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oil-rich Mediterranean Sea and Persian Gulf areas. Thus, they are increasing their capability to disrupt shipments of crude oil to us and to Western Europe.

Second, serious technical problems are involved in shutting in producing wells. By being shut in, many producing geologic formations can be irreparably damaged through water encroachment, or by paraffin, salts, or rust buildup on the face of the producing zone. This damage would likely cause us to lose forever significant quantities of crude oil.

Third, assuming for the sake of discussion that the first two problems could be overcome, we would have to solve serious economic problems.

For example, assuming that all oil wells are shut in, where is the revenue to be derived to finance future exploration and development of new reserves of oil or the revenue for the return on risk capital, to investors who are producing reserves and equipments, the refineries, pipelines, and distribution systems? What becomes of our highly skilled employees in the domestic oil industry if there is no new exploration or development? Do they simply stand idle until the time when our foreign supplies are exhausted or disrupted? How do we allow for the normal time lag of several years required from beginning exploration to delivering the products to the consumer?

These are all serious questions which must be satisfactorily answered before we change from a known, workable system to a new and untried system such as the Senator suggested.

Until such a satisfactory new program is devised, I feel strongly that we must preserve our own energy self-sufficiency by maintaining an active and healthy domestic petroleum markets from being. The requisite viability must be maintained through providing adequate tax, economic, and other incentives to attract the required amounts of high-risk capital to explore for and develop, refine, and distribute our own vast, undiscovered petroleum reserves. This must be done to properly protect our national security interests.

Also, the maintenance of some inhibitory system is necessary to protect our domestic petroleum-producing industry, unfairly inundated by imports of crude oil from unsure foreign sources. One such workable system is the present oil import quota system.

Mr. President, I fervently hope that Senators advocate drastic and precipitate changes in this system and further oppressive actions against the domestic petroleum industry will examine carefully the long-range national security ramifications of such changes. I further hope that they will not rely on the now largely discredited task force report or on simplistic solutions to our complex and vitally important petroleum supply problems.

#### EAST-WEST TRADE

Mr. MONDALE. Mr. President, I was pleased to read of President Nixon's letter announcing that he has decided that Export-Import Bank loans to promote trade between the United States and Ro-

mania are in the national interest. This is a step which I have urged for some time, and which could lead to important increases in U.S. trade and exports.

This step should be followed quickly by others, and I hope that the administration intends that this should be the case. Export-Import Bank financing should be extended to trade with the remaining Eastern European countries including the Soviet Union, where it is not now available. I think that this is a logical result of Secretary Stans' trip to Eastern Europe and to the Soviet Union.

In addition to steps increasing trade financing, I hope that the administration will support efforts in the Senate to win authority to negotiate most-favored-nation treatment with Romania and other Eastern European countries. Our failure to accord this treatment is costing us dearly in lost trade opportunities.

The potential for increasing trade with Eastern Europe and the Soviet Union is enormous. This could mean many jobs for our workers and farmers. Recent large export breakthroughs which involve agricultural products and machinery are examples of the potential that exists.

During the first 6 months of 1971, the United States did a smaller percentage of its total trade with Eastern European countries and China than did any other major trading country. Germany, Japan, the United Kingdom, France, Switzerland all did three to five times more of their total trade with these countries than did the United States. The President's action removes one knot from the rope with which we have tied our own hands. We must untie the others quickly.

I ask unanimous consent that a memorandum concerning the President's communication, published in the CONGRESSIONAL RECORD of November 30, 1971, be printed in the RECORD.

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

#### PURCHASE OR LEASE OF PRODUCTS AND SERVICES TO THE SOCIALIST REPUBLIC OF ROMANIA

A communication from the President of the United States, reporting, pursuant to law, his determination that it is in the national interest for the Export-Import Bank to guarantee, insure, extend credit, and participate in the extension of credit in connection with the purchase or lease of any product or service by, for use in, or for sale or lease to the Socialist Republic of Romania; to the Committee on Banking, Housing and Urban Affairs.

#### BOEING LOOKS TO FUTURE AT BOARDMAN, OREG.

Mr. HATFIELD. Mr. President, it was during my term as Governor of Oregon that we focused our efforts to expand and diversify our State economy. I had the opportunity to work with officials of the Boeing Co. on a particular project in Oregon.

After great effort, here in Washington, D.C., in the State of Oregon, and in the State of Washington, we were able to offer to the Boeing Co. a 100,000-acre tract of land in northeastern Oregon

under a long-term lease. This effort was culminated in 1964.

I was delighted to be briefed by Boeing Co. officials recently on the company's plans for the development of this site. It is an imaginative, innovative program.

I was pleased to see in the November 29, 1971, issue of Aviation Week and Space Technology that a fine article by Richard G. O'Lone discussed Boeing's plans. Because of the interest of Senators in such matters as rural development, I ask unanimous consent that the article be printed in the RECORD. If efforts such as this can succeed, they will offer a new vista for our consideration as we review legislation affecting rural economic development.

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

#### BOEING SOWS DIVERSIFICATION SEED IN DESERT

(By Richard G. O'Lone)

SEATTLE.—Boeing Co., which played a major role in putting man on the moon, now has a long-range goal of performing another challenging task here on earth by causing the desert to bloom and creating a productive community in an Oregon wasteland currently suited only for rattlesnakes and rocket engine tests.

In one of its most ambitious diversification efforts to date, Boeing is implementing the initial stage of a master plan that foresees a riverside town of 5,000 or more persons arising on 100,000 acres of sand and sagebrush in northeastern Oregon that would be made productive by irrigation.

The plan envisions a community supported by agriculture and related industries, with a water reservoir and nuclear power plants playing key roles, and perhaps even recreation facilities along its 10-mile stretch of Columbia River frontage. The plan would provide for recycling of wastes back into the land and using reservoir water—rather than the Columbia River—to cool the power plants and utilizing the heated water for irrigation.

These goals admittedly are many years away, but a start has been made and Boeing executives more accustomed to the complexities of aircraft production rates and missile design are soberly studying recycling of livestock wastes and irrigation hardware as an aerospace company moves for the first time into the field of multiple land use development.

The site involved is an old World War 2 bombing range, about 275 miles east of Portland, that Boeing acquired in 1966 when the future for rocket and supersonic transport engine development appeared considerably brighter than it does now. This wasteland—vast and remote—was ideal for testing rocket engines and aircraft powerplants—a business too noisy and hazardous for the densely populated Puget Sound area—and Boeing took a lease on the land from the state through the year 2040.

As aerospace business began\* to decline, however, the chances of utilizing all of this huge site for its original purpose started to fade, and Boeing began looking for other uses. In January, the company hired the Corvallis, Ore., firm of Cornell, Howland, Hayes and Merryfield/Hill to assist in this effort, which was given impetus by the death a few weeks later of the U.S. supersonic transport program (AW&ST Mar. 24, p. 14).

The master plan that emerged was approved by Boeing top management in April, and contained this broad outline:

Development of an extensive irrigation system that eventually could convert about 50,000 acres of desert to productive land for grazing as well as field crops, vineyards and orchards.