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junction with private banks, will finance the radial tire project I have mentioned and which is expected to buy \$35 million worth of equipment and machinery from the United States.

As of April of this year, the Eximbank had extended over \$60 million in credits to finance U.S. exports to Romania. Most recently, in April of this year, a bilateral agreement between the United States and Romania was signed in Bucharest, enabling the Overseas Private Investment Corporation to provide political risk investment insurance and financing to U.S. investors in Romania.

While these steps have been positive ones, particularly in connection with U.S. investment in Romania, the United States has not up to now taken comparable action to facilitate Romanian imports into this country. Thus, notwithstanding the recent dramatic rise in trade between the United States and Romania, from about \$32 million in 1969 to over \$100 million in 1972, American exports to Romania have generally exceeded American imports from Romania by more than 2 to 1. Since Romania's currency is not convertible, it must generate hard currency through exports, thereby enabling Romania to purchase more of the American goods it needs for economic and technological development. To do so requires removal of the existing discriminatory tariffs which apply to Romanian imports into this country. Unless this is done, the present trade imbalance will continue and severely restrict any further development of economic partnership between our countries.

I therefore firmly support the commitment of the United States to nondiscriminatory tariff treatment of Romania, just as we have extended such treatment to Poland and Yugoslavia. In fact, the Romania Trade Act of 1973, now pending before Congress in similar forms in S. 1085, H.R. 1931, and H.R. 2304, is designed to do just that. In granting most-favored-nation status to Romania, the United States will be furthering the cause of world peace and the freedom and continued independence of Romania, not by singling it out for special treatment but by permitting it to compete on the basis of an equality which through its own initiatives it has richly earned.

WATERGATE RESOLUTIONS ADOPTED BY BAR OF CITY OF NEW YORK

Mr. JAVITS. Mr. President, the Association of the Bar of the City of New York, one of the leading bar groups in the country has played a pivotal role in mobilizing the response of the legal community to the tremendous challenge to the legal system posed by the Watergate affair.

On November 7, 1973, the executive committee of the association adopted two resolutions pertaining to Watergate dealing with impeachment proceedings in the House and with the appointment by the courts—a bill which I support—of an independent special prosecutor. I believe my colleagues should be made aware of these important resolutions.

I ask unanimous consent that the text of the resolution be printed in the RECORD.

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

THE ASSOCIATION OF THE BAR
OF THE CITY OF NEW YORK,
New York, N.Y.

To Members of the Congress:

On November 7, 1973, the Executive Committee adopted the following resolutions which state the position of the Association on two significant so-called "Watergate" questions:

Resolved that The Association of the Bar of the City of New York approves and supports the action taken by the Judiciary Committee of the House of Representatives to investigate whether or not impeachment proceedings should be instituted against the President of the United States. Because of the public importance of this issue, we urge that the Committee report its conclusions at the earliest practicable time.

Resolved that The Association of the Bar of the City of New York supports action by the Congress to enact legislation which will provide for a Special Prosecutor who will be independent of the White House and of the Department of Justice, who will be appointed by the Courts and who will investigate and prosecute possible violations of law and official misconduct in connection with all aspects of the 1972 Presidential election and other possible illegal or official misconduct on the part of the President, the White House Staff or Presidential appointees.

Further resolved that the foregoing resolution is not intended to reflect upon the personal integrity and competence of Mr. Jaworski, appointed on November 5, 1973 as Special Prosecutor in the Department of Justice, but solely to reflect the views of the Association that independence of the Office of the Special Prosecutor from the Executive branch is essential.

The Executive Committee believes that it is in the best interest of the country that the actions called for by these resolutions be carried out without delay.

ORVILLE H. SCHELL, JR.,
President.

LESLIE H. ARPS,
Chairman of the Executive Committee.

LOSS OF RAIL SERVICE

Mr. MONDALE. Mr. President, an article appeared in the Minneapolis Star last week about the proposed abandonment of rail service between St. Clair and Albert Lea, Minn. Written by John Carman, it explains how local communities, businesses, and the Minnesota Public Service Commission have joined to fight the proposed abandonment.

A loss of rail service would result in extremely high costs to local communities. For example, it would cost an estimated \$8 million to upgrade local highways to a 9-ton carrying capacity. In contrast, railroad officials estimate that \$2 million would be required to replace rail ties and to make other improvements to continue rail operations.

One local lumberman, Mr. Chuck Schubbe, pointed out that his business would have to pay an additional \$40 per thousand feet of lumber to have his products shipped by trucks rather than by rail.

The Milwaukee Road branch line serves five communities in southern Minnesota. It is only one of many lines which may be lost to rural America unless action is taken to preserve service.

Senator HUMPHREY and I have introduced two amendments to the Midwest

and Northeast Rail Systems Development Act. One would declare a 2-year moratorium on rural rail abandonments. Our second amendment would establish an independent rural rail transportation planning commission to study and develop solutions to the transportation problems of rural communities.

The Senate Commerce Committee is currently meeting in executive session on the Northeast rail crisis. In working on legislation to meet the transportation needs of the Northeast corridor, I am hopeful that the committee will consider the pressing transportation crisis facing rural communities in all other sections of our country.

Mr. President, as evidence of the need for action to preserve rural rail service, I ask unanimous consent that the article from last Wednesday's Minneapolis Star be printed in full in the RECORD.

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

FIVE RURAL COMMUNITIES FACING TRANSPORTATION CRISIS—RAILROAD ASKS PERMISSION TO DROP SERVICE

(By John Carman)

ST. CLAIR, MINN.—No one could mistake the shack at the end of the Milwaukee Road branch line here for Grand Central Station.

It has a wooden floor worn from the boots of farmers. In the center of the floor there is a lopsided easy chair, and in the corner an old Frigidaire stocked with soft drinks.

The shack is local headquarters of the Farmers Union Grain Terminal Association, the point where soybeans and corn rattle off in rail cars toward Albert Lea and stops beyond, where freights arrive carrying fertilizer, lumber and other materials.

Last Jan. 31, the Milwaukee Road filed notice with the Interstate Commerce Commission (ICC) that it wanted to abandon the 41-mile branch line and forget about St. Clair and four other tiny communities that straddle the tracks.

The announcement came as no surprise. "There's been talk for several years," Howard Fitzloff, manager of the St. Clair terminal, says matter-of-factly.

Since 1970, moreover, various railroads have abandoned an estimated 7,800 miles of track in rural America. Abandonments currently proposed in Minnesota add up to 99 miles of track.

Nationally, rail abandonments have given rise to fears for the future of small towns, many of which already have been deprived of the lifeblood provided by a major highway.

When the expected news reached farms and businesses along the St. Clair line, the decision was to give the railroad a fight. Businessmen from the communities involved—St. Clair, Pemberton, Waldorf, Matawan and Freeborn—hired Don Johnson, an attorney in Albert Lea, to represent them at hearings there last June.

Help from the Minnesota Public Service Commission, which two years ago decided to battle all filings for rail abandonments in Minnesota, also was enlisted.

The Milwaukee Road sent attorneys from Chicago to present the bulk of its testimony June 6, 7 and 8. The testimony consisted of a familiar story of deteriorating track and mounting losses.

In 1971, for example, the railroad said it had a net operating loss of \$4,598 in moving freight to and from points along the St. Clair branch. It said that although the tracks themselves were in fair condition, \$2 million would have to be spent to install new ties and make other needed improvements.

And all of this, the Milwaukee Road pointed out, was to run rail cars into five commu-

nities whose total population was less than 1,300.

The hearing was recessed and never resumed. Resumption has been delayed because a federal court in New York enjoined the ICC from conducting further public hearings on rail abandonments for the time being, citing a lack of thorough investigations of environmental effects.

Richard Gill, an attorney for the Minnesota Public Service Commission, said the environmental argument centered on the fact that trucks take up the freight-hauling slack left by abandoned rail lines. Trucks use more fuel per pound of freight and emit more pollutants.

So, with the outcome of the Milwaukee Road's abandonment application unresolved, farmers and businessmen along the St. Clair branch line have been left to mull over an uncertain future.

A prominent example is Chuck Schubbe, 39, manager and part owner of the Farmers Lumber Co., across Hwy. 83 from the Milwaukee Road tracks in Pemberton.

Asked about the railroad's plan, Schubbe retreated for a moment to his office and then brought out a handful of material supporting the case against abandonment. Schubbe has been among the leaders in the fight to keep the railroad.

Schubbe had a written estimate from Minnesota Rep. Richard E. Wigley, Lake Crystal Republican, that said about \$8 million would have to be spent to upgrade Hwys. 83 and 30 to handle nine-ton trucks if the rail service was lost.

"As far as I'm concerned," Schubbe said, "the trouble with lumber is that the best comes from west of the Rocky Mountains and the cost of trucking is much higher than rail."

For example, he said, it would cost his business \$40 more a thousand foot to have lumber hauled by truck than it does by railroad flatcar.

Lyle Goodrich, mayor of St. Clair and operator of a 1,000-acre farm, had some sympathy for the Milwaukee Road's position. With railroads cramped by a shortage of rail cars, he said, it is understandable that they would want to put them to use on their most profitable routes.

But Goodrich said he thinks that more rail cars—meaning more dependable service into and out of the grain terminals—could produce a profit.

Johnson, the Albert Lea attorney, agreed. "My people say if they could depend on the railroad for service they could use it quite a bit more. . . . If the Milwaukee Road would do any work at all to get business, in my opinion, it would show a net profit. But they do nothing."

An alternative to the Milwaukee Road is being followed with interest by businessmen along the St. Clair branch. The alternative is the possibility that the line will be bought by the Marlow Corp., owned chiefly by Norman Hatlie, an attorney who lives in Mound. Hatlie's corporation bought an Iowa branch line earlier this year from the Rock Island Lines, and Hatlie said this week that there are "heavy negotiations" currently for purchase of the St. Clair line.

"You get an operating plant (tracks and roadbed) in a deteriorating condition," Hatlie said, but he added that an initial outlay for improvements could pay off eventually.

The plan apparently would entail buying used 40-foot boxcars to run along the line. "The alleged shortage of boxcars isn't all that great," Hatlie said.

In Washington, Minnesota Sens. Walter Mondale and Hubert Humphrey have introduced amendments to the Midwest and Northeast Rail Systems Development Act that would clamp a two-year moratorium on rural freight-line abandonments.

They also are seeking establishment of a rural rail transportation commission to study

the transportation needs of the rural United States.

"Rural transportation for many years has been deteriorating into what has now become a serious crisis," Humphrey said in a statement last month. "As it deteriorates, so does the rural economy which it sustains."

INCREASED FERTILIZER SUPPLIES

Mr. HUMPHREY. Mr. President, recently the Cost of Living Council decontrolled pricing in the fertilizer industry. While the evidence indicates this represents a positive step forward, I think it is also important to note actions taken by individual corporations to help alleviate fertilizer shortages.

One such company which is taking responsible action in this regard is the AGRICO Chemical Co. of Tulsa, Okla. AGRICO's main contribution to increasing the domestic availability of fertilizer in 1974 has been to withdraw from the market any export tonnage which has not yet been committed to a customer. Accordingly, no sales of urea or anhydrous ammonia are planned for 1974. Significant reductions from 1973 levels have also been made in concentrated phosphates and phosphate rock exports. In addition, should committed export material become available through default or other cause, AGRICO will attempt to sell it in the domestic market.

Mr. President, such actions by individual corporations are certainly commendable and demonstrate a sincere concern on the part of companies such as AGRICO to do their best to assure domestic fertilizer supplies. I have a summary of the actions taken by AGRICO Chemical Co. in this regard, and I request unanimous consent that it be printed in the RECORD.

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

AGRICO CHEMICAL CO. ACTION TAKEN TO INCREASE THE SUPPLY OF FERTILIZER MATERIALS

1. The Cost of Living Council's decision to exempt the fertilizer industry from Economic Stabilization Act controls will help alleviate the present and future shortages of fertilizer materials in the U.S. markets by:

- a. Curtailing export of fertilizers initially destined to the domestic market.
- b. Withholding fertilizers originally destined for export if they have not yet been contracted for.
- c. Encouraging capacity expansion.
- d. Encouraging imports of foreign fertilizer.

2. AGRICO has taken the following steps to increase fertilizer availability:

a. AGRICO is holding all further commitments of fertilizer materials to the export market. Only materials which to date have been committed to foreign customers will be exported. Should default occur on these commitments, AGRICO will attempt to sell the material in the U.S. market. Additional materials may be exported only if they cannot be placed in the domestic market on a timely basis.

AGRICO's 1974 Export Forecast:
 Urea: None.
 Anhydrous Ammonia: None.
 Concentrated Phosphates: 18% below 1973 Exports (Including DAP).
 Phosphate Rock: 32% below 1973 Exports.
 b. AGRICO is significantly increasing its

production capacity by new plant construction.

NUTRIENT PRODUCTION INCREASE

	[Tons]			
	Existing	Under construction	Increase (percent)	Completion
Phosphate-----	240,000	400,000	160	Late 1974.
Nitrogen-----	700,000	400,000	57	Early 1975.

c. AGRICO is purchasing and importing foreign manufactured fertilizer to supplement its domestic production—30,000 tons of urea already under contract.

d. AGRICO is undertaking an intensive dealer and farmer education regarding optimum fertilizer application for each crop to avoid wasteful practices.

3. New prices announced by AGRICO are still below the export level. AGRICO has established these lower prices at levels which represent a reasonable and adequate return on existing and new investment rather than the maximum price achievable.

Product	Prices per ton f.o.b. plant			
	Current		Control period 1966-67	
	Export	Domestic		
Ammonia-----	\$115	\$80	\$43.50	\$92
Urea-----	118	88	62.00	85
DAP-----	127	107	72.00	84

New domestic prices range from a 13% decrease to a 27% increase compared to the 1966-1967 levels. They represent an increase of \$7.00 per acre, or only 7¢ per bushel for an average corn grower. Insofar as the price of commodities is set by open market transactions, increased yields from fertilizer application should reduce food prices.

If the effects of inflation are considered, fertilizer remains at a bargain price. Since 1967 the dollar, as reflected by the consumer price index, has decreased in purchasing power to \$.74. Current prices should, therefore, be proportionately reduced to be compared properly with the 1967 levels.

ADJUSTED PRICE COMPARISONS

	Current price adjusted for inflation	1966 price	Percent decrease
Ammonia-----	\$59.20	\$92	36
Urea-----	65.12	85	28
DAP-----	79.18	84	6

STATEMENT OF U.S. SENATOR ALAN CRANSTON ON POSTAL ECONOMICS

Mr. CRANSTON. Mr. President, there is, by now, general agreement that the mail delivery achievements of the U.S. Postal Service are sadly lacking. Letters and packages fail to arrive, arrive late, or arrive damaged.

While the Postal Service enthusiastically advertises its claims of improvement, customer experience tells a different story. This Christmas, the Postal Service has gone so far as to prepackage blame for poor delivery—the energy crisis.

The quality and expense of year-round delivery are the main concern of most Americans. The latest rate increases are particularly outrageous in view of poor service and in view of a number of post-