

Lobbying disclosure passes House

Roll Call Report

Here's how area members of Congress were recorded on major roll call votes April 14 through 20.

HOUSE

LOBBYING—Adopted, 245 for and 161 against, an amendment requiring the public reporting of so-called "grass roots" lobbying by special interests. It was attached to HR494, a bill providing the first overhaul of the federal lobby-disclosure law in 32 years. The bill was headed for final passage and Senate consideration.

The amendment concerns itself with lobbying techniques such as mailings that solicit large numbers of citizens to generate pressure on members of Congress. Such grass roots efforts are to be distinguished from lobbying in which a paid professional makes direct contact with a member in an attempt to influence legislation.

The amendment required, in part, that lobbyist organizations publicly report mass-mailings to at least 500 people and ads costing more than \$50.

Rep. Walter Flowers, (D-Ala.), a supporter, said: "This would require Common Cause to report more. It would require the Nader organization to report more. It would require the Chamber of Commerce to report more. It cuts evenly for everybody."

Rep. Robert McClory, (R-Ill.), an opponent, said the amendment would discourage communication between constituent and congressman and therefore "hits at the very roots of our constitutional right to petition the government."

Members voting "yea" favored the amendment.

Reps. William Ford, (D-Taylor), William Brodhead, (D-Detroit), and James Blanchard (D-Fl. Ridge), voted "yea."

Reps. David Bonior (D-Mt. Clemens), William Broome (R-Birmingham), and Carl Pursell (R-Plymouth), voted "nay."

Signs to make roads safer

In an effort to increase motorists' safety along the 1,481 miles of county urban area roads, the Oakland County Road Commission is seeking federal funds for a one-year \$24,000 sign upgrading program.

John R. Gnau Jr., chairman of the road commission, announced preliminary approval has been received for 70 per cent funding by the federal aid urban systems program for new, modern, uniform signing.

"Examples ... the type of projects we'll be undertaking are new railroad crossing signs at 278 locations and new lane transition signs at 263 locations. Improved signing at high risk points along the roadway should help reduce accidents," he said.

"We consider projects of this type a top priority in our risk management program, considering that the area

'INTELLECTUAL WELFARE'

Rejected, 174 for and 229 against, an amendment to require the National Science Foundation to award in fiscal 1979 grants for research in the social, behavioral and biological sciences. Rather than attacking specific research projects, the amendment was touted by sponsors as a protest against what they called frivolous and expensive government-sponsored research. The bill (HR 11400) was later passed and sent to the Senate.

Rep. John Ashbrook, (R-Ohio), the sponsor, cited grant titles such as "Sexual Behavior of Prairie Dogs" and "The Socio-Sexual Behavior of the Debasing African Black Duck." He said Congress should appropriate money for "good basic research" but "strike a blow for common sense by sending a message to NSF that it is time to stop awarding federal research funds for 'intellectual welfare.'"

Rep. Tom Harkin, (D-Iowa), an opponent, said: "So, these are funny-sounding titles, but the ... information we have gained from the studies has increased by a thousandfold our understanding of what is happening in human nature."

Members voting "yea" favored the amendment.

Broomfield voted "yea."

Bonior, Ford, Brodhead and Blanchard voted "nay."

Pursell did not vote.

Senate

PANAMA CANAL—Consented, 68 for and 32 against, to the treaty turning over the Panama Canal to Panama Dec. 31, 1999.

Sen. Donald Riegle (D), voted "yea."

Sen. Robert Griffin (R), voted "nay."

AIRLINE COMPETITION

Adopted, 69 for and 23 against, an amendment shifting the burden of proof in Civil Aeronautics Board (CAB) proceedings on new airline routes applications. Presently, an applicant airline must demonstrate why it should be granted a new intra-city route. Under this amendment, competing airlines and other users of the application are required to show why it should not be granted.

Rep. Edward Kennedy, (D-Mass.), sponsor of the amendment, said: "Competition in the airline industry

should be encouraged, not encouraged. Competitor-entrants into markets should not be put in the position of having to support a costly and laborious justification of a competitive service."

Sen. Ted Stevens (R-Alaska), an opponent, said that "in the name of competition and free enterprise" the amendment would harm small communities and less populous states, which often lack the resources needed to get a fair shake out of CAB regulatory proceedings.

Senators voting "yea" favored the amendment.

Riegle voted "yea."

Griffin voted "nay."

AIRLINE DE-REGULATION

Passed, 83 for and nine against, a bill (S 2483) providing for the return of federal regulation of the airlines in 40 years. The bill, sent to the House, would diminish the authority of the Civil Aeronautics Board and stimulate free-market competition among airlines.

Sen. Robert Griffin (R), voted "nay."

AIRLINE

RE-REGULATION

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Severe weather and a long coal strike forced Detroit Edison to turn to supplementary fuels and power sources to maintain uninterrupted electric service during January, February and March.

If coal had run out, many people might have been put out of work, as in some other states. And a lot of people would have been without electricity during rotating blackouts.

But here in southeastern Michigan, Detroit Edison and the Michigan Public Service Commission felt the higher cost of providing continued electric power to keep factories running and people at work was worth it.

So Detroit Edison stretched coal supplies by burning additional amounts of natural gas and oil—which cost more than twice as much as coal. Detroit Edison had to purchase extra electric power from Canadian sources, as well.

The total cost: about 50 million extra dollars for January, February and March.

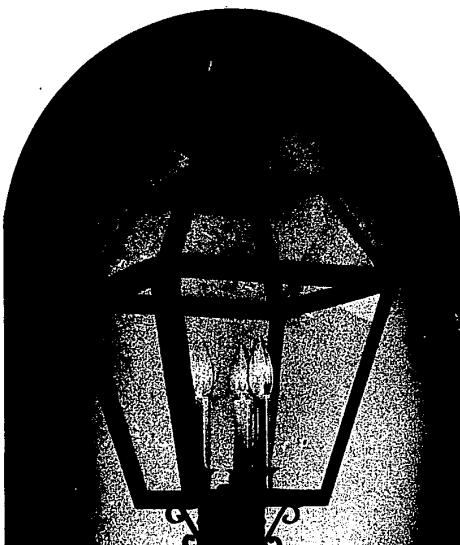
The result: higher electric bills in April, May and June.

Not one cent of the increase pays for other costs of providing electricity. Not one cent goes into Detroit Edison's profits.

When considering the alternatives, Detroit Edison hopes you agree that higher electric bills are a reasonable price to pay to have kept the power in your hands.

Remember, you can continue to limit the size of your electric bill by using energy wisely.

Detroit Edison



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