesel/AC-S-Bahn.

And finally in black—The suburban lines of the railway companies AKN, EBO, and ANB.

The U-Bahn has a network 55 miles long. Although the service mainly deals with the inner city traffic, to the north and northeast it also reaches far into the surrounding region. In spite of the fact that the U-Bahn is termed "Underground" the system has only 19 miles actual tunnel track, the rest runs on elevated bridge-constructions and at ground level.

The U-Bahn is equipped throughout with modern cars of which the oldest date from 1958 and the latest from last year. The most up-to-date unit is the DT3, a 3 car unit, which has a maximum speed of 50 mph, and a peak acceleration and braking power of 1.3 m per sec.<sup>2</sup> The cars are so arranged inside that there are 1 plus 2 comfortable seats per car width of 8.2 feet, so that the unit as a whole has 92 seats. Trains made up of 3, 6,

or 9 cars with a maximum length of 390 feet are run. The headways are in the inner part of the lines 2½ minutes in peak hours, 5 minutes out of peak and 10 minutes in the evening.

The federal railways Direct Current S-Bahn has a network 50 miles long. The DC S-Bahn, like the U-Bahn runs according to a regular-interval timetable on special S-Bahn tracks. The trains travelling to the south east are an exception, and are able to run on the Berlin mainline tracks, because the mainline service is rather sparse at the moment.

The S-Bahn-Units are 9.5 feet wide. The latest model the 470, which has been built since 1959, has a maximum speed of 60 miles per hour, and a peak acceleration-rate of 1.0 metre per sec.<sup>2</sup>. The 3-car unit has 132 2nd class and 68 1st class seats. Trains are made up of 3, 6 and 9 cars with a maximum length of almost 640 feet. Headways are similar to those of U-Bahn.

The suburban S-Bahn-services, which are indispensable for the population of the metropolitan area, are however technically less perfect. They are normal passenger trains, which run on the main line tracks. Because the tracks are heavily burdened and the important intercity trains must always be given priority, it is almost impossible to achieve a regular-interval timetable. But we could manage some sort of quasi-regular-interval-time-table on some stretches, by which the departure times only slightly fluctuate.

The fourth group in this network of Rapid Transit and suburban lines consists of the three private Railways, who offer a regular-interval time-table of so-called Railbuses.

13 miles of U-Bahn, mostly in tunnels, have been constructed in Hamburg since 1955. The main examples are the Wandsbek line (blue) running from the city-centre to the northeastern districts, and the Billstedt line (red) to the east.

The backbone of the old pre-war network was the U-Bahn ring and its branch lines. After the war as the population living along the northeastern U-Bahn line rapidly increased, the eastern side of the ring became completely overloaded. In addition there were the usual fundamental defects of circle lines. Therefore it was decided to cut up the ring and to construct new diametric routes out of the old and new sections. At the same time began the development of the Rapid Transit/Bus system as planning principle for Mass Transit in Hamburg.

Let us now take a closer look at the Rapid transit/bus system on the newest Hamburg U-Bahn line, which runs out to Billstedt and was completed last year.

This line which extends a mere 4 miles east as the crow flies is the backbone of a transit service which encompasses an area 17 miles long. Through the careful planning of the U-Bahn stations and housing estates it has been possible to enable 100,000 people to live within a 10 minute walking distance of their nearest U-Bahn station.

Before the opening of the U-Bahn line the main radial traffic flows running to the CBD were served by the 11 tram and bus lines travelling along a radial street. However when the U-Bahn came into use practically the whole traffic flow went over to the new service, while bus routes took over the feeder traffic and cross communication service. The bus lines have been connected to the outermost Bus terminus at Merkenstrasse, the important Shopping-centre at Billstedt, the shopping-centre at Horner Rennbahn as well as the interchange station at Burgstrasse. Only 2 express Bus lines travel into the CBD. The most interesting interchange layout is at Billstedt. Here it was possible to build the platform with the Bus-island immediately above the 4-track U-Bahn station, and thus to shorten the transfer distance and to re-



duce the difference in height between the various levels. A bridge over the Bus-island leads straight into the main shopping street of the so-called district shopping-centre, which supports about 80,000 inhabitants.

The centre is as closely as possible attached to the mass transit interchange station, so that the feeder buses serving the rapid transit line can also be used to take people to the shopping centre. The feeder buses are usually of the standard type and are directed by radio communication from the control centre at Billstedt.

What were the results of the arrangements in the transport services?

1. The U-Bahn has taken over as much as 98% of the main flows of radial mass traffic.

2. By withdrawing the trams and buses the road traffic was relieved of the equivalent of 320 private cars units per hour travelling in one direction alone.

3. The U-Bahn managed to reduce the travelling time by as much as 42%, and services became more punctual.

4. Most important of all was the resulting 15% increase in the traffic. The proves that a well organised rapid transit/Bus system is a good means of winning new passengers, assuming that a unified tariff with coordinated services is offered.

The Radial line to Billstedt runs along the old innercity route. In order to relieve this stretch a new U-Bahn line from Schlump to the Main station is at the moment being built. A part of it is already finished. It is technically a particularly difficult section, because the route crosses diagonally directly under existing buildings and housing blocks and part of the Alster. Thus it has been necessary to use the shield tunneling method, which with the help of mechanical shields has been successful in spite of the difficult soil conditions.

Architects have insured that these U-Bahn stations also have attractive individual facades.

Since 1950 28 miles of new DC-S-Bahn stretches have been constructed. Particularly noteworthy is the radial running out into the Northwest. It was earlier served by diesel trains, operating on the main line tracks with a somewhat irregular timetable. The construction of the new, predominantly 2-track rapid rail line has made it possible first of all to introduce a strict time-table with trains running at intervals of 5 minutes, and secondly to attach feeder bus lines to the S-Bahn. These developments together with the rapid growth in population within this settlement corridor has led to an increase in passengers of 70% within 10 years.

The building of the so-called "City S-Bahn" is the most important S-Bahn project. The Hamburg S-Bahn network is characterized by the so-called connection line between the main station and Altona, which instead of travelling through the CBD runs along its northern perimeter. Thus passengers have to walk up to 20 minutes or more, or change onto the U-Bahn shortly before their final destination. In the long run this would inevitably mean that the S-Bahn would be less attractive for those, travelling to the CBD, so that its maximum capacity could not be fully attained and exploited.

It was for me a particularly interesting Assignment in 1963, to act as Chief planning officer in the planning of the new city S-Bahn.

The line runs from the main station under the Alster to the Jungfernstieg. At Jungfernstieg it forms the link in a huge knot connecting practically all of Hamburg's U-Bahn and S-Bahn lines in 3 levels under the Alster lake. At the lowest level there is the station for the new U-Bahn line, which was mentioned earlier. Above this lies the S-Bahn station, and finally on top of all the already existing station for the U-Bahn, the Alster and the street. Work at the railway interchange is extremely difficult, particularly on

account of the danger of water bursting through into the existing U-Bahn tunnel. More than 200,000 passengers daily will board or change trains at the Jungfernstieg.

The next city station is at the Town Hall. From the station at the Harbour Jetty Passengers can board ferry boats which then take them on to the various wharfs and quays around the port. A further station will serve the famous Reeperbahn day and night.

In place of the present Terminus in Altona there will be a 4 track underground through station, where the 2 radial lines operating in a southerly direction, can run directly to the city S-Bahn. Trains to the old connection line will as before run into northerly direction. This arrangement will give rise to a particular form of cross platform working, with trains leaving in opposite direction from the same platform, offering the passengers two trains to the east at the same time.

Planning of this sort by the HVV is closely connected with the planning of the intended service and performance that is to be offered to the public. An important basis is provided by the continual traffic surveys by the HVV. Experienced trained checkers e.g. systematically note the approximate number of passengers at selected points within the network. In general in Hamburg we have a load of not more than 70% during peak hours—understanding 100% load as the total occupation of all seats and standing places. For journeys to the CBD it is generally possible to limit the time a person must stand to 20-25 minutes. In out of peak hours this is hardly more than 8 minutes, if at all.

The tasks of planning the rapid transit/Bus system and the planning of the level of the performance and service offered, which I have just described form a main part of the activities of the Transport Association. As the HVV has been already described at several International congresses, in particular by Mr. M. Mrob, Dr. Tappert and Dr. Pampel, I can limit myself here to a short survey.

The association is a roof organisation set up by the various transport undertakings in Hamburg. The association was delegated various activities and tasks. The division of tasks is similar to that found in industrial undertakings.

1. The associations main activity is concerned with traffic management and marketing.

2. The main task of the partners is operational management.

They are predominantly concerned with operating the services against payment by the association. The most important duties of the association are:

1. Traffic accounts and transport studies.

2. The specification of the volume of services as well as route connections.

3. Drafting, organisation and further development of the common tariff.

4. Distribution of revenue to the various partners.

The common tariff is the most important instrument for integrating the various services into the HVV. It allows passengers to change between all means of transport and all lines as required. There are single and season tickets. To avoid the repeated payment of fares on single trips two kinds of "area" tickets at 21 cents and 27 cents for journeys within 13 and 26 miles from the city centre are available.

When buying a season ticket the passenger may choose between a ticket covering 2, 4, or 6 segmental zones, within which he may then ride on all lines as often as he likes. He does not have to show his ticket either at the barrier of the stations or at the left hand side door of the buses. We have instead random checks on platforms and in the trains and buses. Passengers who do not then have a ticket are fined 5.5 dollars.

Within the framework of an active marketing policy the HVV has introduced and tried out various special offers in the last few

years. The so-called Senior ticket was very successful. This is an out of peak monthly season ticket for persons over 65 at a greatly reduced rate. In 1970 500,000 such tickets were sold.

A further innovations of the HVV, the so-called Abonnement has also been successful. In this case the customer can authorize the Traffic Company to draw monthly installments from his bank account, in return he has a 12 month season ticket for those zones, which he has previously selected.

On the whole the trends towards season tickets has increased. This is a very welcome development because it reduces firstly the burden placed on the busdrivers who also have to collect the fares in the one-man operated buses, and secondly it does away with the queues at the booking offices and automatic ticket machines.

It is throwing one's money away to spend vast sums on advertising and improving the service's image, as long as no proper public information service is operated, for in the face of a mass transit system which he cannot make head or tail of, the passenger often chooses to do without it. Therefore, the HVV has considerably improved information service. Instead of 5 different time-table books, the HVV has issued a comprehensive book with standardized layout and with a route map for the whole network.

Alterations in the network are made known by means of pamphlets, distributed to the inhabitants in the affected areas. By last year one million copies of a HVV primer had been distributed to all households within the transport network, explaining how to make the best use of the various means of transport within the transit service.

One must add however that the finest route maps and timetable-books are of no use to the passenger when he cannot find his way and gets lost in the station labyrinths. Here a special guiding system is required. We have therefore developed a unified system, the basis of which are standardized coloured signs for the rapid transit and suburban lines and the pictograms for all other means of transport. The passenger is directed by means of signs from the entrance of the U- and S-Bahn station, which is labelled with a large U- or S-Bahn sign to the trains. There is always a plentiful supply of route maps in the Stations and trains.

The satisfying degree of mobility which we have in Hamburg today is the result of countless large and small measures. The mobility is better than in Frankfurt or Munich, and inestimably better than in Bangkok or Rio de Janeiro. But we must now ask what is being done for future in the face of the rising motorisation?

There exist 3 sources of action which cooperate together in dealing with the problem. The main objective of the Hamburg Senate's guiding principles is an integrated Mass Transit system for goods and passenger transport, in which not only the various means of public transport but also the private car has its place. The road network is to be there principally for the goods and passenger business traffic. The rapid rail network within the inner zone is to be so built up that there is everywhere a station within a 5 minute walking distance. In the outer districts the private car is to have preference, also for commuter traffic. In the middle zone the commuter traffic travelling by car is to be absorbed into the Park-and-ride system.

The development model for the metropolitan area represents a future-orientated temporarily unlimited skeleton plan which indicates the broad outlines for the future regional and landuse planning in the metropolitan area. Settlement corridors and planned rapid rail lines are painstakingly coordinated and harmonized.

The density model, which has been worked out by the City Planning Authority together with the Transport Association, is particularly important. According to this model wherever it is possible, there are to be plot ratios around the rapid rail stations of 1.3 within a circumference of 350 m, 0.9 within a 700 m circumference, and 0.3 within a circumference of 1050 m.

The concept of the HVV for the further development of the park-and-ride forms the 3rd source of activity. At the present time there are 39 park-and-ride stations in Hamburg with approximately 5000 parking-spaces in all.

Based upon a park-and-ride study the HVV had recommended that the Hamburg Park-and-ride system should be built up within the next decades up to 50,000 parking-spaces, partly in multistory parking houses. Therefore in the future the Mass Transit will develop further towards a system of Rapid Transit/Bus and Park-and-ride.

The picture here shows what such a traffic network in the year 2000 is likely to look like, with settlements-corridors made more accessible by means of rapid rail Feeder Bus lines and park-and-ride traffic, and with express trains for interregional traffic.

Because there is a general trend towards

new automatic individualised means of transport and their application to achieve a more concentrated Mass Transit network, in the picture is sketched such an automatic system in the CBD.

In close contact to research in the USA and other countries we in Hamburg will study particularly at our Institute for the research of technological trends the costs and benefits of such systems in order to answer the question whether they should be assimilated into the mass transit concepts in the future.

For as I said at the beginning: Mass Transit Systems are never brought to a conclusion.

## APPENDIX

## PARTNERS OF THE HAMBURG TRANSPORT ASSOCIATION AND THEIR SERVICES AS AT DEC. 31, 1970

Partner	HHA			HADAG			DB		VHHA		Suburban railways			DBP	
	U-Bahn	Tram	Bus	Express bus	Alster ferry	Port ferry	dc/el.	Other	Bus	Bus	AKN	ANB	EBO	Bus	Total
Vehicles/boats	812.0	285.0	662.0	186.0	15.0	50.0	351.0	111.0	29.0	228.0	25.0	7.0	18.0	13.0	2,784.0
Route mileage	55.0	50.3	343.3	122.9	7.0	43.4	49.7	37.1	27.8	323.4	18.6	6.3	6.2	41.0	1,132.0
Number of lines	5.0	10.0	86.0	13.0	4.0	20.0	2.0	4.0	6.0	54.0	1.0	1.0	1.0	3.0	210.0
Number of stops and stations	78.0	157.0	922.0	272.0	12.0	47.0	45.0	19.0	59.0	763.0	14.0	10.0	7.0	91.0	2,496.0
Passengers carried 1970 (in millions)	190.3	633.0	138.6	14.0	1.4	9.8	111.7	26.1	4.8	27.5	3.0	1.2	.7	.8	593.2
Passenger miles (in millions)	664.7	167.6	361.0	66.6	3.3	18.3	689.8	191.1	21.2	145.6	24.4	4.3	4.2	4.8	2,366.9

## Abbreviations:

HHA = Hamburger Hochbahn Aktiengesellschaft.  
HADAG = Hafen-Dampfschiffahrts Aktiengesellschaft.  
DB = Deutsche Bundesbahn (German Federal Railways).  
VHHA = Verkehrsbetriebe Hamburg-Holstein Aktiengesellschaft.

AKN = Eisenbahngesellschaft Altona-Kaltenkirchen-Neumünster.  
ANB = Alsternordbahn GmbH.  
EBO = Elmshorn-Barmstedt-Oldesloer Eisenbahn Aktiengesellschaft.  
DBP = Deutsche Bundespost (German Federal Post).

## MUSKIE BLOOPER

## HON. JOHN J. DUNCAN

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES  
Wednesday, September 29, 1971

Mr. DUNCAN. Mr. Speaker, I have read a very interesting editorial statement about the "Muskie blooper" and the possibility of a black Vice President. The article is from the September 22, 1971, Knoxville, Tenn., News-Sentinel, and follows:

## MUSKIE BLOOPER

It is amazing how racially righteous the nation's politicians have become in the wake of a political blooper committed by Democratic presidential contender Sen. Edmund S. Muskie.

Muskie, at a meeting in Los Angeles earlier this month, ruled out a Negro running mate because, he said, the country is not yet ready to elect a black man to the vice presidency.

Naturally, the political leaders of both parties quickly disavowed any similar sentiments.

Muskie (who has an excellent Civil Rights record) is now trying to turn the issue to his own advantage by portraying himself as an honest man who tells it like it is.

Still, with all due respect to the senator's candor, we think he may be selling the voters a trifle short.

After all, the theory went, no Catholic ever could be elected President—until John F. Kennedy was in 1960.

No black man, it was said, ever could be elected senator in Massachusetts—until Edward W. Brooke was in 1966.

No black man ever could be elected state superintendent of public instruction in California—until Wilson D. Riles was in 1970.

And no black man ever can be elected vice president of the United States—until he's nominated, and runs for the office.

## REFORM OF OUR PRISONS MUST NOT BE CONSIDERED IN VACUUM

## HON. ALPHONZO BELL

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES  
Wednesday, September 29, 1971

Mr. BELL. Mr. Speaker, it should be clear to all of us now that reform and coordination of our correctional institutions, our court system, and our social services will have to be considered as an integrated whole if we are to have any success in making our criminal justice system more humane and effective.

We must make a determined effort in this Congress to produce meaningful legislation to reform our criminal justice system. We must open the way to innovation in the effort to diminish the alarming rate of recidivism among criminal offenders.

An article by Herbert Sturz in today's New York Times indicates the vital need to direct our thinking in new directions if we are to find some alternative to the tragic waste of human and economic resources in our failing criminal justice system.

The article follows:

AND NOW, BEYOND ATTICA

(By Herbert Sturz)

Imagine Attica rebuilt—black and Spanish-speaking guards, better food, censorship eased, the screens between visitors and inmates removed, full freedom of religion, daily showers available. There are classrooms, counseling sessions and access to a good library. Officials are making an effort to remember that inmates are human beings.

In spite of such good deeds, good intentions, and money spent, it is clear that those sentenced to the new Attica will arrive with

the stamp of the ghetto and the scars of detention pens upon them. They will arrive at Attica hurt and angry and brutalized. The new and improved Attica will, of course, still take away their freedom, and produce resentful, bitter, even vengeful men.

Rebuild Attica? Yes. Make it more humane, of course. But let's not deceive ourselves, Attica reformed will not correct, nor will it rehabilitate. What it will do is provide society with temporary protection from those who have been identified as threatening.

But we can do more than contain people. We can in fact rehabilitate—and thus provide not only genuine protection for society, but some chance for productive lives. But to rehabilitate we must intervene at every way station on the road to Attica.

The road to Attica begins with families uprooted, with bad housing, racial prejudices, drug profiteering; with schools and social agencies unresponsive; with kids growing up feeling left out. Improving the quality of life for these persons would result in fewer setting foot in jail or prison.

Meanwhile, we must bring about changes where we can. Arrest is the earliest time for society to intervene. Every effort should be made to keep an accused person out of jail, where he can only become angrier and more bitter. Whenever possible a summons should be issued by the police in lieu of a formal arrest.

Pretrial service agencies staffed by community liaison specialists should divert the accused into the custody of a community agency. That agency would see that the person comes to court when required and try to help him find a job, deal with his drug habit, or obtain more education.

Intervention after arrest can often circumvent the need for prosecution. The Court Employment Project, begun as a small pilot experiment in Manhattan four years ago, gets jobs and provides counseling, group therapy, and a structured program to persons awaiting trial. If participants get and hold a job and remain crime-free for three months, charges are dismissed by the court.

The Court Employment Project has spread

to Brooklyn and the Bronx and to other cities. It's a beginning. However, 4,000 persons are arrested in New York City each week; the project can help only 40.

Judges can be provided with still another course: the offender can be released to participate under supervision in a community program. One such, recently created in the southeast Bronx, is assuming responsibility for cases diverted by criminal court judges who are adjourning sentencing for varying periods.

Less than half a cent of every criminal justice dollar goes to rehabilitation. That half doesn't go far.

Many men now in Attica should be pre-released to a structured work environment in the community like that provided by Pioneer Services in New York City, a corporation which hires a man only if he has a criminal record, a history of drug abuse or alcoholism, and has been unable to hold a job anywhere else.

Pioneer's first undertaking has been a messenger service employing 25 ex-heroin addicts now on methadone. This is a nonprofit, low-stress work program with supportive services. When the program started in April no one knew whether the men would stick. They have. Out of 10,000 messages delivered to date, not one has been lost. Morale is high; and the men are helping to sign up new clients.

The concept of providing supported work for so-called incorrigibles holds great promise. Successful messengers move on to other supported work projects. This week five Pioneer employes with lengthy criminal records and many years of heroin addiction are "water blasting" the rotunda of the New York City Municipal Building, using a new process which instantly cleans at low cost.

Those who have taken the road to Attica can come back if we give them the resources and the opportunity.

#### REMARKS OF HON. SILVIO O. CONTE AT THE COMMISSIONING CEREMONY FOR THE U.S.S. "AYLWIN"

### HON. JAMES A. BURKE

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 1971

Mr. BURKE of Massachusetts. Mr. Speaker, I include the remarks by my distinguished colleague, the Honorable SILVIO O. CONTE, Republican of Massachusetts, at the commissioning ceremony for the U.S.S. *Aylwin*, Boston Naval Shipyard, on September 18, 1971, because of their timeliness in view of the debate on the strength of the Navy, and since they focus on the fine accomplishments of the Boston Naval Shipyard.

The remarks follow:

REMARKS BY THE HONORABLE SILVIO O. CONTE, R-MASS., AT COMMISSIONING CEREMONY FOR U.S.S. "AYLWIN," BOSTON NAVAL SHIPYARD, SEPTEMBER 18, 1971

It almost goes without saying that I consider it a great honor to have the opportunity to speak at the commissioning of the new fighting ship for our Navy.

As a congressman, I often have an opportunity to participate in affairs to which I previously would never have dreamed of being invited. It always overwhelms me a bit. Well, this is one of those occasions, and I'm overwhelmed.

But this time I have an even better reason for feeling this way. I served two years in this Navy—as an enlisted man with the Seabees in the Pacific in World War II. I can

honestly say that building those air strips in the jungle heat of the South Pacific was not conducive to daydreaming about sharing a platform with the Navy brass and commissioning a great new ship.

Not that I didn't think about ships, mind you. I thought of one ship day and night—the one that was going to take me home.

Even if it were not traditional to stress the vital importance of our nation's sea power at occasions such as this, I'm sure no one could resist. We are sending out a new ship and crew to join the fleet. We are doing it in one of the most historic of all harbors. And sharing the harbor with us is the proud U.S.S. *Constitution*. If this doesn't bring seapower to everyone's mind, nothing will.

After we in the Congress authorize a ship, there are three historical ceremonies before she physically joins the fleet. These are the keel laying, the launching and christening, and finally the commissioning.

They are all important. But the commissioning, at which the ship attains a crew, a character and, incidentally, a feminine gender, has a special significance for me for it illustrates the importance of people.

In this age of exploding technology, it is too easy to overlook the man, through a preoccupation with the machine. For all our radars, sonars, sensors, missiles and the vast energies of nuclear power, the fact is that men must maintain this equipment and men must operate these weapons in battle.

The *Aylwin* will be one of 46 Knox class destroyer escorts, identical in design and as standard in configuration as the shipbuilding industry can produce. But among these, the *Aylwin* will be unique. Her uniqueness will come from the men who man her, just as her reputation in the Navy will be solely a reflection of the deeds those men will perform.

For the crew assembled here today—Captain Fenn and the men and officers of the U.S.S. *Aylwin*—this is a profound responsibility. For the *Aylwin* is not just a new ship. She is part of a new class of ship conceived at the same time that the Navy is becoming a "new" Navy.

The Navy has always sought and obtained quality men. But it has now embarked on perhaps the most ambitious program ever to recruit, train and retain the brightest and most alert individuals possible. It's going, as one retired captain told me, "from Oldsmobile quality to Cadillac quality."

The Navy, along with the other services, is very concerned about its manpower resources. It's doing everything possible to provide enlisted men, officers and their families with great opportunities with regard to education, salaries, and improvements in just plain living conditions.

For a while there this whole movement toward a "new Navy" was getting more publicity than Vice President Agnew. But it is a serious, and from my point of view praiseworthy, program designed to attract the best manpower this nation has to offer. The Navy is aiming for the alert individual who is motivated by patriotism and who can adjust to reasonable and even-tempered discipline.

One of the many important factors in all of this is salaries. Efforts to increase pay benefits are constantly being made. The goal of the Navy is to bring the serviceman's pay standards up to those of his civilian counterpart. As a result, three pay raises have been put into effect over the past three years. Besides supporting these raises in Congress, I am one of the sponsors of the proposal which would double the pay for entering enlisted men—and I wish the Senate would get around to acting on it at the full dollar amount.

If I go on in this vein much longer the officers up here might sign me up to help on recruitment drives. But the fact must be stressed because the most important com-

ponent of any Navy is the people who serve in it.

It is fitting to observe, while on the subject of the men who make up the Navy, that this ship is the fourth to be named after Lieutenant Joseph Cushing Aylwin—a native, appropriately, of Boston.

Lt. Aylwin served on the USS *Constitution* during the War of 1812, was commended for gallantry in battle and was highly praised for his seamanship during the *Constitution's* stunning victories over British frigates. He died a hero at age 35 from wounds suffered in battle aboard the *Constitution*.

The three ships previously named after this brave young seaman have all contributed to the cause of our nation's freedom.

The first, a galley built in 1813, formed a part of Commodore Thomas MacDonough's fleet in the Battle of Lake Champlain. The second, a destroyer, participated in World War I against the vaunted German "Wolf Packs". And the third, the DD 355, earned 13 battle stars in a wartime career that began on December 7, 1941, at Pearl Harbor and lasted through the Okinawa invasion in June, 1945.

The endeavors of these ships to preserve our nation's right to freely use the high seas should be a source of inspiration for the crew of this new *Aylwin* as it joins the Fleet in these turbulent times.

There may well have been no time in our long and proud history when the need to stress the importance of seapower was as pressing as it is today. But before I pursue that thought, I want to emphasize one point. That is that I am not the kind of person who says one thing to one group and the opposite to another group.

I have never hesitated to oppose policies of our government with which I have disagreed—but I have stressed over and over again to groups who would only be happy with a complete dismantling of our defense structure, that I have neither time nor sympathy for such endeavors.

Too many people, I fear, correlate opposition to one policy—specifically the Vietnam War—with opposition to the Armed Forces in general. I reject this as I know many of my colleagues in the Congress do.

It is true that there is a new climate on Capitol Hill, as there is throughout our country. But I do not believe that new climate dictates against a strong defense posture. There has been, and will continue to be, more scrutiny of all proposals—military and otherwise.

The men who run our Armed Forces will be harder put than ever before to fully justify every request for every project. The weapons system with 57 varieties—only five of which are needed—may not make it. But for the legitimate defense needs of this country, we can spare no cost. They must and will be met.

This Government has set a new course in international relations. It is marked by a willingness, even an eagerness, to negotiate. The Paris Peace Talks, the Strategic Arms Limitation Talks, the President's planned trip to mainland China, and other initiatives, are the outward manifestations of this new course.

The motivation is the deep desire for peace and the understanding that this desire must be pursued with our adversaries. Peace does not simply occur, it must be waged.

We must never forget, however, that the basis for this new course is strength. Strong powerful nations have precious little reason to negotiate, to give and take, with countries ill-equipped to defend themselves.

With the commissioning of this ship today, we are telling friend and foe alike that we intend to stay a great nation; that we are prepared, if need be, to protect our rights and interests.

The primary mission of this ship is anti-submarine warfare. This mission is in direct support of the principal function of the United States Navy—preservation of the free-

dom of the sea which began when the United States first became a nation. Freedom of the oceans and their airspace is absolutely essential to the security of the United States. This country is an island. We have only two international borders. One of our states lies overseas. Another, Alaska depends upon the seas for a major share of its commerce with the continental United States. We look to overseas nations for both cultural and commercial exchange. And, despite the rapid growth of air transport, it is a fact that 99 percent of our overseas trade travels by ship.

From a military point of view, our nation's military strategy is predicated on a forward posture, with critical reliance placed upon our overseas allies and our own forward deployed forces. Of the 43 countries involved in treaties with the United States, only two of them share a common border with us. All others are overseas nations. There is no current plan for overseas military operations which does not depend upon our free use of the seas. Unless we can assure ourselves continued free use of the seas against the most determined and capable potential opposition, our entire politico-military posture loses its credibility.

At the end of World War II, the U.S. Navy was supreme on the seas. The Axis fleets had been destroyed, the Allied navies were severely reduced through wartime attrition and post-war economies. The Soviets had no modern forces capable of sustained operations at seas. In recent years, however, a new and formidable challenge has risen to contest our supremacy on the high seas. The Russian bear has developed a taste for the salt water.

Since 1950, the Soviet Union has been embarked on a program which reveals a singular awareness of the importance of sea-power and an unmistakable resolve to become the most powerful maritime force in the world. Its naval forces have undergone a continuing modernization program including the building of missile-armed cruisers, helicopter carriers, and several new classes of nuclear and conventional submarines. As a result, the Soviet navy has become a fleet capable of sustained open ocean operations. For the first time in its history, the Soviet Union is using a deployed naval force in support of foreign policy in areas not contiguous to its borders.

Its force in the Mediterranean includes warships armed with surface-to-surface and surface-to-air missiles, amphibious ships with naval infantry embarked, and torpedo and missile-armed submarines.

I believe a good yardstick of the Soviet Union's increased presence in the Mediterranean is given by the following statistic: In 1963, the Soviets logged about 750 steaming days in those waters. This year, they are expected to surpass 19,000.

Coupled with the Soviet Union's growing number of shore facilities in that area for support of its fleet, this statistic indicates quite clearly the great impact that country now has on the always explosive Middle East situation and on the United States' unrestricted use of the seas.

While our adversary was modernizing her fleet and greatly expanding its numbers, we were bogged down in a war on the other side of the world which drained our resources and precluded a matching modernization of the United States Navy.

Admiral Moorer, Chairman of the Joint Chiefs of Staff, described the bind we were in very clearly in a speech in Seattle last month:

"In the late 60's", he said, "during our peak involvement in Vietnam, our budget guidance was to buy for attrition and not for modernization. As a result, all of the services went through a period of scant modernization. Today, we need this modernization if we are to keep pace with the efforts of the Soviet Union."

The U.S.S. *Aylwin* will be a vital factor in our fleet modernization. It will have the most modern anti-submarine sensors and weapons that our technology offers today. It will be your job, Captain Fenn, and that of your crew, to exact the full measure of potential from your ship. When she takes her place in the fleet, you must, and I am confident you will, do your part to assure that the United States Navy maintains its superiority at sea over all other possible adversaries—a sea supremacy absolutely essential to the security of this great nation.

In this grand endeavor, I wish you good luck and Godspeed.

#### GOVERNOR SIGNS CORRECTION BILLS

### HON. TOM RAILSBACK

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 1971

Mr. RAILSBACK. Mr. Speaker, as a member of the Judiciary Committee, I believe one of the most pressing issues we face today is the need to reform our correctional system. There is a desperate need for more education and job training, more medical and psychiatric care and more social facilities, to mention just a few of the innovations.

I am proud to say that my own State of Illinois has one of the finest, if not the best system of corrections in the entire country. Governor Ogilvie recently approved 50 bills which will enhance correction reform even further.

An article from the Arlington Heights Herald in Illinois of July 28, 1971, gives an excellent summary of some of the major legislation recently enacted.

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

#### GOVERNOR SIGNS CORRECTION BILLS

Gov. Richard B. Ogilvie last week approved 50 bills which he called "the most far-reaching legislation in the field of corrections" since 1899.

Ogilvie signed the bills at a meeting of the Illinois Law Enforcement Commission in Springfield, where he was the principal speaker.

Citing the advances made by the department of corrections since its creation in January, 1970, the governor hailed the new legislation as "a monumental advance on the goal of bringing a new sense of purpose and a concern for results to Illinois' correctional system."

Among the correctional bills signed by Ogilvie were:

Senate Bill 756 amends the prisoners' furlough act, providing the legal machinery to help offenders work their way back into the free community on a gradual basis. The new law allows carefully screened inmates who are within one year of being eligible for parole to visit their homes, families and friends for three-day periods to help them reestablish their relationships.

The bill also authorizes Dir. Peter B. Benninger to release inmates for short periods of time to appear before certain educational and professional groups interested in a better understanding of the causes and results of crime, and to talk to students about the dangers of drug abuse.

House Bill 2819 authorizes the department to grant educational furloughs to certain qualified inmates and permits educational

field trips. Under the bill, inmates may continue their academic or vocational educations in programs developed with junior colleges and the state's universities.

Thirty-one bills remove the arbitrary licensing and registration restrictions which have heretofore barred felons from gainful employment in a wide variety of pursuits. The occupations affected are: physical therapists, chiropractors, optometrists, veterinarians, psychologists, plumbers, beauty culture operators, barbers, funeral directors, water well pump installers, nurses, court reporters, employment agency operators, liquor dealers, sanitarians, blood bank operators, structural and professional engineers, surveyors, business and vocational school operators, livestock and swine dealers, architects, medical practitioners, pharmacists, dentists and dental surgeons.

House Bill 1705 allows carefully screened inmates to volunteer for assignment outside penitentiary walls on conservation, anti-pollution and environmental work projects.

Senate Bill 752 amends the Criminal Code by extending the correction department's authority to give conditional releases for periods of up to 180 days prior to the date the inmate is eligible for final discharge, by expiration of his sentence. The previous statute allowed for periods of not more than 90 days.

Senate bill 213 authorizes payment of up to \$10,000 to families of correctional personnel fatally injured in performance of their official duties. The bill, previously affecting only policemen and firemen killed in line of duty, now includes youth supervisors, guards, wardens, captains, lieutenants, parole agents, counselors, maintenance workers and other institutional personnel.

Senate Bill 753 gives penitentiary officials police powers off the institution grounds to recapture and reimprison escapees.

House Bill 1616 amends the Sentence and Parole Act to provide a notification and writ process in connection with parolees or conditionally released individuals who have been arrested by local police or sheriffs for another crime.

Other correctional bills signed by the governor were:

SB 32 amending the State Reformatory for Women Act providing for placement of babies born at the institution by the Department of Children and Family Services, SB 33 amends the Code of Criminal Procedure to prevent limiting the Department of Children and Family Services' powers in taking custody of babies born at the Dwight institution; SB 751 changes the name of the department's Bureau of Community Services to the Bureau of Field Services.

SB 754 amends the Code of Criminal Procedures to require notification of the corrections department in cases where there is an unexpired federal sentence and a subsequent Illinois sentence which is to be served in federal custody concurrently; SB 755 amends the State Reformatory for Women Act to include women over 18 years of age sentenced and committed for one year or longer, or women sentenced or committed for six months or over at the department's discretion.

SB 757 amends the Probate Act, providing that a person under conviction as a felon is not qualified to act as an administrator of an estate; SB 1057 removes disfranchisement of persons convicted of felonies upon completion of their sentences; SB 1058 amends the Election Code, removing disfranchisement of persons convicted of crime upon completion of their sentences;

HB 1615 adds inmates released, pardoned or paroled to those entitled to suitable clothing, transportation and spending money upon leaving the penitentiary; HB 1648 transfers land in Will County to the City of Joliet; HB 1674 transfers land owned by the department's juvenile division to the City of

Vienna; and HB 2178 provides that if a candidate for parole is in the department's custody, the Parole and Pardon Board shall interview him.

**POTOMAC STATE COLLEGE CELEBRATES GOLDEN ANNIVERSARY—DR. PERRY GRESHAM, PRESIDENT OF BETHANY COLLEGE PARTICIPATE—INSTITUTION IS MODEL OF COLLEGE-COMMUNITY INVOLVEMENT**

**HON. JENNINGS RANDOLPH**

OF WEST VIRGINIA

IN THE SENATE OF THE UNITED STATES

Thursday, September 30, 1971

Mr. RANDOLPH. Mr. President, Potomac State College of West Virginia University recently celebrated its golden anniversary. This outstanding institution of higher learning, nestled in the beautiful hills of the Mountain State at Keyser, Mineral County, has a most distinguished history.

Through dedicated and effective leadership from the late Joseph W. Stayman, the first president, and from Dr. E. E. Church, Dr. Todd H. Bullard and the current executive dean, Dr. Harold C. Doster, the college has grown and expanded its influence in the educational fields. Potomac State College is in the forefront of the national trend toward a more personal relationship between faculty and student and between college and community.

The beloved Dr. Gresham, who is retiring as President of Bethany College at the end of the school year, said he hopes that higher education "will always strive to preserve certain special values." He said these include "the patient and persistent search for truth," and to these he added the virtues of "gratitude, and humility, and the right to owning property without having to tolerate its being stolen or abused, and finally the value of coupling job with education."

Mr. President, I ask unanimous consent to have two articles from the Keyser, W. Va., Mineral Daily News-Tribune, printed in the RECORD at this point.

There being no objection, the articles were ordered to be printed in the RECORD as follows:

[From News-Tribune (W. Va.), Sept. 24, 1971]

**FIFTY YEARS A JUNIOR COLLEGE—COLLEGE REACHES RARE LANDMARK**

It was quite a party, and they were all there! Students and staff of past and present congregated yesterday afternoon in the auditorium of Potomac State College's Church-McKee Arts Center to concelebrate a rare and unusual landmark: a Golden Anniversary year reached by a junior college.

The atmosphere was gay and made the more so by the presence and sparkling wit of the principal speaker, Dr. Perry Epler Gresham, resplendant in brilliant green and white academic attire.

Dr. Gresham has announced plans to retire at the close of this academic year after 18 years as president of Bethany College. "It's a matter of health and fatigue," he said—"probably some of the people over there are sick and tired of me, and I of some of them." He said he replied to an in-

quiry of how he stands being a college president in times like these that it bothers him not at all. "I sleep like a baby—sleep an hour, cry an hour."

As anyone who has heard Dr. Gresham knows, his keen sense of humor is always just icing on the cake. In more serious vein he took his theme from Rupert Brooks' poem, "These I Have Loved," as he expressed the hope that higher education will always strive to preserve certain special values.

One of these, he said is "the patient and persistent search for truth," in contrast to some modern practices of honoring "action" at the cost of truth. In this age of misology (hatred for reason), he cited Cardinal Newman's philosophy of learning by establishing point after point.

In contrast to today's motto "leap before you look," he upheld suspended judgment: "It took John Locke 18 years to complete his essay on human understanding," he said, adding "... it's a great thing for people to be decent to one another."

To these he added the virtues of gratitude, and humility, and the right to owning property without having to tolerate its being stolen or abused, and finally the value of coupling joy with education.

These was nostalgia for some, curiosity for the newest among students and staff, to see and hear former Presidents Ernest E. Church and Todd H. Bullard, both introduced by Academic Dean James T. Handlan, who chaired the program.

Dr. Church, whose 28-year span of experience at the helm of Potomac State witnessed most of the institution's dramatic changes, said "Some in West Virginia are inclined to draw their skirts—or academic regalia—closer to avoid contamination with the junior college" as he gloated over the fact that Potomac State's 45-year record of full accreditation by the august North Central Association of Colleges and Secondary Schools is equalled by few of the state's institutions, exceeded by none.

He expressed delight in the fact that "generation gap" was not much of a problem to him and his predecessor, President Joseph Stayman, for their regimes came at a time "when faculty and students were partners in the enterprise of teaching and learning." It was their philosophy that every young man and woman who had a thirst for learning and who knocked for admission to this college should not be turned away ... but guided to his objective, limited only by his God-given abilities."

Dr. Bullard, who returned from Rochester, N.Y., to take part in the celebration, touched the hearts of his listeners when he said, quoting Webster in the Dartmouth College case, "... it is only a small college but there are those of us who love it," as he referred to his attitude about Potomac State.

He said that the age alone of the institution "is not terribly significant ... it is what has been done with time that really matters" and as we consider the thousands of men and women who "can trace their educational awakenings to this college, it is not only the memory of skills and ideas but of people ... like Nancy Miller, "Horse" Lough, Ernest Church, Kirkland McKee—yes and Ernie Kissinger, and a host of others, many still here ... who loved young people and responded to them at a crucial time in their lives ... this, I think, is the historical significance of Potomac State College."

The present Executive Dean, Dr. Harold C. Doster, spoke of the significance of the junior college's role in today's higher education, asking "what are we doing that we can do better and what are we failing to do that needs to be done."

Dr. Doster mentioned the scores of congratulatory messages which have poured into the college from business and industry, the professions and government, church and

civic leaders from the state and beyond. He read the message of the senior Sen. Jennings Randolph whose wife had lived in Keyser.

Dean Handlan read a message from Dr. Webster Stayman, Philadelphia, who spoke of the significance of the day to his family, in light of the fact that "... my father devoted the better part of his life to Potomac State."

Organist for the academic processional and recessional was by Mrs. Mary Evelyn Coffman. Prof. Paul F. Iverson gave the invocation. Prof. Richard A. Davis directed the Singers as they did "Choose Something Like a Star," a Randall Thompson selection.

A reception followed in the arts wing, with Mrs. John Stanhagen as chairman.

(From News Tribune (W. Va.), Sept. 23, 1971)

**OUR ALMA MATER DEAR**

Anyone standing in the middle of the campus quadrangle in September 1921, when Potomac State began to operate as a junior college after 19 years of being a preparatory school, would have been but two major buildings, the Administration Building and Davis Hall.

For the record, the original 16 acres of land forming the main campus was donated by Col. Thomas B. Davis of Keyser when he learned that the Legislature had passed, on Feb. 15, 1901, a bill introduced by Judge F. M. Reynolds a Mineral County legislator, to establish a then much-needed school offering secondary educational programs.

No ordinary land, this central part of the campus was originally part of a grant from the King of England to Lord Thomas Culpepper, whose heirs deeded it to Lord Thomas Fairfax in the mid-18th Century, and the property changed hands half a dozen times before it was given to the state for the school. During the Civil War, this was the site of Fort Fuller, manned by Union forces which yielded it only briefly to the Confederates.

The first building erected was an Administration building, where the first students began classes the fall of 1902 with L. L. Friend (for whom Friend Hall is named) as "principal." This rather handsome building with its high clock tower was completed for about \$35,000. There were no funds to provide dormitories, so the school obtained the "old Keyes House" on Armstrong Street and East Street, near the court house, to house about 20 boys. Girls lived in "approved homes." When Davis Hall was completed in 1914, boys lived in one wing and girls in the others.

The original Ad Building was destroyed by a "fire of unknown origin" May 3, 1917—not just the building and its furnishings but all the records and many valuable books from the library. Some rooms in Davis Hall had to serve as classrooms until another Administration Building (the present one) was completed in 1919. The cost jumped to \$105,000. Fortunately insurance covered part of it.

Meantime, the late Joseph W. Stayman, who became the first president of the junior college in 1921, had been here as principal since 1911, and he had much to do with the early development of the physical plant, including Davis Hall, the worry of the fire and plans for the new Ad Building, the purchase of 128 acres in 1919 for use as an experimental farm, and getting Reynolds Hall dormitory for women, in 1925. This \$88,000 structure even "had room for the home economics department in its basement area." (And that's exactly where the home economics department remained until completion of the Science Hall in 1951.)

Another 1925 acquisition was the house and lot on the northeast corner of the campus which became the president's home.

In 1927, the chemistry classes and laboratories were moved into a small building, next to Reynolds Hall, which had been used as a

heating plant. (When the Science Hall was completed in 1951 this small building was used for psychology classes. After further remodeling in 1963, it became the present Language House.)

Physical education classes and basketball games took place in the basement of the Ad Building until completion of the present gymnasium in 1928. Football games and other outdoor sports such as track were played right in the middle of the quadrangle, until Stayman Field was hewn out of part of the farm land, with the help of federal funds, 1932-1934. The concrete bleachers, an NYA project of the Depression days, came about 1936. (The field house was added much later—1958—making it no longer necessary for the football players to hike all the way back to the gym at halftime.)

Dr. E. E. Church began a 28-year career as president here in 1936, and one of his first obligations was to complete some of the projects begun by his predecessors—two buildings for faculty housing (1936). Next came a dairy barn (1940) and extension of the college farm's acreage, and cattle to meet demands of the agriculture curricula.

The outbreak of World War II meant a diminishing of male staff and students, and erection of a temporary tiny but important building near the spot where the campus drive now exists. This was an airplane spotter's post (a local Civil Defense project) manned from 6 p.m. to 6 a.m. by men, in groups of three's, and during daytime hours by women.

With the end of the war came a vast influx of veterans in the mid-1940's, and Dr. Church was faced with providing "instant housing." He went after surplus materials from service camps along the East coast, which resulted in enough quickly erected barracks-type buildings to take care of 24 married and 72 single veterans in 1946; a portable building with two classrooms placed around the drive on the east side of the Ad Building; and (in 1947) the basic part of what is now the Student Union could be seen nearing the end of its trip from Camp Patrick Henry as it came up State Street marked "wide load." The foundation dug under it was first used by the maintenance department. The brick facing, the porch and pillars, and the attractive interior walls and decorations were added gradually over the years. (The first heavy Navy surplus tables, with their curled up edges to keep plates intact on ships, and the canvas folding chairs are among the memories.)

The first completely new major building since the gymnasium (1928) was the \$800,000 Science Hall opened in 1951, which gave space for classes and laboratories in chemistry, biological sciences, physics, geology, engineering, agriculture, and home economics.

It was hard to say which area of campus life should be given priority in the years that followed because the college needed housing and many other facilities.

The men got a new dormitory (Memorial Hall) in 1956. The library had to wait till 1961 to move out of its crowded quarters in the Ad Building, where faculty offices now fill the space, but this handsome facility seems well worth the long wait.

The National Guard's Kelley Armory was put to use the fall of 1961, giving the ROTC program a "home." Friend Hall for women, a \$460,000 dormitory, opened in 1963.

One of two buildings completed during the presidency of Dr. Todd H. Bullard is the \$1,400,000 Church-McKee Arts Center (opened fall 1967), an air-conditioned, multi-purpose building with a 1,000-seat auditorium, and classrooms-studios-practice rooms for music, drama, art.

The music department used one large room on the second floor of the Ad Building from 1902 to 1947, when a house adjacent

to the local hospital was rented. (Their former room in the Ad Building was needed for expanding secretarial science programs.) The department occupied a remodeled private home to the left of the gymnasium, 1950-1967. From the mid-1940's increased enrollment made it necessary to have convocation programs and commencement in the gymnasium.

Latest addition to the physical plant is the \$825,000 air-conditioned Academy Hall, which opened the fall of 1969 with facilities for the commerce department, the Computer Center and its classes, journalism, technological engineering; also seminar rooms, large classrooms, and an instructional materials center.

## THE UNDECLARED WAR ON FEDERAL WORKERS

HON. FRANK J. BRASCO

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 30, 1971

Mr. BRASCO. Mr. Speaker, after 2½ years of uninterrupted economic disaster, this administration has publicly admitted that its vaunted game plan to end inflation has culminated in semicatastrophe for the American economy. In near panic, the administration has leaped across the fence, dividing it from political critics and opponents, abrogated sacred Republican economic theory and clutched desperately at solutions Democrats have advocated for years. Such a conversion is laudable, and I applaud this belated realization of error. Not even Paul of Tarsus on the Road to Damascus saw any clearer or more blinding vision. What a pity, then, that such realization is too late, and that it is taking more than a slightly negative form.

Too late in that Democrats gave the administration this authority more than a year ago. Negative, because the Democrats envisioned price and wage controls to be pressed with equal vigor on all segments of our economy.

Mr. Chairman, this is known as elementary fairness—a concept that is too often completely forgotten. A concept, by the way, that most Americans understand and accept. If it were not for what I consider basic unfairness in the administration approach to price-and-wage control, I would support the administration plan without exception.

The President's economic package is first and foremost a ribbon-bedecked gift of a series of tax breaks for most major industries of this Nation. These are the same corporations whose greed in price hikes has been exceeded only by their inability to compete with some foreign-made goods. Rather than pursue more enlightened policies, they have instead made war on their own workers by accusing them of fueling the wage-price spiral. This administration, never one to pass up a chance to belabor the average worker for the purpose of aiding the corporate area, has utilized this opening to seek to hand yet a second accelerated depreciation gift to massive vested interests, if Congress will concur.

Unfortunately, every action has a reaction. Every gift given to one group must

be at the expense of another. In this case, the administration has hauled off and delivered another mighty wallop at its favorite helpless target. I speak of none other than the Federal worker. Here are several million decent American citizens, engaged in furthering the life and death and bread and butter work of our National Government. True, they can be often termed a bureaucracy of sorts, yet this need not be a derogatory term. In the mouths of the spokesmen of this administration, it becomes a curse word.

From the President on down in this administration, we hear the Federal employee referred to by inference as a drag on the national ship of state. They are accused of everything but doing their jobs, which is what the huge mass of them do very well. Should they ever cease to function effectively, we would know it in short order. Yet the typical attitude of criticizing Government services is looked up by the administration as an opportunity to belabor them in order to earn political capital.

Federal workers have become targets of political opportunity as have other groups this administration feels it may move against in some manner with political impunity.

So it really should not come as any surprise to us that the President, as a vital portion of his new economic policy with its title conveniently borrowed from Lenin, should single out the Federal work force as one of the main sufferers on its behalf. Who will bear the main cost of these new tax breaks for those barefoot boys on Wall Street? Why the Federal worker, of course. General Motors, U.S. Steel, Parke-Davis, Standard Oil and all those other poverty stricken orphans of our corporate world are going to have to gain at someone's expense. Revenue lost to the Federal Treasury through their tax breaks must come from someone's pocket. Why not the Federal worker? After all, there are only between 2 and 3 million of them. And they all have just average families. They can do without better clothes, a bit extra in their diets and perhaps a chance at a college education.

This administration knows full well how hard such people have to struggle. Most Government workers are at relatively low salary levels. Many of them must struggle to even survive in major metropolitan areas, such as my home city of New York, where the cost of living is among the highest in the country. That minimal salary raise they were going to receive in January was a vital factor in their considerations. Now the President has postponed it for 6 months.

It also hits at the military, where morale is sagging. Where are all the fine words about easing their lot? Piled with all the other press releases and broken promises.

The people who dominate and run major corporations do not have to worry about a job cut, such as do Federal employees, because of the 5 percent reduction in total employment ordered by the President. Yet all these people, taken cumulatively, have it within their power to make a job cut of one at the very top next fall.

Mr. Speaker, I cosponsored and strongly support the Post Office and Civil Service Committee resolution, House Resolution 596, which mandates a level of decency and fair play in the distribution of sacrifice during this time of economic stress. I sincerely hope this Congress recognizes the need to approve this legislation so that not only will no employee be singled out for harsh treatment, but that all segments of our economy will bear equal impact of the President's directive.

### BICENTENNIAL MEDAL COMPETITION

#### HON. HUGH SCOTT

OF PENNSYLVANIA

IN THE SENATE OF THE UNITED STATES

Thursday, September 30, 1971

Mr. SCOTT. Mr. President, I take this opportunity to commend the Franklin Mint of Philadelphia for the fine job it is doing in the preparation of a medal commemorating our Nation's bicentennial. The Franklin Mint is sponsoring a design competition to select the final design of the medal. This competition will run currently in all 50 States with combined prize funds of over \$500,000. An additional \$1/2 million will be spent on the mint's efforts to promote and advertise the fifty contests. The Franklin Mint's nationwide design competition is the most significant and far-reaching act of commitment to the Bicentennial made by private enterprise to date. The following article, which I ask unanimous consent to have printed in the RECORD, explains some additional details of the mint's plans.

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

[From the American Bicentennial Newsletter, August-September 1971]

#### Bicentennial Medal Competition Set

A competition for the designing of Bicentennial commemorative medals in all 50 states, with prizes totalling \$500,000, was announced August 11th by the Franklin Mint, world's largest private mint. The announcement was made by the president of the company, Joseph M. Segel, at the New York City premiere of the new documentary film, "Of Art and Minting."

Artists in each state will be invited to design a Bicentennial medal commemorating their state's contributions to the heritage of the nation. There will be \$10,000 in prize money for each state competition: first prize—\$5,000, second prize—\$2,500, third prize—\$1,500, fourth prize—\$1,000. The total prize fund of \$500,000 is the largest amount ever offered in an art competition in the United States.

Actually, the investment in the program by the Franklin Mint will be at least one million dollars. In a telephone interview with USA-200, Segel said the company has budgeted an additional \$500,000 for nationwide promotion and advertising in support of the 50 contests.

State Bicentennial Commissions have been invited to co-sponsor the competition in each state, and judging of the design entries will be done by state panels in cooperation with a national advisory panel of distinguished artists and art experts. In states which elect to cosponsor the program, the Franklin Mint

will defer to the Governor or State Bicentennial Commission in appointing a panel of judges.

Under varying plans of endorsement or co-sponsorship, Segel told USA-200, it will be possible for the individual state to receive royalties of 10 to 50 per cent generated by the public sale of the medals, for use in supporting other state Bicentennial programs. A conservative estimate of the royalties likely to be generated for distribution among participating State Bicentennial Commissions, Segel said, would be one million dollars, with the potential being considerably higher.

The fifty state competitions, to run concurrently, are scheduled to open in January 1972 and close on March 31, 1972. Segel said he anticipated that first edition proofs of the complete 50-medal set would be available by the end of September 1972. There would be later mint editions and possibly other editions sponsored by various states.

The elements of the program—the million dollar investment, the unique opportunity afforded artists, the commemorative value of the completed medals, and the prospect of substantial royalties for use in other Bicentennial activities—makes it the most significant and far-reaching act of support and commitment to the Bicentennial made by private enterprise to date.

### THAT'S ALWAYS THE WAY IT IS FOR JOHN MITCHELL

#### HON. LAMAR BAKER

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 30, 1971

Mr. BAKER. Mr. Speaker, Attorney General John Mitchell knows he is in a hot spot. I am sure he expects—human nature being what it is—he will be cussed more than he is praised. I am sure, also, that this does not bother him very much. He is dedicated to being effective and he is content to be measured on the kind of job he does for the people.

Malcolm S. Forbes, editor-in-chief of Forbes magazine, has seen fit to point out some of the accomplishments of the Department of Justice under the leadership of John Mitchell. I think it is important not only for the Members of Congress, but for all the people, as well, to keep these accomplishments in mind and not let them be submerged by the clamor and rhetoric of those who rail against the Attorney General because he takes a no nonsense approach to his job.

The excellent editorial follows:

### THAT'S ALWAYS THE WAY IT IS FOR JOHN MITCHELL

Take the publishing of that top secret report of our involvement in Vietnam, revealing an incredible distrust and misleading of the American people and their Congress on a scale and with a cynicism that few would have dreamed possible by a U.S. government. Who gets nearly as much blame as the perpetrators? Attorney General Mitchell, of course—because as the Constitutionally-charged chief law enforcement officer of the United States, he is the one who must go to court to try to halt publication of top secret documents.

Never mind that Mr. Mitchell told newsmen: "I hope a way will be found to let the American public know what is in those documents. I think it is absolutely essential that they have such knowledge and have it at the appropriate time and in the appro-

priate circumstances." That was a footnote at the bottom of one story, while front page, day after day, were the Attorney General's court actions.

If Mr. Mitchell is making a major speech outlining progress of his department's massive and quite successful efforts to cope with the spreading hard-dope menace, his wife's hairdo or what she said before she hung up on the telephone to some newsmen gets all the play that day.

In Civil Rights, it's not what his department has done by way of enforcement that counts, but its hesitancy in pioneering in new areas where it hasn't been specifically charged with responsibility.

If it's antitrust, the one that might have gotten away understandably gets infinitely more attention than the increased number of prosecutions and the sizable diminution in numbers of corporate combinations.

There's a wee touch of irony in the fact that during the successful Nixon Presidential campaign, which John Mitchell managed, the growth of crime in all areas and particularly in the streets of urban America was a burning election issue; it currently isn't such a hot issue because the Attorney General has done much to lessen the problem and thus has lost the issue.

It's likely that soon Mr. Mitchell will be leaving the Cabinet to head once more the President's campaign for the Presidency. Before he bows out as Attorney General and again brings his quiet, two-fisted perceptions back to the political wars, I think it's high time more people were aware of the very considerable and quite extraordinary accomplishments of the man in the tough job he has held for almost three years.

The Department of Justice's "war on crime" has shown some very real successors: During the period 1968-70 approximately half of the top bosses of the nation's two dozen organized crime syndicates were indicted or convicted. Some 27 pieces of legislation, developed by Justice to aid it in its crime fight, have been passed by Congress. The number of U.S. marshals and assistant U.S. attorneys has been substantially increased, as have grants to local law enforcement agencies. The efforts have begun to pay off. In 1970 the crime rate dropped in 22 cities of more than 100,000 population. An even more encouraging sign was the fact that in the first three months of 1971, 60 major cities reported an actual decrease in crime.

Recognizing that rehabilitation could be one of the keys to stemming the crime wave, a ten-year program has been developed to modernize the Federal prison system, with greater emphasis on correction therapy and job training.

The department has shouldered the major share of the Nixon Administration's all-out campaign on the narcotics problem. The amount of heroin and cocaine removed from the domestic market more than doubled from 1969 to 1970, tripled in the case of marijuana.

Civil Rights: Due largely to Justice Department action, the percentage of black children in the 11 southern states attending desegregated school systems increased from less than 6% in the fall of 1969 to 92% in the fall of 1970. Action in fair employment and public accommodation cases has been stepped up.

Protection of Environment: Justice has greatly increased legal action against polluters. Cases under the Refuse Act quadrupled in 1970 compared with the preceding two years; a landmark ruling against thermal pollution was won; and a consent decree with the Big Four auto manufacturers was signed, which should speed up the development of an auto smog device.

Firm action has helped create a climate in which conglomerate mergers have markedly decreased; 112 antitrust cases were filed in 1969-70.

In summary, John Mitchell as Attorney General has been the most effective gang-buster, crime-coper and menacer to the drug menace who ever held the Attorney General's office.

No one seems to think or talk about that, though.

Additionally, he did manage the successful Nixon campaign, though no one ever seems to give him credit for being one of the more astute minds in the political arena.

Probably no one in such a continuous limelight has been given more blame for things beyond his power and less kudos for accomplishments within his power.

I don't think the man really minds that very much—so long as he can get his next big job done—President Nixon reelected.

#### TURTLE CREEK MAN KILLED IN VIETNAM

### HON. JOSEPH M. GAYDOS

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 1971

Mr. GAYDOS. Mr. Speaker, it is with deep regret that I announce the death of another of our brave fighting men, Sp4c. Curtis C. Kastler, Jr., of Turtle Creek, Pa., who was killed in Vietnam.

We owe a profound debt of gratitude and appreciation to our dedicated servicemen who sacrificed their lives for this great country. In tribute to Specialist Kastler for his heroic actions, I wish to honor his memory and commend his courage and valor, by placing in the RECORD the following article:

#### TURTLE CREEK MAN KILLED IN VIETNAM

The name of one district man was included in a list of soldiers killed in Southeast Asia just released by the U.S. Defense Department.

The Pentagon announced that Spec. 4 Curtis C. Kastler Jr., husband of Linda J. Kastler of the 900 block in Turtle Creek, died as the result of hostile action. He was the son of Mr. and Mrs. Curtis C. Kastler of Harper Drive.

According to a relative, Spec. Kastler was a graduate of Turtle Creek High School and Slippery Rock State College, and held the

Army's Bronze Star Medal for heroism performed earlier this year in Vietnam.

No details of the soldier's death were released by the Pentagon.

#### PULASKI DAY PARADE

### HON. JOSHUA EILBERG

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 30, 1971

Mr. EILBERG. Mr. Speaker, on Saturday, October 3, Philadelphia will hold its annual Pulaski Day parade and ceremonies to commemorate the contributions to our country of Polish-Americans. I am proud to have been invited to be in the reviewing stand at Independence Hall, in Philadelphia.

The history of the United States is rich with the Americans of Polish descent, many of whom brought their love of freedom and independence when their country was conquered by foreign powers.

Some of our earliest settlers were Polish. In 1608, Poles landed in Virginia where they were praised by Capt. John Smith for their hard work and industry. However, in 1619, when they were denied representation in the first Assembly in Jamestown, they went on strike.

Their work stoppage threatened to cause such a disruption of the Colony's commerce and life in general that they were quickly enfranchised. This strike for political equality can be regarded as the earliest fight and victory for freedom in America.

During the Revolution their contributions were enormous. The names of Thaddeus Kosciuszko and Casimir Pulaski are known to every student of that struggle.

In later days there were such men as Lt. Felix A. Wardzinski, who fought with Sam Houston, at the Battle of San Jacinto, during Texas' War for Independence.

Adam Gurowski was a Polish patriot who came to this country after the un-

successful struggle to free his native land. He published many scholarly works and was an ardent foe of slavery in America.

Edward Sobolewski was one of our greatest musicians and composers; Casimir Bielawski was a great engineer and explorer in California where a mountain was named in his honor; Leopold F. Beck was a founder of the first polytechnical institute in the United States and Dr. Marie Zakrezewska was one of the first woman physicians.

There are hundreds more and there are the thousands of Polish-Americans who helped to build our great cities and who give many of their neighborhoods the flavor and zest of the Polish culture.

In my city, Philadelphia, such men as Councilman Joseph L. Zazyczny and John Cardinal Krol are among our community's finest leaders.

Recently the Polish National Alliance, the largest ethnic fraternal organization in the United States met in Pennsylvania. It was started in 1880 in Philadelphia by 189 Polish-Americans who wanted to preserve their heritage.

This heritage and the contributions of Polish-Americans is something of which we can all be proud and thankful.

#### ORDER TO GIVE LIFE?

### HON. ANDREW JACOBS, JR.

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 1971

Mr. JACOBS. Mr. Speaker, I was wondering, in view of the events of the past few weeks in Saigon, if any Member of Congress or any member of the executive branch would care to say he or she is willing, from this day forward, to give his or her life, limb, sanity or freedom—POW even for another day—further to prop up the Saigon dictatorship.

Other Americans are being ordered to do so today.

## HOUSE OF REPRESENTATIVES—Friday, October 1, 1971

The House met at 12 o'clock noon.

The Chaplain, Rev. Edward G. Latch, D.D., offered the following prayer:

Teach us to number our days, that we may apply our hearts unto wisdom.—Psalms 90: 12.

O spirit of the living God,  
Thou light and life divine:  
Descend upon this House once more  
And make it truly thine!  
Fill it with love and joy and power,  
With righteousness and peace,  
Till Thou shalt dwell in human hearts,  
And sin and sorrow cease.

Teach us to utter living words  
Of truth which all may hear,  
The language all men understand  
When love speaks loud and clear:  
Till every age and race and clime  
Shall blend their creeds in one,

And earth shall form one brotherhood  
By whom Thy will is done.

—HENRY H. TWEEDY.

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 THE SENATE

A message from the Senate by Mr. Arrington, one of its clerks, announced that the Senate had passed without amendment a bill of the House of the following title:

H.R. 10538. An act to extend the authority of insuring loans under the Consolidated Farmers Home Administration Act of 1961.

The message also announced that the Senate had passed a bill of the following title, in which the concurrence of the House is requested:

S. 539. An act for the relief of Grant J. Merritt and Mary Merritt Bergson.

#### DISPENSING WITH CALENDAR WEDNESDAY BUSINESS ON WEDNESDAY NEXT

Mr. BOGGS. Mr. Speaker, I ask unanimous consent that business in order under the Calendar Wednesday rule be dispensed with on Wednesday next.

The SPEAKER. Is there objection to the request of the gentleman from Louisiana?