

PROCEEDINGS**WELCOME**

HEATHER J. GRADISON*

MS. GRADISON: Ladies and gentlemen, please take your seats. The hearing is about to come to order.

Honored guests, fellow Commissioners, former Commissioners, and former and current employees of the Interstate Commerce Commission, ladies and gentlemen, it is a high honor and a personal privilege that I welcome each of you to the Interstate Commerce Commission's Centennial Planning Committee celebration of the Interstate Commerce Commission's one hundredth anniversary.

I thank you for coming here today. I would especially like to extend my appreciation to Fritz Kahn and the ICC's Centennial Planning Committee for making this celebration possible.

It was more than a year ago when Mr. Kahn discussed with me the idea that comes to fruition in today's program and this evening's banquet. A lot of hard work was devoted in arranging these festivities, and we are all indebted to you, Fritz and the committee for putting this celebration together.

One hundred years ago, on March 31, 1887, five newly appointed government officials visited the White House to be greeted by President Grover Cleveland. These gentlemen were the first five members of the Interstate Commerce Commission, and they included Thomas N. Cooley of Michigan, who was selected by his colleagues as the Commission's

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first Chairman; William R. Morrison of Illinois; Augustus Schumacher of New York; Aldus F. Walker of Vermont; and Walter L. Bragg of Alabama.

The following day, April 1, 1887, in its first business session, the Commission entered its first order approving an application for several railroads to charge less for a longer haul than a short haul. Thus, the regulation of interstate transportation began.

These original Commissioners could not have foreseen what would evolve in the years ahead. New forms of transportation companies would emerge, a body of administrative transportation law would develop, and regulation would take many twists and turns.

A review of the topics on today's program suggest comprehensive coverage of regulation, administrative law, and of the Commission as an institution. My topic is the people behind the system.

Without the cooperation, involvement, and dedicated service of the people, the institutional story of the Commission that you will hear today would not have been possible.

Certainly, the transportation industry as a whole, their associations, and their representatives deserve to be applauded for the presentation of formal views and positions throughout the years in matters before the Commission. Without the industry's confidence and active participation in the process, the Commission could not carry out its Congressional mandate and administer the Interstate Commerce Act.

Shippers and receivers of freight, their associations and representatives deserve similar accolades for their contributions and participation in matters before the Commission. The administrative process can only function with the diverse and crucially needed views of the shippers and their supporters serving as part of the record.

The same applies to participation of other agencies, individual states, consumer groups, local governments, and private citizens.

The members of the Commission Bar and all who practice before the agency also deserve to be saluted on this momentous occasion for dedication in representing their clients' interests and in maintaining the highest standards of ethics required by the legal profession and by the Commission.

Since the original five members organized the Commission in 1887, ninety-one Commissioners have followed in their footsteps. Their function is the heart of the system — decisionmaking. The Commissioners' right to vote is an awesome responsibility that must be exercised with intelligence and fairness, taking into account the evidence of the record and the applicable laws.

Indeed, the nation has been fortunate that the Commissioners selected by the President and approved by the Senate throughout the his-

tory of the Commission have served with distinction, upholding the highest standards of performance required of the position.

We have with us today five sitting Commissioners and twenty former Commissioners. I hope you will join me in expressing appreciation to these Commissioners, as well as all those who are not here with us today, for their outstanding service to the public as members of the agency.

Finally, I would like to recognize a special group of people, the Commission's employees. This includes employees who spent all or part of their careers with the agency and those who are currently with us.

The Interstate Commerce Commission has fine professional, technical, and support staff that always has had a firm resolve to do quality work and a keen sense of serving the public good. In short, the most important ingredient of the Commission's operation over the years has been the dedicated public service of its employees.

I will not get into time lags, paperwork, nor the cumbersome system of regulation that has developed over the last hundred years. Our mission today is to review why the agency exists and what has been accomplished through the hundred years. Discussions of whether or not we should continue may be carried out as a result of today's presentations and exchanges, but we are here today to focus on who we are and what we have done.

So with that, I would like to announce or introduce another dedicated government employee, our keynote speaker, the Honorable James C. Miller, III.

He is Director of the Office of Management and Budget. He is a native of Conyers, Georgia. He received an undergraduate degree in economics from the University of Georgia and a doctorate in economics from the University of Virginia.

He taught economics at Georgia State University and Texas A & M and served as Senior Staff Economist at the United States Department of Transportation, Senior Staff Economist for the President's Council of Economic Advisers, and Assistant Director of the United States Council on Wage and Price Stability.

Mr. Miller was a resident scholar at the American Enterprise Institute and Co-Director of AEI's Center for the Study of Government Regulation, Administrator for Information and Regulatory Affairs. He was Executive Director of the Presidential Task Force on Regulatory Relief, and before assuming his present position in October of 1985, Chairman of the Federal Trade Commission.

Ladies and gentlemen, it is with great pleasure that I introduce to you one of President Reagan's closest advisers, the Honorable James C. Miller, III.