

The congressmen also should give thoughtful consideration to the wider kind of legislation proposed by Senator Javits of New York. His bill would give the President broader powers to deal with strikes or lockouts that threaten "national or regional health or safety." The Javits approach makes more sense than legislating only for the transportation industry. For instance, a shutdown of the steel industry, which is in prospect later this year, could cause immense damage to the economy.

There is no excuse for further congressional inertia on this problem. The administration's basic proposal has been available for study for many months, and the need for crisis legislation in December was notice enough that a more comprehensive law should be passed without delay. The unions oppose an additional inhibition of their right to strike, but it is hard to see how their members would suffer from an impartial adjudication of labor disputes that would, among other things, keep people working and collecting paychecks.

Since strikes that paralyze the country are impermissible anyway, a law that handles the problem—rather than crisis-to-crisis legislation—is many years overdue.

SENATE JOINT RESOLUTION 44—INTRODUCTION OF A JOINT RESOLUTION TO EXTEND THE TIME FOR THE PROCLAMATION OF MARKETING QUOTAS FOR BURLEY TOBACCO FOR THE 3 MARKETING YEARS BEGINNING OCTOBER 1, 1971

Mr. COOPER. Mr. President, last week I introduced a bill, S. 789, to shift production controls for the burley tobacco price support program from acreage allotments to poundage quotas. The bill is similar to one I had introduced on December 31, so that this proposal could be considered by burley tobacco growers and farm organizations.

I had asked Senator TALMADGE, chairman of the Committee on Agriculture, to hold hearings as soon as possible on S. 789, because planting time is approaching, farmers need to make plans, and the Congress must act promptly if a change is to be made in the production control method for the 1971 burley crop. Further, the Secretary of Agriculture is now required to proclaim the national marketing quota for burley tobacco by March 1, which would be followed within 30 days by a farmer referendum on whether to have a burley price support program for the next 3 years. That would already have been done, except for a 30-day postponement enacted by the Congress in the closing days of the last session, for the specific purpose of obtaining time to consider such a change.

Senator TALMADGE has now scheduled hearings on S. 789 for March 2, at 10, in the hearing room of the Senate Committee on Agriculture and Forestry, room 324 of the Old Senate Office Building. They will be before the Subcommittee on Agricultural Production, Marketing, and Stabilization of Prices, which is composed of Senator B. EVERETT JORDAN, North Carolina, chairman; and Senators MCGOVERN, EASTLAND, ELLENDER, HUMPHREY, YOUNG of North Dakota, MILLER, CURTIS, and BELLMON. Because of the absence of Senator JORDAN, who conducted

the hearing on this subject held on December 8—and we regret his absence and expect that he will soon return in his customary good spirits and good health—the hearing will be chaired by Senator EASTLAND.

As it was not possible for the committees of the Senate and the House of Representatives to consider and take action on this proposal before March 1, and as the Secretary of Agriculture would be required under the formula in existing law to proclaim a cut in acreage allotments—perhaps 25 percent or more—I am today introducing a resolution to defer establishment of quotas until the Congress can act, or until the Secretary determines that growers must be notified of farm marketing quotas prior to normal planting time.

I understand an identical resolution has been introduced today in the House of Representatives by Congressman WAMPLER of Virginia, who also introduced a resolution in December like the one I introduced in the Senate, which was adopted.

Burley poundage bills, similar to but not identical to S. 789, were also introduced in the House yesterday by Congressman JOHN WATTS of Kentucky and by Congressman WATKINS M. ABBITT of Virginia, chairman of the Tobacco Subcommittee of the House Committee on Agriculture. We are hopeful that the House Committee on Agriculture will also consider this matter promptly.

Mr. President, I am very glad that this poundage proposal will receive early attention, for the burley tobacco price support program is in some difficulty, as I pointed out at the hearings on December 8, and in my statements of December 31 and February 11, and I know that burley tobacco farmers are concerned and are anxious that these problems be resolved promptly and in the best possible way.

Mr. President, I ask unanimous consent to have the joint resolution printed at this point in the RECORD.

The PRESIDING OFFICER (Mr. STEVENSON). The joint resolution will be received and appropriately referred; and, without objection, the joint resolution will be printed in the RECORD.

The joint resolution (S.J. Res. 44) to extend the time for the proclamation of marketing quotas for burley tobacco for the 3 marketing years beginning October 1, 1971, introduced by Mr. COOPER, was received, read twice by its title, referred to the Committee on Agriculture and Forestry, and ordered to be printed in the RECORD, as follows:

S.J. RES. 44

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That, notwithstanding any other provision of law, the Secretary of Agriculture may defer any proclamation under section 312 of the Agricultural Adjustment Act of 1938, as amended, with respect to national marketing quotas for burley tobacco for the three marketing years beginning October 1, 1971, until the date he determines is necessary to permit growers to be notified of their farm marketing quotas and the referendum to be held prior to normal planting time.

ADDITIONAL COSPONSORS OF BILLS

S. 34

Mr. MANSFIELD. Mr. President, I ask unanimous consent that, at the next printing, my name be added as a cosponsor of S. 34, a bill introduced by the distinguished senior Senator from Massachusetts (Mr. KENNEDY) having to do with the conquest of cancer.

The VICE PRESIDENT. Without objection, it is so ordered.

S. 485

At the request of the Senator from Arizona (Mr. GOLDWATER), the Senator from Washington (Mr. MAGNUSON) was added as a cosponsor of S. 485 to amend the Communications Act of 1934 to provide that certain aliens admitted to the United States for permanent residence shall be eligible to operate amateur radio stations in the United States and to hold licenses for their stations.

S. 662

At the request of the Senator from Oklahoma (Mr. BELLMON), the Senator from Alaska (Mr. STEVENS) was added as a cosponsor of S. 662, to promote the development and reform of penal and correctional systems.

S. 681

At the request of the Senator from Oklahoma (Mr. BELLMON), the Senator from Washington (Mr. JACKSON) was added as a cosponsor of S. 681, to establish Environmental Research Centers within the States.

S. 745

At the request of the Senator from Oregon (Mr. PACKWOOD), the Senator from Utah (Mr. BENNETT), the Senator from Delaware (Mr. BOGGS), and the Senator from New Jersey (Mr. CASE), were added as cosponsors of S. 745, The Federal Environmental Pesticide Control Act of 1971.

ADDITIONAL COSPONSORS OF JOINT RESOLUTION

SENATE JOINT RESOLUTION 5

At the request of the Senator from Massachusetts (Mr. BROOKE), the Senator from Illinois (Mr. STEVENSON), the Senator from New Jersey (Mr. CASE), the Senator from New Jersey (Mr. WILLIAMS), the Senator from Michigan (Mr. HART), the Senator from California (Mr. CRANSTON), the Senator from Alaska (Mr. STEVENS), the Senator from New Mexico (Mr. ANDERSON), the Senator from Wisconsin (Mr. NELSON), the Senator from Wisconsin (Mr. PROXMIRE), the Senator from Minnesota (Mr. HUMPHREY), the Senator from Missouri (Mr. SYMINGTON), the Senator from Connecticut (Mr. RIBICOFF), the Senator from New Mexico (Mr. MONTOYA), the Senator from Utah (Mr. BENNETT), the Senator from Pennsylvania (Mr. SCHWEIKER), and the Senator from Rhode Island (Mr. PELL), were added as cosponsors of Senate Joint Resolution 5, designating January 15 of each year as Martin Luther King Day.

SENATE JOINT RESOLUTION 7

At the request of the Senator from West Virginia (Mr. BYRD) on behalf of

the Senator from West Virginia (Mr. RANDOLPH), the Senator from Georgia (Mr. GAMBRELL) was added as a cosponsor to the Senate Joint Resolution 7, proposing an amendment to the Constitution of the United States extending the right to vote to citizens 18 years of age or more.

SENATE JOINT RESOLUTION 34

At the request of the Senator from Pennsylvania (Mr. SCOTT), the Senator from Vermont (Mr. PROUTY), the Senator from New Hampshire (Mr. COTTON), and the Senator from Alaska (Mr. STEVENS) were added as cosponsors of Senate Joint Resolution 34, proposing an amendment to the Constitution of the United States with respect to the offering of voluntary prayer or meditation in public schools and other public buildings.

ADDITIONAL COSPONSORS OF A RESOLUTION

SENATE RESOLUTION 45

At the request of the Senator from West Virginia (Mr. BYRD) on behalf of the Senator from West Virginia (Mr. RANDOLPH), the Senator from Kentucky (Mr. COOPER), the Senator from New York (Mr. JAVITS), and the Senator from Vermont (Mr. PROUTY) were added as cosponsors of Senate Resolution 45, to authorize the Committee on Interior and Insular Affairs to make a study of national fuels and energy policy.

SENATE CONCURRENT RESOLUTION 7—SUBMISSION OF A CONCURRENT RESOLUTION TO REQUEST THE PRESIDENT TO CALL A CONFERENCE ON THE INTERNATIONAL CONSERVATION OF ANADROMOUS FISH

Mr. STEVENS submitted a concurrent resolution (S. Con. Res. 7) to request the President to call a Conference on the International Conservation of Anadromous Fish, which was referred to the Committee on Foreign Relations.

(The remarks of Mr. STEVENS when he submitted the concurrent resolution appear below under the appropriate heading.)

ORDER FOR RECESS FROM TOMORROW UNTIL MONDAY, FEBRUARY 22, 1971

Mr. BYRD of West Virginia. Mr. President, I ask unanimous consent that when the Senate completes its business on tomorrow, it stand in recess until 12 meridian on Monday next.

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

ORDER FOR RECESS FROM MONDAY, FEBRUARY 22, UNTIL TUESDAY, FEBRUARY 23, 1971

Mr. BYRD of West Virginia. Mr. President, I ask unanimous consent that when the Senate completes its business on Monday next, it stand in recess until 12 meridian on Tuesday next.

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

ORDER OF BUSINESS

Mr. BYRD of West Virginia. Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. BYRD of West Virginia. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

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

ADDITIONAL STATEMENTS

HIGHWAY SAFETY PROGRAMS BEGIN TO SHOW RESULTS

Mr. RANDOLPH. Mr. President, in the past quarter-century the American people have become increasingly mobile. Our desire to move about is encouraged by an expanding, technological society, and is facilitated by the continuing development of fast, efficient means of transportation.

The United States is firmly committed to the automobile as its principal means of transportation. Our car ownership and usage is the highest in the world, and our highway network is the envy of many.

But, Mr. President, I continue to be alarmed about the number of people who are killed every year on our roads. Concern for highway safety has been foremost in my mind on each occasion that the Committee on Public Works has considered highway legislation.

I am gratified that there now appears to be a downturn in the highway death rate. I hope that this is just the first dividend in our efforts to cope with this horrible waste of life and will be multiplied many times in each succeeding year.

During 1970 approximately 55,300 people were killed as the result of motor vehicle accidents. This is a decrease of 1,100 from the 1969 total and is cause for encouragement. It is even more encouraging when we realize that motor vehicle travel in the United States grew from 1,071 billion miles in 1969 to 1,125 billion miles last year.

If the deaths per mile traveled had remained the same in 1970 as it was in 1969 then the number of deaths from vehicle accidents would have been 59,200 instead of 55,300.

Mr. President, I believe we are finally making progress in this area.

In order to strengthen the Highway Safety Act of 1966, the Congress last year passed the Highway Safety Act of 1970. One of the important provisions of the act created the National Highway Traffic Safety Administration in the Department of Transportation. This reorganization will give proper status to this important activity and should increase the effectiveness of federally sponsored highway safety activities.

Two other important provisions of the 1970 act provided partial funding of the highway safety program from the highway trust fund and provided a new formula for the apportionment of these funds to the States on a more equitable basis. Two-thirds of the money to oper-

ate the safety program—a total of \$440 million is authorized for fiscal years 1972 and 1973—will come from the trust fund.

The States, in the past, have never received the amount of money for highway safety that was authorized from the general fund. It is hoped that this change will assure the States of more adequate Federal funding which will induce them to provide more State funds for safety programs. The States must have adequate highway safety funding if they are going to develop effective highway safety programs with their political subdivisions. In my opinion, we will never attain the safety on our roads that we seek without strong, effective local highway safety programs. Safety on our roads is an integral part of the total road system, and I have long believed that the Federal share of funding the highway safety effort should come from the highway trust fund.

In addition to organizational and financial improvements in the safety program, developments in construction techniques and the opening of additional interstate mileage have contributed to the lower death rate. The Department of Transportation estimates that interstate mileage completed during 1970 alone saved 400 lives as more traffic is able to utilize the safer highways. Additional savings of lives can be expected as the Interstate System moves on toward completion.

While the progress we have made in lowering the highway death is gratifying, there is still much to be done. Ways must be found to cope with the menace of drinking drivers who continue to cause 50 percent of highway deaths. I am glad to note that the National Highway Traffic Safety Administration is moving in this direction with the development of alcohol safety action programs in the form of demonstration projects to be undertaken in large part by counties and cities.

Increased activity in such areas as driver licensing and law enforcement also are needed if we are to be successful in our efforts to reduce highway deaths. In this connection, the report of the President's Task Force on Highway Safety, "Mobility Without Mayhem," makes a number of sound and worthwhile recommendations that should be given careful consideration.

Mr. President, the United States has shown that it has the technical and industrial capacity and is willing to commit the funds necessary to construct the finest highway system in the world. We cannot, however, even consider that we have completed the task until there is a drastic reduction in the numbers of our citizens who are killed on these roadways.

NIXON ADMINISTRATION WINNING WAR ON HUNGER—WITH LITTLE FANFARE

Mr. GRIFFIN. Mr. President, Columnist Jeffrey Hart wrote in the Pontiac, Mich., Press on Monday of this week that the Nixon administration is being scorned when it should be praised for its efforts toward eradicating hunger in the United States.