

the lead. Without strengthened regulatory and research efforts, he said, the U.S. in 10 years will "have lost the battle for clean air."

New task. Technical grasp of the air pollution problem and its solutions admittedly is incomplete. But the Administration now is taking the tack that necessity is the mother of invention, and improvements can be incorporated as they develop. The moves come against a background of the Thanksgiving Day smog crisis in New York, where the President estimates 80 persons died.

John W. Gardner, Secretary of Health, Education & Welfare, says that the air pollution level is "advancing more rapidly than our efforts at control, and our best estimates indicated that the present pace of control efforts we would lose ground steadily."

Who pays? Who will pick up the tab for the program is uncertain. The cost to industry is bound to be heavy. Several bills have been introduced into Congress for quick tax write-offs on both air and water pollution abatement works. But these are not expected to pass this year. For one reason, the President in his message called for HEW to huddle with the Council of Economics Advisers to look at ways of encouraging industry and local governments to abate pollution. So more study will precede a policy decision on whether industry should bear all the cost, or get tax credits or subsidies.

Federal action is required, Johnson argues, because local governments failed to come through under the 1963 Clean Air Act. This act provided three federal dollars for each dollar in local money to develop interstate control programs. However, the President said, "despite this incentive, no effective regional programs have been developed."

Proposals. The President now asks for:

- Emission control levels for industries that are heavy polluters. Probable first targets are electric power generation, petrochemicals, paper and pulp, metallurgical processing, and fertilizer manufacture.
- Regional air quality commissions to enforce control in interstate areas the experts are now describing as airsheds. Penalties of \$1,000 per day are proposed for failure to comply. Roughly, 80 airsheds now can be identified across the country.
- Inspection of auto exhaust control devices, with the new Transportation Dept. providing matching grants to states to set up inspection programs and the Secretary of HEW establishing criteria for the grants.
- Tightening of enforcement procedures. Now, it takes more than a year before an interstate commission's orders can be backed up by a federal court. The new bill would cut this to 60 days.
- Accelerated research in fuel additives, with all additives registered with HEW.

The Administration figures that the new program will cost \$18-million more to carry out in fiscal year 1968 than the \$64-million now authorized. Some \$15-million of the new money would be earmarked for research.

Congress goes along. The Senate is moving swiftly and seems receptive. Senator Joseph S. Clark (D-Pa.), commented: "I am confident that any politician who picks up this issue and runs with it will never regret it."

Senator Edmund S. Muskie (D-Me.), chairman of the Public Works air and water pollution subcommittee, readied the President's bill and immediately scheduled hearings, with HEW Secretary Gardner and Presidential science adviser Donald Hornig to testify next Wednesday. Senator Muskie then takes off on a series of cross-country air pollution hearings.

In the House, a more critical reception is expected in the Interstate & Foreign Commerce Committee.

First targets. For industry, the President's program could have fast impact. HEW feels some pollution levels can be set as soon as six months after legislation receives final Congressional approval. First likely targets are such industries as steelmaking and electric power production.

The President disavows a relationship with industry that is just "one merely of regulator and regulated." He said in his message that "out of personal interest, as out of public duty, industry has a stake in making the air fit to breathe. An enlightened government will not only encourage private work toward that goal, but join and assist where it can. And a HEW official said that consultation with industry will be one part of the standard-setting process."

Reactions. Specific industry standards plus the prospect of federal enforcement came as a surprise to most of the industries named in the President's message. At least two provisions are certain to raise questions. One gives