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of the too tax conscious investor, and out of the grasp of the corporate enterprise which seeks to pyramid its holdings without regard to the community.

We can do all these things. Let us then be up and away. We do not have too much time.

THE GASOLINE SHORTAGE

Mr. HASKELL. Mr. President, many of my colleagues have heard that my home State, Colorado, has been hit worse than any other State by current gasoline shortages. Many will also recall the stories of last January's closing of public schools in Denver due to a lack of fuel oil to heat the schools.

The Petroleum Retailers Association of Colorado, Inc., is a group composed basically of the so-called little guys in the petroleum marketing business—the independent dealers. These dealers have been hit the hardest by the recent shortages.

I recently received a letter from the association which outlined some of their thoughts on the current shortages and their efforts to combat the situation. These small businessmen have been hit—and hit hard—by the lack of gasoline. The letter describes their efforts to tackle the hardships which have resulted from the shortages.

I applaud the association for their efforts and ask unanimous consent that their letter to me be printed in the RECORD.

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

JULY 2, 1973.

Senator FLOYD K. HASKELL,
Russell Senate Building,
Washington, D.C.

DEAR SENATOR HASKELL: We appreciate your consideration and efforts toward the study and eventual fair solution of the so called "energy crisis" in our State of Colorado. We are particularly concerned about the major oil companies control of the fuel market from the well head to the gas tank of the consumer.

For your immediate attention are three resolutions approved by our Board of Directors on June 21, 1973:

1. Full disclosure of allocation and delivery procedures to the dealers used by each individual oil company; monitored by an arbitrator not affiliated with the oil companies to check the allocations and deliveries of fuel supplies.

2. A fuel supply pool to be established by the oil companies to be used to supply any outlet, such as retailers, farmers, municipalities, cities, counties and school districts which have to close because of no supply.

3. We endorse the investigation of the energy crisis as proposed by Senator Jackson.

Furthermore, we and our legal counsel are actively supporting several dealers who have had station contracts canceled; not renewed; harassment; failure to purchase TBA items from company directed sources; short term or no term leases directly related to the so-called energy crisis.

These are small businessmen who have invested their time and money—many hours and financial hardships—to build loyal customer support and now because of a tenuous lease franchise agreement and an arbitrary, capricious, sometimes grossly unfair, and changeable system of allocations of product supply by the oil company, these people are in trouble. These citizens, small businessmen and customers alike, are the people who need your support toward solving the problem.

We have had many personal conferences

on the problem—calls from farmers, jobbers, officials of cities, counties, and school districts. We have referred these citizens to Senator Dominick's and your staff here in Colorado. They have been most helpful and effective in working toward solutions to these supply problems.

It appears our State is a target area for the emphasis of the energy crisis—Witness:

1. High tourist travel.
2. Extensive agriculture.
3. This year's past history of closing schools.

4. Lack of supplies for municipalities. It is our opinion that our State and our Dealers have been selected as an example to demonstrate to the nation that in fact there is this so called "energy crisis". Our dealers report that tourist customers from all over the nation generally do not encounter rationing or limiting the amount of gasoline purchases until they reach Colorado.

We do not agree that in fact there is an energy crisis in the State of Colorado if the oil companies will distribute the fuel available and be honest about the distribution of their product to the dealers in our State, and as a matter of fact, in the region.

Oil companies have always been able to market their product through an antiquated marketing system as they saw fit. Today, they are being faced with a problem—that problem is being fair to their branded dealers and they are having extreme difficulty in meeting that responsibility.

Our regular dealers now are sacrificing their present volume of business and even jeopardizing the future growth of their business because of the arbitrary allocation system now in force. These allocations are set by the oil companies themselves without supervision, examination, or explanation by anyone except the oil company. Dealers have told us that company stations in the same general area, 1 to 2 miles away, are open from 12 to 24 hours per day with an unlimited supply of gasoline.

The oil companies have a built-in market. They are, as a result of this situation, going to have and will have higher profits than ever before in the history of the industry. If for no other reason, than that they now sell to the unbranded dealers at the same price as to their controlled branded dealers. This amounts to as much as 6c to 8c per gallon increase of that which was paid by these unbranded dealers in 1972.

The only people who will suffer are those at the bottom of the pipeline. These are the dealers—independents, unbranded, branded—who are on the firing line every day; who meet the public.

The irony is—the oil company does not meet the public—it is the small independent businessman who must close his doors. It is the small independent businessman who must confront the customer and say—I have no gasoline because my oil company will not supply me, however; there is a company operated station up the street who can provide you with all the gasoline you want and you may use your credit card; and if you don't know where it is, check the station's big sign.

Company operated and managed station allocations run wild—while the regular dealer receives no additional deliveries even if he is forced to cut back on his number of employees, reduce his business hours and close up when he is out of fuel.

Sincerely,

THOMAS A. MOEN,
President, Petroleum Retailers Association.
AL HEIN,
Executive Vice President.

ATCHISON, KANS., SALUTES AMELIA EARHART

Mr. DOLE. Mr. President, I wish to take this opportunity to call the Senate's

attention to the first American Revolutionary Bicentennial event for the State of Kansas taking place in Atchison today. Appropriately, this event honors a woman and a pioneer. She was not a pioneer who led the settlement of the prairie sod, rather she was a pioneer who led the way in the conquest of the air. Her name was Amelia Earhart.

Ten years ago, on the 65th anniversary of her birth, the Amelia Earhart commemorative stamp was issued in her hometown, Atchison, Kans. A major event in the ceremonies associated with the issuance of this stamp was the participation of the Ninety-Nines, a group of distinguished women pilots which Amelia Earhart served as first president. They joined in paying tribute to their first leader by having a flyaway which took the first day cover of the Amelia Earhart stamp to every State capital and foreign countries around the globe.

Today, 10 years after the issuance of the Amelia Earhart stamp and the 75th birthday anniversary of her birth, the Ninety-Nines will again return at Atchison for another flyaway. This time they will be carrying miniature bicentennial flags and seedling trees from the International Forest of Friendship which is being planted at Warnock Lake in Atchison. These seedlings and flags will be taken to every State capital and also carried to more than 30 foreign countries where they will symbolize an invitation to visit the United States during our bicentennial year, 1976.

Mr. President, Amelia Earhart ranks as one of Kansas' outstanding citizens from any era. And in this age when air transportation plays such an important role in bringing the people of the world together, I feel that it is particularly appropriate and fitting that her name be linked with the first bicentennial event in Kansas. I would like to take this opportunity to commend the Ninety-Nines for their participation in this event. And I would give special recognition to the citizens of Atchison for their outstanding tributes to one of the great women of Kansas and of America. I am sure this week's events will be a great success, and I am pleased that the American Revolutionary Bicentennial celebration in Kansas is being inaugurated in such an outstanding way.

THE NEED FOR GOVERNMENT ACTION TO HALT THE ABANDONMENT OF RAIL SERVICE TO RURAL COMMUNITIES

Mr. MONDALE. Mr. President, an editorial recently appeared in the Mankato Free Press regarding the need for Government action to halt the abandonment of rail service to rural communities.

As the Senate moves toward action on the Northeast rail crisis, I believe we should also take steps to avert a less publicized, but equally serious, rail crisis affecting agricultural communities in many other parts of the Nation.

The Nation's agricultural transportation network is vital for the shipment of fertilizer, feed for poultry and livestock, and grain for milling and marketing. This year transportation will be required to move an estimated 13 percent increase

in wheat, 6 percent in corn, and 24 percent increase in soybean production. Nevertheless, requests for the abandonment of rail lines serving farm communities flood the Interstate Commerce Commission, and in most cases such requests are approved. Often farm communities do not have roads with the carrying capacity required to handle their shipments, and unless rail service is continued, they would be left to wither and die.

In the future, and especially with an additional 19 million acres in farmland scheduled to be brought back into production next year, the availability of rural rail transportation will be essential to rural America and to urban communities that need food at reasonable prices.

I believe that the Senate should approve legislation providing for a moratorium on rail abandonments to insure that the transportation needs of rural America will be fully met while steps are also taken to provide better rural roads and to deal with the financial difficulties plaguing our rail transportation system.

As evidence of the need for such action, I commend to my colleagues in the Senate the editorial from the Mankato Free Press, entitled "Saving Branch Lines."

Mr. President, I ask unanimous consent that the full text of the following editorial be printed in the RECORD.

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

CAVALRY IS COMING; SAVING BRANCH LINES

Congressional bids for a five-year moratorium on railroad trackage abandonments would have fallen on deaf ears if this were, say, June 1963—a time when the world was still the highway vehicle's and the airplane's oyster.

But conditions have since changed, dramatically and across many fronts, so that the urgings of Sens. Walter Mondale and Hubert Humphrey in behalf of the 41-mile St. Clair-Freeborn rail route have particular significance and influence.

It was only a few months ago that a public rallying behind legislative leaders blunted an attempt to eliminate railroad cargo trackage in the Wanda area. The persuasive argument was identical to the one being heard now: Rural Minnesota has already lost too much trackage, a healthy rural economy is essential to the prosperity of the nation, and farm production will continue to swell and make demands on rail transportation—something which would have been considered a pipedream only 10 years ago.

It could be that the railroads someday will be grateful that a moratorium was ordered. Nobody should want to give up an arm when an impending medical breakthrough might restore it to full function.

Rail heads have been getting farther and farther away from the major agricultural production regions over the last quarter-century. The Wanda and St. Clair hearings have underlined the fact that branch line producers and other railroad customers are no longer content to stand by idly as the rug of transportation is pulled from under them.

America's growing energy crisis therefore has become a helpmate to the smaller towns trying to cling to their remaining rail service. What the realization that there perhaps will not always be a handy fleet of trucks to do what the railroads have been, or should have been, doing. Additionally, southern Minne-

sota still doesn't have the highways to fill the trackage vacuum.

Thanks to a combination of forces and events, the Interstate Commerce Commission will be taking a more studious, considered and sympathetic look at proposed abandonments which in the past have favored corporations more than people. The ICC's arbitrary decision that rail service can be halted without a public hearing if the line generates fewer than 31 cars of freight a mile each year has the No. 1 priority for revocation.

UNITED STATES AND EUROPEAN SECURITY

Mr. TOWER. Mr. President, United States and European security are intricately interwoven and, therefore, we must pay increasing attention to attempts to extend détente to security matters in Europe. Despite the state of euphoria in our relations with the Soviet Union, and the celebrated end to the cold war, President Nixon warned us in his State of the Nation address that—

The postwar rivalry with the Soviet Union was not a result simply of misunderstanding, or personal animosities or a failure to create a good atmosphere of negotiations. The conflict was rooted in deeper differences: irreconcilable ideologies the inevitable geopolitical competition of great powers conducting global policies and, to a certain degree, bureaucratic momentum and the disillusionment created by decades of frustration between hopes and tensions.

One of the most important current détente negotiations concerns mutual balanced force reductions in Europe, the preliminary phase of which was recently concluded in Vienna with the main conference set for October 30.

We must pay close attention that these talks really result in balanced reductions by both alliances with "undiminished security for each of the participants" as the Vienna communique puts it.

The U.S.S.R. is stubbornly maneuvering for unilateral advantages on two points. One is the question of geographic limitations of any future agreement. From February until May, they refused to hold even a formal meeting until the NATO members temporarily compromised on the status of Hungary. To the Russians, the exclusion of the territory of Hungary and the Soviet army and tactical air force units stationed therein from the area of projected troop reductions was an important consideration, outweighing their former agreement to extend MBFR to all of Central Europe. Even in the event of an MBFR agreement, they want to gain an uncontrolled and unconstrained beachhead in Central Europe where troops could be deployed at will and a future crisis in Yugoslavia, upon the death of President Tito, exploited by the use or the threat of the use of force.

Our negotiators have reserved the right to raise the issue of the status of Hungary—which predetermines the inclusion or exclusion of Soviet forces in Hungary in an MBFR agreement—and I urge them not to abandon this position, but to make such that Hungary and her territory will be included in any phase I MBFR agreement on the reduction of stationed forces. This would give hope to the gallant people of Hungary with

whom the American people share the hope for a retrieval of self-determination and free political development.

FISCAL YEAR 1975 HEALTH PROGRAM MEMORANDUM OF HEW

Mr. KENNEDY. Mr. President, the fiscal year 1975 health program memorandum of HEW has recently come to my attention. It provides another glimpse of the thinking of HEW regarding an attempt to formulate a coherent health strategy for the Nation. I want to take this opportunity to summarize for my colleagues what I consider to be the salient figures of the document.

First of all, Mr. President, it is refreshing to know that the Department begins by taking cognizance of the fact that its previous planning assumptions are no longer realistic. For example, the memorandum indicates that no legislation has been submitted for increased cost sharing under medicare. It also recognizes that the Department's request to the Congress to phase out the mental health center program is unlikely to be acted upon. And it further indicates that a number of additional health programs which the Department had intended to phase out at the end of fiscal year 1973, will be at least partially funded in fiscal year 1974.

The memorandum indicates that HEW should disengage itself from the role of health care provider of the first resort and emphasize rather the use of national health insurance. Yet on page 4, the memorandum includes the following remarkable sentence:

The long-term departmental initiative in financing access to medical care is national health insurance, which is being handled apart from the current budgetary and legislative process. (Emphasis added).

With specific regard to medicare and medicaid the memorandum contains the following projections: expenditures for medicare are projected to rise from approximately \$12 billion in 1974 to \$24 billion in 1979 and expenditures for medicaid are projected to rise from almost \$6 billion in 1974 to more than \$9 billion in 1979. That makes for a total of almost \$34 billion for these two programs. These projections become even more astounding when placed in proper context. For example, the memorandum points out that in 1972 medicare accounted for only 42 percent of health care costs for persons over 65. The aged spent as much for health out of their own pockets in 1972 as they did before medicare was enacted.

With regard to medicaid the memorandum indicates that because HEW has not yet issued all of the regulations and guidelines under the amendments to that law, which the Congress passed last year, estimated cost savings to the government at about \$700 million in fiscal year 1974 have largely been lost and that medicaid expenditures are now expected to exceed the budget by \$395 million.

Mr. President, the document goes on to describe the Department's latest thinking with regard to special revenue sharing for health, health manpower,