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THE WHITE HOUSE  
WASHINGTON

Don R

Let's keep a log on  
these statements which  
show Don's attitude.  
might be used in speeches

The Washington Star  
**Business  
 Finance**  
 SECTION G  
 SUNDAY, SEPTEMBER 21, 1975

*Eliot Janeway*  
**September  
 Uncertainties  
 Stir Suspicion**

By Eliot Janeway  
*Special to the Washington Star*  
 NEW YORK — T. S. Eliot alerted us to worry about April as "the cruelest month." If he had been writing a market letter, and he was a jack of many literary trades, he would have warned us to worry about September as the most uncertain month.

The Dow Jones wire is immeasurably more reliable than the Dow Jones averages, and late last week it confirmed the suspicion that this September's uncertainties are not about to be resolved happily.

# Opposition Rises to Ford Drive to Deregulate

By Stephen M. Aug  
 Washington Star Staff Writer

President Ford's high-pressure drive to eliminate government regulation over the economy is meeting growing resistance from influential Democratic congressmen.

The resistance isn't completely surprising in view of the fact that some congressmen believe deregulation in some areas — notably natural gas prices — is going to lead to higher prices and consumer unhappiness.

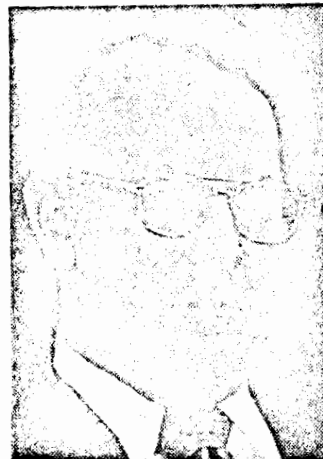
**MOREOVER, CONGRESS** traditionally is resistant to eliminating agencies it has created and over which it has exercised considerable control.

Evidence of this mood could be found in:

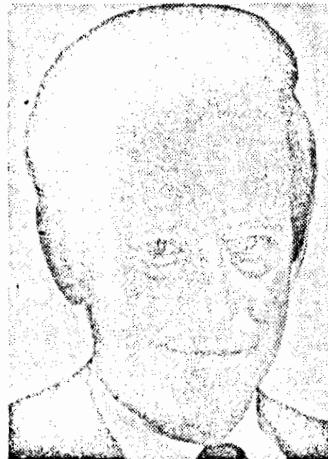
- Several statements by Rep. John E. Moss, D-Calif., chairman of a Commerce investigative subcommittee, that Ford is going too far: "The President's enthusiasm for sweeping deregulation is misguided . . . we must not forget that despite its flaws, effective government regulation is most certainly preferable to allowing our economy to be regulated by big business."

- Remarks by Rep. John D. Dingell, D-Mich., chairman of a Commerce energy subcommittee, that regulation probably will grow as a result of political demands and that federal regulation "is here to stay."

- A speech by Rep. Brock Adams, D-Wash., one of the leading



**REP. JOHN E. MOSS**  
 Effort "misguided"



**REP. BROCK ADAMS**  
 "Simply hogwash"



**REP. JOHN D. DINGELL**  
 "Here to stay"

transportation-minded congressmen, who said "the administration's idea that we are wasting billions of dollars because of regulation or that the railroads in the Northeast failed because of it is simply hogwash."

- The reaction when Federal Communications Commission Chairman Richard E. Wiley suggested in a speech last week that the commission consider ending enforcement of its Fairness Doctrine for radio stations in major metropolitan areas

(because the large number of stations assures a diversity of views). He was caustically reminded by Sen. John O. Pastore, D-R.I., chairman of a Commerce communications subcommittee, of just what the law is and, in connection with another proposed change, Pastore added, "You better be careful how you interpret it."

**WHAT IS BECOMING** clear is that instead of the sweeping regulatory

reform — if not outright deregulation of some areas — that Ford has been seeking, Democrats in Congress are seeking procedural reform.

For instance, Rep. Torbert H. Macdonald, D-Mass., chairman of a communications subcommittee, introduced a bill to change the way the FCC does business by trimming the number of commissioners, re-routing legislative and budget recommendations directly to Congress

without White House review (or, in the case of budgets, simultaneous submission), and by opening FCC meetings to the public.

Dingell, too, in a speech before an audience packed with those who — for the most part — would end regulation, called for largely procedural reforms. In fact, he complained that regulatory agency budgets are too small to allow them to do an adequate job.

**AND WHAT MAY** be a stunning tipoff to what Congress will do is a railroad regulatory reform measure about to be introduced in the House by Reps. Fred Rooney, D-Pa., chairman of a surface transportation subcommittee, and Joe Skubitz, R-Kan., leading minority member.

The legislation would allow the railroads — under a three-year experimental program — to raise or lower freight rates 7 percent without Interstate Commerce Commission interference.

By contrast, the Ford Administration's railroad regulatory reform measure would give rate freedom starting at 7 percent the first year, 12 percent the second, 15 percent the third and almost absolute freedom after the third year, with some exceptions.

As some congressional observers point out, while the Democrats in Congress feel regulatory reform is essential, their ideas of what comprises that reform are radically different from the President's.

Ford 9/29/75