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BRENDA TAYLOR

file

Congress of the United States

House of Representatives

Washington, D.C. 20515

January 31, 1974

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Mr. Warden Downs
174-71-14 Mile Road
Birmingham, Michigan 48009

Dear Mr. Downs:

Thank you for your letter of January 1974 regarding the energy crisis and the forced busing of school children in your state of Michigan. As I stated in my letter to you of February 17, 1972 I have introduced a constitutional amendment which would prohibit the forced busing of school children. I feel that a return to neighborhood schools would conserve energy and certainly do appreciate your support in this area. Thank you for having written.

With kindest regards, I am

Sincerely,

Charles E. Bennett
Charles E. Bennett

CEB:jm

Dear Mr. Staggers.

I hope you back up the

380 Congressmen that voted against Forced Bussing if you ask John Dingell, Martha Griffiths, Lucien Nedzi, James S. O'Hara, they will give you Michigan, True Picture on Forced Bussing, in Michigan. Want you Sir, Please Talk to them. Mr. Congressman, I don't know your Views on Forced Bussing. at a time of Energy Crisis. but I hope you agree with 380 to 26 of your fellow Congressman, against Senator Jackson. Jewish Anti Ribicoff, in writing a Education Bill that Please, 380 Congressman, in the House

May 16-1974

Mr. Harley Staggers

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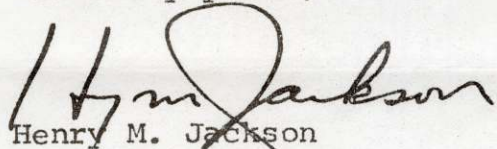
Dear Friend:

Thank you very much for your recent communication giving me your views about the present energy situation.

As you know, on March 6, the President vetoed the Energy Emergency Act which among other things, would have required a rollback in oil prices. On March 28, I introduced new legislation to assure that essential energy needs are met. This bill, while not requiring a roll back of prices to any specified level, does reiterate the intention of Congress that the President control the prices of crude oil, propane and other petroleum products. This legislation also contains vitally important provisions authorizing unemployment compensation, loans to homeowners, disclosure of energy information and protection of distributors and service station dealers.

I want to thank you again for your letter and your interest in the nation's energy problems.

Sincerely yours,


Henry M. Jackson
Chairman

May 16, 1974

HMJ:twm

Mr. Congressman, W-VA

Stanley O. Staggers.
Dear Sir. I write. Senator Jackson, on the Energy Crisis, and Forced Bussing, School Children, 40 miles a Day to Mil up Ridges. Mr. Congressman, Staggers, we still have a Shortage in Gasoline. Gas is 30¢ a Gallon, 3000 Busses, at a great Cost, to Tax-Payers, and Safety Hazard. Health Hazard, to Bussing these School Children, 40 miles a Day. I hope you consider these 380 Congressmen, who Voted Forced Bussing down in the House

Hon. Mr. Congressman ^{file} Jan. 31-1974
Harley Stagers WVA 174 71 14 mile Rd
Birmingham, Michigan
Thank you for your
letter on Forced Bussing, Warden Downs
Congressman, our Gasoline Crisis;
is real in Michigan, Hundred of
Thousands of People are being
Layed-off of there Jobs, due to Gasoline;
the Michigan Farmers, Can't get
Gasoline, for there Tractors, to make
a Crop, Bread may go to a Dollar a
Loaf; already Gasoline 75¢ a Galon.
Congress must Stop Forced Bussing.
School Children, 70 to 80 miles a Day
buying 3 thousand New Buses, the
Tax-Payers havent got the Money. People
Will have to Come to Washington Treasury
Dept. For Money For Forced Bussing.
Yours I am a Democrat. W Downs

Editorial Page

The Detroit News

Published Daily and Sunday by The Evening News Association

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6-B—Wednesday, January 30, 1974.

Oil crisis requires cooperation

A test of the West

"The Western world has always been able to cooperate—but only at the point of crisis. We are at that point now."

C.M. van Vlierden, executive vice-president (international) of the Bank of America, made this observation during a New York symposium to underline his belief that the Feb. 11 meeting in Washington of the oil consuming nations will prove to be a lot more than a passing courtesy among nations.

President Nixon called the meeting and invited the industrialized nations which have been pirated in recent months by the oil producing nations—through enormous rises in crude oil prices imposed by all the oil producers or outright cutoffs imposed by Arabic nations against countries whose foreign policy isn't strictly pro-Arab.

The oil producing nations are apprehensive about the meeting and in a subtle way have been telling their customers it would be unwise to attend the Washington meeting, unwise to organize. There is a lot of doubt about how good the attendance will be. The anxiety—expressed principally by Sheik Yamani, the economist who speaks so eloquently for King Faisal of Saudi Arabia—is strong evidence of how important this meeting is to be.

If the industrialized nations are to manage the energy crisis over the long term, Van Vlierden believes, they must agree to cooperate by putting up a common front. Should they glue themselves together, they have economic power of their own which gives them certain strengths for a bargaining session on the price of a barrel of crude. The oil producing states want and need Western technology to develop their economies as much as the industrialized nations need their oil to run theirs.

However, the current signs are not good. France has been negotiating separately for oil in the Mideast in exchange for Mirage fighters and other weaponry. Japan has offered to build factories and lend money at ridiculously low rates. Haggling separately, the oil "customer" nations have signed \$6 billion in deals and are negotiating another \$5 billion worth in the Persian Gulf, all of which involve the sale of oil in exchange for economic development.

It suits the purposes of the oil producing nations to keep these countries divided and separated, bargaining against one another for a scarce resource. There is a good chance that the countries, meeting together in Washington, may have the wisdom to do something about that.

Should this occur, the leaders of OPEC (Organization of Petroleum Exporting Countries) may find themselves seated at a polished table opposite the leaders of the Organization of Petroleum Buying Countries. At such a meeting, the invocation is likely to be, "Let us be reasonable about this matter."

Looking at the long-term problem, the Bank of America vice-presidents who staff the overseas offices believe the oil buying nations have been pushed far enough that they may now want to join together; in so doing, they could be successful in bargaining down the price of crude by offering to build petrochemical and auto plants and the one thing all underdeveloped nations seem to crave—steel mills.

Van Vlierden says that in facing the crisis, the Western nations have got to find new methods of working together and they will take their first steps on that new learning curve in Washington on Feb. 11.

A scolding's is

By JOHN H. O'BRIEN

News Editorial Page Columnist

A second warning has been received here from the American Amalgamated Association of Columnists, Plagiarists, Calumniators, Handlers & Helpers, FLA-OIC, informing me I have failed to maintain, advance or comply with AAACPCHH, FLA-OIC professional standards in that and because I have failed to write a column about the family dog.

THE BYLAWS of the AAACPCHH, FLA-OIC, Sec. III, Par. 4, provide that within three years of membership any columnist (et al) shall provide the public not less than 500 words devoted to his or her dog or dogs, if any.

Somebody in the AAACPCHH, FLA-OIC, has been watching and my plea that I have made two glancing statements about my dog failed to clear the computer. The penalties for not complying are severe; my plagiarism license can be suspended for 90 days and that's just starters.

Thus, you may read no further, having been duly warned this is about a dog and writer only to satisfy professional standards.

The dog is female, about eight years old, about 90 percent English setter and 10 percent God-only-knows, white with little light brown here and there name of Cleopatra, nickname Cleo.

She was named Cleopatra because the dog before her was named Caesar. Caesar was registered American Kent Club pointer, donated by Pittsburgh newspaper photographer who thought the family ought to have a dog.

We moved back to Michigan and rented a corner house with no fences. I once clocked Caesar when he got loose along country road at 23 miles per hour and not just in a short burst either. This was the approximate speed at which he coursed through the neighborhood tulip and petunia beds, sending bouquets of stems and flowers into

'My fellow Americans ...'



Energy shortage IS real

Has the oil industry contrived the fuel shortage?

J.K. Jamieson, chairman and chief executive officer of Exxon Corp., faces that hostile question wherever he goes these days. Speaking before the Economic Club of Detroit this week, he aimed a persuasive answer at people who make their livelihood from the manufacture of automobiles.

The automobile, Jamieson reminded his audience, is the biggest user of the oil industry's products. Obviously, he reasoned, the last thing the oil industry wants to do is halt the production of automobiles and throw the workers of General Motors and the other auto companies out of work.

Let's carry his argument a step further. General Motors, Ford and Chrysler have the capacity to gather information on which to base an intelligent judgment of conditions affecting their operations. If they thought the oil industry had contrived a gasoline shortage, a shortage which has turned the auto industry inside out and caused the layoff of 60,000 workers in the U.S. by the Big Three, you would hear an explosion of wrath almost nuclear in its proportions.

If the oil industry didn't contrive the energy shortage, what did happen? Jamieson finds blame enough for almost everyone: The oil industry and

the government both erred in their estimates of needs. America as a nation has been careless and prodigal in its use of limited resources which cannot be replaced.

Many politicians and many ordinary citizens reject this distribution of blame. The politicians find it more popular to blast the oil barons. Ordinary citizens want to believe the shortage is contrived because that belief offers the easy way out, suggesting as it does that no genuine reason exists for accepting the sacrifices they have been asked to make.

Unfortunately, this line of thinking tends to direct attention away from solving the crisis and toward punitive measures that will make it more difficult to find solutions. For example, the outcry against the oil industry's profits may produce curbs which simply reduce the industry's ability to find and develop the new oil America needs.

Like it or not, the energy shortage is all too real. Like it or not, the sacrifices are necessary. Like it or not—and everyone who believes in the system of free enterprise should like it—profit is the name of the game in the American economy. The resolution of America's present difficulties requires first of all the acceptance of these hard realities.

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Congress of the United States
House of Representatives

Committee on Interstate and Foreign Commerce
Room 2125, Rayburn House Office Building
Washington, D.C. 20515

January 9, 1974

Mr. Warden Downs
17471 Fourteen Mile Road
Birmingham, Michigan 48009

Dear Mr. Downs:

Thank you very much for your letter of December 28, 1973, together with the enclosures.

I appreciate your taking the time to write me. It was also very thoughtful of you to send the tear sheet from the Detroit News and the United States News and World Report, which I have read with much interest.

It is certainly good to have the benefit of your comments relative to the proposed emergency fuel legislation. I believe you have set forth some excellent points, and again want to thank you for writing.

With best wishes for 1974, and with kind personal regards, I am

Sincerely yours,

HARLEY O. STAGGERS

Mr. Congressman, JAN 2 1971
Harley & Staggers, W.V.

Dec 28-1973.
17471 1/4-Mile Rd.
Birmingham Mich
Wooden Downs
48009

Dear Mr. Congressman,

I Consider You are my Congressman,
as West Virginia. You are a U.S. Congressman,
You Represent the Congress of the U.S.A.
Mr. Staggers. how is it Congress. Voted
221 Against, 185 for, don't the Majority
Rule. in Congress? ON FORCED-Bussing?
how come a Committee Can. Change
221 Congressman Votes? What the
Hell Kind of Government. We got.
When a hand full of Committee Members
like Scoop Jackson. Can, over Rule
221 Members ON FORCED-Bussing. our
Children. 50 to 70 Miles a Day in this
Cold-Winter When we don't have Enough
Gasoline for our Police Dept; our Fire-
Dept. and our City Hospitals?
our Hospital With Sick People could not
be transferred. to another no Gasoline

Mr. Stagers, I don't know your
Views on Forced Bussing, School
Children. 50 to 70 Miles a Day to mix
up the Races, at a Cost of 75¢ a
Galon For Gasoline, Using up
5000; Galon. of Gasoline a Day for
Three Thousand Busses to Buss. 900,000
School Children, 70 Miles a Day across
County don't make Common Sense.
Where do we get the Money From the Government.
We Tax-Payers can't pay any more.

Yes When our Police Dept. Fire Dept.
Hospitals have NO Fuel?

I ask you to think Common Sense.
and to Hell With Scoop Jackson.
Who Killed the John Dingell Bill
Please Mr. Stagers Revise this Bill
as Congress Voted For it 221 to
Stop Bussing. NO Gasoline a Democrat.
Leader in my County 1912

Mr. Congressman, Staggers
our Fuel Gasoline is very
serious, Congress should
rationing that the Fair Way
No Gasoline For Forced Bussing
it had we have No Gas For our
Police - Fire Dept and HOSPITALS

JAN 2 1974

BUSING: CAUGHT IN FUEL SQUEEZE

In Congress—and in many communities—Americans are beginning to call for a cutback in busing school pupils for racial integration as one way of saving fuel during the energy crisis.

Nearly 20 million U. S. children are now riding buses to school. At least 600,000 of those—perhaps as many as 2 million—are forced to ride buses as a result of desegregation orders issued by courts or the Federal Government.

Any reduction in busing for integration, it is pointed out, could help to insure adequate gasoline for transporting other pupils—those who do not live within walking distance of the schools they would normally attend.

The House of Representatives showed its concern by voting twice in mid-December to prohibit the allocation of scarce fuels for the transport of children beyond their neighborhood schools. The votes were 221 to 192 on the first test, 202 to 185 on the second.

The busing ban was made an amendment to an emergency energy bill passed by the House on December 15. The Senate refused to go along with the proposal, however, and four days later a Senate-House conference committee stripped it from the legislation.

But members of Congress predict the busing-for-integration issue is far from dead. It remains one of the many uncertainties that cloud the school-busing picture.

"State of confusion." School districts report they still have no official word on how much fuel they will be allowed for their bus systems. "It's in a state of confusion where you can't pin anybody down," complained a school official in North Carolina.

There is so far no indication of what position the Justice Department will take if fuel-short school districts ask for relief from court-ordered programs of busing for integration. Said a Justice Department spokesman:

"Relief may be warranted in some school districts, but it's really impossible to say until we have the facts. If the question comes up, we'll take it on a case-by-case basis."

People are just beginning to discover the extent of school busing.

Nicolaus Mills, editor of "The Great School Bus Controversy," a book to be published in January, calls school busing "the greatest single transportation system in the country." He gives these statistics:

In 1972, about 256,000 buses carried 19.6 million students 2.2 billion miles at a cost of 1.5 billion dollars.

Estimates vary widely on how much of all this busing is done for integration. Mr. Mills, a specialist in the politics of education at Columbia University, cites a 1972 memorandum of the Department of Health, Education and Welfare which estimated desegregation caused only a 3 per cent increase in busing.

Representative John D. Dingell (Dem.), of Michigan, sponsor of the busing ban in the energy bill, told the House that 12.5 per cent of gasoline consumed in busing was used solely for correcting racial imbalance in school systems. He claimed his amendment would save 78 million gallons of gas a year.



School buses in the U.S.: 256,000. Riders: nearly 20 million. Congress is told that huge amounts of fuel could be saved if schools stopped busing for racial integration.

Reports from Alexandria, Va., and San Francisco show this:

- Since Alexandria's busing plan for integration went into effect this year, gasoline consumption has jumped from 2,700 gallons a month to 6,700—or roughly 150 per cent.

- San Francisco authorities reported that 90 per cent of pupil transportation there is for integration purposes.

As of late December, no school system had formally asked permission to cut back on court-ordered busing.

Indianapolis schools, however, have notified a U. S. district court that there may not be enough gasoline to operate their bus fleet through the school term. The notification was described as simply informational.

A spokesman for the Office of Petroleum Allocation in Washington, D.C., said Indianapolis had been given some extra gasoline, but that school officials were still predicting a shortfall of 40 per cent.

"I don't know what they are going

to do next," this official said. "But I think they understand the fuel shortage doesn't let them out of the court order."

Among hard-hit school districts in the South was the Charlotte-Mecklenburg County system in North Carolina. It has been told to expect 17 per cent less gasoline this year.

"The only way we can cut 17 per cent is to close down," said Dr. John A. Campbell, associate superintendent. He expressed doubt that the courts would relax busing orders, commenting: "We've never gotten any relief of any sort from a court here."

Prospects were brighter in Memphis, where a federal court ordered 29,000

children bused for integration this year. "We're warm and comfortable and transporting children," reported Superintendent John P. Freeman. To date, the school system has been getting all the gasoline it needs.

Dr. Elbert D. Brooks, director of Nashville-Davidson County schools in Tennessee, said this:

"Frankly, the reason we haven't made an appeal to a court is that we still don't know what the picture is going to be nationally.

"We need to know what the shortage is going to be, what the guidelines are going to be. I have no way of knowing, but my feeling is that the court wouldn't want to change its order at the present time."

From Dr. J. Floyd Hall, head of Greenville County schools in South Carolina, came this opinion:

"I don't think the courts are going to do anything to encourage us to go back to segregated schools—regardless of the energy situation."

[END]