Am. Met. Mkt.

9-11-70

Management, Labor Joining In Opposing Lead-in-Gas Tax

By FREEMAN BISHOP
Washington Bureau Chief

WASHINGTON — The Nixon administration's big pitch this week to win approval for its tax on lead-in-gasoline may be offset next week when management and labor are scheduled to oppose the tax.

The AFL-CIO has let it be known its testimony before the House Ways & Means Committee Monday will declare the tax unacceptable because it will cost too many jobs at refineries where lead is processed into gasoline and in the lead industry.

The Lead Industries Association has delivered this same message to the Congress, but the industry's motives seemed to be in question on Capitol Hill.

But now that labor has joined the industry in strongly opposing this $4.25 per pound tax, Capitol Hill experts indicate passage of this section of the administration's tax bill is "very much in doubt."

In addition to disapproving of the tax, lead industry and labor spokesmen also have pointed out that "improvement of the environment by removing lead from gasoline" also is open to wide questions.

Biggest factor here probably is a Commerce Department report which in effect said removal of lead from gasoline would remove one kind of pollutant but that other pollutants would be emitted from auto exhausts.

The administration and myriad

(Continued on page 24)

(Continued from first page)

"environmentalists" have made a crusade out of this proposal to remove lead from gasoline. No one has said what is to be done about the acute problem of handling the pollutants that will come from non-lead gasoline.

Kimberley Scheduled

John L. Kimberley, executive vice president of the Lead Industries Association, is scheduled to testify on Thursday of next week. Other witnesses next week will review excise taxes on autos and telephones.

The administration is asking the Congress to extend present excise taxes on autos for another year, in addition to extending current telephone excise rates at the same level.

Both excises are scheduled to be testify, Capitol Hill aides predict the lead tax likely will be dumped and the other segments of the package retained.

Meantime, David Ragone, dean of the Thayer School of Engineering at Dartmouth College, told the committee there are at present no proven devices only to whether the lead in gasoline should or should not be taxed.

President Nixon put forward this proposed lead-tax partially to bring in needed partially because it create conditions th down the use of lead an anti-pollution mea

PNYC00001043

N10155