

Bates College

**SCARAB**

---

Congressional Records

Edmund S. Muskie Papers

---

3-21-1972

## **Press Release - Muskie Outlines Issues; Critique of Nixon's Smog Report**

Edmund S. Muskie

Follow this and additional works at: <https://scarab.bates.edu/mcr>

---

# MUSKIE News

11

1972 K STREET, N.W.

WASHINGTON, D.C. 20006

TELEPHONE (202) USA 1972

FOR IMMEDIATE RELEASE:  
March 21, 1972

CONTACT:

Dick Stewart  
Hadley Roff  
(home 536-6043)

## MUSKIE OUTLINES ISSUES

In a statement at an afternoon (12:30 p.m.) press conference in Milwaukee, Senator Edmund S. Muskie today outlined issues he'll emphasize in his presidential campaign in the Wisconsin primary.

He blasted the Nixon administration for bargaining "behind closed doors with the agents of corporate America."

"Last year," he said, "the Nixon Justice Department approved an ITT merger after an ITT gift to the Republican convention."

He reserved his major fire, however, for Monday's White House report on Muskie's Clean Air Act:

"And just yesterday, the White House issued a study which may undermine the Clean Air Act and delay the date for smog-free cars."

"The study sounds like it was written by the executives of the Big Three in the auto industry -- who also happened to be among the biggest contributors to the 1968 Republican campaign."

(1968, General Motors management gave \$114,675 to the GOP; Ford, \$87,100; and Chrysler, \$30,550).

"Yesterday's White House study," the Maine Democrat emphasized, "put the profits of Wall Street ahead of health and safety on Main Street."

Attached is the Senator's critique of the White House report and a copy of his press conference statement.

# # # #

**CRITIQUE OF WHITE HOUSE SMOG REPORT**  
from the office of  
**SENATOR EDMUND S. MUSKIE (D-ME)**

The White House report of the Office of Science and Technology would condemn the nation to continued smog.

It sides with the automobile manufacturers in making two major points against stringent clean-air standards.

First, it argues, "Regulation should not be based upon a blind faith in technology."

Secondly, it proposes a two-car strategy whereby strict controls would be imposed on cars in high-smog areas, but would not be imposed in smog-free areas. It points out, however, "If a person moved his residence from an area of less stringent emission controls...he would of course have to sell or modify his less-controlled vehicle and acquire a car that met the more stringent standards of his new area of residence."

In both points, there is only one benefactor, the automobile companies, and one victim the consumer.

The first point lets companies off the hook for all-out effort to perfect effective and inexpensive smog-free engines.

The second is a blatant bid simply to increase auto sales by forcing persons from rural or small towns to purchase new cars, or reequip their old ones, if they move to smog areas.

The net effect would be to seal poor and moderate income persons into areas with little opportunity and prevent lateral movement to areas with greater opportunity unless they could somehow pay for a new car.

The White House report ignores two imposing conditions:

First, the impending serious threat to public health from continued pollution from automobiles and other sources, and,

Second, the continued failure of the automobile industry to make serious efforts to develop new technology voluntarily without the strict regulations imposed in the Clean Air Act.

For 20 years, the auto companies have fumed, fooled and fiddled around in the development of smog-free engines. Meanwhile, our skies have darkened with pollutants and the incidence of lung disease has increased.