I recall my warnings of almost 3 years ago urging debate in the House of Representatives over the increase in the Dominican sugar quota. It was called the Honeybee bill, but our prediction of that day has not proven true, the only honey was for lobbyists and foreign interests, with nothing but the sting left for the United States.

SYYTENDE MAI
(Mr. LANGEN (at the request of Mr. Johnson of Pennsylvania) was granted permission to extend his remarks at this point in the Raccoon and to include extraneous matter.)

Mr. LANGEN. Mr. Speaker, 151 years ago today, the Norwegian Constitution was adopted. It, like the Constitution of the United States, was destined to live through years of stress and strain only to survive stronger than ever as a result of the fight for the lives. The similarity does not stop there. The proud Norwegians also fly a flag of red, white, and blue.

But for those of us with some Norwegian ancestral ties as “syytende mai”—Independence Day in Norway claims the same significance as our own Fourth of July. The only difference, perhaps, is that the Norwegians still celebrate it in a somewhat more reverent way.

While it is a celebration of fun and merriment, it starts soberly in church. Norwegian folk dancing is performed and many of us in this country received our firm religious background from those rigid traditions.

The prayers for this day are of thankfulness for deliverance from the evils that have threatened, but never conquered, these people. We recall the history of world turmoil that has seen Norway assailed in the 1930's and who struggled throughout World War II displaying unmatched courage in combat, working with the free underground. The determined people of this cooperatively small country struggled to reconstruct their homeland and emerged triumphantly once more. That banner of red, white, and blue waves this very day on the border of the Communist empire as an emblem of courage and determination.

We in Minnesota, where a great number of Americans of Norwegian ancestry live, have an even greater tie with Norway in our history. It is believed that a mass defection from the Norse colonies in Greenland to the North American mainland in 1342 caused an expedition to be sent forth to the lost colonists. At least part of this expedition is known to have explored Hudson Bay, and a party of men were reported to have started back from Hudson Bay to Minnesota by the direct and relatively easy route along the Nelson River, Lake Winnipe, and the Red River of the North. The now-famous Kensington Runestone was discovered near Alexandria, Minn., and tells the story of a visit to this area in 1362 by a party of 22 Norwegians and 8 Goths.

We, indeed, share pages in history with the Norwegians.

Mr. Speaker, today we salute Norway on their Independence Day—a proud day for Norwegians and a proud day for the entire free world.

AMENDING THE FEDERAL POWER ACT
(Mr. LANGEN (at the request of Mr. Johnson of Pennsylvania) was granted permission to extend his remarks at this point in the Raccoon and to include extraneous matter.)

Mr. LANGEN. Mr. Speaker, I am today introducing a bill to amend the Federal Power Act in respect to the jurisdiction of the Federal Power Commission over nonprofit cooperatives.

When Congress established the Rural Electrification Administration, it gave the FERA Administrator, as the legislative history shows, broad discretion to administer the REA program, unhampered by review or second guessing by another Federal agency.

However, there have been attempts in recent years for the Federal Power Commission to move into this field, even though it seems clear that they have absolutely no jurisdiction. Apparently the FPC merely wants to expand its own sphere of influence.

This was vividly brought to our attention in 1953 when the Commission issued an order against Dairyland Power Cooperative of Minnesota, Power Cooperative of South Central Rural Electric Cooperative to show why they should not comply with the Commission's regulations on rate schedule filing, accounting, and reporting.

The fuss generated at that time appears rational because pulling its horns somewhat. However, we understand there are still too many instances of harassment of the FPC. This bill would reemphasize the already clear position that the Federal Power Commission does not have jurisdiction over rural electric cooperatives.

FPC regulation not only is completely unnecessary as a protection for the investors and the consumers, as in the case of REA cooperatives, the investor is the United States who has protected the cooperatives by the Administrator. And the consumers are the owners of the cooperatives, who control the cooperative's operations including its rates and service conditions.

They would have no motive to overcharge themselves and if the rates they set produced more than cost of service, the same consumers ultimately recover these margins as owner.

Mr. Speaker, I respectfully urge that this bill to limit the FPC jurisdiction over nonprofit cooperatives be given early consideration and approval.

A GREAT PRAIRIE PARKWAY FOR THE GREAT STATE OF KANSAS
(Mr. MIZE (at the request of Mr. Johnson of Pennsylvania) was granted permission to extend his remarks at this point in the Raccoon and to include extraneous matter.)

Mr. MIZE. Mr. Speaker, today I have introduced legislation to provide for the establishment and administration of the Great Prairie Parkway in the State of Kansas. Companion bills are also being introduced by my colleagues from Kansas, the Representative from the Fourth District, and the Representative from the Fifth District. Simpson legislation has been introduced in the other body by both the senior and junior Senators from Kansas.

Through the adoption of this legislation, we hope to present and interpret for the benefit, education, and enjoyment of the people of this country, what remains of the tall prairie lands of the Plains States, particularly in Kansas; what their interest in the great frontier experiences incident to the settlement of this Nation, and to display ranching and agriculture in their productive contributions to the Nation's well being and its economy.

The route in Kansas would run from Hanover, site of a Pony Express station, south past Tuttle Creek, through Council Grove, to El Dorado, Eureka, and Sedan, coming close to the Fall River State Park. It would run North and South across the State and tie together points of historic and geographic interest in Kansas, Oklahoma, Nebraska, and the Dakotas.

By utilizing existing roads or highways maintained in the State, or the local county systems, and with only relatively minor acquisitions to depart from these established highways or roads where they do not conflict, a scenic or historic impact, it is thought that the parkway project can be undertaken with a minimum of new road construction, with the exception of trails or paths the National Park Service might see fit to construct for use in connection with its fee lands for specific presentation or preservation areas.

We feel that we have the blessing of officials of the National Park Service who are interested in some form of preservation of the true prairie. We hope that the Senate will see fit to give this proposal to add this parkway to the great scenic attractions in this country.

SOT. ROGER McALLISTER
Mr. CLEVELAND (at the request of Mr. Johnson of Pennsylvania) was granted permission to extend his remarks at this point in the Raccoon and to include extraneous matter.)

Mr. CLEVELAND, Mr. Speaker, on May 9, Army Sgt. Roger McAllister, Jr., of Milford, N.H., was ambushed and killed by enemy forces in Vietnam. To his community, his death has brought a new awareness of the young men who have lost young men in the defense of freedom.

SOT. ROGER McALLISTER
Sgt. Roger McAllister, the Army paratrooper who died of a gunshot wound last
posals of land and interests in
red pursuant to such act, in-
g Mr. NICOLLY (for himself and
ra), was received, read twice, as
referred to the Com-

ENT OF DISTRICT
BI PUBLIC ASSISTANCE

BICOFF. Mr. President, we
sure, all agreed that our Cap-
District of Columbia—should
ation's pride and not the Na-

and year out—especially at
of the year—children fared
ily. They look at our im-
bil buildings and at the re-
mistances of a great democ-
ere is much that they see-
for them to ponder and
when they return to their
quick and, trag-
that is back. How do they read
here in our news-
Washington, D.C.? They read
, who are homeless and
They read—just this last
mother who died in the
of our great public hos-
 left five young chil-
crowded Junior Village, one
 Hospital. They read that
 had died after several days
fruitlessly for help for her
family. They read that
r children went at her fu-
 because of rigid welfare reg-
 was better for the parents
ly to live separately.
For each time they were re-
frail welfare payments stopped,
that we are the City of
, the Congress of the United
content to enact a far-
fare program for the entire
it not for the Capital, the
Columbia.
, we have fought the
expansion and liberalize the
welfare programs for 2 years
year I have introduced
broaden the aid to fam-
dependent children's program.
Each year I have asked
Senate that children of un-
parents be included in that
 that all people in need and
will be helped and no chi-
go hungry. Then parents
no need to separate so that
ren will be helped, and fam-
be united, not cut apart
helpless and hapless.
lost this issue by a few votes
This year, Mr. President, I
 the whole Senate of the
es should take a long close
legibility rules of the public
programs. It is
ibility to do so, so that the
capital's children will be
habilitation and opportunity
and not as ill fate of their

pose will be a fitting and nationally sig-
ificant presentation of the last major
remaining vestiges of the true or tall
prairie that once existed in a wide region
of the Midwestern United States.
The true prairie and its
wildlife. It would cap-
tilize on the lure of the historic
and scenic attractions associated with
the great frontier experience of settling
the West. It would parallel the growing
national expression of interest in the
 frontier.

While frontier life was patento
State, Kansas was unique in this era of
our Nation's development because vir-
tually all western-destined emigrants
passed through its borders or settled
within it. In fact, had it not been for
the sustenance of its prairie, its waters,
and its wildlife, the history of the settle-
ment of the West might have taken a
different course. Thus virtually every
frontier story had its origin in Kansas
with the lure of the area through
which the prairie would pass at points
related closely to it. Through the cre-
ation of the parkway we have a great
opportunity to present an attractive
package of frontier history.

The prairie would also offer the
portunity to display Midwest ranching
and agriculture yielding their produc-
tive contributions to the Nation's well-be
and economy. Every part of the Nation
and much of the world relies on the Mid-
wester and Prairie's four supplies such
as cattle and wheat. Kansas alone sup-
plies the United States in the production
of wheat and fourth in the production
of beef.

The prairie would provide the
portunity for people to see this great
productive area. Indeed, these activi-
ties are now a living legend in my State
and the surrounding area.

Although this bill does not detail
a specific route, it is my belief that
the prairie would run roughly north
and south through Kansas, beginning
at the Kansas-Nebraska State line, the
only untertamed, original Pony express sta-
tion still standing, to the area of Sedan
and Chautauqua on the Oklahoma bor-
der, the site of the Cherokee Strip
run in 1889. Along its route the prairie
would exhibit the true prairie and its
associated wildlife. It would cap-
tilize on the lure of the historic
and scenic attractions associated with
the great frontier experience of settling
the West. It would parallel the growing
national expression of interest in the
 frontier.

GREAT PRAIRIE PARKWAY, KANS.

Mr. PEARSON. Mr. President, on be-
half of myself, and my colleague, the
senior Senator from Kansas [Mr. CANT-
son], I introduce, for appropriate
reference, a bill to establish a Great Prairie
Parkway in Kansas as an integral part
of the national park system.
IRELY CONCEALABLE TO ME THAT AS THIS CONCEPT PROGRESS IN THE FURTHER STAGES STUDY, THE CONCEPT OF A GREAT PRAIRIE PARKWAY COULD BE EXTENDED TO PORTIONS THE OUEST WELLD BEYOND THE BORDERS KANSAS.

A GREAT PRAIRIE PARKWAY IS CONSISTENT WITH THE CONCEPT OF A NATIONAL PARK SERVICE WHICH ADF JOURNEYED DESIGNATED PARKWAYS WITHIN ITS JURISDICTION IN OTHER AREAS OF THE COUNTRY. IT IS ALSO IN LINE WITH AN APPEALING TENDENCY TOWARD JOINT FEDERAL-STATE DEVELOPMENT OF SUCH PROJECTS. IN THIS RESPECT, IS NOT ANTICIPATED THAT THE ENTIRE ROUTE BUILT TO PARKWAY SPECIFICATIONS BUT IT WILL PROVIDE A THROUGH ROUTE FROM ONE END TO THE OTHER. THE AREAS TO BE DESIGNED TO PARKWAY STANDARDS IN OTHER AREAS WOULD USE EXISTING TRAJECTORY AND LOCAL ROADS. THIS, OF COURSE, WOULD BRING A PARKWAY INTO EXISTENCE AT THE MINIMUM OF COST.

WHAT I WISH TO STRESS IS THAT A NUMBER OF LOCAL KANSAS AGENCIES HAVE SUBMITTED SOLUTIONS RELATIVE TO THIS PROPOSAL, INCLUDING THE KANSAS STATE PARK AND RECREATION AUTHORITY, KANSAS FORESTRY, FISH, GAME COMMISSION, KANSAS HISTORICAL SOCIETY, KANSAS DEPARTMENT OF ECONOMIC DEVELOPMENT, AND THE KANSAS HIGHWAY COMMISSION. THEY HAVE RECOGNIZED THE NEED AND BENEFIT OF SUCH PARKWAYS AND ARE WILLING TO DISCUSS THE RESPONSIBILITIES IN COOPERATION WITH A FEDERAL GOVERNMENT TO MAKE IT A REALITY.

FURTHER, THE STATE OF KANSAS AND THE NATIONAL PARK SERVICE HAVE BOTH EXPRESSED AN INTEREST IN RELATING OTHER LISTING OR PROPOSED STATE AND FEDERAL RIGHTS TO THE PARKWAY, PERHAPS BY PRE-TERMINATING ALTERNATE ROUTE OR SPURS TO THESE OTHER FACILITIES INTO THE ROUTE, ADD TO THE ENJOYMENT OF THOSE WHO USE IT. ALTHOUGH NOT WIDELY PUBLICIZED, I ASK UNANIMOUS CONSENT THAT VITAL TYPICAL EDITORIAL COMMENTS ON THE PROPOSED PARKWAY BE INCLUDED IN THE RECORD. THERE BEING NO OBJECTION, THESE EDITORIALS ARE ORDERED TO BE PRINTED IN THE RECORD.

FROM THE KANSAS CITY TIMES, JUNE 19, 1964

KANSAS PRAIRIE PARKWAY HAS GREAT POTENTIAL

THE PROPOSED PRAIRIE PARKWAY—TO RUN RTH AND SOUTH ACROSS KANSAS THROUGH THE HILLY BLUEGRASS PASTURE—OFFERS THE STATE OPPORTUNITY. IT WOULD COMBINE A ROUTE THROUGH HISTORIC FRONTIER STREETS AND ACCESS TO FINE TERRAIN WHICH AutoriteES the Prairie Would Be Preserved for the Public.

Moreover, the Proposal makes it plain that the State is interested in a Prairie Parkway. The State legislature has given its approval by voting 100-0 to include the Proposed Highway in the list of projects that the State shall consider for grant under the Federal Highway Act.

Unfortunately, the Proposed Parkway has not yet been fully studied or developed. It is still a concept in the minds of those who believe in it. It is not yet a reality, but it is not far from becoming one.

THE IDEA CAME TO LIFE IN THE MINDS OF A FEW KANSAS CITIZENS WHO WANTED TO SEE THE PRECIOUS BLUEGRASS LANDS PRESERVED FOR THE FUTURE GENERATIONS.

THE IDEA WAS RECOGNIZED BY THE STATE LEGISLATURE AND THE FEDERAL GOVERNMENT AS A POTENTIAL SOURCE OF REVENUE-generated revenues from the sale of land and property along the route. The idea was then endorsed by every agency which has any possible connection with scenic preservation, outdoor life, recreation, or educational development.


HOPE IN AN IDEA

MORE THAN 6 MONTHS AGO AN IDEA THAT HAD BEEN MOVING AROUND IN THE MINDS OF THOSE WHO CARE DEEPLY ABOUT THE PRAIRIE AND THE SCENIC VALUES OF THE TALL PRAIRIE PRESERVED WAS PRESENTED TO FEDERAL OFFICIALS.

IT CAME AS AN AFTERMATH OF THE DEFEAT OF THE BROAD STUDY OF THE GREAT PLAINS DIVISION. THE DIVISION HAD MERIT ON ITS SIDE AND WIDE SUPPORT, BUT WHICH AS IT HAPPENED IN SO MANY CASES WAS DEAD FROM THE BEGINNING. THE IDEA WAS TO ATTEND PROJECTS THAT ARE ACTUALLY IN THE PUBLIC INTEREST. BE THAT AS IT MAY, THE NATIONAL PARK IDEA WAS SUPPRESSED. BUT THE IDEA OF A PRARIE PARKWAY LIVED ON.

FROM THE MANHATTAN MERCURY, JANUARY 4, 1966

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Mr. President, I am convinced that the limitations set forth in the bill which I introduce today would do just that: increase the allowable earnings to a more realistic level. I ask that the bill be received and appropriately referred.

VICE PRESIDENT. The bill will be received and appropriately referred.

Recognition of Whitehall, N.Y., as Birthplace of the U.S. Navy

Mr. JAVITIS. Mr. President, I submit, for appropriate reference, a concurrent resolution, and a bill, proposing the introduction of the village of Whitehall, Washington County, N.Y., as the birthplace of the U.S. Navy. A similar resolution has already been introduced in the House by Representative CARLTON J. King, of New York.

It was at Whitehall, N.Y., then called Skenesborough that 12 of the 15 warships were built to enable the American forces to engage in the crucial naval battle on Lake Champlain in October 1776, during the Revolutionary War. Although the infant American Navy was defeated in the 5-day battle, the engagement delayed the British Redcoats invasion plans for a full year.

This was made possible only because the people of Whitehall and scores of craftsmen brought to that village from many colonies, were able to turn the oaks of the Whitehall district into warships in just 53 days. The role of the village of Whitehall in this historic naval battle—the first after the Declaration of Independence—is worthy of recognition.

The resolution follows:

Whereas it is generally believed that Whitehall, Washington County, N.Y., formerly Skenesborough, can well be considered the birthplace of the United States Navy, as twelve of the fifteen ships that took part in the Battle of Valour in October 1776 were built in its harbor; and

Whereas this fleet was constructed after the Declaration of Independence and engaged in the first naval battle after the Colonies asserted their unity and independence; and

Whereas the Battle of Valour, though dimmed by the glour surrounding the Battle of Saratoga, nevertheless played a very significant role in our history, and

Resolved, That the House of Representatives do recognize Whitehall, N.Y., as the birthplace of the United States Navy, and do hereby encourage the people of Whitehall and Washington County to celebrate this event in perpetuity.
lies by forestalling early invasion of the idea of the North, and whereas Whitehall's place in history had hitherto been given the recognition it deserves for the contribution made by shaping the early destiny of our beloved country. Therefore be it

resolved by the Senate (the House of Repre­sentatives concurring), That the Congress of the United States hereby recognize the place of Whitehall, Washington County, York, as being the birthplace of the United States Navy.

The VICE PRESIDENT. The concurrent resolution will be received and appropriately referred.

A concurrent resolution (S. Con. Res. 207) was referred to the Committee on Post Office and Postal Service.

TOOOL FOR THE EXTENSION
OF THE INTERNATIONAL WHEAT
AGREEMENT, 1962—REMOVAL OF
JUNCTION OF SECRECY

MANSFIELD. Mr. President, as con­current resolution, I ask unanimous consent that the injunction of secrecy be lifted from Executive B, 89th Con­gress, 1st session, a certified copy of the bill for the Extension of the International Wheat Agreement, 1962, and the protocol, together with the Senator's message, be referred to the Senate on Foreign Relations, and the President's message be printed in the Record.

The VICE PRESIDENT. Without ob­jection, it is so ordered.

The message from the President is as follows:

The Senate of the United States:

with a view to receiving the advice and consent of the Senate, I ask unanimous consent that the bill be transmitted herewith a certified copy of Protocol for the Extension of the International Wheat Agreement, 1962, which is open for signature in Washington on March 22 until and including March 23, 1965.

The International Wheat Agreement, to which there are presently 49 parties, including the United States, will expire by its own terms on July 31, 1965. To prevent the interruption of the Agreement and in order to allow time for the preparation of a new agreement adequate to deal with marketing problems, it was proposed that the operation of the Agreement be extended for 1 year, to July 31, 1966. That is the sole purpose of the proposed Protocol, which was submitted to the International Wheat Council on February 1965.

transmit, also, for the information of the Senate, the report of the Secretary of Agriculture, entitled "Technical considerations on the protocol." Attention is invited particularly to the last paragraph of that report. It is my opinion that the Senate will find it profitable to consider the report, if the protocol be approved, ratification by the United States can be effected and an instrument of acceptance signed by July 15.

The Departments of State, Agricul-
manny illustrious witnesses who testified before the subcommittee during 7 days of public hearings between the dates of February 5 and March 1. I am very pleased to report that the reaction, broadly representative of excellence in our cultural life, has been favorable and enthusiastic toward the concepts and objectives of S. 1483.

The ranking members of the subcommittee have expressed their desire to join as cosponsors of S. 1483, at its next printing:

Senator YARBOROUGH, Williams of New Jersey, Clark, and Kennedy of Massachusetts.

Senator MANSFIELD and Senator JAVITS referred the ranking majority member of the subcommittee, both of whom have previously introduced legislation in this area, joined as cosponsors of S. 1483 on March 10.

Senator MOYER, Byrd of Virginia, Kennedy of New York, Ilanke, and Yarbrough of Texas, Montoya, Moss, Newberge, Randolph, and Tydings have also indicated their desire to be listed as cosponsors of S. 1483 at its next printing. Every opportunity will be afforded to all interested Members of the Senate to co-sponsor this important legislation.

At this time I ask unanimous consent that the distinguished Senators to whom I have just referred be listed as co­ sponsors of S. 1483 at its next printing together with Senators Williams of New Jersey, Clark, and Kennedy of Massachusetts, so joined as a cosponsor on March 11.

The VICE PRESIDENT. Without objection, it is so ordered.

Mr. PELL. I am hopeful that legislation to stimulate the development in the United States of the two broad and interrelated areas, the arts and the humanities, can be given early consideration by the Senate. I am now working to prepare for an executive session of the subcommittee in the near future.

Let me add also, Mr. President, that I have been encouraged by the attention these legislative objectives have been receiving in our Nation's press. In contrast to previous years, it is gratifying to note that the legislative concept of an independent national foundation to benefit the arts and humanities has been making front-page news.

In regard to press comments, I would like to call attention to a recent article by Frank Getlein, art critic of the Wash­ington Evening Star. In the Vir­ginia-Pilot of Norfolk, Va., and an article by Henrietta and Nelson Poynter from the St. Petersburg Times in Florida.

Mr. Getlein's article pertains to the "Eyewitness to Space" exhibition recently on display at the National Gallery of Art in Washington, D.C., calling for a ``strong national foundation to benefit our Government and the arts can illuminate some of the most exciting moments in our important explorations in space."

The editorial suggests beneficial programs which the proposed Foundation could support. The article from the St. Petersburg Times refers to the meaningful opinions of Dr. Barnaby C. Kee­ney, president of Brown University, in my home State of Rhode Island. As
National Great Prairie Parkway extending from Tulsa to Fort Union, N.D. Parkways would run from a pt where Oklahoma 99 intersects U.S. 60 in a northerly direction to Council Grove, Kansas. The rest of the route would be a "tourist way" similar to ones on the Mississippi River.
GREAT PLAINS PRAIRIE TOURWAY — H. Raymond Gregg, right, of the National Park Service, points out the proposed tourway from Oklahoma through North Dakota to Watford City Rotarians and Association of Commerce members at a noon luncheon in Watford City Tuesday. Assisting Mr. Gregg is Warren Hotchkiss, left, superintendent of Theodore Roosevelt National Park. Gregg is completing a survey and study of the proposed tourway that covers some of the most beautiful and historic sites in the United States. The north portion of the tourway would be the connecting link between the North and South Units of Roosevelt Park and old Fort Union at the mouth of the Yellowstone River where it runs into the Missouri. The proposed tourway when completed would bring millions of travelers to this great prairie area. (Farmer Photo)

Park Officials Give Report On Great Prairie Tourway

Watford City Rotary Club members and officers of the Watford City Assn. of Commerce listened in earnest as H. Raymond Gregg of the National Park Service, told them of new proposed scenic roads that are under study by the U.S. Dept. of Interior.

Mr. Gregg is winding up a winter and spring special mission for the Interior Department to study the possibilities of designing a Great Plains Scenic Tourway through the midwestern prairie states, starting in Oklahoma and running through Kansas, Nebraska, South Dakota and North Dakota. Connecting on the borders of Montana with another scenic tourway, the Lewis and Clark roadway from St. Louis, Mo., to the Pacific North West. Such a project would tie together points of historic, scenic and recreational interest throughout the Great Plains.

Of special interest to the group was the proposed connecting scenic road between the North and South units of Theodore Roosevelt National Park. The proposed road has been introduced in Congress and it was expressed by Mr. Gregg that it is his hope that it receive favorable consideration and the project could be carried out. During his study of the proposed road he assured the group that if the road would be constructed, it would be built and managed so that it would benefit the entire area. Several earlier proposals of the location of the road have been studied and the final proposals are presented they will be favorable to everyone.

Mr. Gregg is superintendent of Jefferson’s National Expansion Memorial at St. Louis, Mo., and was accompanied on the trip in North Dakota by Sup’t Warren Hotchkiss of Theodore Roosevelt National Park. He has spent the past several days in North Dakota with the State Highway Commissioner Walter Hjelle and members of the National Park Service and Forest Service going over and visiting proposed points of interest and locations of roads in North Dakota. After his tour of the midwest he will present his study to the Interior Department for their consideration. When asked if this proposed route meets with the approval of the higher department he would it become a reality? he stated “I would say that it will be several years before it would be completed.”

Superintendent Hotchkiss spoke briefly to the group and told them of some of the improvements and additions that can be expected in the North Unit of the park — Dikes and south 44 Watford City this year. A new Campfire Circle will be built in the Squaw Creek camp area along with a nature trail running in the camp area. Plans are also to construct a buffalo corral in the park so that buffalo can be trapped and inspected. The North Unit will have a herd of 100 buffalo. At the present time there are approximately 38 roaming the park area.

Construction of a new tourist center in the Squaw Creek camp area is to be constructed in the near future and the blacktopping of the road from the camp area to the look out point will be completed in the next two years. When the new tourist center is completed it will house a museum, rest rooms and offices for the park personnel, along with tourist information for the millions of travelers who stop at the park.
INTERIOR DEPARTMENT ANNOUNCES STUDIES OF PRAIRIE LANDS AND HISTORIC AREAS

Secretary of the Interior Stewart L. Udall today announced three special studies of Great Plains historic, scenic and recreation resources by Federal and State agencies.

Included are:

--A study of the recreation and historic resources of the Fort Robinson area in Nebraska.

--A study of a proposed Kansas Prairie Parkway, recently suggested by the State of Kansas. This will include the even broader possibilities for a Great Plains Parkway, or scenic road, through Oklahoma, Kansas, Nebraska, South Dakota, North Dakota, and other nearby States. Such a project could tie together points of historic, scenic and recreational interest throughout the Great Plains. This study will be coordinated with the efforts of a special Recreation Advisory Council study group considering a national program of scenic roads and parkways.

--A study of plains and prairie grasslands areas suitable for possible inclusion in the National Park System.

"The Department of the Interior is vitally interested in preserving for public use and enjoyment a representative segment of the country's once vast undeveloped plains and prairie lands, together with their important historic sites and vital outdoor recreation resources," said Secretary Udall. He said the new studies would broaden and expand previous studies of similar resources.

Agencies which will make the studies include the National Park Service, the Bureau of Outdoor Recreation, the Bureau of Land Management and the Fish and Wildlife Service of the Department of the Interior, the Forest Service of the Department of Agriculture, and appropriate agencies of the States in which grasslands and prairie areas are located.
The Denver Mid-Continent Regional Office of the Bureau of Outdoor Recreation will coordinate the study of Fort Robinson. The National Park Service will undertake the Prairie Parkway and Great Plains Parkway studies in cooperation with other agencies and will evaluate tall grass and mixed grass prairie and plains areas for possible inclusion in the National Park System.

Director George B. Hartzog, Jr., of the National Park Service, announced that H. Raymond Gregg, superintendent of Jefferson National Expansion Memorial in St. Louis, Missouri, will head the National Park Service special group which will participate in the studies.

Gregg, a native of Fayetteville, Arkansas, who joined the National Park Service in 1933, has been superintendent of Jefferson National Expansion Memorial since August 1962. Earlier he had served as superintendent of Hot Springs National Park, Arkansas; as chief of interpretation in the Midwest Regional Office in Omaha, Nebraska; and as assistant chief naturalist in Washington, D. C.

During World War II, Gregg was a Navy officer with the Seventh Fleet Training Command in the Southwest Pacific.

He is the author of a number of books on the National Parks and contributes articles to scientific and nature magazines.

While Gregg is assigned to the special project, Assistant Superintendent LeRoy Brown will serve as acting superintendent of Jefferson National Expansion Memorial.
Gov. John Anderson recently presented a report of the project to the National Park Service in Washington. Colvin said, and the regional office in Omaha has been directed to make a feasibility study.

Frank (Chief) Haucke of Council Grove, former Republican candidate for governor, was named vice president of the association, and Ken Clark of Strong City, secretary-treasurer.

Support of the project was pledged by the Twin Mound Ranchers Association in Pottawatomie county. The ranchers led the fight last year which blocked acquisition of 60,000 acres in their county for a national prairie park.

"We feel this is a way to preserve the historic heritage and scenic value of the prairie lands without taking them out of needed and profitable production," said O. F. MackII, editor of the Westmoreland Recorder, speaking for the ranchers.

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**PLAN PRAIRIE PARKWAY THROUGH HEART OF HILLS**

Establishment of a prairie parkway from Nebraska to Oklahoma through the Kansas Flint Hills is the purpose of a new organization formed in Council Grove recently.

William Colvin of Manhattan was named president of the Great Prairie National Parkway Association at a meeting of representatives from the 11 counties through which the proposed parkway would run.

The counties are Marshall, Riley, Geary, Wabaunsee, Morris, Chase, Elk, Chautauqua, Greenwood, Butler and Pottawatomie.

The Kansas Highway Department will be asked to post signs along the route designating it "The Kansas Prairie Parkway."

The National Park Service, Colvin said, could "build overlook areas from which tourists could see the famous Flint Hills and prairie grasslands as they have been since the beginning of time."

"In addition the park service would build visitor centers at various points to commemorate various aspects of the historic and agricultural significance of the cattle lands."