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Council of Economic Advisers termed "clearly inflationary." President Nixon then took some steps, admittedly inadequate, to roll back this price increase. However, a careful analysis of his action shows that its only effect will be to help the major oil companies at the expense, once again, of the independent oilmen. Once again, the supposed goal of encouraging domestic exploration has been thwarted to fatten the purses of the major, international oil companies.

I ask unanimous consent that Ted Brooks' article in the Wichita Eagle explaining the consequences of President Nixon's action be printed in the RECORD at this point.

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

OIL NEWS ANALYSIS—EFFECT OF NIXON'S
OIL ROLLBACK QUESTIONED
(By Ted Brooks)

There has been a curious development, or lack of development, in President Richard Nixon's move to test the validity of recent crude oil and crude product price increases.

It has been scored by oil state governors, denounced by domestic producers, deplored by conservation officials and hissed at by virtually everyone in every segment of the industry, except—

The large firms who are directly and immediately affected by the orders to the Department of Interior to unleash production on U.S. leases in the Gulf and let down restrictions on Canadian oil exports into the U.S.

Their reaction to the order, other industry people have noted, has been a vast silence that figuratively rings out with unspoken approval.

Ostensibly, President Nixon's directive was made to roll back the 25-cent increase in crude prices and recent increases in product prices. It has been reinterpreted by the Office of Emergency Preparedness, as more of a measure to determine whether or not the new prices would hold in a "free market."

Coupled with the lack of protest from the firms who established the new prices, this casts the entire maneuver in a different light. It now appears, to paraphrase one Kansan, that "having accused the fox of raiding the chicken house, they are now letting him run loose in the farm yard."

Whether intended or not, the following effects of the order have been projected by producers and refiners in this area:

Additional production from U.S. Gulf leases, almost all of which is owned by major, integrated companies who set prices, may amount to as much as 300,000 barrels daily.

This will flow into their own refineries through mutually owned pipelines at basic production costs independent of posted prices; its wellhead and delivered cost is far below that of delivered foreign oil.

Carrying the highest posted price in the nation, it cannot be economically purchased by domestic refiners.

It will supplant the demand for foreign oil to the extent of the increase and will thus enable the international firms to continue to refuse to swap domestic oil for the quota tickets of domestic refiners.

The import tickets held by small business refiners will continue to remain useless; the goal of independent producers to share in import quotas will be wiped out.

Integrated company oil flowing in from offshore will supplant demand for onshore oil, particularly that of Louisiana and Texas produced by small operators.

Compounding the effect, would be the flow from Canada, which now amounts to more

than 500,000 barrels daily. Although the Interior Department has reported that this can be increased by but about 50,000 barrels daily immediately, the government expressed the hope that this may be upped by 200,000 next year.

The effect, local oil men say, would be similar to that of increasing the flow from the Gulf. The Canadian industry too is dominated by the internationals.

Canada, they note, produces about the same as it consumes, falling short by 200,000 barrels daily. But in practice it serves as a middleman for the arms-length importation of foreign oil into the U.S.—that is, western Canadian oil of low cost is exported to the U.S. at a relatively high (but less than U.S. posting) price; while an equal or slightly greater amount of low cost foreign oil is imported into eastern Canada to yield product prices higher than those in U.S.

The energy-industrial complex that dominates these operations—production in the west and import-refining in the east—is the same as that which dominates production, importation, refining and marketing in the U.S.

Inland U.S. refineries will have no opportunity to import the Canadian oil at an advantage. The Canadian postings are nicely adjusted to reach the refinery gates of northern U.S. refiners at about 10 cents a barrel less than domestic oil. The gathered well price in Canada, roughly ranges from about \$2.50 to \$2.85 per barrel, depending on gravity and the field source. These prices are expected to rise soon in response to the new U.S. posting.

But even at present prices, a barrel of high-gravity Canadian oil cannot reach the midcontinent for less than \$4 per barrel, the pipeline charges being more than \$1.

U.S.-Canadian exchange rates, at a disadvantage of about seven cents on the dollar, effectively add nearly 20 cents a barrel to the real cost of purchased Canadian oil, and increase the leverage of the international producer by that amount. Canadian production returns are further augmented by a 33 per cent depletion allowance.

The fact that condensate-type oil is currently delivered into Oklahoma, despite the transportation barrier, is not related to the general problem. The oil is self-produced, or generated by trade on the Canadian market, and therefore flows at cost of production, not at the nominal posted price, whatever it may be.

The Canadian and U.S. relationship is further mystified by an international flow of products. The Oil & Gas Journal sets the total influx of Canadian oil and products into the U.S. at approximately one million barrels daily. Canadian consumption at the product level amounts to 1.4 million barrels daily, or 200,000 greater than production.

It inevitably follows, some observers say, that the present condition is one that accommodates the interests of international firms rather than that of either Canada or the U.S. The commercial advantage of being in the middle of both an export system that creates Canadian scarcity and an import system that then satisfies the engineered demand is too obvious for comment.

It is unknown to what extent both Canadian and Gulf crude may supplant onshore production in the contiguous states. It is unknown to what extent, if any, this would effect prices, since the record shows these have been maintained at levels independent of supply and demand for 20-odd years.

But such negative effects that do occur will fall entirely upon the small business segment of the U.S. oil industry. Hence there is some doubt as to whether the administration is really trying to contain the large integrated firms or is unwittingly installing them in an unassailable position as arbiters of North American supplies and prices.

MAN IN THE MIDDLE

Mr. SCOTT. Mr. President, 2 weeks ago the distinguished Senator from Massachusetts (Mr. BROOKE) spoke on our Nation's plans to mark the 200th anniversary.

Many of us are deeply concerned with what type of observance will be held in Philadelphia, its costs and other pertinent facts. President Nixon also shares this concern. He has named a special coordinator who will report directly to him. I am pleased to see this happen for two reasons: First, such liaison will insure total cooperation and improve communications between those involved. Second, the gentleman the President has selected was once on my staff and is an ideal selection. Since leaving me for even greater challenges, he has been doing an exceptional job as the Administrator of the General Services Administration.

Of course, the coordinator for the President and the man who will play a strong hand in marking the Nation's 200th anniversary is Bob Kunzig.

I ask unanimous consent to have printed in the RECORD an editorial from the Philadelphia Inquirer applauding his appointment by President Nixon.

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

MAN IN THE MIDDLE

We welcome the news that Robert Kunzig has been named a special assistant to President Nixon to coordinate plans in Washington for the Bicentennial.

Bob Kunzig, of course, needs no introduction to Philadelphians. To say that this former resident "retains a keen interest in Pennsylvania matters," as one Washington official did, is to understate the case. He brings to the role not only a knowledge of the city and the state but a genuine affection for both.

Equally important, he knows his way around Washington and is well known there. His service on the staff of Senator Scott made him a familiar figure on Capitol Hill; in his present position as head of the General Services Administration he has dealt with all the executive departments at the highest levels; and, crucially, he has that all-important entree at the White House.

We congratulate both the President and Mr. Kunzig. It is a good appointment which should do much to enhance communications and cooperation between Philadelphia and Washington in moving the Bicentennial along.

OCEAN DUMPING

Mr. MONDALE. Mr. President, the discovery of mercury—a potentially lethal element—in significant quantities in deep sea tuna is an alarming indication of the pollution damage that has already been done to the supposedly invulnerable ocean environment. Add to this the oil spills, the pesticides, sewage, and other wastes that are being dumped in massive quantities into the sea, and we can see the stage being set for an ecological—and human—disaster of worldwide proportions.

In a speech January 19, the first day of this Congress' second session, Wisconsin Senator GAYLORD NELSON called on

this country to adopt a tough new national policy to protect the ocean environmental from further assault. On February 19, he introduced the first legislation to spell out and establish such a policy. Among other things, the bill, the Marine Environment and Pollution Control Act, which I was glad to cosponsor, would halt the dumping of wastes into the sea and the Great Lakes from the United States by 1975.

Last week, Senator NELSON announced that he will reintroduce this important measure early in the next Congress. And with him, I would hope that the extremely important concern of halting the abuse of the fragile sea would be among the items at the top of the agenda for the next Congress.

Mr. President, I ask unanimous consent that an excellent report by Walter Cronkite last week on the implications of the discovery of mercury in deep sea tuna and on the efforts of Senator NELSON to get this country committed to stopping the destruction of the sea be printed at this point in the RECORD.

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

CBS RADIO NETWORK—WALTER CRONKITE REPORTING

Mr. CRONKITE. This is Walter Cronkite reporting with news and analysis for CBS News. Ten months ago, Senator Gaylord Nelson of Wisconsin called for adoption of a National Oceans Policy to prevent what he called the greatest potential environmental disaster of all—pollution of the sea. The oceans support life on this planet; tiny ocean plants far at sea produce the oxygen we breathe. And with prospects that the world's population will be doubled in the next thirty years, the oceans have emerged as an ultimate source of food supply as well. But now, with the discovery of unacceptably high amounts of poisonous mercury in deep ocean tuna fish, the question is raised: Are the oceans themselves threatened by man's pollution? If so, we're in more trouble than we thought.

The Food and Drug Administration stresses that even though it is pulling almost a million cans of tuna fish off the shelves because of high mercury levels, that doesn't mean it's not safe to continue to eat tuna fish. A person would have to eat something like two cans a day for a year before he'd be in serious trouble.

But it's not the question of whether or not to eat mercury-tainted tuna that's the main concern. There are other questions. How did the poisonous mercury find its way into the deep oceans in the first place? What else has it affected? What about those oxygen-producing phytoplankton, for example?

Man has been dumping mercury into the environment ever since the Industrial Age began. And one estimate is that we release four to five thousand tons of mercury into the environment each year. Until now it has been assumed that most of that mercury did its damage fairly close to the spot where it was dumped. Now, however, it appears the problem has spread from fresh water lakes and rivers and off-shore areas to the deep oceans, although there is some question as to whether the mercury in the tuna fish came from man's pollution or from natural deposits of mercury on the ocean floor.

Environmentalists, at any rate, are prepared to assume the worst. Senator Nelson will be resubmitting his proposal for a National Oceans Policy in the next session of Congress. And he also urges that the United States take up the problem at the 1972 World Conference on the Environment in Stock-

holm. Even before the question of mercury contamination was raised, Nelson was concerned about ocean pollution. In the current issue of Playboy Magazine, for example, he writes that unrestricted dumping of everything from nerve gas to used cars has turned the ocean into the "trash can for the world." And he notes that scientists say that if such practices are not stopped, all productive ocean life will be destroyed within the next fifty years. Senator Nelson says disclosure of mercury in deep sea tuna just increases that alarming possibility.

This has been Walter Cronkite reporting for CBS Radio.

THE REVEREND ELIZABETH PLATZ

Mr. MATHIAS. Mr. President, as we grapple with legislative complexities that at times appear insurmountable, I would like to take a moment to call the attention of my colleagues to an event of a different sort that offers hope for the future, reinforces our confidence in our own ability to attain constructive change as well as being of great historical interest. At College Park, Md., for the first time in the history of this hemisphere, a woman has been ordained as a minister of the Lutheran Church. After 5 years as associate chaplain at the University of Maryland, Elizabeth A. Platz has achieved this singular distinction. The Washington Evening Star on Friday, December 18, remarked that:

The religion of Europe and America has, almost from its beginnings, separated itself from the wisdom and the compassion of one half of the human race. The ordination of Elizabeth Platz is a welcome sign of the end of that particular alienation.

Millions of Americans will want to join in the expression of those sentiments. I ask unanimous consent that the editorial from the Washington Evening Star be printed in the RECORD.

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

WOMAN OF GOD

With the laying of hands and the calling of the Holy Spirit, Elizabeth A. Platz was ordained recently at College Park as this hemisphere's first woman minister in the Lutheran Church.

The Reverend Platz has served as associate chaplain at the nearby University of Maryland for the last five years.

Undoubtedly, her ordination, her ability to preside at worship—she celebrated the eucharist immediately following her ordination—will deepen and widen her service to the Maryland students.

But there is a larger significance to her success in obtaining ordination and to the act of the Maryland Synod in conferring it upon her. That act is a recognition of the ordinand's achievement in theological study and in personal dedication. But it is also an achievement for the Synod, for the Lutheran Church and for Christianity, an achievement symbolized in the change of the formula from "man" to "person."

It is, after all, the person that religion is concerned with. Priestesses and prophetesses were common enough in the antique world, one reason, no doubt, for their strange absence in Christianity. The religion of Europe and America has, almost from its beginnings, separated itself from the wisdom and the compassion of one-half of the human race. The ordination of Elizabeth Platz is a welcome sign of the end of that particular alienation.

DEPARTMENT OF TRANSPORTATION'S HIGH-SPEED GROUND TEST CENTER IN PUEBLO

Mr. ALLOTT. Mr. President, Myles B. Mitchell, the Director of the Office of High-Speed Ground Transportation yesterday spoke to the Pueblo Chamber of Commerce. His speech was most enlightening. It details for the first time some of the more specific plans of the Department of Transportation in relation to the test track.

I was particularly pleased to note, as Mr. Mitchell explains, that the National Highway Safety Bureau is now also interested in the test facility as a possibility for some of its activities.

Because the test center has created national interest, I am sure my colleagues want to read the text of Mr. Myles Mitchell's address.

For that reason, I ask unanimous consent that it be included in the RECORD at this point.

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

ADDRESS BY MYLES B. MITCHELL

There is a great deal of interest—not only in Colorado—but throughout the country in the Department of Transportation's High Speed Ground Test Center in Pueblo.

As is customary in such large undertakings, it is virtually impossible to predict the long-range impact of our test site activities on transportation or project the economic effects on transportation support industries. That will depend on the degree of success we realize from our research and development programs here at Pueblo. It is also worthwhile to remember that this is the first such ground transportation center in the world embracing as it does conventional rail technology testing programs with development of sophisticated new systems such as the tracked air cushion vehicle.

It is possible, however, to provide you with some insights into what lies ahead in the immediate future. But first, let me briefly sketch for you the management structure of the Test Center and how this team will function within the Department of Transportation.

The Test Center is being managed by the Office of High Speed Ground Transportation—a part of the Federal Railroad Administration. The FRA is one of six operating administrations within the Department. The others are the Urban Mass Transportation Administration, the Federal Highway Administration, the Federal Aviation Administration, the Coast Guard and the St. Lawrence Seaway. There are other groups within the Department which are not defined as operational, but which have a continuing interest in our activities here. One such group, the National Highway Safety Bureau, was here yesterday to inspect the area and to assess its potential in their activities.

FRA, UMTA, and FHWA have one common, primary interest: each is concerned with ground transportation. Thus, UMTA, and FHWA are also interested in the Test Center and how they might further their own missions through its use. I am sure you can recognize the sense this makes in avoiding cost duplications and promoting cooperation between the administrations. Parenthetically, Secretary Volpe has announced that in 1971 the Department plans to present its National Transportation Policy recommendations. Naturally, any such recommendations will be greatly dependent on efficiently meshing the various modes of transportation.