

U.S. GOVERNMENT PRINTING OFFICE: 1967 O 348-200

UNITED STATES



OF AMERICA

Congressional Record

PROCEEDINGS AND DEBATES OF THE 90th CONGRESS
FIRST SESSION

VOLUME 113—PART 9

APRIL 28, 1967, TO MAY 11, 1967

(PAGES 11153 TO 12518)

and rail equipment manufacturers such as Westinghouse Air Brake Co. have been influential in starting and expanding Federal aid for development of rail transit for commuters. "Pennsy was able to reach people we never could have hoped to get," a White House man reports.

Many companies are in Government programs to develop future profit potentials. "The key phrase is new markets and new techniques," says one Administration man. "Everyone is looking for these, and they think their involvement in Government programs can help."

Certainly many Job Corps contractors have been diversifying into the educational field; new training techniques developed at the centers can be applied in their private business. Government-aided tenement rehabilitation effort by U.S. Gypsum Co. and other building material companies involve experimentation with new types of wall-board, heating systems and other products that may find private buyers later on.

SEEKING STABILITY

Some firms supporting the Model Cities program have a less obvious stake than selling paint or wallboard; department stores, utilities, banks and transit companies want to protect their large investments in central cities through rehabilitation of slum areas. Many of these companies have a similar stake in job-finding, health care, education and other programs to help Negroes and other urban poor; not only do these programs create or preserve customers, but perhaps they may also avert property damage from rioting and looting by dissatisfied slum-dwellers. "Most big business has a real stake in community stability," a spokesman for one of the mayors' organizations asserts.

Often, business and other groups participate in and support certain Federal programs for fear of more drastic Federal action. Thus, the National Association of Home Builders and National Association of Real Estate Boards support the Administration's Model Cities and rent subsidy programs not only for the obvious reasons—to stimulate building activity and to get more houses for poorer people—but also to help kill off straight public housing.

"The rent supplement program, if adequately funded, can be the most successful approach yet devised to provide badly needed housing for millions of low-income families," the Home Builders told the Senate Appropriations Committee last year.

SAVING THEIR OWN MONEY

Some industries back Government programs at least partly so they won't have to pay the bills themselves. When paper companies back Federal grants to local governments for new waste treatment plants to combat water pollution, they can't help reckoning that if the taxpayer doesn't pay for these new plants, the paper companies themselves may have to.

Certainly, though, the changed business attitude toward Great Society programs must be attributed in part to conviction of the need for Government action. Many large companies are now headed by a new breed of corporate manager—not men owning and running companies they built themselves, but rather production experts, salesmen, lawyers, engineers and other professional types. Many of these men have been in Government or served as Government consultants; they are not terrified that business will inevitably be swallowed up in any business-Government partnership.

Some of them honestly see a Federal role in many areas that business can't fill. Early this year Henry Ford urged businessmen to "support rather than oppose well-considered Government programs to accomplish what Government can do and business can't do."

"There are many tasks that business can't do well," Mr. Ford said, "because it has

neither the resources, the abilities, nor the incentives."

OBSERVANCE OF LAW DAY RECALLS UNRATIFIED HUMAN RIGHTS CONVENTION—LXIII

Mr. PROXMIRE. Mr. President, today, May 1, all over the United States, we are observing Law Day.

The law in our Nation is accorded a status of unique respect almost approaching reverence.

Americans have striven for almost two centuries to realize the great objective John Adams sought:

A government of laws, and not of men.

But today as we pause to commemorate the special importance of law in our national life, I cannot fail to mention the Senate's failure to ratify the Human Rights Convention on Forced Labor, Genocide, Political Rights of Women, and Slavery.

These four conventions represent a sincere effort on the part of men of good will to bring the rule of law to international life.

I am grateful and proud that our own domestic law embodies guarantees far higher than the minimal standards of human dignity established by these conventions.

But I am not proud of the Senate's failure in the struggle to achieve the rule of reason and law in the world. The Senate has uninterruptedly ignored these conventions for an aggregate total of 30 years. The Genocide Convention, alone, has been smothered in the Foreign Relations Committee for 18 years and never even considered by the full committee.

Let the Senate resolve on Law Day that we will give impetus and encouragement to universal respect for the law.

Let the Senate really celebrate meaningfully Law Day by ratifying the Human Rights Conventions on Forced Labor, Genocide, Political Rights of Women, and Slavery.

FULL OPPORTUNITY AND SOCIAL ACCOUNTING ACT OF 1967

Mr. MONDALE. Mr. President, earlier this year I introduced with 10 co-sponsors the Full Opportunity and Social Accounting Act of 1967.

It would provide for a system of national social accounting, establish a President's Council of Social Advisers comparable to the Council of Economic Advisers in the economic sphere, require a social report by the President, and create a joint congressional committee with full oversight responsibility.

The bill has recently been endorsed by three major newspapers: the St. Paul Pioneer Press, the Minneapolis Star, and the Milwaukee Journal. I ask unanimous consent that the editorials be printed at this point in the RECORD.

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

[From the St. Paul Pioneer Press,
Apr. 21, 1967]

AUDITING THE SOCIAL LEDGER

The federal government has been long on establishing programs to attack social ills

of the nation and short on objective analysis of how or whether the programs are achieving intended goals.

There are, for example, some 300 federal programs dealing with education, poverty, physical environment and community development. One estimate is that a third of the federal budget involves spending in those areas.

Is the money invested in these programs being spent wisely? How effective are the Teacher Corps, manpower retraining, slum youth activity programs? What are the social consequences of highway or urban renewal programs that uproot hundreds of residents? What are the nation's unmet social, health, educational needs?

Sen. Walter Mondale is rightly concerned about getting answers to these questions and has proposed legislation designed to seek them out. He recommends creation of a national council of social advisers similar to the council of economic advisers which now helps the President plan and develop fiscal policy.

The new council—composed of three social scientists chosen by the President—would assist in developing national social policies. It would compile and analyze social statistics to determine the impact and overall cost of programs; devise a system of "social indicators" which would help the President tell what approaches are the most effective and suggest program and spending priorities.

The council would not be a program coordinator although the senator hopes it will encourage greater coordination.

Under terms of the bill, the President would be required to submit an annual report on the social "health" of the nation—as he now does on the economy. Congress also would be required to create a joint committee to oversee the report and programs and to make recommendations to the legislators on main issues discussed by the executive.

Previous efforts to analyze and judge the effectiveness of social programs have been feeble and indeterminate. Self analysis by the agencies, bureaus and offices handling the hundreds of programs cannot be unbiased or detached. The Mondale bill could provide the type of in-depth studies required for us to get maximum benefits from our social welfare expenditures.

[From the Minneapolis Star]

CHARTING NATIONAL SOCIAL HEALTH

Sen. Walter F. Mondale, D-Minn., has introduced a bill, supported by nine other liberals including Sen. Eugene McCarthy, D-Minn., for a "council of social advisers." It would analyze and assess social welfare needs and programs for the President, just as the Council of Economic Advisers charts economic trends.

With reported White House support, Mondale's intriguing proposal is slated for full hearings in April. He concedes social welfare is a loose term, less measurable than economic and business developments. But for that very reason, a central, White House-based "quality control" body might prove useful. Passage of welfare legislation has already exceeded the ability of federal, state and local governments to administer it. To be blunt, it is a mess.

Mondale wants the proposed three-member council to have more inspection power than the Bureau of the Budget. It should, he added, supersede piecemeal, self-serving reports that agencies make on themselves for the White House. It would, he hopes, be the equal of the Council of Economic Advisers in prestige, skill and acuity, backed up by a professional staff as good as the economic council's. If it were, it could influence the whole field of social study and administration.

Mondale concedes that meaningful "social indicators" are scarce; he contends they

could and should be developed, as the economic council developed its indicators. He concedes that the social council couldn't legislate reforms or reorganize the grotesque bureaucracy. But he contends it could draw the blueprints for reform of old programs and efficient administration of new programs.

If the council proposed more spending, conservatives could find comfort at least in the hope that it would demand efficiency. Finally, if, as Mondale assumes, the council would force social scientists to substitute plain talk for fuzzy jargon, then, at least, taxpayers will know what is going on.

The proposal deserves serious study.

[From the Milwaukee Journal]

COUNCIL OF SOCIAL ADVISERS

Sen. Mondale (D-Minn.) has introduced legislation which would establish a council of social advisers patterned after the council of economic advisers. The object is to adapt sophisticated methods of analysis to social problems, as has been done in the economic sphere.

The government has enacted much social legislation in recent years. A recent study showed that more than one-third of the federal budget involves investment in people through educational, health, income maintenance and other programs. Efforts to analyze the value of the programs have been feeble. Dozens of pertinent questions have never been thoroughly studied. What is the cost of public health programs in relation to disease prevented? Is money spent for slum youth activities returned in less crime? Is a dollar spent on job training worth several spent on welfare assistance?

Mondale's council—a panel of top social scientists backed by an expert staff—would gather and analyze statistics, evaluate the effectiveness of social services at all levels, spot weaknesses and omissions and advise the president in establishing policies.

The bill would also require the president to send congress an annual report on the state of the Union's social health. It would create a joint congressional committee to review social policies, as is now done in economic affairs.

Ten senators, including both of Wisconsin's, have joined Mondale in sponsoring the bill. An approach such as they outline should help the government get the most value from its investment in social programs.

PROPOSED IMPROVEMENT OF NORTH NEWPORT RIVER, LIBERTY COUNTY, GA.

Mr. TALMADGE. Mr. President, we in Georgia are proud of the progress that has been made over the past several years in developing our navigable rivers and waterways and in utilizing these valuable assets for our economic and industrial growth.

At the present time, a 9-foot channel exists from the Florida Gulf Coast northward along the Chattahoochee River to the city of Columbus at the fall line. On the opposite side of the State, the Savannah River is now navigable from Augusta to the Atlantic Ocean below the city of Savannah. Another important water artery is the Atlantic Intercoastal Waterway, which runs along the Georgia coast.

We are working constantly to expand and add to our existing system of navigable waterways. Eventually we want to extend the navigation channel on the Chattahoochee to our capital city of Atlanta and to Albany on the Flint River.

Another project recently proposed is to make the North Newport River in Lib-

erty County on the Georgia coast navigable from the Intercoastal Waterway inland to the town of Riceboro, site of a new kraft linerboard mill now under construction by Interstate Paper Corp. The project would involve development of a 9-foot channel a distance of only approximately 10 miles to a point where the river depth is sufficient for barge traffic without further improvement.

At a recent hearing by the U.S. Army Corps of Engineers, proponents of the North Newport project stated that the improvement would result in substantial economic benefit to the Hinesville-Riceboro area of Liberty County and to a large coastal area of Georgia, northeast Florida and southeast Florida from which the new paper mill will draw its pulpwood supply.

Mr. President, believing that this proposal will mean much to the economy of this part of Georgia, I endorse this proposal and hope that the Corps of Engineers will give favorable consideration to developing this waterway.

Statements supporting the project were presented at the hearing by Fred Mingledorff on behalf of the Liberty County Chamber of Commerce, and by William J. Verross, general manager of Interstate Paper Corp. I ask unanimous consent that the statements be printed in the RECORD as a part of my remarks.

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

STATEMENT BY WILLIAM J. VERROSS, GENERAL MANAGER, INTERSTATE PAPER CORP., AT A HEARING BY THE DISTRICT ENGINEER, U.S. ARMY CORPS OF ENGINEERS, HINESVILLE, GA., APRIL 20, 1967

My name is William J. Verross. I am general manager of Interstate Paper Corporation, which is building a Kraft linerboard mill on the North Newport River at Riceboro, Georgia, in Liberty County.

When Interstate begins operations early next year, we expect to produce 400 tons of linerboard per day. For this production, we will require approximately 250,000 cords of pulpwood annually. Our wood supply will be drawn principally from individual landowners and dealers in the coastal sections of Georgia, northeast Florida and southeast South Carolina. We have no company-owned woodlands other than the tract on which our mill is located and will purchase our total wood requirement.

We appreciate the opportunity to appear at this hearing to request that consideration be given to making the North Newport River navigable to our mill site at Riceboro. We believe this improvement could be accomplished at relatively low cost and would result in substantial economic benefits to the three states from which we will purchase pulpwood.

Specifically, we request that consideration be given to the development of a year-round, 9-foot channel from a point on the North Newport River adjacent to our mill site downriver to Half Moon Landing, a distance of approximately 10 miles. Below Half Moon Landing, there is sufficient water depth even at low tide and during dry seasons to accommodate barge traffic the remaining 6 miles to the Intercoastal Waterway where it crosses St. Catherine's Sound.

The Corps of Engineers is aware of the fact that barging offers advantages as an efficient and low-cost method of shipping pulpwood and bulk paper products. The pulp and paper industry has made effective use of these advantages where possible and feasible. Indeed, the U. S. Study Commis-

sion for the Southeast River Basins reported that pulpwood, pulp and paper accounted for more than one-third of all traffic that moved on the Atlantic Intercoastal Waterway in 1960.

This in no way minimizes the importance of truck and rail transportation to our industry. Both are indispensable. In our case, Interstate Paper Corporation will continue to utilize both forms of land transportation if the North Newport River is opened to barge traffic to our mill. However, we cannot afford to overlook the advantages and benefits that a waterway would provide as a third mode of transportation.

Movement of pulpwood and other forest products by barge on the North Newport River is not new. Until a few years ago, another paper company utilized shallow-draft barges and the tides to transport pulpwood from a landing on the river approximately three miles downstream from our mill to Savannah by way of the Intercoastal Waterway. A lumber mill that formerly operated near our mill also used the river to transport saw timber. However, the full potential of the river as a waterway cannot be realized without improvements to provide a low tide, year-round 9-foot channel above Half Moon Landing.

The economic benefits of such a channel to our operations, to the landowners from whom we will purchase pulpwood, and the coastal section generally would, we feel, more than justify the cost. I would like to talk briefly about a few of the principal benefits of the proposed improvement.

First, it would help offset the shortage of railcars for hauling pulpwood. The pulp and paper industry for some years has felt the pinch of insufficient rolling stock, and the problem is likely to get worse rather than better in the future. A barge capable of handling 10 to 15 times the wood volume of a railcar obviously would provide a measure of relief to the car shortage.

Second, barging would also increase the utilization of tree-length pulpwood. Our industry is turning more and more to tree-length wood as the harvesting process becomes more mechanized. Under existing ICC rate regulations, the cost of shipping tree-length wood by rail is 75 percent greater than for the usual five-foot bolt length. Whole trees can be moved over the highway by trucks, but this is feasible only within an area relatively near to the mill and during daylight hours. Barges, of course, are ideally suited for transporting tree-length wood, and the availability of this low-cost and efficient means of shipment ultimately would mean greater return for the landowner and the pulpwood producer.

Third, if the North Newport River is made navigable, we anticipate that we would ship a part of our linerboard production by barge to be loaded directly aboard ocean-going ships at Savannah or Brunswick. This would be particularly advantageous in shipment of large quantities and would reduce handling and warehousing costs.

The channel also would provide a direct barge link between our Riceboro mill and those of our container-making plants in the Northeast, such as the plant in Baltimore, that are located in proximity of the Atlantic Intercoastal Waterway.

Fourth, we believe the greatest benefit to be derived from the proposed navigation channel would be the creation of a new market for pulpwood in remote reaches of coastal Georgia, South Carolina and Florida. The Coastal islands and tidewater areas of our section have an abundance of fine timber, but much of it is largely inaccessible to rail and truck. As a company that will buy its entire wood supply, Interstate cannot compete effectively for the purchase of wood from water-locked stands until we have a barge channel to our mill. Let me assure you that Interstate will compete—and compete vigorously—for the purchase of its share