

Frankford, W. Va. 24938
July 13, 1974

JUL 17 1974

Questionnaire
7/16/74

Rep. Harley O. Staggers
2366 Rayburn House Office Bldg
Washington, D. C. 20515

Dear sir,

Your answer to my letter of June 27 and your questionnaire came today and are hereby answered. Thank you for your answer to my letter. The editor of the Beckley paper correctly did not publish it but did editorially remark that he wished people with a message for his readers would write individually and not send copies of other material. The Farm bureau head and I have had conversation rather than my giving a speech.

As to the questionnaire, I have answered all questions but one, on which I have no opinion. I am receiving social security and farm,- last year was the first that showed enough farm income that I had to contribute a little social security tax, and I have never had net income from the farm enough to come close to the limits as they have been changed.

You can see from the answers to the other questions that I am decidedly conservative, and in general and for specific questions much more interested in less rather than more government. This covers my answers to questions 1, 4, 5, and 7. Question 3 is very important for West Virginia because of our coal, which has been burned up to the present squall by the environmentalists without serious complaint or proven adverse public health records. The price rise of fuels just adds emphasis to the economic balance which has not been shown. It sounds like the squeaking wheel getting the grease when it is really what we have to eat too.

Question 8. First, radio and TV are silent in my house because I do not want my thinking process corrupted by emotional and partial presentations of isolated bits of information or propaganda when the circumstances are such that they cannot be evaluated and placed in a coherent picture. I read, selectively, and do try to keep a reasonable outline in mind so the daily or weekly bits are put in perspective. The seven hefty volumes of the Judiciary committee staff must be condensed and briefed before charges can or should be made. We trust, willy-nilly, our representatives to do this. Selected leaks and sensational tid-bits so far reported are not enough or good enough to base an honest opinion much less an impeachment charge on.

Very truly yours

Alan Marples
Alan Marples

HARLEY O. STAGGERS
2D DISTRICT, WEST VIRGINIA

HOME ADDRESS:
KEYSER, WEST VIRGINIA

CHAIRMAN:
COMMITTEE ON
INTERSTATE AND FOREIGN
COMMERCE

Congress of the United States
House of Representatives
Washington, D.C. 20515

July 11, 1974

Mr. Alan Marples
Vago Route
Frankford, West Virginia 24938

Dear Mr. Marples:

This will acknowledge your letter of June 27. A copy of which you have sent to the Beckley Post Herald and the Greenbrier County Farm Bureau.

As I have said before, I am always pleased to hear from you. I have noted your communication with reference to THE BECKLEY POST-HERALD had an account of your speech about the Federal Railroad Administration-Hazardous Materials Transportation Amendments of 1974.

Again thanking you for writing me, and with kind personal regards to you and yours, I am

Sincerely yours,

HARLEY O. STAGGERS

Alan Marples ~ Vago Route ~ Frankford, W. Va. 24938

June 27, 1974

JUL 2 1974

Hon. Harley Stggers
Washington, D. C. 20515

Copies to:

Editor, ^{X1}Beckley Post Herald, ^{X1}Beckley, W. Va. 25801

Mr. John McVey, ^{X2}Greenbrier County Farm Bureau, ^{X2}Lewisburg, W. Va.

Dear sir,

^{X3}The BECKLEY POST-HERALD had an account of your speech about the Federal Railroad Administration-Hazardous Materials Transportation Amendments of 1974. ^{X3}Too little and too late. Your recommended 350 more inspectors will just tie up 350 railroad men who should be maintaining the track.

But further and more fundamental, the previous act which your committee sponsored regarding the six bankrupt railroads in the north east part of this country did not get to the basic drain on the resources invested in the railroads.. This act provides first for the payment of wages. earned or unearned, to redundant employees in case the six railroads are organized into a new system. This just perpetuates the drain.

Again, the abandonment of redundant track under the new set up is still subject to almost interminable delay while the Interstate Commerce commission considers the matter. The act should have eliminated the ICC so the drain on resources could have been stopped sooner. To be sure there are many localities which will be affected. But if rail service to them now doesn't pay its way these localities had better be considering now what to do on their own because the railroads surely can't continue to donate this way and still give the service to the viable parts of the lines.

Also, the bankrupt railroads are in the hands of trustees appointed by the federal courts. The congressional actions to date haven't helped the trustees and the courts can, have the power to, order the sale of the property for the benefit of the creditors. They well may particularly if no relief from the burden of too much track, too many men, and too much taxes can be found in Congressional action. I don't believe that Congress has much influence on Hudson County, N. J. but it has influence over the I C C.

The opening of access to the Federal Treasury for the proposed new system appears to me to be wrong. Railroad service has to be paid for by the users. I prefer to do it directly, for in that way it is most economical. If the economical way is abandoned in favor of tax or inflation support through the treasury we all pay. And the part of that pay that comes from me irritates me, wherefor this note.

Very truly yours

Alan Marples
Alan Marples

HARLEY O. STAGGERS
2D DISTRICT, WEST VIRGINIA

HOME ADDRESS:
KEYSER, WEST VIRGINIA

CHAIRMAN:
COMMITTEE ON
INTERSTATE AND FOREIGN
COMMERCE

Congress of the United States
House of Representatives
Washington, D.C. 20515

January 14, 1974

Mr. Alan Marples
Vago Route
Frankford, West Virginia 24938

Dear Mr. Marples:

Thank you very much for your letter of recent date. I appreciate your taking the time to write me with reference to the Energy Emergency Act.

It is certainly good to have the benefit of your views concerning this legislation, which is presently pending before the Congress. I believe you have set forth some thought-provoking comments and again want to thank you for writing.

With best wishes and kind regards, I am

Sincerely yours,

HARLEY O. STAGGERS

JAN 3 1974

Vago Rte
Frankford, W. Va. 24938
Dec 30, 1973

Rep. Harley O. Staggers
2366 Rayburn Office Bldg
Washington, D.C. 20515

Dear sir,

Your name in the paper as having shepherded the Energy bill through the house but refused to go along with the conference report, thus keeping the bill from passage was good to see. The fact that the bill didn't pass in a hurry is the important thing.

The bill is defective in two major ways. The first is that it is not a crisis that confronts us, it is a condition that we will have to live with for a long while. That takes it out of the field of federal jurisdiction. That takes it out of the realm of political play, where the Congress can try to tag the executive with the hot potato of rationing, feeling that rationing is more of a political liability than an asset.

The second is the attempt to put into the bill an attempt to "recapture windfall profits", that might arise from rising prices. That is vicious. It attempts to single out a group or class of people, and stigmatize them as well as rob them. That won't do at all, because whenever one is specially favored or hurt we are all threatened, it can happen to us, either way.

I return to the work that prices have to do. Their rise and fall determine where new investment is to be made. It is sure that we need new investment in the fuel supply businesses, all of them. It is sure that we are going to have to pinch and chill individually, no matter what the government in its inimitable and ponderous way tries to do, or does too late. The progressive income tax rates apply to us all, and if more is needed just flip the need over and see as I do that less government should be imposed. I speak with some knowledge of the fuel business, - 40 years in Chemical Engineering and some stock investments, so am recommending to you that those in the business now know the problem, have handles on possible solutions, and knowledge of the prices that are necessary and will attract investment. Let them work at it without your interference.

Very truly yours

Alan Marples
Alan Marples