Nixon Speaks Out-and Firm Purrs

By Drew Pearson and Jack Anderson

Richard Nixon has made an unusual campaign statement which has the earmarks of promoting the cause of important clients of his New York law firm, Nixon, Mudge, Rose, Guthrie, Alexander and Mitchell.

The statement opposes a trucking bill now before Congress which would increase truck weights and sizes on interstate highways. While there has been considerable opposition to this bill, the unique aspect of Mr. Nixon's statement is that he has taken such few stands on other issues during the current campaign. His law firm, however, has been paid \$838,380 by the railroads and the railroads are vigorously opposed to increasing truck weights and sizes.

The facts regarding Nixon's could be very important and the public is entitled to know about them.

For four years Vice President Humphrey has constantly been in the public eye and the newspapers have watched everything he has done. Likewise with George Wallace. For the past six years he was eiequally in the limelight.

limelight; at least has not network.

been subject to intense newspaper scrutiny since he ran for Governor of California in 1962, at which time he became very violent toward the press.

Regardless of his violence, now before the House. the press has an obligation to focus attention on Nixon's legal and other activities, including his law practice.

His law firm represents two railroads, the Delaware and Hudson and the Missouri-Kansas. The official records of the Interstate Commerce Commission show that during three itate the vital movement of years, 1965-67, the Nixon law firm received \$499,794 from merce." the Delaware and Hudson and \$338,856 from Missouri-Kansas railroad. Even on Wall Street these fees are not considered chicken feed.

Ducking Other Issues

During the current campaign Nixon has refused to take a stand on such important issues as the war in Vietstand on the trucking bill nam and the qualifications of Abe Fortas to be Chief Justice. Nevertheless on Sept. 16 dictate policy when and if he he issued a statement from his traveling headquarters in Cali- pears to be doing while he is a fornia opposing this relatively unimportant trucking which had been vigorously opposed by the railroads.

"This proposal," Nixon said, "raises serious issues, includther Governor of Alabama and ing the safety and convenience subject to daily press scrutiny of the motoring public. Quesor was assistant Governor and tions remain about the extent to which greater truck size Nixon, however, has been and weight would impose addi-partially out of the public tional wear and tear on a road

our people that I favor post-this conflict of interest. ponement of action on the bill

"As President I would want this entire matter most carefully reconsidered. I would direct the Secretary of Transportation to take a hard look to make certain that the interest of the traveling public and also the life of our highways are fully protected as we facilgoods in the Nation's com-

It is considered significant that several members of Nixon's law firm are very closely associated with his campaign. Two of his partners, Leonard Garment and John N. Mitchell, are with him constantly. How much they had to do with his unusual statement could not be ascertained.

However, the public has a right to know to what extent Nixon's law firm is going to becomes President, as it apcandidate.

Note: After Sen. John Bricker of Ohio ran for Vice President on the Republican ticket in 1944, this column revealed that his law firm was receiving a retainer of \$30,000 from the Pennsylvania Railroad and that Bricker, as chairman of the Senate Interstate Commerce Committee, was putting across legislation for the railroads. After this

"I believe these matters are was published Bricker was deso important to so many of feated by Sen. Steve Young, Democrat, partly because of