

I recall my warnings of almost 3 years ago during 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 been tragically proven that the only honey was for lobbyists and foreign interests, with nothing but the sting left for the United States.

SYTTENDE MAI

(Mr. LANGEN (at the request of Mr. JOHNSON of Pennsylvania) was granted permission to extend his remarks at this point in the Record 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 representative of the free people. The similarity does not stop there. The proud Norwegians also fly a flag of red, white, and blue.

Known to those of us with some Norwegian ancestral ties as "syttende 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 revered way.

While it is a celebration of fun and merriment, it starts soberly in church. Norwegians are a religious people 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 assaulted 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 comparatively small country struggled to reconstruct their homeland and emerged triumphant 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 formed to search for 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 made their way from Hudson Bay to Minnesota by the direct and relatively easy route along the Nelson River, Lake Winnipeg, 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 the 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 Record 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 REA Administrator, as the legislative history shows, broad discretion to administer the REA program, unhampered by review or second guessing by another Federal agency.

However, we have seen 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 1963 when the Commission issued an order against Dairyland Power Cooperative, Minnesota Power Cooperative, and South Central Rural Electric Cooperative to show cause why they should not comply with the Commission's regulations on rate schedule filing, accounting, and reporting.

The fuss we generated at that time apparently resulted in FPC pulling in its horns somewhat. However, we understand there are still too many instances of harassment by 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 uncalled for, but it is also unnecessary as a protection for the investors and the consumers, as in the case of REA cooperatives, the investor is the United States whose interests are well protected 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 owners.

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 Record 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. Similar 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 presently in the State and county systems, and with only relatively minor acquisitions to depart from these established highways or roads where they do not offer significant 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 Congress will see fit to follow through on this proposal to add this parkway to the great scenic attractions in this country.

SGT. ROGER McALLISTER

(Mr. CLEVELAND (at the request of Mr. JOHNSON of Pennsylvania) was granted permission to extend his remarks at this point in the Record 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 stakes involved in our battle for the freedom of South Vietnam. I offer for the Record an editorial from last Thursday's edition of the Milford Cabinet and an appreciation of Sergeant McAllister's death by Mr. Gerald Styles of Milford published in the same newspaper. They speak eloquently for themselves and I think for all communities in the country who have lost young men in the defense of freedom.

SGT. ROGER McALLISTER

Sgt. Roger McAllister, the Army paratrooper who died of a gunshot wound last

7/26/65

Preamble -

Great. Prairie - Department

posal of land and interests in-
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y Mr. MITCHELL (for himself and
KA), was received, read twice
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Commerce.

MENT OF DISTRICT OF BIA PUBLIC ASSISTANCE

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

and year out—especially at
n of the year—children come
gton. They look at our imi-
tute buildings and at the re-
stitutions of a great democ-
ere is much that they see—
erial for them to ponder and
t when they return to their
uch that is good and, trag-
e that is bad.

o they read here in our news-
Washington, D.C.? They read
ldren who are homeless and
They read—just this last
ut a mother who died in the
rd of our great public hos-
e left five small children—
ercrowded Junior Village, one
n's Hospital. They read that
s had died after several days
fruitlessly for help for her
family. They read that her
nd children wept at her fu-
t because of rigid welfare reg-
t was better for the parents
mily to live separately than
For each time they were re-
eir welfare payments stopped.
that this Capital City—gov-
the Congress of the United
is content to enact a far-
welfare program for the entire
it not for the Capital, the
Columbia.

sident, we have fought the
to expand and liberalize the
welfare programs for 2 years
h year I have introduced
ts to broaden the aid to fam-
dependent children's program
gton. Each year I have asked
Senate that children of un-
parents be included in that
t that all people in need and
will be helped and no chil-
go hungry. Then parents
e no need to separate so that
ren will be helped, and fam-
be united, not cut apart and
t helpless and hapless.

lost this issue by a few votes
This year, Mr. President, I
at the whole Senate of the
es should take a long close
eligibility rules of the public
programs of the District. It
nsibility to do so, so that the
r Capital's children will be
shabilitation and opportunity
and not as ill fate of their

gly, I am introducing substan-

vide that at least for the programs in
which the Federal Government shares
the cost, as it does in the States, that the
programs would be broadly enough de-
fined to permit needy individuals to be
eligible so long as participation for such
individuals would be available under the
public assistance titles of the Social Se-
curity Act.

This would make eligible needy families
in which the breadwinner is unemployed,
children in foster care who have been
removed from their homes by courts be-
cause their home situations were con-
trary to their welfare, needy families in
which the breadwinner is deemed em-
ployable, and some other similar groups.

This is a modest step in trying to assure
that needy persons in the Nation's Cap-
ital are not excluded from public welfare
programs.

When I was Secretary of Health, Edu-
cation, and Welfare, Congress established
a far-reaching constructive program for
the entire Nation, but so far has failed to
implement that program here in Wash-
ington, D.C.

I believe, Mr. President, that the Sen-
ate District Committee, whose responsi-
bility this is, should explore it thoroughly.
In his colloquy with me on this floor last
August, the distinguished Senator from
Oregon [Mr. MOSS], chairman of the
Public Health, Education, Welfare, and
Safety Subcommittee, indicated his in-
terest in this matter. I am sure that in
his capable hands, it will get the hearing
it deserves.

Surely the Congress of the United
States should make sure children whose
parents are out of work and impoverished
in the Capital do not go hungry.

Certainly there must be rules of eli-
gibility, in public welfare as in other pub-
licly financed programs. Welfare chisel-
ing, welfare fraud, are to be decried—just
as are all chiseling and fraud—even if
they exist in only one or two cases.

But arbitrary rules of disqualification,
standing alone, do not comprise a con-
structive program for solving human
problems. They must be accomplished
by provisions whereby arrangements are
made for every child in need.

Mr. President, I introduce, for appro-
priate reference, a bill to amend the Dis-
trict of Columbia public assistance law to
clarify the categories of federally aided
assistance recipients.

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

The bill (S. 1817) to amend the District
of Columbia public assistance law to
clarify the categories of federally aided
assistance recipients, introduced by Mr.
BICOFF, was received, read twice by its
title, and referred to the Committee on
the District of Columbia.

GREAT PRAIRIE PARKWAY, KANS.

Mr. PEARSON. Mr. President, on be-
half of myself, and my colleague, the
senior Senator from Kansas [Mr. CARL-
SON], I introduce, for appropriate refer-
ence, a bill to establish a Great Prairie
Parkway in Kansas as an integral part
of the national park system.

pose will be a fitting and nationally sig-
nificant 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.

It would exhibit the true prairie and
its associated wildlife. It would capi-
talize 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 patent to no
State, Kansas was unique in this era of
our Nation's development because vir-
tually all western-bound 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
either directly in the area through
which the parkway would pass or at
points related closely to it. Through the
creation of the parkway we have a great
opportunity to present an attractive
package of frontier history.

The parkway would also offer the op-
portunity to display Midwest ranching
and agriculture yielding their productive
contributions to the Nation's well-being
and economy. Every part of the Nation
and much of the world relies on the Mid-
west and Kansas for food supplies such
as cattle and wheat. Kansas is first in
the United States in the production of
wheat and fourth in the production of
beef. The parkway would provide the
opportunity 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
parkway would run roughly north and
south through Kansas, beginning at
Hanover on the north, the site of the
only unaltered original pony express sta-
tion still standing, to the area of Sedan
and Chautauque on the Oklahoma bor-
der, the site of the Cherokee Strip run
in 1889. Along its route the parkway
could include such items of interest as
the Oregon Trail, historic Fort Riley,
Tuttle Creek Reservoir, Beecher Bible
and Rifle Church, the Santa Fe Trail,
the Overland Stage Lines, the Pony Ex-
press Lines, the Old Kaw Mission, the
oldest Kansas courthouse, the famous
Flint Hills, and the Fall River Reservoir.

Thus the Great Prairie Parkway could
accomplish three things that would
probably not be possible in any other
area—display the prairie, interpret the
frontier, and exhibit the great agricul-
tural heart of the Midwest. These are
the basic ends of the Great Prairie
Parkway.

Of course, I cannot overlook the ob-
vious and significant economic benefits
which would accrue from the parkway.

We are introducing this bill at this
time because of widespread support for
this proposal in my State as indicated
by an official transmittal by the State of
Kansas to the Department of the Inter-

directly conceivable to me that as this concept progresses in the further stages of study, the concept of a Great Prairie Parkway could be extended to portions of the Midwest well beyond the borders of Kansas.

A Great Prairie Parkway is consistent with the program of the National Park Service, which already has designated parkways within its jurisdiction in other areas of the Nation. It is also in keeping with an apparent trend of national policy toward joint Federal-State development of such projects. In this respect, it is not anticipated that the entire route be built to parkway specifications. But rather, it would provide a through route which in the most scenic areas could be designed to parkway standards and in other areas would use existing State and local roads. This, of course, would bring a parkway into existence at minimum of cost.

I would like to stress that a number of official Kansas agencies have submitted resolutions relative to this proposal, including the Kansas State Park and Resources Authority, Kansas Forestry, Fish, and Game Commission, Kansas Historical Society, Kansas Department of Economic Development, and the Kansas State Highway Commission. They have recognized the need and benefits of such a parkway and are willing to assume specific responsibilities in cooperation with the 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 existing or proposed State and Federal facilities to the parkway, perhaps by pre-terminating alternate route or spurs to these other facilities into the route in addition to the enjoyment of those who would use it. Although not widely publicized, I ask unanimous consent that several typical editorial comments on the proposed parkway be included in the Record at this point in my remarks. There being no objection, the editorials are ordered to be printed in the Record, as follows:

From the Kansas City Times, June 19, 1964]

KANSAS PRAIRIE PARKWAY HAS GREAT POTENTIAL

The proposed Prairie Parkway—to run north and south across Kansas through the bluestem pasture area—offers the State an opportunity. It would combine a route through historic frontier sites and access to tilted areas where the tall grass prairie could be preserved for the public. Moreover, the proposal makes it plan that Kansas still is deeply interested in a prairie national park. The State suffered a blow a year when the Senate Public Lands Subcommittee defeated a bill to establish a 500-acre park in Pottawatomie County. So vigorous was the opposition from cattlemen in taking the huge tract of grazing use off the county tax rolls that the Senators voted a flat rejection. They were, however, impressed with the beauty of the pastures. Suggestions were made that the State cooperate in providing scenic overlooks at choice vantage points.

Somewhat in this spirit, the State park and resources authority has presented the proposal to the National Park Service. It received an enthusiastic reception. The feasibility of a joint Federal-State project will be studied. Ultimately, it would require a bill

Gov. John Anderson and five State agencies are supporting the plan strongly. The route 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 seems probable that, had Kansas failed to make such a move, a tall grass park of some sort would go to another State. The National Park Service is dedicated to the proposal. But the parkway action undoubtedly will be interpreted as writing off the Pottawatomie County area. There are other prairie areas in Kansas, however, and the prairie parkway should not be considered a replacement for a national park.

It is instead, a realistic and attainable goal that is unlikely to create such bitter opposition. Selected sites would permit the restoration of the grasses. Limited acreage, of course, would not permit buffalo, deer, elk, and antelope in a native habitat, but would permit campsites, hiking trails, lookout points, and small animals and birds in abundance.

Kansas has made a sound proposal and in so doing, corrected any erroneous impression that it has lost interest in a prairie national national park.

[From the Manhattan Mercury, Jan. 4, 1965]

HOPE IN AN IDEA

More than 6 months ago an idea that had been moving around in the minds of those who still want the history, the heritage and the scenic values of the tall prairie preserved was presented to Federal officials.

It came as an aftermath of the defeat of the proposed Prairie National Park, which had merit on its side and widespread support, but which as happened in so many cases was defeated by admirable cleverness and the emotional approach that so often attends projects that are actually in the public interest. Be that as it may, the national park idea was suppressed. But the germ of appreciation did not die. And out of the determination to present the great prairie of which Kansas holds the last major remaining vestige of what once was a far-flung tall grassland came the idea for a prairie parkway.

While it departed from the idea of a massive, shall we say, park, the proposal of a parkway through the most lush and beautiful grasslands still retained the concept of history, heritage and scenery. In addition it had precedent in the Natchez Trace of the South and the Blue Ridge Parkway of the Southeast.

The idea caught on with National Park Service people and others in Washington who like some persistent Kansans were not willing to give up on dedicating themselves to some form of preservation of the prairie. In addition, the proposal had the weight of being an official one from the State of Kansas—signed by the Governor and endorsed by every agency which has any possible connection with scenic presentations, outdoor life, recreation, or economic development.

Despite unofficial appearances of enthusiasm for the Great Prairie Parkway idea there was nothing concrete to suggest that the idea was going anywhere.

Last week, however, more than a ray—a beam—of hope appeared. It came in the form of an announcement from the Secretary of the Interior that the Kansas concept of prairie presentation and interpretation will be the subject of a serious study by the Department and other Federal agencies.

Apparently the official proposal from Kansas had stirred something in Washington, for not only will the route through the choicest areas of tall grass in this State be studied but also there will be a determination as to

be traversed by a scenic and historic route for the Nation as a whole to enjoy.

One of the National Park Service's most able men will head the study task force, working with other Federal and State agencies to determine the worthiness of a parkway or scenic road that would begin in the historic area of northern Oklahoma, follow the general outline of the parkway through Kansas, thence into Nebraska with its inimitable contributions of the Oregon Trail and Fort Robinson and on to the beauty and history of the Dakotas.

Only time will tell what the outcome of the explorations will be. But the mere fact that this is the first major parkway or scenic road study to be made lends considerable significance to the status of the Kansas proposal and the possibility of an overall Great Plains approach.

So while a specific proposal was defeated, there is hope indeed that at least some form of prairie presentation and preservation may be achieved at last.

THE FORCE OF A BROADER APPROACH

One of the factors leading to the defeat of the Prairie National Park idea was that it was a fairly isolated project without the weight of a wide region's support.

Obviously there were other factors, including the aforementioned emotionally based resistance. But without the backing of a wide area—bipartisan, or political, if you please—the odds at the very outset were quite long, despite the acknowledged justification for a national park preserving the prairie.

Now, however, we see developing the broad-based inducement of interest that historically has led to favorable action. The swath across Oklahoma, Kansas, Nebraska, South and North Dakota brings many more pressures to bear, to put it bluntly.

Already in Kansas we have seen considerably more interest in the prairie idea with the proposal of a parkway rather than a park. Communities which couldn't have cared less before are now actively—even aggressively—working for it. Nebraska has been particularly interested, editorially and officially, with just the possibility of a tip-end of the Kansas idea entering its State. Oklahoma has evinced encouraging interest too.

By suggesting that even more benefits might accrue to these States as well as the Dakotas we can well imagine that things may really start to jell.

We have no doubt that more than sufficient justification will be found for the Great Plains Parkway idea when the on-the-ground studies are done. And with the force of a broader approach politically and numerically, it could well prove again that while a battle is lost a war can be won.

[From the Topeka State Journal, Jan. 2, 1965]

PLAINS PARKWAY SEEMS SURE

A proposed scenic road project through five of the Plains States is very much alive. A route tying together points of historic and geographic interest in Kansas, Oklahoma, Nebraska, and the Dakotas is looked upon with favor by Stewart Udall, Secretary of the Interior.

A further spur to such a route was seen in Udall's announcement Wednesday that a study of plains and grasslands areas suitable for possible inclusion in the national park system will be made. The study will be coordinated with a special recreation advisory council now considering a national program of scenic roads and parkways.

This would seem to mean that a prairie park in Kansas is not yet out of the picture although the site first projected for Pottawatomie County failed to materialize. Udall

ment, he said, is vitally in preserving for public use and representative segments of the once vast undeveloped plains and deserts, together with their historic outdoor recreation resources. The proposed parkway in this State has been fairly well defined if the Kansans prevail. It would be a panorama of the grasslands of the region principally the blue stem route would enter the State from in Chatauqua County and follow a regular course northward as it lik, Greenwood, Butler, Chase, Abbeville, Pottawatomie, Riley, Shawnee, and Washington Counties. The grass counties might have some say about the tall grass areas en route. In the light of the Government's enthusiasm this dilemma arise, would be easily solved. The parkways.

PEARSON. Mr. President, it is intent of this bill to embark on a program of land acquisition of the National Park proportions earlier. However, it is my through careful routing of the judicial use of scenic easements in cooperation with State and individual landowners, that portions of this beautiful and area can be preserved for the those who find in it education, and recreation.

Mr. President, that the text of included in full at the end of 15.

THE PRESIDENT. The bill will be read and appropriately referred; but objection, the bill will be on the Record.

(S. 1818) to provide for the development and administration of the Great Prairie Parkway in the State of Kansas introduced by Mr. PEARSON, was read twice by its title, referred to the Committee on Interior and Insular Affairs and ordered to be printed in the following:

S. 1818

Enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, in order to preserve and interpret for the benefit, and enjoyment of the people of the United States the remaining vestiges of true prairie and associated wildlife, and the experience in the settling of the prairie in order to portray contemporary agriculture in the great prairie region, the Secretary of the Interior may acquire, purchase with appropriated funds, or otherwise, a right-of-way generally north-south through the State of Kansas and construct the Great Prairie Parkway. The width may vary in width, but may not be less than 125 acres per mile in width nor more than 25 acres per mile in width.

The right-of-way traverses Federal land of the Department having jurisdiction over such lands may transfer the same to the Secretary without transfer of title.

When the State of Kansas, a political subdivision thereof, or any Federal agency, or any other agency, is in operation in the vicinity of the parkway, the Secretary may enter into an agreement under which he may coordinate the management and administration of the parkway with such programs. When the parkway will benefit them

by, the Secretary may construct roads or trails over lands under his jurisdiction as may be necessary to carry out the purposes of this section.

Sec. 3. The Secretary shall administer the Great Prairie Parkway in accordance with the Act of August 25, 1916 (39 Stat. 535), as amended and supplemented, and in accordance with other laws of general application relating to areas administered by the Secretary through the National Park Service, and in accordance with statutory authority otherwise available to the Secretary for the conservation and management of natural resources which he finds will further the purposes of this Act.

Sec. 4. There are authorized to be appropriated such sums as may be necessary to carry out the purposes of this Act.

INCREASE IN SOCIAL SECURITY EARNINGS LIMITATION

Mr. RANDOLPH. Mr. President, I introduce, for appropriate reference, on behalf of myself and my colleague from West Virginia [Mr. BYRD], a bill to amend title II of the Social Security Act. This proposal would alter existing law to the effect that social security recipients could earn up to \$1,800 per year without loss of benefits payable under the system. Recipients with incomes between \$1,800 and \$2,400 per year would forfeit \$1 in benefits for every \$2 of earnings. For those earning more than \$2,400 annually the provisions of present law would continue in force, with each dollar of earnings bringing an equal forfeiture in benefits.

The impact of such a liberalization of the earnings limitation could be of considerable significance to thousands of older Americans. It could promote an increased sense of self reliance and independence, and would undoubtedly encourage a happier, more fulfilling way of life.

There is ample evidence that Members of Congress, and citizens generally, are becoming increasingly aware of the need for a liberalization of these earnings limitations. One accurate indicator is the large number of bills for this purpose which have been introduced in the House and the Senate during recent years.

The Subcommittee on Employment and Retirement Incomes of the Senate Special Committee on Aging has also been active in this area. As chairman of the Subcommittee it was my responsibility to hold hearings on aspects of the employment problems encountered by senior citizens. After careful evaluation of all testimony received it was one of the subcommittee's recommendations that "the amount of earnings which can be received by a recipient of old-age insurance benefits without loss of benefits be increased to a more realistic level."

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

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

The bill (S. 1820) to amend title II of the Social Security Act to increase the

to earn without suffering deductions from the insurance benefits payable to them under such title, introduced by Mr. RANDOLPH (for himself and Mr. BYRD of West Virginia), was received, read twice by its title, and referred to the Committee on Finance.

ADDITIONAL JUDGES FOR THE COURT OF APPEALS FOR THE SIXTH CIRCUIT

Mr. GORE. Mr. President, I introduce, for appropriate reference, a bill to provide for the appointment of three additional judges for the Court of Appeals for the Sixth Circuit. I ask unanimous consent that the bill remain at the desk until Friday midnight for additional sponsors.

THE VICE PRESIDENT. The bill will be received and appropriately referred; and, without objection, the bill will be held at the desk, as requested by the Senator from Tennessee.

The bill (S. 1824) to provide for the appointment of three additional judges for the Court of Appeals for the Sixth Circuit, introduced by Mr. GORE, was received, read twice by its title, and referred to the Committee on the Judiciary.

RECOGNITION OF WHITEHALL, N.Y., AS BIRTHPLACE OF THE U.S. NAVY

Mr. JAVITS. Mr. President, I submit, for appropriate reference, a concurrent resolution proposing the recognition 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 CARLETON 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 3-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 surrounding forests into fighting ships in just 52 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, New York, 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 Valcour 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 Valcour, though dimmed by the glamour surrounding the Battle of Saratoga, nevertheless played a very

ties by forestalling early invasion of the area from the north; and whereas Whitehall's place in history had heretofore been given the recognition it deserves for the contribution made by shaping the early destiny of our beloved city. 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, New 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. 10) was referred to the Committee on Armed Services.

PROTOCOL FOR THE EXTENSION OF THE INTERNATIONAL WHEAT AGREEMENT, 1962—REMOVAL OF INJUNCTION OF SECRECY

MR. MANSFIELD. Mr. President, at executive session, I ask unanimous consent that the injunction of secrecy be removed from Executive B, 89th Congress, 1st session, a certified copy of the Protocol for the Extension of the International Wheat Agreement, 1962, and the protocol, together with the President's message, be referred to the Committee 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 to ratification, I transmit herewith a certified copy of the Protocol for the Extension of the International Wheat Agreement, 1962, which is open for signature in Washington from March 22 until and including March 23, 1965.

The International Wheat Agreement, to which there are presently 49 States, including the United States, will expire by its own terms on July 31, 1965. In order that the International Wheat Council may continue as a functioning body and in order to allow time for the consideration of a new agreement adequate to deal with marketing problems, I have proposed that the operation of the present agreement be extended for 1 year, until July 31, 1966. That is the sole purpose of the proposed protocol, which was formulated at a meeting of the International Wheat Council on February 19, 1965.

I transmit also, for the information of the Senate, the report of the Secretary of Agriculture regarding the protocol. Attention is invited particularly to the last paragraph of that report. It is my hope that the Senate will find it possible to give early consideration to the protocol. If the protocol be approved, ratification by the United States can be effected by an instrument of acceptance transmitted by July 15.

The Departments of State, Agriculture,

and Commerce are requested to commendation that the protocol be transmitted to the Senate.

LYNDON B. JOHNSON.
THE WHITE HOUSE, April 23, 1965.

AMENDMENT OF HOUSING AND URBAN DEVELOPMENT ACT OF 1965 (AMENDMENT NO. 99)

MR. LONG of Missouri. Mr. President, on behalf of the senior Senator from Missouri and myself, I send to the desk an amendment to S. 1354, the Housing and Urban Development Act of 1965, and request that it be appropriately referred. The amendment is designed to extend Federal grant assistance to certain municipalities for water and sewerage construction which would not otherwise qualify for such assistance under the bill as it is presently written.

THE VICE PRESIDENT. The amendment will be received, printed, and appropriately referred.

The amendment (No. 99) was referred to the Committee on Banking and Currency.

ADDITIONAL COSPONSORS OF BILLS

MR. NELSON. Mr. President, I ask unanimous consent that the name of the Senator from Maryland [Mr. TYDINGS] be added as a cosponsor of the bill (S. 1479) to amend the Federal Water Pollution Control Act in order to establish a program to decrease water pollution by synthetic detergents at its next printing.

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

MR. NELSON. Mr. President, I ask unanimous consent that the name of the Senator from Maine [Mr. MUSKIE] be added as a cosponsor of the bill (S. 362) to amend title 23 of the United States Code (relating to highways) in order to authorize appropriations to assist the States in the purchase of lands and easements for scenic purposes along Federal-aid highways at its next printing.

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

MR. NELSON. Mr. President, I ask unanimous consent that the names of the Senator from Idaho [Mr. CHURCH] and the Senator from Pennsylvania [Mr. CLARK] be added as cosponsors of the bill (S. 1843) to provide that tires sold or shipped in interstate commerce for use on motor vehicles shall comply with certain safety and labeling regulations at its next printing.

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

NATIONAL FOUNDATION ON THE ARTS AND THE HUMANITIES

MR. PELL. Mr. President, as chairman of the Senate Special Subcommittee on Arts and Humanities, I have been greatly encouraged by the volume of favorable mail I have been receiving in regard to S. 1483, the administration bill to provide for a National Foundation on the Arts and the Humanities, which I had the privilege of introducing in the Senate on March 10.

Many illustrious witnesses who testified before the subcommittee during 7 days of public hearings between the dates of February 23 and March 5. 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 following members of the subcommittee have expressed their desire to join as cosponsors of S. 1483, at its next printing: Senators YARBOROUGH, WILLIAMS of New Jersey, CLARK, and KENNEDY of Massachusetts.

Senator GRUENING and Senator JAVITS, the ranking minority member of the subcommittee, both of whom had previously introduced legislation in this area, joined as cosponsors of S. 1483 on March 10.

Senators BREWSTER, BYRD of West Virginia, KENNEDY of New York, HARTKE, INOUYE, JACKSON, MILLER, MONDALE, MONTGOMERY, MOSS, NEUBERGER, RANDOLPH, and TYDINGS have also indicated their wish to be listed as cosponsors of S. 1483 at its next printing. Every opportunity will be afforded to all interested Members of this body to so join if they desire.

At this time I ask unanimous consent that the distinguished Senators to whom I have just referred be listed as cosponsors of S. 1483 at its next printing, together with Senators WILLIAMS of New Jersey, CLARK, and KENNEDY of Massachusetts. Senator YARBOROUGH 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 cultural 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 Star; an editorial in the Virginian-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 and shows how cooperation between 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

Fries

March 1965

National Great Prairie Parkway extending from Tulsa to Fort Union, N.D.

Parkway# would run from a pt where Oklahoma 99 intersects U.S. 60 in a

n ortherly direction to Council Grove, Kansas. The rest of the route would

be a "tourist way" similar to ones on the Mississippi River.

~~MISSISSIPPI RIVER~~

~~PRAIRIE PARKWAY~~

*Great Plains Parkway
(-Hiscoe, Oklahoma-)*

4/8/65

Great Plains Tourway



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 Northwest. 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 receives favor-

able 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 when final proposals are presented they will be favorable to everyone.

Mr. Gregg is superintendent of Jefferson National Expansion Memorial at St. Louis, Mo., and was accompanied on the trip in North Dakota by Supt. 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 departments when 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 Roosevelt Park south of 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 28 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 lookout 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 many travelers who stop at the park.

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INTERIOR DEPARTMENT ANNOUNCES STUDIES OF PRAIRIE LANDS AND HISTORIC AREAS

Included are:

--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.

"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.

44-5825

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.

x x x

THE HOWARD COURANT-CITIZEN

Howard, Kansas

August 27, 1964

**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."

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. Maskell, editor of the Westmoreland Recorder, speaking for the ranchers.

NATIONAL PARK SERVICE
DIVISION OF INFORMATION
Office File Copy

Death Valley National Monument

*Prin - Great Plains
Shawnee -
Kansas Prairie Parkway*

8/27/64