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Remarks by Rep. Gerald R. Ford before the
Grand Rapids Exchange Club *M* Office Copy
12 NOON OCT. 26, 1970

AN ADDRESS BY REP. GERALD R. FORD, R-MICH.
REPUBLICAN LEADER, U.S. HOUSE OF REPRESENTATIVES
BEFORE THE DELAWARE COUNTY, PA., CHAMBER OF COMMERCE
AT MEDIA, PENNSYLVANIA
~~12 Noon~~ MONDAY, OCTOBER 26, 1970

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12 NOON, MONDAY, OCT. 26

FOR RELEASE AT ~~12 NOON, MONDAY, OCT. 26~~

We are nearing the end of the first year of a new decade. We are passing through the gateway of the Seventies. We are moving onto the pathway of progress-- progress toward peace, prosperity and plenty.

The great problems of the Sixties are yielding to the solutions of the Seventies.

Sizable steps have been taken toward peace with honor in Vietnam.

There are clear signs of success in the fight against inflation. We are winning that fight, and we are in the early stages of a new era of growth in the economy.

And despite some reluctance on the part of some in Congress, we are moving to reform the social and political conditions left over from the past, conditions which have no place in the United States of the Seventies.

But government cannot achieve goals or priorities alone. It can reach its major objectives only with the help of the private sector, only by drawing upon the strength and resources of private enterprise. It can achieve national goals only as it is aided by business and industry, the academic world, and by all of our citizens.

But ~~What~~ What of the environmental crisis? That will be a test more severe than any other for business and industry.

~~Is the business community ignoring the pollution of our atmosphere? The water we drink and the air we breathe? The wanton destruction of our environment?~~

~~There are those who would have America believe so. But they are dead wrong. They are wrong on the facts, and they are wrong in their approach to the problems involved in restoring our environment.~~

I agree with those who set tough goals for industry to reach--who seek a pollution-free automobile engine by 1975 or '76, *for instance*.



But bear in mind that it was not until the 1950's that automotive fuels were found to be one of the major causes of smog. We have made significant progress in meeting the problem since then.

The 1970 cars, for instance, emit only a fraction of the pollutants that were emitted from a car built as recently as 1960, and the automotive industry has committed itself to solving the pollution problem completely at the earliest possible time. In that connection, the automotive industry has the full cooperation

(more)

of the oil industry, which is modifying the content of its fuel.

All of us became excited on Earth Day this year. There was reason to become excited. We finally realized that the poisoning of our atmosphere threatens our very survival.

A challenge to our survival does not justify national hysteria, ^{however.} Hysteria has never produced any rational solutions to our problems.

~~If I were going to bet on who will come up with a solution to automotive pollution,~~ ^{Let me say that} I would much rather put my money on the men in Detroit or on Bill Lear, the engineering genius who is developing a steam turbine car, than on the college ^{youths} ~~who dig a hole~~ on campus and bury ^{cars} ~~cars~~ in the ground.

There is a critical need today to bring man into harmony with nature. But I don't think we ^{should} ~~are going to~~ do it by ~~attacking industry or declaring war on~~ ^{on industry and} ~~economic progress.~~ ^{shutting off all} economic progress.

We must declare war on environmental pollution, and it is a war we must win. But we must pursue a grand strategy in waging that war, not engage in a ~~vision~~ ^{vision} targetting of industry which will wreck our economic machine and put people out of work.

~~Again, as in the crusade to aid the disadvantaged with training and jobs,~~ ^(W) we need a partnership between government and business. In fact we need a network of partnerships--between government and business, between the Federal government and state and local governments, between government and the individual citizen.

Working together we can meet the environmental crisis. Working against each other, we can only come to grief.

It is vital that we work together.

^{We should adopt the} ~~I do not think it is helpful for the extreme environmentalists to sneer at the~~

37-point anti-pollution program President Nixon sent to Congress last February. ^{sponsored all seven of the Administration's anti-pollution bills.} ~~the ground that only extreme measures will be useful in combatting pollution.~~

^{I would be if} ~~I do not think it is helpful for the majority party in Congress~~ ^{would} ~~at least hold~~ ^{my} ~~hearings on the~~ Environmental Financing Authority bill which is intended to help finance the State and local share of waste treatment plants.

I am proud of my record on environmental issues. I have voted in favor of every practical ~~measure~~ anti-pollution measure during my entire stay in the Congress. And I have had a hand in bringing nearly \$1.5 million ^{in Federal funds} to Kent and Ionia Counties for sewer and water improvements and \$3.1 million for more parklands. I'll gladly stand on that record.



~~Find the answers without that kind of nonsense.~~

~~It is that~~ The President's environmental message of last February represented a landmark. It was the first time the people had been given a presidential assessment of the state of their environment. It was the first time in recent history that a President of the United States had committed himself to a crusade for a clean environment, a restoration of our land to its former state of America the Beautiful.

I firmly believe that congressional approval of the President's environmental proposals would be a great step toward improving the quality of our environment.

I think it appropriate and healthy that in the President's water pollution control program the Federal cost-share of the four-year program would be \$4 billion and the State and local shares, \$6 billion.

This is in line with an updated Federal Water Quality Administration report which puts the Nation's requirements for community waste treatment facilities at \$9.9 billion over the next four years.

In addition to the roughly \$10 billion needed in municipal sewage treatment facilities, the FWQA also estimates that an additional \$15 to \$17 billion must be spent over the next four ~~years~~ or five years for sanitary sewer construction, industrial sewage treatment works, industrial cooling facilities and for municipal and industrial operating and maintenance costs.

Action must be taken to stimulate a greatly expanded program of water pollution control by local communities. That is where the President's Environmental Financing Authority comes in, with Federal underwriting of local bond issues.

Federal funding is not the sole answer. The FWQA report ^{see page 17} ~~is cited earlier~~ ~~revealed~~ that the \$880 million local communities put into water pollution control in 1969 did little more than cover replacement and growth needs. In addition, the report showed that the ratio of community funding put up to match Federal grants has slipped from \$13.70 per Federal water pollution control dollar spent in 1960 to \$5.20 per Federal dollar at present. Stimulus is needed.

At the same time, water pollution control investments by industry apparently were at a level of \$500 million in 1968 and \$700 million in 1969, with more than half of the wastes treated in public facilities having their origin in industry.

~~It seems~~ The most desirable policy ^{is} ~~is~~ to accept all industrial wastes that can be treated in municipal plants but to establish user fees in line with the costs incurred to collect and treat wastes.

~~Government must oversee the war on pollution but government need not be in fact must not be hostile to the private sector. In partnership, we will go forward.~~

The important consideration is to lay down rules for fighting the war against pollution--and then to enforce those rules fairly and impartially upon all parties.

(more)

The American people are aroused. They can take and will take effective action.

We will win this war against pollution, and it will be a victory for the free enterprise system. Only in freedom can men respond to the need for change in a manner which does not impose upon the dignity of the human spirit.

Freedom as we know it under the free enterprise system produces an explosion of ideas and incentives and an ever-growing stimulus to human betterment.

Freedom allows man to do those things which he ought to do, for his own spiritual and physical well-being and for the spiritual and physical well-being of his children and his children's children.

In freedom we will win. Victory in this war against pollution will be a triumph of the human spirit. It will be a technological triumph made possible by the joint effort of millions of Americans and the expenditure of billions of dollars. It will constitute the biggest task in man's history, involving the building of a complex technology resulting from the recruitment of the world's best minds.

Let us give full rein to the growing possibilities of improving man's environment. If we do this, and if we go forward in freedom, we can meet this challenge to save our environment from destruction.

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CONGRESSMAN
GERALD R. FORD
HOUSE REPUBLICAN LEADER

**NEWS
RELEASE**

--FOR RELEASE AT 12 NOON MONDAY--
October 26, 1970

Excerpts from a Speech by Rep. Gerald R. Ford before the Grand Rapids Exchange Club

What of the environmental crisis?

We must declare war on environmental pollution, and it is a war we must win. But we must pursue a grand strategy in waging that war, not engage in a targetting of industry which will wreck our economic machine and throw thousands of people out of work.

Meeting the environmental crisis will be a test more severe than any other for business and industry.

I agree with those who set tough goals for industry to reach--who seek a pollution-free automobile engine by 1975 or 1976, for instance. But we have made significant progress in meeting the problem, and the automotive industry has committed itself to solving the pollution problem at the earliest possible time.

I'm betting that the men in Detroit or Bill Lear, the engineering genius who is developing a steam turbine car, will lick the automotive pollution problem for us.

There is a critical need today to bring man into harmony with nature. But I don't think we should do it by declaring war on industry and shutting off all economic progress.

We need a partnership between government and business. In fact, we need a network of partnerships in the war against pollution--between government and business, between the Federal Government and the state and local governments, between government and the individual citizen.

Working together we can meet the environmental crisis. Working against each other, we can only come to grief.

We should adopt the 37-point anti-pollution program President Nixon sent to Congress last February. I sponsored all seven of the Administration's major anti-pollution bills. It would be helpful if the majority party in Congress would at least hold hearings on my Environmental Financing Authority bill which is designed to help finance the State and local share of waste treatment plants.

I am proud of my record on environmental issues. I have voted in favor of every practical anti-pollution measure during my entire stay in the Congress. And I have had a hand in bringing nearly \$1.5 million to Kent and Ionia Counties for sewer and water improvements and \$3.1 million for more parklands. I'll gladly stand on that record.

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