

oil-powered vehicles, or electrical vehicles are better. For example, if the Government wishes to work with a particular industry on developing whether the pollutants must be removed from the fuel in the first place, during the burning, or in the exhaust or stack gases, that is a question within the industry.

I am afraid that the Government goes beyond its prerogatives when it tries to determine the direction of industries. That to me and my party should be a matter of private enterprise and of public acceptance and consumer demand. The Government should not try to say to a group of industries, you are not as good as the others. Therefore, you must change or give up your particular industry in the United States. When this happens, I think the Government is going too far. I agree with Dr. Santayana, the Spanish philosopher, formerly of Harvard and now deceased, when he said one of the things about the U.S. Government is that the Government is always trying to reform the people and the people are always trying to reform the Government, and luckily neither gets very far with the other. If we are going to have a change, we must be careful that we are operating within the lines that are set up by free enterprise, freedom of choice, and consumer demand. I think that is one of the great strengths of the U.S. system. We have this direction and judgments made by tens of millions. We do not have just one decision by the Federal Government. Would you comment on that?

Dr. BENNETT. With specific reference to what is on page 10 of the testimony, where we referred to the report of the Department of Commerce Panel on Electrically Powered Vehicles, in a sense, that is a misnomer for that Panel. I believe in these hearings later the deliberations of that Panel will be described, and they actually considered the possibilities for electrically powered vehicles and found that present technology is not favorable for this. A great deal of their report deals with possible improvements in the internal combustion engine. One of their points is that air pollution from internal combustion engines is a problem that is increasing at a more rapid rate in other countries than in the United States. For instance, in Japan and Western Europe, the increase in the number of vehicles since the war is such that they are experiencing a more rapid rate of increase in pollutants than we are in the United States.

Mr. FULTON. That is no reason the Government should adopt birth control programs for gas-powered vehicles.

Mr. DADDARIO. Dr. Bennett, I think Mr. Fulton's statement stands as a statement of philosophy and principle of his own.

Mr. FULTON. I wonder if you agree with it.

Mr. DADDARIO. I think you have gone as far as you need to answer it.

Dr. BENNETT. I would like to remove any implication, if I may, that the Office of Science and Technology favors electrically powered vehicles. I think there will be testimony concerning the Commerce report later in the hearings.

Mr. FULTON. Thank you.

Mr. DADDARIO. I would like to make the observation there is no interference which prevents industry from performing research activities of its own in this area. In most of the industries, which have an interest, there is research.

Dr. BENNETT. That is true.