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THE PRESIDENT HAS SEEN 

REMARKS TO THE
OPPORTUNITIES INDUSTRIALIZATION CENTER

ATLANTA, GEORGIA

TUESDAY, FEBRUARY 4, 1975

*Gov. Bessie
Mayor Jackson*

DOCTOR AND MRS. SULLIVAN . . . MR. CHAMPION . . .

Abraham

MR. AMBASSADORS . . . AND O-I-C WORKERS:

↑

THANK YOU FOR INVITING ME TO THIS CONVENTION . . .

BECAUSE I ADMIRE THE JOB THAT THE OPPORTUNITIES

INDUSTRIALIZATION CENTERS ARE DOING IN TRAINING DISADVANTAGED

AMERICANS SO THEY CAN ACQUIRE NEEDED SKILLS.

*Gen. Talmadge
Esch*

LAST YEAR, I VISITED THE REVEREND SULLIVAN IN
PHILADELPHIA FOR A FIRST-HAND LOOK AT THE PIONEER CENTER.

I CAME AWAY ENCOURAGED BY WHAT I SAW, INSPIRED BY

LEON SULLIVAN'S ENTHUSIASM AND EXHAUSTED BY TRYING TO

FOLLOW HIM UP STAIRS THREE STEPS AT A TIME.

THE SUCCESS OF O-I-C CAN BE ATTRIBUTED TO THE
PERSONAL ATTENTION GIVEN TO THE SOCIAL AND ECONOMIC PROBLEMS
OF THE UNTRAINED WORKER . . . AND THE HIGH DEGREE OF LOCAL
INVOLVEMENT.

IT IS ENCOURAGING TO ME TO SEE BUSINESSES FROM
THE LARGEST CORPORATIONS TO THE SMALL NEIGHBORHOOD STORES
. . . WORKING IN LOCAL COMMUNITIES TO HELP SOLVE LOCAL
PROBLEMS.

THE EMPHASIS ON TRAINING FOR SKILLS NEEDED IN

LOCAL AREAS HAS ALWAYS BEEN A PART OF O-I-C, AND THAT

EMPHASIS IS MORE IMPORTANT THAN EVER IN TODAY'S WORLD.

IN MOVING BEYOND THE ORIGINAL GOAL OF HELPING

windy + mighty
URBAN BLACKS, O-I-C HAS REACHED INTO THE LIVES OF

MEXICAN-AMERICANS, INDIANS AND WHITES.

THE O-I-C CREED, "WE HELP OURSELVES," IS NOT JUST FOR THE DISADVANTAGED AMERICAN TRYING TO IMPROVE HIS LIFE, BUT FOR ALL OF US.

TAKING A PAGE FROM THE REVEREND SULLIVAN, I HAVE OUTLINED AN ECONOMIC AND ENERGY PROGRAM TO THE NATION AND TO THE CONGRESS TO ALLOW US TO HELP OURSELVES OUT OF OUR CURRENT DIFFICULTIES.

MY PLAN, LIKE ALL SELF-HELP, REQUIRES SOME SACRIFICES.

*Energy
Time
Dedication*

FOR ONE THING, WE WILL BE CALLED ON TO PAY MORE
FOR ENERGY FOR A LONG TIME TO COME UNTIL WE IN THIS COUNTRY
CAN PRODUCE ENOUGH FOR OUR NEEDS.

SOME CRITICS OF MY PROGRAM SUGGEST IT IS POSSIBLE
TO SOLVE OUR DIFFICULTIES WITHOUT MAKING SERIOUS DEMANDS ON
ALL OF THE AMERICAN PEOPLE.

THEY HAVE PICKED ONE OUT OF A SERIES OF
INTERCONNECTED PROBLEMS . . . AND OFFERED A POPULAR SOLUTION
TO MEET IT. THIS IS LIKE LOOKING AT A ^{3 hour or examination} TEST AND PICKING
ONE QUESTION TO ANSWER. IT IS ALSO A GOOD WAY TO FLUNK
THE TEST.

MY ECONOMIC AND ENERGY PLAN TACKLES ALL THE
QUESTIONS . . . AND OFFERS ANSWERS THAT WILL WORK.

ALL ANSWERS ARE NOT EASY -- OR POLITICALLY
APPEALING. BUT THEY MEET THE PROBLEMS HEAD-ON.

TO THOSE WHO QUESTION THE DECISION TO WORK ON
THE ENERGY PROBLEM AT A TIME WHEN THE NATION FACES BOTH
INFLATION AND RECESSION, I SAY THIS:

THE ENERGY PROBLEM WILL NOT WAIT. BESIDES,
IT IS A BIG PART OF THE ECONOMIC PROBLEM. FOR THE PAST
DECADE, THERE HAS BEEN TALK AND MORE TALK ABOUT THE DANGERS
OF OUR INCREASING DEPENDENCE ON FOREIGN OIL.

DURING THE EMBARGO, WE FOUND OUT HOW REAL THAT
DANGER WAS -- AND STILL NO HARD CHOICES WERE MADE.

WE MUST REDUCE OUR FOREIGN OIL CONSUMPTION.

WE MUST ENCOURAGE DOMESTIC PRODUCTION. WE MUST SPEED

UP THE USE OF OTHER ENERGY SOURCES SUCH AS COAL AND NUCLEAR

AND SOLAR POWER. WE MUST DEVELOP NEW METHODS OF

PRODUCING ENERGY.

#2.2 (#700 -)

DURING THE 1960'S, THIS COUNTRY HAD A SURPLUS
CAPACITY OF CRUDE OIL, WHICH WE WERE ABLE TO MAKE AVAILABLE
TO OUR TRADING PARTNERS WHENEVER THEIR SURPLUSES WERE
DISRUPTED. THIS SURPLUS VANISHED -- AND AS A CONSEQUENCE,
THE UNITED STATES TODAY IMPORTS MORE THAN ONE-THIRD OF ITS
OIL FROM OTHER NATIONS. UNLESS WE ACT, BY THE MID-1980'S,
THAT DEPENDENCE ON IMPORTED OIL WILL AMOUNT TO MORE THAN
ONE-HALF OF THE OIL WE USE.

among other means
↑

THIS TREND MUST BE STOPPED, BECAUSE WE CANNOT

AFFORD THE TWENTY-FOUR BILLION DOLLARS WE SENT OUT OF THE

COUNTRY LAST YEAR TO PAY FOR FOREIGN OIL IMPORTS. THAT

OUTFLOW REPRESENTS NOT ONLY THE DOLLARS, BUT JOBS.

IF THE PRESENT TREND CONTINUES, MORE THAN
TEN PERCENT OF NATIONAL EMPLOYMENT AND OUTPUT WOULD BE
SUBJECT TO DECISIONS OF COUNTRIES WHOSE NATIONAL INTERESTS
MIGHT NOT MATCH OURS.

THE MORE OIL WE IMPORT, THE MORE DAMAGE
ANOTHER EMBARGO WOULD DO TO OUR ECONOMY.

FOR INSTANCE, INDUSTRIES FORCED INTO CUTBACKS
BY THE LACK OF FUEL WOULD, IN TURN, BE FORCED INTO LAYING
OFF WORKERS -- PERHAPS MANY OF YOUR TRAINEES. ~~FOR~~
unfortunately
WORKERS HIRED LAST ARE USUALLY THE FIRST TO GO IN SUCH A
SITUATION.

& would
ANOTHER EMBARGO COULD CRIPPLE OUR ECONOMY,
MAKING US VULNERABLE NOT ONLY ECONOMICALLY BUT IN THE
FIELD OF NATIONAL DEFENSE AS WELL.

IN SHORT, WE REALLY ARE NOT TALKING ABOUT

WHETHER TO ACT . . . BUT HOW. THE LONGER THE DEBATE . . .

THE GREATER THE DELAY. THE LONGER THE DELAY . . .

THE GREATER THE PROBLEM.

OBVIOUSLY, OUR NATIONAL VULNERABILITY IS

AGGRAVATED AS AMERICA PROCRASTINATES. I, FOR ONE,

WILL NOT FIDDLE WHILE ENERGY BURNS . . . TO QUOTE THE

CHRISTIAN SCIENCE MONITOR.

THERE IS NO ONE-SHOT . . . PAINLESS ANSWER
TO THE COMPLEX ENERGY PROBLEM.

IT WILL NOT BE ENOUGH TO REDUCE OIL CONSUMPTION . . .
UNLESS WE ALSO ENCOURAGE DOMESTIC OIL PRODUCTION. AND
THESE MEASURES MUST BE ACCOMPANIED BY A DRIVE TO GET MAXIMUM
EFFICIENCY OUT OF ALL ENERGY USED . . . AND A NATIONAL SEARCH
FOR NEW AND BETTER ENERGY SOURCES.

WHEN I SEE SOME OF THE PROPOSALS COMING FROM
CAPITOL HILL . . . I AM REMINDED OF THE DIFFERENCE BETWEEN
WASHING A CAR AND HAVING IT TUNED UP. WASHING THE CAR
WILL MAKE IT LOOK SHINY . . . BUT IT WILL NOT MAKE IT RUN
BETTER. SOME PROPOSALS LOOK SHINY . . . BUT THEY WILL NOT
MAKE THE CAR RUN BETTER.

ONE OF THESE SHINY SOLUTIONS IS RATIONING.

BUT IT WILL NOT SOLVE THE ENERGY PROBLEM.

TO MAKE THE PROGRAM WORK, WE WOULD HAVE TO

RATION FOR BETWEEN FIVE AND TEN YEARS . . . TO ACHIEVE A

SUFFICIENT REDUCTION OF OIL CONSUMPTION NEEDED TO MAKE US

REALLY INDEPENDENT OF FOREIGN OIL.

CONSIDER THIS: IT IS ESTIMATED THAT IF THE CONGRESS
LEGISLATES GAS RATIONING THERE WILL BE ABOUT ONE HUNDRED FORTY
MILLION LICENSED AUTOMOBILE DRIVERS IN THE COUNTRY WHO WOULD
BE ELIGIBLE FOR THEIR QUOTAS. IF THEY WERE CUTBACK FROM
THEIR PRESENT AVERAGE USAGE OF FIFTY GALLONS PER MONTH TO
THIRTY-SIX GALLONS TO ACHIEVE THE NECESSARY SAVINGS . . .
THAT WOULD LEAVE EACH ONE WITH ABOUT NINE GALLONS PER WEEK.

NOW WHAT HAPPENS TO THOSE WHO ABSOLUTELY NEED

MORE GAS TO GET TO WORK OR SCHOOL OR TO SHOP FOR FOOD?

THERE WOULD HAVE TO BE MACHINERY SET UP TO
ADMINISTER THE PROGRAM AND HANDLE APPEALS. AND THAT
MACHINERY COULD RANGE FROM A VAST FEDERAL BUREAUCRACY
TO SMALL TOWN BOARDS TO DECIDE, FOR INSTANCE, WHO WOULD
RECEIVE AN EXTRA RATION. THAT WOULD PUT AN AUTOMATIC
SYSTEM OF RED TAPE AT ALL LEVELS AND IN EVERY TOWN . . .
AND INTO THE LIFE OF EVERY DRIVER.

UNFORTUNATELY, NO GROUP IN THIS COUNTRY IS MORE
FAMILIAR WITH GOVERNMENT BUREAUCRACY THAN LOW-INCOME
FAMILIES, WHO OFTEN MUST DEPEND ON GOVERNMENT ASSISTANCE
TO SURVIVE.

RATIONING WOULD PENALIZE LOW-INCOME AMERICANS --

BECAUSE THOSE WHO NEEDED EXTRA GAS WOULD BE FORCED TO BUY

COUPONS FROM THOSE WHO USED LESS THAN THE ALLOTMENT. THE

FEDERAL ENERGY ADMINISTRATION ESTIMATES THESE COUPONS COULD

SELL FOR ABOUT ONE DOLLAR AND TWENTY CENTS FOR EACH GALLON

OF GAS -- ALL THIS ON TOP OF THE EXISTING PRICE OF GAS.

THIS MEANS GASOLINE BOUGHT WITH EXTRA PURCHASED COUPONS

COULD COST AS MUCH AS ONE DOLLAR AND SEVENTY-FIVE CENTS

PER GALLON.

THIS WOULD TAKE A BIG CHUNK OF THE INCOME OF THE
FARMER WHO MUST DRIVE FIFTY MILES TO THE MARKET . . . OR THE
COMMUTER WHO MUST USE HIS CAR TO GET TO WORK . . . OR THE
SALESMAN WHO HAS NO OTHER WAY TO REACH THE CUSTOMERS . . .
OR THE MILLIONS OF OTHER AMERICANS WHO HAVE BECOME DEPENDENT
UPON THEIR CARS FOR EVERYTHING FROM THEIR LIVELIHOOD TO THEIR
LIVES.

THERE IS ANOTHER UNFORTUNATE ASPECT OF RATIONING . . .

IT WOULD BE THE EMPHASIS ON CONSUMPTION, INSTEAD OF ON
REDUCING CONSUMPTION.

UNDER MY PLAN, AMERICANS WOULD BE FORCED TO
MAKE HARD DECISIONS ON HOW TO REDUCE THEIR USE OF GASOLINE
TO THE MINIMUM; UNDER RATIONING, AMERICANS WOULD BE
CONCERNED WITH WAYS OF OBTAINING MORE GAS.

IN SHORT, RATIONING WOULD NOT BE A QUICK SOLUTION,
AN EASY SOLUTION / OR EVEN A FAIR SOLUTION. IT WOULD
RESTRICT THE BASIC FREEDOM OF MOVEMENT IN THIS COUNTRY WHILE
FAILING TO COME TO GRIPS WITH THE DIVERSE NEEDS OF AMERICANS
FOR TRANSPORTATION.

EVEN IF IT WERE WORKABLE, GASOLINE RATIONING WOULD NOT GO TO THE HEART OF THE PROBLEM . . . WHICH IS REDUCING TOTAL OIL CONSUMPTION. GASOLINE IS ONLY ABOUT FORTY PERCENT OF A BARREL OF CRUDE OIL. THE GASOLINE RATIONING ADVOCATES OFFER NO SOLUTION ON HOW TO SAVE ON THE OTHER SIXTY PERCENT OF THAT BARREL OF CRUDE.

OUR CURRENT NATIONAL SITUATION ON ENERGY IS VERY
MUCH LIKE HAVING A DISEASE.

IF WE DO NOT ACCEPT PAINFUL TREATMENT NOW LEADING
TO A CURE, THE DISEASE WILL ONLY GET WORSE.

LIKE A DISEASE . . . THE ENERGY PROBLEM WILL NOT

SPONTANEOUSLY DISAPPEAR. NEITHER WILL IT BE CURED BY A

COUPLE OF CONGRESSIONAL ASPIRIN.

OUR TWIN ECONOMIC PROBLEMS OF RECESSION AND
INFLATION ARE PART OF THE DISEASE . . . WHICH MUST ALSO BE
TREATED SWIFTLY AND FIRMLY.

THE STIMULANT OF A TAX REBATE TO REDUCE THE IMPACT
OF RECESSION WILL NOT BE ENOUGH WITHOUT OTHER MEASURES.
THAT IS WHY THE SIXTEEN BILLION DOLLAR REBATE I PROPOSE IS TIED
INTO A COMPREHENSIVE PLAN. IT WILL PUT TWELVE BILLION DOLLARS
INTO THE POCKETS OF INDIVIDUAL AMERICANS. IT WILL PROVIDE
A FOUR BILLION DOLLAR INCENTIVE TO BUSINESS AND AGRICULTURE
TO EXPAND PRODUCTIVITY AND CREATE MORE JOBS.

THE IMPORTANCE OF MAKING THIS REBATE AVAILABLE TO
BUSINESS CAN BE SEEN IN THIS STATISTIC: IT TAKES TWELVE THOUSAND
DOLLARS OF EQUIPMENT AND PLANT TO SUPPORT EVERY JOB.

WE HAVE TO ENCOURAGE INVESTMENT IF PLANT CAPACITY
IS TO EXPAND AND IF JOBS ARE TO BE CREATED -- IF OUR ECONOMY
IS TO GROW AND PROSPER IN OTHER WORDS.

THIS AUDIENCE IS VERY SENSITIVE TO THE PROBLEMS OF
BUSINESS AND THE PROBLEMS OF THE JOB SEEKER. I THINK YOU
KNOW THE FATE OF BOTH ARE CLOSELY INTERTWINED.

AT THE SAME TIME, YOU ALSO REALIZE THAT MIDDLE-INCOME AMERICANS WHO CARRY THE TAX BURDENS OF THE NATION MUST NOT BE

PENALIZED FOR THEIR SUCCESS.

DISADVANTAGED AMERICANS MUST

BE ENCOURAGED TO TRAIN FOR NEW JOBS, FOR HIGHER INCOMES, FOR A

BETTER STANDARD OF LIVING.

THESE INCENTIVES MUST NOT BE REMOVED.

WHEN I MADE THE FINAL TOUGH DECISIONS ON TACKLING
THE ENERGY PROBLEM . . . FIGHTING RECESSION . . . AND WORKING
ON INFLATION . . . I TRIED TO SEE THAT THE BURDEN WAS SHARED
FAIRLY AMONG INDIVIDUALS . . . AS WELL AS BUSINESS.

I CAN ASSURE YOU THE SPECIAL PROBLEMS OF LOW-INCOME
AMERICANS WERE CONSIDERED VERY CAREFULLY IN THE DECISIONS
I MADE. BUT I AM CONVINCED THAT THE FATE OF ALL AMERICANS
RIDES UPON OUR MUTUAL SUCCESS IN OVERCOMING PRESENT PROBLEMS.
AND THOSE PROBLEMS REQUIRE A COMMITMENT THAT LOOKS DOWN THE
LONG ROAD TO SOLUTIONS.

A SECURE ECONOMIC ENERGY FUTURE DEPENDS UPON THE
WILLINGNESS OF ALL AMERICANS TO JOIN IN THIS COMMON EFFORT AND

I BELIEVE IN THAT WILLINGNESS. I BELIEVE AMERICANS WILL

ACCEPT THE SACRIFICES OF TODAY FOR A STRONGER AND BETTER

COUNTRY TOMORROW.

I HAVE FAITH THAT "WE WILL HELP OURSELVES" OVERCOME
THE ECONOMIC AND ENERGY DIFFICULTIES.

THANK YOU.

END OF TEXT