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Morton's Ties to Polluters Need Airing

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The Washington Merry-Go-RoundTHE WASHINGTON POST *Tuesday, Dec. 15, 1970* B13

Morton's Ties to Polluters Need Airing

By Jack Anderson

Six-foot-seven Rogers C. B. Morton will be installed in the Interior Department next month like a tall Christmas tree strung with glittering baubles from the special interests.

As Republican National Chairman, he raised money from the polluters and exploiters for the GOP campaign chest. He held on to enough of this campaign greenery to get himself reelected to Congress.

Now the oil, lumber and billboard interests are cheering Morton's appointment as Interior Secretary in charge of the nation's natural resources, parks, rivers and lakes. His past coziness with the despoilers of nature, meanwhile, should be aired by the Senate Interior Committee at his confirmation hearings.

For example, he collected \$300 for his 1968 campaign and another \$500 for his 1970 campaign from the Forest Products Political Education Committee. Morton, in turn, co-sponsored the National Timber Supply Act which was narrowly defeated this year after

conservationists showed how it would increase the timber cuttings in our national forests.

Reynolds DuPont, who lives in Delaware across the border from Morton's native Maryland, contributed \$1,500 to reelect Morton in 1968. The DuPont interests, of course, have contributed heavily to both politics and pollution.

Morton also picked up \$250 from Spiros Skouras, a shipping tycoon, whose freighters and tankers help foul the waters and beaches that the Interior Department is supposed to protect from oil spills. Olin-Mathieson chairman Thomas Nichols, whose company also has a bad pollution record, gave \$300 in 1968.

Morton's Record

The amiable, 250-pound giant has usually put his mouth where his money is. He has battled against air pollution control, upheld the oil depletion allowance and voted with the billboard lobby to knock out highway beautification funds.

The League of Conservation Voters claims Morton has

voted wrong, or not voted at all, on just about every conservation issue that has come before the House. He was so uninterested in Interior affairs that he gave up membership on the House Interior Committee to serve on the Ways and Means Committee.

Morton's office told us that "Rog has taken nothing with strings attached. He'll go into this Interior job as free as the mountain air." The spokesman reminded us that we had raised a big ruckus over Walter Hickel's nomination. Despite his ties with the despoilers, he turned out to be the best Interior Secretary since the late Harold Ickes.

Washington Expose

ANTI-MUSKIE MISSION—The Republican National Committee recently dispatched party propagandist John Lofton and a freelance photographer to Democratic presidential prospect Ed Muskie's birthplace at Rumsford, Maine. Their top-secret mission was to get pictures of a large paper mill which is polluting the local waters. Since Muskie is a leader in the fight

against pollution, the GOP thought pictures of pollution in the senator's backyard would discredit him.

The GOP decided not to publish the pictures, it has been whispered, because a major Republican contributor was a high official at the mill. Lofton at first denied, then admitted to us that he had gone to Maine with the photographer. He said the pictures were not used because they were not processed in time for the election.

CAREY'S DENIAL—Our report on the circumstances surrounding the reported burglary of a box of "miscellaneous items" from United Mine Workers headquarters has drawn a belated but angry denial from the union's general counsel Ed Carey. Shortly before the alleged burglary, we said, Carey and Union President Tony Boyle were seen removing boxfuls of documents from Boyle's office. "A contemptible, despicable lie," said Carey. Our report was based upon information supplied by eyewitnesses, and we will not retract.

Washington Post 12/10/70

Clean Air Bill Conferees Agree on Aircraft Curbs

House-Senate conferees on the clean air bill agreed yesterday that there should be federal controls on pollutants from aircraft.

Sen. Edmund S. Muskie (D-Maine) and Rep. Paul Rogers (D-Fla.) said the conferees had agreed to give the new Environmental Protection Agency the power to set limits on emissions of pollutants from aircraft and also set standards banning use of aircraft fuels dangerous to public health.

The Federal Aviation Administration would enforce EPA standards.

The engine and fuel standards could conceivably be used against the supersonic transport (SST) if that plane should threaten to cause pollution.

The action followed by a day a conference agreement empowering the EPA to ban sale of auto fuels endangering public health. Muskie said that the conferees had agreed that where the federal government did not act either to approve or ban the use of specified fuels or additives, such as lead, the states could put their own ban into effect.

The agreements are tentative until the conferees reach agreement on all aspects of the bill.

The conferees took no action on the main difference between House and Senate versions of the anti-pollution bill. The Senate measure sets a 1975 deadline for production of a car guaranteed to run near pollution free for 50,000 miles while the House bill contains no such standard.

An earlier regulation on auto emissions put into effect last November by the Depart-

ment of Health, Education and Welfare will be explained today to representatives of the auto industry by the Air Pollution Control Office, formerly part of HEW and now one of the agencies forming EPA.

The industry is questioning new procedures for testing exhaust emissions from prototype cars. The old procedures underestimated the pollutants.

Under the standards issued by HEW in November, cars produced next fall must emit 25 per cent less hydrocarbons and 17 per cent less carbon monoxide than 1971 model cars.

The meeting will be held at 9:30 a.m. today at the Air Pollution Control Office, 5600 Fishers Lane, Rockville. It is open to the public.