

UNITED STATES



OF AMERICA

Congressional Record

PROCEEDINGS AND DEBATES OF THE 91st CONGRESS
SECOND SESSION

VOLUME 116—PART 3

FEBRUARY 9, 1970, TO FEBRUARY 19, 1970

(PAGES 2777 TO 4246)

(5) Barnegat, N.J.: construct station building, waterfront facilities -----	\$500,000
(6) Barbers Point, Hawaii: install hangar fire protection system, modify hangar doors, procure additional equipment at air station -----	215,000
(7) Governor's Island, N.Y.: improve electrical distribution system at base -----	190,000
(8) Western Long Island, Conn., and N.Y.: make station improvements at New Haven, and Fort Totten and Eaton's Neck, N.Y. -----	410,000
(9) Curtis Bay, Md.: modernize cranes and utilities, secondary sewage treatment connections at yard -----	1,400,000
(10) Various locations: procure packaged pumping/storage equipment for air transport, drop, and at site use to avoid oil pollution spills from damaged vessels -----	1,390,000
(11) Various locations: aids to navigation projects on selected waterways -----	1,760,000
(12) Various locations: automate light stations -----	615,000
(13) Various locations: replace first and second generation Loran-C equipment -----	2,275,000
(14) Various locations: replace overage Loran-A electronics equipment -----	2,375,000
(15) Alaska: improve and rehabilitate loran stations at Cape Sarichef, Blorka Island, and Ocean Cape; replace loran tower guy insulator pins at Port Clarence -----	900,000
(16) Various locations: public family quarters -----	2,750,000
(17) Various locations:	
(a) Advance planning, survey, design and architectural services, site acquisitions -----	850,000
(b) Various project administration costs -----	2,850,000
Total construction -----	24,840,000

S. 3474—INTRODUCTION OF HIGHER EDUCATION AMENDMENTS OF 1970

Mr. PELL. Mr. President, in behalf of Senators YARBOROUGH, RANDOLPH, WILLIAMS of New Jersey, KENNEDY, NELSON, MONDALE, EAGLETON, CRANSTON, HUGHES, and myself, I send to the desk for appropriate referral a bill to amend the Higher Education Act of 1965, the National Defense Education Act of 1958, the Higher Education Facilities Act of 1963, and the International Education Act of 1966.

This measure is a simple extension of the many higher education programs which are authorized through fiscal 1971. In light of the dire need for forward funding which allows the educational agencies to meaningfully plan ahead, the Subcommittee on Education of the Senate Committee on Labor and Public Welfare has started to hold hearings on the question of higher education so that a complete higher education package including, but not limited to, college construction, financing, junior colleges, and international education can be enacted before the end of this session of Congress. I only hope that the administration will soon have its higher education proposals ready for our consideration.

The PRESIDING OFFICER. The bill will be received and appropriately referred.

The bill (S. 3474) to amend the Higher Education Act of 1965, the National Defense Education Act of 1958, the Higher Education Facilities Act of 1963, the International Education Act of 1966, and for other purposes, introduced by Mr. PELL (for himself and other Senators), was received, read twice by its title, and referred to the Committee on Labor and Public Welfare.

ADDITIONAL COSPONSORS OF BILLS

S. 2951

Mr. BYRD of West Virginia. Mr. President, on behalf of the Senator from Indiana (Mr. HARTKE), I ask unanimous consent that, at the next printing, the name of the Senator from Connecticut (Mr. DODD) be added as a cosponsor of the bill (S. 2951) to amend part I of the Interstate Commerce Act by the addition of a new section 13b so as to set forth the duty of railroads operating intercity passenger trains to provide and furnish reasonably adequate service and to authorize the Commission to establish and enforce standards of reasonably adequate service, and for other purposes.

The PRESIDING OFFICER. Without objection, it is so ordered.

S. 3443

Mr. JAVITS. Mr. President, I ask unanimous consent that, at the next printing, the name of the Senator from Illinois (Mr. SMITH) be added as a cosponsor of S. 3443, the "Health Services Improvement Act of 1970."

The PRESIDING OFFICER. Without objection, it is so ordered.

SENATE RESOLUTION 358—RESOLUTION REPORTED AUTHORIZING THE COMMITTEE ON INTERIOR AND INSULAR AFFAIRS TO EXPEND ADDITIONAL FUNDS FROM THE CONTINGENT FUND OF THE SENATE

Mr. JACKSON, from the Committee on Interior and Insular Affairs, reported the following original resolution (S. Res. 358); which was referred to the Committee on Rules and Administration:

S. RES. 358

Resolved, That the Committee on Interior and Insular Affairs is hereby authorized to expend from the contingent fund of the Senate, during the Ninety-first Congress, \$15,000 in addition to the amount, and for the same purpose, specified in section 134(a) of the Legislative Reorganization Act approved August 2, 1946.

SENATE RESOLUTION 359—SUBMISSION OF A RESOLUTION RELATING TO CREATION OF A SELECT COMMITTEE ON EQUAL EDUCATIONAL OPPORTUNITY

Mr. MONDALE (for himself, Mr. JAVITS, Mr. BAYH, Mr. BROOKE, Mr. CASE, Mr. CRANSTON, Mr. HARRIS, Mr. MCGEE, Mr. PACKWOOD, and Mr. YOUNG of Ohio) submitted a resolution (S. Res. 359) to create a Select Committee on Equal

Educational Opportunity, which was ordered to lie on the table.

(The remarks of Mr. MONDALE when he submitted the resolution appear later in the RECORD under the appropriate heading.)

EXTENSION OF PROVISIONS OF THE CLEAN AIR ACT—AMENDMENTS

AMENDMENT NO. 501

Mr. MONTOYA. Mr. President, in recent months we have all become aware of a growing controversy over the lead in gasoline.

Tetraethyl was first introduced in gasoline in the 1920's because it was then the only known way to increase octane levels. Since that time we have learned that 60 percent of the air pollution in this country is created by the automobile, and approximately 250 million pounds of this pollution per year is in the form of lead particles.

All available evidence indicates that lead in fuel is a major contribution to our critical pollution problem. Recent figures show that each gallon of gas contains about four grams of lead. Approximately 700 million pounds of lead is sold to Americans each year. About 70 percent of lead in gas is issued from the automobiles' exhaust pipes, and about one-half that amount becomes a part of the air we breathe.

The amount of lead in the air has been increasing by leaps and bounds every year.

While we do not yet know the exact effect of lead on the human lungs—and large amounts of lead particles are being breathed in by each individual—preliminary studies have indicated severe damage to this vital organ. In fact, the lead we breathe invades almost every part of the human body.

Mr. President, we can wait no longer in taking steps to significantly reduce the level of this major pollutant in our air.

I am today offering an amendment to the Air Quality Improvement Act, S. 3229, to grant the Secretary of Health, Education, and Welfare authority to set standards on the composition of fuels and to prescribe rules and regulations to prevent the manufacture, processing for use, and importation of fuels not meeting the standards.

Under the provisions of S. 3229, the Secretary is granted authority to set standards regarding emission "of any kind of substance" from any vehicle which might contribute to air pollution. In the future, such standards cannot be complied with unless we remove lead from gasoline. Furthermore, authorities agree that future pollution control devices to eliminate automobile exhaust pollutants will not work unless lead is eliminated from gasoline.

Mr. President, the Department of Health, Education, and Welfare and the Department of Commerce have been studying the problem of leaded gasoline for some time. General Motors, Ford, and Chrysler have all indicated a desire to build engines which can operate on unleaded gasoline, and all three manufacturers have called on the oil companies to cooperate in removing lead from