

UNITED STATES



OF AMERICA

# Congressional Record

PROCEEDINGS AND DEBATES OF THE 91<sup>st</sup> CONGRESS  
SECOND SESSION

VOLUME 116—PART 7

MARCH 23, 1970, TO MARCH 31, 1970  
(PAGES 8495 TO 9922)

The society acknowledged that Prof. Cain "has preceded us and led us in the development of the science of ecology." Ecology is that branch of biology concerned with the interrelationships between all organisms and their environment.

The citation reads in part:

"From his Hoosier days of wonder before the cypress swamps and ruins of New Harmony, he has always been guided by the double searchlight of scientific endeavor and social responsibility. Many of us have experienced the grave difficulty of choosing between scholarship and public works, bearing in mind that whatever message we might bring to our communities derived its value from our substance as scientists . . . Not so, it seems, for Stanley Cain in Indiana, Illinois, and Tennessee, when he gave himself so completely to the study of flora and vegetation, picking up clues from European workers then very poorly understood in America.

"He contributed more than anyone to break the embattled provincialism of the early 30s among American botanists, by restating and critically analyzing concepts of vegetation analysis. As for the science of floristics, his book 'Foundations of Plant Geography' set up a new framework for a tired discipline very badly in need of rejuvenation."

Educated at Butler University and the University of Chicago, Prof. Cain taught at Butler, Indiana University, the University of Tennessee and Cranbrook Institute of Science in Bloomfield Hills before joining the Michigan faculty in 1950.

#### ST. LAWRENCE SEAWAY

Mr. MONDALE. Mr. President, the Duluth News-Tribune, in an editorial published February 19, and the Fairbault Daily News, in a March 6 editorial, commented on the hearings recently held on S. 3137, to make possible a toll reduction on the St. Lawrence Seaway. I was proud to introduce the bill with 14 cosponsors from both parties from all the States in the Upper Midwest.

The News-Tribune concluded that the "choice for Congress should be obvious." That is, to "drop the debt and allow the Seaway to fulfill its potential as an intra- and international waterway, creating jobs, stimulating trade and adding to the economy of the nation by providing a competitive avenue of commerce."

The Daily News pointed out that:

A significant reduction in toll rates . . . could produce an increase in traffic on the St. Lawrence Seaway.

I ask unanimous consent that the text of the editorials be printed in the RECORD.

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

#### LIFT DEBT ON SEAWAY

By way of favorable decisions from the Interstate Commerce Commission and the U.S. Supreme Court, the federal government recently gave two major railroads permission to merge, thereby improving the railroads' competitive position.

It would seem only fair, then, for the federal government, through congressional action, to improve the competitive position of the St. Lawrence Seaway by removing from the seaway corporation the debt for construction of the Seaway.

It would seem especially fair considering that no other major waterway in the United States has to pay back the construction costs to the government.

Sen. Walter Mondale, D-Minn., (in a joint effort with senators from all the states bordering on the Great Lakes and therefore, which use the Seaway), last November introduced a bill to eliminate this debt. Tuesday, Mondale testified in support of that bill before a Senate subcommittee on the Great Lakes-St. Lawrence Seaway.

At present, the St. Lawrence Seaway Corp. is required to pay back to the federal government by 2009 the \$120 million capital cost of developing the Seaway, plus interest. At the same time, the corporation has been required to pay the Seaway's maintenance costs.

Mondale has called this "government sanctioned discrimination," and he supports that contention by pointing out that the government has paid \$56 million to develop and \$50 million to operate and maintain the Gulf Intercoastal Waterway; has paid \$62 million to develop and \$11 million to operate and maintain the Mississippi River-Gulf Outlet; has paid \$33 million and \$37 million to maintain and operate the Houston Ship Channel, and has paid \$130 million to develop and \$140 million to maintain and operate the Delaware River Channel to Philadelphia.

Mondale has proposed that the government only write off the Seaway debt, making it a permanent investment in a commercial waterway. He has taken the position that the Seaway can pay its own operating and maintenance costs if not faced with repaying the development costs.

Dropping the debt for development is the only sensible alternative available to the government really, if it wants to have the Seaway at all. If the debt isn't dropped, then the Seaway must consider repayment through increased toll fees, and this surely would diminish the traffic on the Seaway, making it even less able to make repayment.

The government's choice, then, is quite simple: it can continue to demand repayment, and perhaps get some repayment before the Seaway becomes inoperable because of bankruptcy—or the government may drop the debt and allow the Seaway to fulfill its potential as an intra- and international waterway, creating jobs, stimulating trade and adding to the economy of the nation by providing a competitive avenue of commerce.

The choice for Congress should be obvious.

#### SEAWAY HAS DEFICIT

The St. Lawrence Seaway has been busy ever since it was completed and has recorded increases in shipping tonnage every year except on since it opened in 1959. Even so, toll collections of the St. Lawrence Seaway Development Corp. have been insufficient to meet payments on the \$131.6 million debt to the U.S. Treasury for the American share (27 percent) of original seaway construction. An aide to Sen. Walter F. Mondale (D.Minn.) says that toll revenues of the corporation have paid off "hardly a nickel" of the debt, which now stands at around \$150 million in principal and interest.

Mondale thus has sponsored a bill which would cancel the corporation's debt and permit all toll revenues to be used for meeting operation and maintenance costs. The senate commerce committee's sub-committee on Great Lakes-St. Lawrence Seaway transportation, of which Mondale is chairman, will open hearings on the bill on Feb. 17. If the measure should be approved, and if Canada were to adopt similar legislation, it might be possible to reduce seaway toll rates by as much as two-thirds.

Cancellation of the U.S. portion of seaway debt would be, in one view, an act of simple justice. Herbert D. Doan, chairman of the 10th anniversary seaway celebration, pointed out last Dec. 13 that "Billions of dollars have been spent in other parts of the country on waterways, and yet the Great Lakes Seaway is the only waterway in the United

States which requires the payment of tolls." Doan urged that governors of the Great Lakes states "get together and exercise their considerable power" to demand federal help in operating the seaway. But Doan may have over-rated the power of the Great Lakes states. Several previous bills aimed at easing the seaway corporation's financial burden have failed to win approval in congress.

U.S. waterway shipping operators are proud of their efficiency. For a dollar, they say, a customer can send a ton of cargo 330 miles by barge, as compared with 66.7 miles by rail and 15.4 miles by truck. Although waterway shippers have brought into use towboats that can push in one load as much cargo as could be lifted by 1,500 of the largest trucks or by almost 1,000 railroad cars, the industry has not raised its rate of three-tenths of a cent per ton-mile in 20 years. A significant reduction in toll rates therefore could produce an increase in traffic on the St. Lawrence Seaway sufficient to partially offset the drop in toll revenue.

#### THE AMERICAN STAKE IN THE DEFENSE OF ISRAEL

Mr. DODD. Mr. President, when Prime Minister Golda Meir of Israel visited our country in February, she asked our Government to sell Israel an additional 25 F-4 Phantom jets and 100 A-4 Skyhawk jets. The administration undertook to consider the proposal.

The decision on Israel's request was announced by Secretary of State Rogers at his press conference yesterday. The Secretary said that in the judgment of the State Department, Israel's air capacity is sufficient to meet its needs for the time being, and that, in consequence, it had been decided to hold in abeyance the decision on Israel's request for additional aircraft.

I know that the administration agrees that it is in our national interest to help Israel preserve her freedom, and that the destruction of Israel by the forces that threaten her would be a moral and political disaster for the entire free world.

Many of our people are concerned over the possibility of American involvement in the Mideast conflict.

I understand and share this concern.

The Israelis, however, have demonstrated that they are more than able to take care of themselves, if they can get the weapons to equip their own forces.

The surest way to prevent American involvement, under these circumstances, is to make certain that Israel has the weapons it needs to defend itself against the possibility of renewed Arab aggression.

It is because of this that I have serious misgivings about the administration's decision to put off action on the requested sale and to make the sale contingent on future assessments of the situation.

Israel's neighbors, between them, have from three to four times the number of aircraft that the Israelis have.

Moreover, the Soviets, in addition to pumping in ever more aircraft, are now sending large numbers of SAM-3 anti-aircraft missiles and thousands of Soviet military personnel to Egypt.

It has been argued that, although the Israel air force is far inferior to the Arab forces in numbers, the Israelis are so far ahead of the Arabs qualitatively