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OCTOBER 1976

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THE WHITE HOUSE
WASHINGTON

October 20, 1976

FOR: RON NESSEN

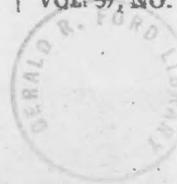
FROM: FRED SLIGHT

FYI



NATIONAL BUSINESS WOMAN

THE MAGAZINE OF THE NATIONAL FEDERATION OF BUSINESS AND PROFESSIONAL WOMEN'S CLUBS, INC. | OCTOBER 1976 | VOL. 57, NO.



EXCLUSIVE Candidates answer
BPW questions

Jimmy Carter
on Church and State



THE WHITE HOUSE
WASHINGTON

October 15, 1976

MEMORANDUM FOR

JIM CAVANAUGH
DICK CHENEY
MIKE DuVAL
DAVE GERGEN
ALAN GREENSPAN
~~RON NESSEN~~

FROM

JIM REICHLEY

This story appeared in yesterday's Inquirer - October 14.

I think we should follow up on it immediately. There is a brief story in today's Inquirer, in which Klein claims that he was erroneously quoted in saying that unemployment would not go down to 5.5% by 1980. He does not however challenge the remainder of the story.

CARTER CAN'T DELIVER ECONOMIC PROMISES, ADVISER SAYS

had me in Inquirer

By Douglas A. Campbell
Inquirer Business Writer

for James Reichley

Jimmy Carter cannot deliver on his promises to lower the inflation rate to 4 percent and the unemployment rate to 4.5 percent by 1980 if elected president, his chief economic adviser says.

Inflation will range between 5 percent and 5.5 percent in 1980 due to "underlying forces" in the economy regardless of who is president, Dr. Lawrence R. Klein, the Carter adviser, said last night.

On reducing unemployment to 4.5 percent by 1980, Klein said: "My prediction is it will take a little longer."

Klein asserted that "there is no basic disagreement" between himself and Carter. Just a question of how soon we can get back to the 4.5 percent (unemployment) target," told a Wharton Club meeting at the Union League here.

Klein said Carter would rely on a combination of general economic stimulation and program to create a million new jobs in attempting to keep his promise of a 4.5 percent unemployment rate by 1980.

The economist from the Wharton School of the University of Pennsylvania said he did not expect the combination would reduce the jobless rate to 4.5 percent until after 1980.

The jobs program would be implemented by subsidizing private businesses that would hire and give on-the-job training to the hard-core unemployed.

He claimed that previous government programs had failed because they were "rinky-dink," short-term and not aimed at specific people. He said this program would succeed.

The economist predicted that there would be a significant difference in the nation's rate of economic growth depending on whether Ford or Carter were elected president.

Klein, head of a Wharton team that used computer models to help forecast the economy's future, said the team expected the nation's economy would be growing at a 3.5 percent rate in 1980 under Carter and at a rate of 1 percent or 2 percent under Ford — a "growth recession."

Economists generally agree that the nation's economy should grow at a 4 percent to 5 percent annual rate to remain healthy.

Klein asserted that a continuing cycle of economic boom and recession could only be avoided by extra government spending proposed by Carter.

The economist attributed the stubborn inflation problem to current trends in union wage agreements, future imported oil price boosts and a lack of adequate increase in business productivity due to unproductive spending on pollution control and energy-saving systems.



October 26, 1976

FOR: *Randnessen*

FROM: FRED SLIGHT

FYI



NEW YORK TIMES

October 13, 1976

(Late City Edition)

ECONOMIC ADVISER DOUBTS CARTER AIM ON CUT IN INFLATION

To reach the 4½
Klein called for fast
money supply incre

AARP



news bulletin[®]

AMERICAN ASSOCIATION OF RETIRED PERSONS

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VOL. XVII, NO. 9

WASHINGTON, D.C.

OCTOBER 1976



GERALD R. FORD



I am grateful for this opportunity to share my views on corporate social responsibility with the readers of *Response*. This publication is a good example of the leadership the insurance industry has shown over the past half century in many different fields, including health education, health care delivery systems, community service, urban revitalization, environmental programs, crime prevention, race relations, and cultural programs. Your efforts have made a dramatic difference to the communities in which you have worked, and your commitment in both dollars and service is an example for the business community at large.

In recent years, government has proven time and again that it does not have all the answers for meeting our social needs. As we enter our third century, we are reminded that in our society, Government's role should be to help people do what they cannot achieve as individuals. If we are to bring American energy and resourcefulness fully to bear on the problems we confront, Government and the private sector must join in the search for new ways to utilize the flexibility, initiative, and expertise that characterize American problem-solving.

Fortunately, there are many signs today of a growing sense of corporate and personal responsibility among American business leaders. Expansion of the traditional perception of corporate responsibility to include not only management's obligation to maximize the return on shareholders' investments, but also management's role in balancing the competing claims of shareholders, employees, consumers, and the community at large, reflects an incontrovertible fact of modern economic life. Business is heavily dependent upon the society which surrounds it. It is heartening to me to note that businessmen are no

longer simply measuring corporate performance in terms of profit and loss, but also in terms of social responsibility. There is, I am convinced, a growing view in the business community that increased productivity and profitability go hand-in-hand with a healthy social environment.

Corporations are cooperating in efforts to set high quality standards for their products, price them fairly, and advertise them honestly. They are cooperating vigorously in the national effort to end job discrimination while continuing to contribute to the provision of employee benefits, including health, unemployment, and disability insurance, pensions, vocational training, and improvement in the quality of the work experience itself. And, we are witnessing a trend toward more generous corporate giving to enrich the cultural and educational life of the community.

This process of increasing corporate social responsibility is a gradual one. Its scope is limited by financial and personal constraints. But the benefits to be gained profit the whole society. Their attainment constitutes nothing less than an achievement of the fullest material and human potential of the American system of production.

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This issue of *Response* carries the first comprehensive statements on corporate social responsibility by the major candidates for President of the United States.

What President Ford and Governor Carter have to these pages is must reading, not only for corporate executives but for all Americans interested in the stability of our economic system and its relation to the total society.

The stuff of presidential campaign debates is made up of the different views of the candidates—and the Ford and Carter statements to *Response* point out some differences. Of equal significance, however, is that they agree on a fundamental point: the importance of the committed utilization of resources of the corporate community in the national assault on social problems.

JIMMY CARTER



In my acceptance speech at the Democratic convention, I said that "business, labor, agriculture, science, and government should not struggle in isolation from one another, but should be able to strive toward mutual goals and shared opportunities."

There is no better place to begin working together than in the attack on America's social problems. One of the reasons our government has grown so large and unwieldy in recent years is that many of us have left the solution of our problems to the bureaucrats alone. The government should do what it does efficiently and well, but a healthy society requires the efforts of individual citizens and businesses as well.

There is hardly any area—education, the environment, urban improvement, the arts—in which corporations and businessmen cannot make a positive and valuable contribution. There is plenty of work for everyone.

Take, for example, the whole field of education and manpower training. One of my greatest concerns is the stark fact that many of our schools are not preparing their students for responsible adult lives. Far too many of our youngsters are leaving school as functional illiterates, unable to cope with the simplest problems confronting them as citizens, as workers,

as consumers or as parents.

No institution alone can solve this terrible problem. But the business community can surely help.

What about a training program that would give drop-outs and youngsters of low achievement the practical education needed to hold a job? Corporate programs cannot, of course, replace the schools. But if one corporation made a commitment to train 50 young people for jobs, it would be an important step toward reducing the number who despairingly turn to the idleness of welfare or the seduction of crime.

What about a company-sponsored day care center for working mothers? Or paid leaves-of-absence to executives to render technical assistance to local colleges and local educational planning agencies?

And corporations can do something else, perhaps the most important of all. They can create a climate which encourages their executives and employees to participate in the life of their community, state, and nation. A thriving and successful school system requires vigorous public support. The businessman who lends assistance to his local schools and board of education and the corporation which encourages him, are invaluable public assets.

"Will" is important. If projects are undertaken only for their public relations value or on a token basis, they will surely fail. We need genuine commitments—and commitments which are not revoked when the first group of students in a training school turns out to be unpromising, or when the economy turns downward, or when the positions taken by company officers on local issues become controversial.

Some critics say that activities of the sort I have suggested are not proper for a corporation, which exists for the sole purpose of making a profit for its

continued on page 15

Stanley G. Karson

Gerald R. Ford—
continued from page 2

Business and Government can work together for the common good. As I said in August,

"We will build an America where people feel rich in spirit as well as in worldly goods. We will build an America where people feel proud about themselves and about their country . . . I see a new generation of Americans that know what is right and knows itself, a generation determined to preserve its ideals, its environment, our Nation, and the world."

Fireman's Fund Fights Choking Accidents

Fireman's Fund American Life Insurance Company has initiated a public service program to inform people about choking accidents, which claim an estimated 4,000 lives annually in the United States. The company has sent out more than a million copies of a brochure and still receives requests for an average of 20,000 copies a week.

The brochure describes two rescue techniques—the extraction method, in which fingers are used to remove the obstruction, and the new Heimlich Maneuver, developed by Dr. Henry J. Heimlich, which involves applying pressure to the abdomen to force trapped air out of the victim's lungs, causing the object to be expelled. The Fireman's Fund program has involved medical and public health organizations, businesses, government agencies, restaurant associations, service clubs and insurance groups throughout the nation.

Black Presence in American History Cited

North Carolina Mutual Life Insurance Company sponsored a display on black history in the Heritage Room of its Durham home office as the first part of a program called "A Shrine to the Black Presence in American History." The exhibit is on permanent loan from the Smithsonian Institution.

The significance of the exhibit is that it gives the black community "a sense of history that it perhaps has not had an opportunity to get in public school," according to William J. Kennedy III, president of the company. It offers both portraits and documents as evidence of black participation in the American Revolution. The program later will include a North Carolina Mutual Heritage Wall which will focus on outstanding persons and events in the company's history, and a Heritage Room Wall of Fame which will pay tribute to the achievements of outstanding blacks in American history.

Jimmy Carter—
continued from page 3

stockholders. This "bottom line" philosophy ignores both the opportunity of the corporation to serve the public in general and the benefits which social action can bring. By working to improve social conditions, the corporation is working to improve its profitability. Social activities may not be immediately translatable into profits on the books. But the well-being of the community will eventually improve the well-being of the corporation. If schools in a community deteriorate, for example, the skills of those entering the local labor market will also suffer. A corporate citizen of that community can only be harmed by having a lower quality work force at its disposal.

I have always been a believer in voluntarism, and have reflected on what the Federal government, or a President, can do to make voluntary corporate efforts more effective.

In some areas, incentives may be appropriate. Proposals have, for instance, been made to extend the investment credit for capital equipment to cover investments in human resources, such as the job training schools I have mentioned. Incentives, if properly limited, may indeed be appropriate in some circumstances, although I will say frankly that the justification for any such incentive would have to be very strong and the beneficial effect very evident to receive my support; I do not propose to have the country's day care centers look like tax shelters.

As for the President himself, he can remain open to innovations, ideas and suggestions. And he can encourage private business and businessmen in their efforts to discharge their social responsibilities.

In this connection, I think of the hundreds of business leaders in communities around the country who courageously and imaginatively helped their communities in carrying out the Supreme Court's mandate to desegregate the schools. These men and women acted in the finest tradition of American civic participation.

I believe in voluntarism and, if elected President, will not hesitate to use the prestige and power of the office to encourage it.

We have come a long way in this country since 1935, when the Internal Revenue Code first permitted a corporate deduction for charitable contributions. I foresee a future in which businessmen come to realize even more fully than they do today the need for corporate action to meet social problems and take an ever expanding and more innovative view of what can be done. The result will be good for business and good for the American people.



Position On

Statements from the c

In spite of their vast economic impact on the nation, from the interstate to farm-to-market roads, for industry use and personal travel, highways are not an issue in current campaign discussions. Because they are of direct interest to our readers, BETTER ROADS asked the candidates for their positions on highways. As limited as their

FORD: Reserve Trust Fund for Inter-State Construction and Maintenance • Simplify Programs • Reduce Red Tape • Authority and Grants to Local Authorities and Farm-to-Market Roads and Bridges

Transportation has changed a great deal in America since 1956 when the President voted for the landmark legislation which established the Highway Trust Fund and authorized construction of our great Interstate Highway System. The Interstate System is now more than 85% complete.

We are increasingly concerned with conserving energy, protecting the environment, and preserving established neighborhoods and communities. And serious shortcomings are evident in the direction and implementation of our Federal Highway programs. In June 1975 the Ford administration responded to these changes, and to the approaching expiration of the Highway Trust Fund in 1977, by submitting legislation to the Congress which recommended major changes in our Federal Highway program.

President Ford proposed to alter existing Federal financing of highways by reserving the trust fund exclusively for completion of

the Interstate System, while financing all other Federal Highway assistance out of general revenues. Construction of the essential, uncompleted links in the Interstate Highway System is the top priority for Federal Funds. Continuing the trust fund will assure that this, as well as essential maintenance and modernization, is accomplished.

The President also proposed to eliminate more than 30 narrow categories of highway funding and replace them with three broad programs or block grants to cover urban transportation, rural transportation, and highway safety improvements. This simplification of federal programs will save time and money by reducing red tape and paper work. It will also make possible a more efficient use of resources through giving greater authority to local and state officials who are familiar with local needs. To provide more resources to local officials, President Ford proposed that the revenue derived from one set of the Federal gas tax be returned to the states.

In 1965, total expenditures in the U.S. for all highway functions was \$13.5 billion. Ten years later, in 1975, total spending had increased to \$25.5 billion, but Americans were actually spending less in constant dollars per vehicle mile due to inflation and the over 30% increase in the number of vehicle miles traveled in the U.S. Many miles of fine new roads have been built during the past decade, but too many of our urban and secondary roads have been allowed to decline. Many rural farm-to-market roads and bridges are in need of immediate attention. Block grants and the return of a portion of Federal gas tax revenues will help the states, counties, towns and cities which have the primary responsibility for maintaining secondary roads, to reverse this trend.

While there is need for improvement, over all, America has the finest road system in the world. President Ford will not allow this great investment by the people in our nation to decline.

Highways

updates at press time



statements are, hopefully they will provide some useful contemplation for officials and engineers responsible for the management and operations of their departments, along with road contractors vitally in need of assurance that proposed projects will not be buried in continuous, costly red tape!

CARTER: Reevaluate Trust Fund • Effect on Railroads • Set National Transportation Policy • Multi-Model Approach

The Highway Trust Fund has served as an outstanding and successful mechanism for constructing an extensive and effective highway network in the United States. In doing so, the Fund has also supported a major section of the U.S. economy, providing jobs, advancing technology, and changing the face of the American landscape.

We are now in an era in which the nation's transportation needs are changing. Such problems as energy costs, material shortages, and environmental considerations will continue to have a great and increasing bearing upon future needs and programs. We need to reevaluate the Highway Trust Fund and consider whether its past success might be extended to other modes of transportation. What we need most today is a balanced multi-modal approach to maintaining and improving the nation's transportation system.

Federal aid to the states has been

restricted primarily to expenditures associated with new construction. Our progress with the Interstate and rural road systems, however, will reduce our future needs for new highways. We should shift attention to maintenance and modernization of the present system.

Under the Highway Act of 1973, the Highway Trust Fund was made available—on a very limited basis—for use in financing public mass transportation. However in several cases, such financing has proven to be difficult to use because of the divergent goals and objectives of state and local officials. We should try to set a national transportation policy, while making urban transportation implementation truly a matter of local discretion.

In the 15 years between 1950 and 1965, the annual federal aid to highways increased roughly 800%. During this time, the highway systems' share of the total freight revenue in the United States in-

creased rapidly also, largely at the expense of rail transportation, so that now highways have the largest share of this revenue. While federal aid to highways did not cause the current crisis in our nation's railroad system, it has had a definite impact. We need a more balanced approach to funding to stress our future, not our past needs.

We need a balanced view of the nation's transportation system. The concept of a total transportation trust fund is especially appealing in that it would support and facilitate this balanced approach. At the same time, we need to review and change the complex regulatory system with which our transport industries must contend.

We should learn from the Highway Trust Fund experience and extend the lesson to our total transportation policy. We need a balanced approach to development and maintenance to meet our future needs. •

THE WHITE HOUSE
WASHINGTON

Oct. 8, 1976

FOR: RON NESSEN

FROM: FRED SLIGHT

FYI

Presidential Candidates respond to PROFESSIONAL SAFETY questions!



Gerald R. Ford



Jimmy Carter

Each of the two major parties' Presidential candidates, Gerald R. Ford and Jimmy Carter, were asked by PROFESSIONAL SAFETY to respond to three major safety-related questions. Substantive responses were received, together with expressions of appreciation for the opportunity for expression from each candidate. Starting on the following two pages are the responses in unedited form, as was promised at the time of solicitation. The questions—for which P.S. asked "responses in as complete and pertinent a form as possible"—are:

1. What is your philosophy, including outlook and plans, regarding safety for all Americans, both on and off the job?
2. What is your position on the overall effectiveness of each of the following regulatory agencies involved with safety? How well have they worked? Can they be improved; and how? a. OSHA? b. CPSC? c. MESA? d. NHTSA?
3. What are your feelings concerning improvement or revitalization of Worker's Compensation laws in the U.S.? Should there be federal legislation, or should programs be kept at the state level? What are the problems? Is administration fair or unfair? Administered properly?

(continued on next page)

Candidate Ford's responses:

Q. What is your philosophy, including outlook and plans, regarding safety for all Americans, both on and off the job?

A. Safety—our complex industrial society is continually generating new threats to our physical health and safety. With good reason, Americans are increasingly concerned with greater safety, both on and off the job. But too often we have not sought out the most effective way to attain our worthy goal of increased safety. We have failed to ask ourselves whether the benefits we have received from elaborate new safety regulations or devices are equal to their costs in dollars or in the loss of other equally desirable things such as jobs, convenience, or self-reliance.

In recent years our most reflex response to the needs for improved safety has been more government regulations. Today we have more than 80 federal regulatory agencies and more than 100,000 government employees whose primary responsibility is to regulate some aspect of our lives. Often, government regulation is necessary, but too often it has caused new problems, excessive costs, and endless red tape without significantly reducing hazards to our health or safety.

Educating the public, consumers, workers, manufacturers, designers, and builders to the importance and requirements of greater safety will reduce the need for elaborate governmental regulations. This can also be accomplished by more safety-conscious design and engineering to eliminate potential hazards before they cause harm in the workplace or the home. We must reform our regulations and regulating agencies to make them more effective in promoting safety. This task is well under way.

Q. What is your position on the overall effectiveness of each of the following regulatory agencies involved with safety? How well have they worked? Can they be improved; and how? a. OSHA? b. CPSC? c. MESA? d. NHTSA?

A. In the past year, we have achieved the most significant accomplishment of progress toward regula-

tory reform in three decades. We have moved toward a more open and vigorous free market in which consumers may choose from a wider range of goods and services and businessmen have an increased opportunity to run their own businesses. Progress has been made, but we must continue to pursue vigorously our efforts to improve the major regulatory agencies concerned with safety.

The Occupational Safety and Health Administration (OSHA) has generated much controversy since its inception five years ago. The problems of work-related injuries and of occupational diseases demand effective action, but unreasonably large capital expenditures of more than \$5 billion have been required to implement OSHA's 50,000 regulations.

The appointment last year of a new distinguished Assistant Secretary of Labor to head OSHA has led to substantial improvements in the agency. At my request and under his direction unenforceable anachronistic, trivial, and often burdensome regulations are being eliminated. Since many injuries result from human carelessness, the agency is going to devote a major part of its efforts to education, particularly the dissemination of knowledge and information about safety to employers, employees, other government agencies, the Congress, and the media.

Finally, OSHA is going to devote more resources to improving the technical and engineering skills of its own staff. OSHA recognizes and is acting on the knowledge that safety is not just a simple matter of avoiding hazards. The goal is the eliminating of hazards before they are able to penetrate the workplace. This is an engineering job, a job as tough and as complicated as any which ever faced any engineer. The Consumer Products Safety Commission (CPSC), the National Highway Traffic Safety Administration (NHTSA), and the Mining Enforcement and Safety Administration (MESA) are beginning to take a more balanced and deliberate approach to safety regulations. They are establishing clear priorities and giving due weight to other so-

cial goals, such as energy, conservation, environment, environmental protection, and economic efficiency and prosperity.

For example, the Consumer Products Safety Commission (CPSC) has established new mechanisms and guidelines for the setting of priorities. It is also in the process of taking other organizational and programmatic steps necessary to make CPSC an efficient and effective regulatory body, properly responsive to legitimate consumer product safety problems that cannot be adequately addressed with its competitive markets. NHTSA is re-evaluating the effectiveness of existing motor vehicle and highway regulations for the purpose of improving or eliminating those which are unnecessary or inefficient. It has made an effort to publicize the issues involved in important regulatory decisions such as that concerning the controversial "air-bag" restraint, and it has encouraged the public to express its views openly to the agency before regulatory decisions are made.

Mining has historically been the most dangerous occupation in the United States. Through federal mine health and safety programs administered by the U. S. Interior Department's Mining Enforcement and Safety Administration (MESA), great strides have been taken to make mining as safe as any other occupation a man could choose. The ultimate proof that the efforts of more than 3,000 MESA inspectors, training specialists, and engineers is paying off is clearly shown by the record of injury statistics in the mining industry.

From 1970—when the Federal Coal Mine Health and Safety Act went into force—to 1975, the number of men killed annually in coal mine accidents has declined from 260 to 155.

Q. What are your feelings concerning improvement or revitalization of Worker's Compensation laws in the U.S.? Should there be federal legislation, or should programs be kept at the state level? What are the prob-

(continued on page 40)

Candidate Carter's responses:

Q. What is your philosophy, including outlook and plans, regarding safety for all Americans, both on and off the job?

A. We must do more to guarantee each and every American the right to a safe and healthy community, home, and place of work. Twenty percent of deaths and injuries related to household consumer products involve unsafe products. Over 600 toxic chemicals are introduced into our workplaces annually. There are currently over 13,000 already listed. It has been estimated that 100,000 working people die each year due to occupational disease.

The control of occupational hazards can save many workers each year who die prematurely because they are exposed to toxic chemicals, dust, pesticides, unsafe machinery, and other dangerous conditions. Nationwide efforts in this area should continue until our working citizens are safe in their jobs.

And, as consumers, we are all concerned about safety. Reforms are necessary to protect the safety of the consumers of this country.

We must institutionalize the consumer's role through the creation of a Consumer Protection Agency. This agency would serve as a strong voice in government hearings and legislation, would insure that the consumer's interest in safety is considered, and would help assure that government speaks for consumers rather than for the vested interests.

We should establish a strong nationwide program of consumer safety education to give the consumer the knowledge to protect himself. In Georgia, we set up a program in which state field workers travelled across the state training social workers and teachers in the basics of consumer law and protection. We established a toll-free Wats line to help the citizens of our state who had complaints and who needed information.

If our government is truly to be a government of the people, it must also be a government which protects the rights of the consumer to a safe and healthy life.

Q. What is your position on the

overall effectiveness of each of the following regulatory agencies involved with safety? How well have they worked? Can they be improved; and how? a. OSHA? b. CPSC? c. MESA? d. NHTSA?

A. The reform of our regulatory agencies—those involved with safety as well as many others—would be one of the highest priorities of a Carter Administration. First, I feel it is important to examine the manner in which the regulatory agencies exercise their authority.

Throughout this campaign, I have emphasized the need for a "code of ethics" for federal regulators. Such a code includes:

- government in the "sunshine" which is open and accessible to all members of the public, not just special interests;
- strong implementation and enforcement of our freedom of information laws;
- disclosure and control of the activities of lobbyists through enactment and enforcement of a strong lobbying disclosure law;
- breaking up the sweetheart arrangements between regulatory agencies and the regulated industries and closing the revolving door of employment which exists between them;
- annual disclosure of all financial involvements of major federal officials should be required by law, and;
- no gifts of any value should be permitted to a public official.

I will not permit our regulatory agencies to become dumping grounds for unsuccessful candidates, faithful political partisans, out-of-favor White House aides, and representatives of narrow special interests. Insistence on high qualifications of regulatory officials, coupled with openness in government can go a long way toward making our regulatory agencies truly responsive and responsible to the public interest they are designed to serve.

Second, I believe it is important to undertake a drastic and thorough revision of the procedures for analyzing the effectiveness of regulatory

agencies. We need increased program evaluation. Many programs fail to define with any specificity what they intend to accomplish. Without that specification, evaluation by objective is impossible. My evaluation of the overall effectiveness of agencies and programs in the occupational, consumer, mining, and transportation safety areas will be guided by the following general objectives.

With respect to OSHA, I believe the basic concept is excellent. We should continue to clarify and expand the state role in the implementation of health and safety. OSHA must be strengthened to ensure that those who earn their living by personal labor can work in safe and healthy environments.

The Occupational Safety and Health Act of 1970 should cover all employees and be enforced as intended when the Law was enacted. However, early and periodic review of the Act's provisions should be made to insure that they are reasonable and workable. I would look favorably on developing means to provide technical assistance and information to employers to encourage compliance with the Act.

In the area of consumer product safety, consumers must achieve greater protection against dangerous products. The 1970 National Commission on Product Safety stated that accidents in American homes associated with consumer products accounted for 30,000 deaths a year. In order to reduce these horrifying statistics, I recommend:

- strong enforcement of existing laws;
- enforcement of stringent flammability standards for clothing;
- adequate research programs to anticipate potential hazards;
- expanded pre-market testing for all new chemicals to elicit their general characteristics and environmental and health effects;
- quality and safety standards, where feasible, for food and manufactured items;
- full product labeling of relevant

(continued on page 40)