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JOURNAL

OF

WILLIAM L. HATCHER

MEMBER OF CONGRESS

2nd DIST. OF KENTUCKY

VOLUME XXII

July 22, 1969

Senator Edward M. Kennedy is really in trouble. With two brothers assassinated and all of the trouble in his family, he is involved in a right serious matter. I have always had my doubts about Edward Kennedy and especially after finding out that he employed a boy to take one of his examinations for him at Harvard. As a result of this episode he was expelled and later returned and graduated. For months now all of the talk has been to the effect that **Senator Kennedy would be the Democratic nominee in 1972, or for sure in 1976.** Now, if he survives politically to the extent that he is able to retain his seat in the United States Senate in the 1972 election, it will be a miracle.

Suddenly about noon on Saturday, an announcement was made that a car driven by the Senator turned over in a pond near Martha's Vineyard and a young lady companion drowned. The Senator waited some seven or eight hours to report the incident and this is where he is in serious trouble. The story carried in one of the Washington papers is as follows:

CAR DRIVEN BY
SENATOR HITS POND

Edgartown, Mass - A 28-year old former Kennedy secretary was drowned late Friday night when a car driven by Sen. Edward M. Kennedy ran off a narrow bridge into a pond on a Massachusetts resort island near Martha's Vineyard. The Senator was uninjured.

The victim was Mary Jo Kopechne, a former secretary to the Massachusetts Democrat's late brother, Sen. Robert F. Kennedy, and more recently an employee of the Matt Reese political consulting firm in Washington.

The senator told police here that he "repeatedly dove down" in an attempt to rescue Miss Kopechne, whom he said he was giving a ride from a party, but was unsuccessful. Her body was found in the back seat of the car when it was discovered yesterday morning.

Finally, "exhausted and in a state of shock," he said, he walked back to the Chappaquiddick Island cottage of friends, got a ride to Edgartown on the adjacent major island of Martha's Vineyard, and reported the accident to police yesterday morning "when I fully realized what had happened."

A police spokesman said late last night that Kennedy will be charged tomorrow with leaving the scene of an accident.

Returns to Hyannis Port

Kennedy returned to the family home at Hyannis Port, about noon yesterday after some three hours at the Edgartown police station.

A source close to the Kennedys said the senator was still in a state of shock and was unable to hold a press conference to discuss the accident, the Associated Press reported.

Police Chief Dominick J. Arena earlier had said Kennedy did not appear to have been driving negligently, but that a charge might be lodged against him for the eight-hour delay in reporting the accident.

Arena said the car driven by Kennedy went into the water from a 10-foot-wide bridge connecting Chappaquidick Island with the nearby island of Martha's Vineyard, used mostly for pedestrian and beach buggy traffic.

The chief said the bridge, unlighted and lacking any railing, would pose danger for a motorist unfamiliar with the area.

Kennedy's version of the incident, which left a number of questions unanswered, was contained in a statement dictated by him yesterday morning at the small Edgartown police station to an aide, Paul Markham, and later transcribed by police.

"When I fully realized what had happened this morning, I immediately went to the police," Kennedy said.

In his statement, Kennedy said he had been driving his car about 11:15 p.m. with Miss Kopechne as the only passenger, so she could get a ferry to Edgartown when the accident took place.

He said he was unfamiliar with the way and took a wrong turn, continued for a half-mile on unpaved Dike Road, and came down a hill upon a wooden bridge, which police described as 10 feet 6 inches in width, with a lip of about 2 inches along either side.

Car Flips Over

The senator's 1966 Oldsmobile sedan ran off the bridge and flipped over top first into the tidal pond, according to police, leaving 40 feet of skid marks.

"I attempted to open the door and window of the car but have no recollection how I got out of the car," Kennedy's statement said. "I came to the surface and then repeatedly dove down to the car in an attempt to see if the passenger was still in the car. I was unsuccessful in that attempt.

"I was exhausted and in a state of shock. I recall walking back to where my friends were eating. There was a car parked in front of the cottage, and I climbed into the back seat. I then asked someone to bring me back to Edgartown."

Richard P. Hewitt, operator of the Edgartown-Chappaquiddick Island ferry, said Kennedy went to the smaller island Friday evening at about 6:30 p.m., and that he did not know how Kennedy made it back to Edgartown from Chappaquiddick after the ferry shut down Friday night. He said,

however, that there are a number of boats on the smaller island, making it appear likely that Kennedy was returned to Edgartown by boat.

"I remember walking around for a period of time and then going back to my hotel room," Kennedy's statement continued.

"When I fully realized what had happened this morning, I immediately contacted the police."

Arena said Kennedy requested that his statement not be released until he had time to review it with counsel, the Associated Press reported.

The chief said he went ahead and released it at 8 p.m. although he had not heard from the senator because of "pressure" from the press.

The chief said he first learned of the accident, which he said took place between midnight and 1 a.m., when a woman telephoned to report that two boys fishing on the bridge had spotted a car under the water, which Arena said was about 6 feet deep at that point.

Arena said he began efforts to locate Kennedy after learning that the vehicle was registered in the senator's name.

"When I called my office, it turned out Sen. Kennedy was there reporting the accident," Arena said.

The 39-year old chief said he borrowed a pair of swimming trunks and tried himself to dive to where the overturned car was located. He said a swift current prevented him from reaching the vehicle.

With the aid of a scuba diver, Arena said, it was finally possible to bring the young woman's body from the car, into a rowboat and from there to the shore.

Miss Kopechne's body was in the back seat area, face up, clad in a long-sleeved white blouse and black slacks.

Dr. Donald R. Mills, medical examiner for the Town of Edgartown, ruled the death an accidental drowning, police said.

In Washington, an aide to Kennedy said the senator had dropped in at a

party Friday night for former campaign workers for his brother, and had offered to drive Miss Kopechne back to a ferry.

Arena said he will continue to investigate the case, especially the reason for Kennedy's delay in reporting the accident. He said he did not know where the party was held.

The chief said Kennedy was staying at a hotel, the Shiretown Inn, Friday night. He said Miss Kopechne had been at a motel, the Katama Shores Inn, with other girls the chief said he believed were from Kennedy's Senate office.

Kennedy, when he appeared at the Edgartown police station, had changed to fresh clothes, Arena said. "He appeared to be okay, except that he was very distressed over the accident," Arena said.

Kennedy's wife, Joan, had planned to fly from Hyannis Port to Martha's Vineyard yesterday afternoon to join the senator for a sail back to Hyannis Port, according to UPI. Mrs. Kennedy and their three children have been at Hyannis Port since late June.

Police said the senator, a sailing enthusiast who had come to the Vineyard for a regatta this weekend, was accompanied by "3 or 4 attaches" at the police station yesterday.

Friends Not Identified

Neither Kennedy, in his statement, nor Arena identified the friends the Senator said he had been visiting at the cottage he walked back to after the accident.

Edgartown Patrolman Harold Bridge said police believe Kennedy escaped the flooded vehicle through the window on the driver's side, which was open.

It was the second brush with death in recent years for the senator, the only surviving brother of the nation's most famous and tragedy-haunted political clan.

In June 1964, he suffered extensive back injuries in the crash of a small plane in Massachusetts.

Kennedy still wears a back brace as a result of that accident.

Succeeded Brother

Kennedy was elected to the Senate in 1962 to fill a vacancy.

Shattered by President Kennedy's assassination in November 1963 and seriously injured in the plane crash seven months later, he was reelected to the senate in 1964.

A year ago last month, his brother Robert was assassinated while campaigning for the Democratic presidential nomination.

Ted Kennedy, as the surviving senator is known, has been widely regarded as a contender for the Democratic presidential nomination in 1972.

The Apollo 11 sets course for home after perfect lunar take-off.

The moon's first explorers left its lifeless surface yesterday and about 5:00 p.m. joined again with the mothership. The Eagle landing craft that was used to land on the moon was operated by Armstrong and Aldrin and Collins remained in the mothership

while all of the maneuvers and landing on the moon took place. The Eagle landing craft linked with the Columbia command craft, piloted by Collins, at 5:30 p.m. yesterday afternoon. Our Astronauts are on their way back to the earth.

While all of this was taking place, Russia's Luna 15 was sent into space and orbited the moon while we were making our manned landing. The Russian Luna 15 was an unmanned spacecraft and while our men were on the moon, the Luna 15 crashed into the Sea of Crises, some 500 miles away on the moon from where our men were located. The Soviet Union failed to establish a first in this instance, and their unmanned craft should not have been sent into orbit just when we were bringing to a climax a ten year program.

The precious rocks the Astronauts are carrying home from the moon may prove that the moon is geologically active with volcanoes still flowing from a hot interior.

July 23, 1969

The Apollo 11 is on the way home.

Our Astronauts are about 140,000 miles from the earth and they are travelling at the rate of 3400 miles an hour. Splashdown takes place in about 28 hours in the Pacific and weather conditions apparently will be good. President Nixon will be aboard the Carrier to greet the Astronauts and after the 21-day quarantine period expires the Astronauts will then start their travelling over the United States. There will be parades in New York and Chicago and other places and I know that they will then appear before a joint session of Congress.

July 24, 1969

The freeway-rapid transit controversy is still under way.

An editorial entitled "Distorted Issues" appeared in the Evening Star yesterday which explains this matter in a right excellent way. This editorial is as follows:

DISTORTED ISSUES

The City Council's latest flip-flop in the District transportation controversy, fed by some absurd new outbursts of rhetoric, has seemed to harden further a political deadlock which desperately needs to be broken.

As recently as Monday, Transportation Secretary Volpe was predicting publicly, as a number of city officials were predicting privately, that the council was prepared to accede to the law requiring a modest start on the long-planned District freeway program. This action is a necessary first step in freeing funds for the Washington area subway system.

By yesterday morning, however, that agreement had come unglued. The impasse remains, as before. The subway which this region must have to develop an effective circulatory system is no closer. And the council, as it ponders its next move, should take a very hard second look at some very bad advice it has received from the city's Democratic National Committeeman, the Rev. Channing E. Phillips.

The dispute, according to Phillips, has moved now beyond a

debate over the merit of freeways to an issue of whether the City Council will bow to "threats" and to "blackmail" from Congress -- particularly from Representative Natcher of Kentucky. That being the case, in Phillips' view, the council's responsibility is to forego the subway, if necessary, rather than yield.

If this conflict should ever truly come down to such a political power struggle, it is one, every council member must surely be aware, that the council could not possibly hope to win. Congress has not yielded its constitutional authority over the Nation's Capital, nor is it apt, ever, to do so completely. Indeed, the great irony is that this sort of phony political confrontation hurts the chances for further, legitimate delegation of authority over local affairs to local officials. The council's main source of support, moreover, is the Nixon administration, which in this particular controversy happens to be wholly in Congress' corner.

As for the accusations of "blackmail," the council should come down to earth long enough to recognize

that Congress' intent is to bring about a balanced system of freeways and transit which the city needs. It is simply not true that the modest freeway construction directed by Congress would "pave over the city" or destroy large volumes of housing. These projects would, however, complement the subway system. Without them, in fact, the projected rapid transit setup would be wholly inadequate.

Natcher, for his part, has been insisting all along on a good faith showing of the government's intent to move these projects to a point "beyond recall." His most recent comments merely adhere to that line, and they are gathering increasing support on Capitol Hill.

The point is not, in other words, that the City Council should capitulate because Congress has said it must, but because Congress in this instance happens to be right. Political courage, in a valid cause, is a most admirable trait in any public official. What the council is displaying in this case, however, is not courage, but irresponsibility.

July 25, 1969

Apollo 11 returned from the moon yesterday.

Neil Armstrong, Edwin Aldrin and Michael Collins came back from the moon yesterday and parachuted their Apollo 11 spacecraft safely into the Pacific Ocean. Their 8-day voyage ended as it began, on time and trouble-free. For the first time in mankind's 2-million year history man has left his planet to explore another celestial body. The first two men to walk on the moon, Armstrong and Aldrin, together with their companion, Collins, dropped out of the Pacific sky into tropical waters at 12:50 PM about 920 miles southwest of Honolulu. As soon as they were picked up by the helicopter from the carrier, Hornet, they were placed in a quarantine trailer and greeted by President Nixon who spoke to them by microphone through a glass window.

President Nixon said that this is the greatest week in the history of the world since creation.

The Astronauts appeared to be in great shape physically. The

rocks and dust brought back from the moon should be of tremendous value to our scientists.

As unbelievable as it may seem, men have now walked on the surface of the moon and come home to tell about it. The dream of many people to visit that globe which brings light into the darkness of night has been fulfilled.

Senator Edward M. Kennedy today pleaded guilty to the charge of leaving the scene of the car accident that killed Mary Jo Kopechne and was given a 2-months suspended sentence in the Massachusetts House of Correction. The proceedings lasted only ten minutes and Senator Kennedy said only the one word, "guilty".

After the hearing Senator Kennedy informed the press that he would make a statement tonight to the people in Massachusetts over television.

July 28, 1969

The newspapers throughout the country are very unhappy over the statement made by Senator Kennedy on television. His explanation as to

what transpired at the time the young lady was killed is certainly full of holes. For instance, the New York Times stated that Senator Kennedy's televised explanation on Friday night, of the tragic accident in which he had been involved a week earlier, may be entirely true, but it is unsatisfactory because it raises more questions than it answers. This editorial went on to say that there is still no plausible explanation of the Senator's silence and refusal to answer questions, and, further, if he failed to report the accident for a period of from eight to nine hours, why did the two men that he said also dived to try to get the girl out of the car refuse to report the accident. The Evening Star and the Washington Post both are very unhappy over the statement made by Senator Kennedy, and emphatically state that he has many questions to answer before he can ever again consider offering himself for President of the United States.

The rapid transit - freeway controversy continues on. From time to time we have right numerous statements that appear in the newspapers as well as some right mean ones. In Sunday's Evening Star appeared a

story entitled "It's 1979 and D. C. Is in a Jam" by Stephen Green. The story is as follows:

The first American astronauts to land on Jupiter have stopped on the moon to relax before their return to Earth. It is 1979.

In Washington, the President has declared a National Day of Participation and has announced that a parade will be held in the Nation's Capital to honor the astronauts and their extraordinary achievement.

But Metropolitan Police Department and District Highway Department officials are concerned because it will be the first parade to be held in the city in 10 years.

President Nixon, in September of 1969, canceled all parades because it became impossible to find a street without traffic to march on.

Because the City Council has not approved the Three Sisters Bridge and 10,000 court suits have been filed against it, the House of Representatives has refused to release funds to begin subway construction.

Although Shirley Highway has

been widened to 25 lanes, no cars enter the District from it.

During a morning rush hour traffic jam on the 14th Street Bridge five years ago, angry commuters from Virginia rioted and burned the bridge.

The President paid a visit to the bridge while it was still smoking and said its reconstruction would become a national goal.

The bridge has not yet been rebuilt but a floating plaque in the Potomac River commemorates his visit to the site.

At a quickly called emergency meeting of the Washington Metropolitan Area Transit Authority to decide how to handle the parade, the suburban chairman announces that the Secretary of Transportation believes that motorists may agree not to drive into the District on parade day if subway construction begins as a gesture of good will toward the commuter.

He reminds the authority that thousands of books and several presidential commissions have identified the commuter as the most alienated member of society.

5113

"The suburbs," he continues, "have shown their willingness to support rapid transit because they have passed five more bond issues totaling \$10 billion in the last decade for construction.

"This may not go on forever, you know," he says.

The District City Council representative explains that the city will agree to build the bridge as long as Congress agrees in advance to release the construction funds in a contract, signed in blood.

After the meeting adjourns in a fist fight between District and suburban representatives, a Congressman from Northern Virginia calls a press conference.

He announces he will introduce a bill to solve the problem by moving the Capitol to Arlington where, he noted, there is one policeman protecting each 10 citizens, the best ratio in the nation.

But in Bowling Green, Ky., a powerful House committee chairman says that for the sake of economy Congress must no longer appropriate money for anything.

"This whole thing has just gone beyond recall," he says.

August 4, 1969

On Saturday of last week I attended the Sesquicentennial Celebration in Simpson County. Simpson County was established in 1819 and on this 150th anniversary an all-week celebration was held. I spoke at 10 o'clock Saturday morning and then again that afternoon at the Marker ceremony honoring Beverly Leonidas Clarke, Simpson County's first Representative in the United States Congress. Mr. Clarke was born in Chesterfield County, Virginia, in 1809, and with his family moved to Simpson County in 1827. Mr. Clarke served in the 30th Congress and was a member of the Committee on Expenditures for the Department of the Navy. It was a right difficult matter making a speech about Mr. Clarke since he only served one term in Congress. In my speech I compared the budget in the fiscal years 1849 and 1850 with the budget today and cited the major events taking place during the calendar years 1848 and 1849; matters such as the discovery of gold in California in 1848, peace treaty signed with Mexico, Wisconsin admitted as a state, the cornerstone laid for the Washington Monument which, by the way, was

not completed until 35 years later, and the gold rush was on to California. Our national debt today is about \$365 billion and our budget is \$193 billion. In Mr. Clarke's day the fiscal year 1849 expenditures totaled \$45,051,657 and receipts were \$31,208,143. For fiscal year 1850 expenditures were \$39,543,492 and receipts were \$43,603,439. The debt in 1849 was \$63,061,859 and in 1850 it was \$63,452,774. To say the least, in Mr. Clarke's day they did not have a race on to the Moon, disorder on our campuses, crime in our streets, inflation, polluted streams and air, hunger and trouble in our major cities, and a war 10,000 miles away.

In meeting with members of the Simpson County Historical Society prior to the Marker ceremony, we were talking about the Representatives that Simpson County had sent to the United States Congress. The members of the Society and a number of older people who attended the meeting said that Mr. Clarke was the first Representative and Simpson County's only other Representative was Isaac Goodnight. I thought this was wrong and explained at the meeting that I was positive that a man named Charles Milliken had served as a Member of Congress from Simpson. Just to make sure, upon my return to Washington I

checked and found from examining the Biographical Directory of the American Congress that Charles William Milliken served in the 43rd and 44th Congresses and was a resident of Franklin, Simpson County, Kentucky.

On Tuesday and Wednesday of last week we presented our annual appropriations bill for the Departments of Labor and Health, Education, and Welfare. This bill carried funds totaling a little over \$17 billion.

The chairman of the Subcommittee on Labor - H.E.W. is Daniel Flood of Pennsylvania. I am No. 2 on this subcommittee and after holding hearings for over nine weeks, with some seven volumes of hearings, we presented our bill to the full Committee. There were numerous amendments adopted in the full Committee but we received indications from several of the members of the full Committee that on the Floor a move would be made to add some \$834 million to the bill. The Johnson budget made a number of reductions and then the Nixon revisions also cut in a great many instances. We attempted to restore as much as we could to Education and to certain Health programs which are of great concern to our people today. We did not exceed the budget and simply made reductions within the bill, using the amounts

reduced to go other places. Just before taking our bill to the Floor we were informed that Representative Joelson of New Jersey, who is a member of our full Committee on Appropriations, would offer a package of nine amendments. The nine amendments pertained to different paragraphs, sections and titles of the bill. Joelson, by the way resigns from the House on September 1st of this year and will go on one of the State Court benches in New Jersey. He is a Jew and a right smart one - right peculiar too. After we had general debate on our bill, Joelson offered his package of amendments. My chairman, Ben Flood, raised a point of order and we naturally expected the point of order to be sustained because all down through the years on appropriation bills the Parliamentarian, Lewis Deschler, has advised the chairman of the Committee of the Whole on appropriation bills that amendments must be offered paragraph by paragraph, title by title and section by section, and that a package certainly was not in order under the rules of the House. After the point of order was made the Speaker entered the chamber and along with Carl Albert, the Majority Leader, became very much engaged in talking to the Parliamentarian and a number of the Members on the Floor. Chet Holi field was placed in the chair to

preside on this bill and this worried us because we know Chet Holifield. Chet Holifield, after hearing the arguments on both sides on the point of order, and after conferring with the Parliamentarian, proceeded to read his ruling from two yellow pieces of paper which were typed single space in black type. Joelson, sitting at the table across the aisle from us, proceeded to follow the ruling from two yellow pieces of paper, typed single space in black type. This was right unusual and it suddenly dawned on us that all of this had been planned in advance and that the Speaker, the Majority Leader, the Parliamentarian, and the presiding officer in the chair were all in on the plan to force the Joelson amendments on to the bill. You could have heard a pin drop during the ruling and following the debate on the point of order. The majority of the Members in the House were simply dumbfounded at this move on the part of the leadership, and my chairman, Dan Flood, was simply flabbergasted. He is a lawyer and prior to his election to Congress was quite an actor, and he was simply deflated.

It all goes back to the night when my former chairman, Clarence Cannon, stood up on the Floor of the

- 11 -

House and said that our leadership was the most inept leadership in the history of the Congress of the United States. He was referring to John McCormack, the Speaker; Carl Albert, Majority Leader; Hale Boggs, Majority Whip, and he also included Lewis Deschler, the Parliamentarian. In making his statement on the Floor of the House, after receiving rough treatment of a similar nature to the treatment received by our Subcommittee, Mr. Cannon took them all on, one by one. Not a single one of them would stand up and attempt to answer him because they knew that he would then take the Floor and cut them back to size. Events such as the one that took place last week on our appropriation bill are not good and certainly place the leadership of the House in a position where none of the Members, even those who won, can have any respect for such maneuvers.

Dan Flood, during the hearings, recommended that the supplemental request pending before our Subcommittee of \$15 million, which was to be used in part, for a hospital addition to Georgetown Hospital here in the City of Washington, be included in the Supplemental bill and removed from the regular bill since time was of the essence. Speaker McCormack worked for days to have this action

accomplished and if he talked to me once he talked to me ten times about the importance of approving this \$15 million in the Supplemental bill, which was enacted prior to our regular bill last week. Of course, if Dan Flood and I had known that we were to be the recipients of such shabby treatment as we received last week, certainly we would have kept the Speaker's little item in the regular bill and then branded him properly if the Joelson move had been approved. We would have, by an amendment of the Committee, removed the Georgetown item. Dan Flood had quite a few words with the Speaker over this matter following the point of order ruling and prior to the passage of the bill. We learned a right good lesson here, but, judging from what took place when my former chairman several years ago castigated the leadership, should have been sufficient to us to expect treatment such as the kind we received.

President Nixon returned last night from his 12-day trip around the world and told a crowd of some 2,000 people at Andrews Air Force base that his trip had been a "quest for peace" reflecting the "spirit of Apollo." Among those in the waiting line of greeters was Senator Edward M. Kennedy. Mr. Nixon has visited over 60 countries

since he has been in public office and before returning to Washington made a stop in South Vietnam.

August 8, 1969

The freeway - rapid transit battle continues on in the District of Columbia. In yesterday's Evening Star appeared an editorial entitled "Message from Congress." The editorial is as follows:

The District government's refusal to buy the sound concept of a balanced highway-transit program has reached such an absurd extreme that its appointed leaders have seemed quite willing to sacrifice the entire region's rail-transit system, if necessary, rather than comply with a law requiring a modest start on a few long-planned freeway projects.

If City Council Chairman Hahn and Mayor Washington are content to float along indefinitely on this bubble of political irresponsibility, however, it is evident that Congress - if not the Nixon administration - is determined to bring them down to earth

For some weeks, an increasing number of House and Senate members, liberal and conservative alike, have

6100

been urging these appointed public officials to come to their senses. From the background, Secretary Volpe has been murmuring the same thing.

Now, however, the pressure has taken a quite different tack. In voting an urgently needed city revenue bill yesterday, the House District Committee approved a provision to withhold every dollar of the annual federal payment (\$120 million was requested by the city and \$105 million recommended by the committee) until the Congress is informed by the President that the modest District freeway requirements of the 1969 Highway Act have been met.

Whether such a stringent sanction would actually pass both houses of Congress is dubious - but that is hardly the point.

The fact is that Congress is not kidding about bringing an end to this foolishness, and we suggest that Hahn, in particular, who seems to have a good deal of trouble assessing the strength of his position, ought to read the House language very carefully. It says, among other things, that Representative Natcher is by no means alone - as so many officials downtown seem naively to believe - in holding

out for a balance of freeways and transit.

While they are about it, the resident leaders at the District Building should also be aware of the degree to which their isolationist attitudes have strained the regional compact authority which was created to finance and manage the area-wide transit program.

At a meeting today, in fact, several suburban authority members are sufficiently disturbed to be discussing ways and means of "phasing out" the authority in the event the transit program should collapse. We regret that these possibilities are even being discussed, in view of the necessity for the transit network. If they serve to wake up the District to the facts of its regional responsibilities, however, the risk will have been worth it.

August 13, 1969

The subway - freeway battle continues on. On August 11th an editorial appeared in the Evening Star entitled "Return to Sanity." This editorial is as follows:

The disgraceful performance by

the anti-freeway people at Saturday's City Council meeting proves one thing. If they claim to represent the people of Washington, and we do not think that they do, they have amply demonstrated that they are not capable of governing themselves, much less the Nation's Capital.

After the disrupters had been thrown out, the council, which had been putting on a remarkable show of backing and filling, proceeded to reverse itself and vote to comply with the 1968 highway act. This, with other things, calls for construction of the Three Sisters bridge and a restudy of the route for the North Central freeway. Thus, the council at long last has done not only what it was required by law to do, but something which also offers the only hope of finding a solution of the city's transportation problems.

Primary credit for this breakthrough belongs to Representative Natcher, who consistently refused to release subway money until a binding start had been made on the bridge and the freeways. The opponents called this "blackmail" and demanded that the council refuse to yield. They can call it anything they want. But we think it was the only way to compel a timid and reluctant council

to meet its responsibilities.

The news reports also say that President Nixon called Council Chairman Hahn and thanked the council for breaking the impasse. This may mean that the President joined Representative Natcher in bringing pressure to bear on the council prior to Saturday's vote. Be that as it may, we hope it signifies that Mr. Nixon intends to stay with this thing and see to it that his appointees do not permit the shouters and the wreckers to intimidate them into backing down on what they have agreed to do.

When the revenue bill for the District of Columbia Committee was presented to the House, I made a statement under the Five Minute Rule concerning the freeway - rapid transit impasse. An article appeared in the Evening Star on that day, August 11th, entitled "Natcher Still Links Subway to Roads" and is as follows:

Rep. William H. Natcher, D.-Ky., chairman of the House Appropriations subcommittee on the District, said today he will recommend to the House that subway construction money be appropriated "when the President has reported to the Congress that the District has begun work on the local

freeway projects, including the Three Sisters Bridge, required by the Highway Act of 1968.

Natcher, who has led the move to hold the local subway money "hostage" until freeway work begins, said, however, that suits against freeway construction threatened by anti-freeway forces here must be "successfully concluded" by District officials before he will recommend the release of the subway money.

If no suits are filed and District officials proceed immediately . . . I will recommend all of the money authorized and requested of our Appropriations Committee for rapid rail transit construction be appropriated immediately," Natcher said.

"If we join hands and stop all unnecessary delays and procrastinations there is no reason why rapid rail transit money should not be included in the District Appropriations bill for fiscal 1970," he said.

The Emergency Committee on the Transportation Crisis, the leading anti-freeway group, said Saturday it would probably file suit to block the bridge. But, following sessions yesterday, ECTC still has made no final

3307
decision on when court action will be started.

The bill, covering the fiscal year which began July 1, is expected to clear Congress this fall.

Natcher made his statement during discussion of the revenue bill providing new local taxes and an increased federal payment to the city. He said as soon as this legislation is enacted, he will call officials of the Washington Metropolitan Area Transit Authority (the subway authority) before his subcommittee to complete its hearings on the budget.

Natcher said he is not acting on his own but is trying to follow the will of Congress as expressed in the Highway Act of 1968.

"If lawsuits are filed, to block the bridge and freeway construction, certainly Congress has the right to expect the District Corporation Counsel's office to immediately proceed to vigorously defend the District of Columbia and to see that any and all suits are brought to a final conclusion as speedily as possible," he said.

"The type of suit filed and the urgency of the matter involved should

mean a speedy decision by the court. Not months or years but a few weeks," he said.

"I have every reason to believe that President Nixon . . . will instruct the attorney general to assign able members of his staff to assist the corporation counsel's office in successfully defending any and all litigation which may result from the action of the District officials," he said.

Meanwhile, members of the House District Committee reportedly have been told by leaders of Hatchet's subcommittee that the proposed 1970 city revenue package is much too low.

When the package comes up for a vote on the House floor today, liberals and moderates will be fighting for a larger increase in the proposed federal payment to the city than the District Committee granted.

Committee members who are dissenting on the package deal fight for the formula sought by the city - a payment equal to 30 per cent of the taxes raised locally - but it proposes adding a five-year limit on the higher level.

In reporting out the revenue package, the District Committee also provided for new taxes - but they would raise about \$30 million under the amount requested by the city to finance its \$727 million budget. The appropriations subcommittee has awaited the action on the revenue package before making final cuts and producing a budget for the fiscal year which started five weeks ago.

The liberals and moderates are planning to offer a substitute bill providing for the federal payment formula, and deletion of the provisions to cut back the powers of the city government.

If this fails, they plan to sponsor individual amendments for each item objected to. In offering these amendments, they are expected to press for the higher federal payment at least as a flat sum, if not under the formula."

September 9, 1969

Beginning on August 15 and extending to September 3, Congress was in recess. This is the first time in a great many years that a summer recess period was approved by the Congress, and since we now remain in Washington nearly the entire year I guess this new innovation is all right. During the recess period I traveled into 12 of the 20 counties in my District. The weather was unusually warm but I had a real good tour in over half of my District.

We are back now working on the tax reform bill of 1969 and the balance of the appropriation bills for the new fiscal year. So far, only one appropriation bill has been signed and this is the supplemental appropriation bill. The House has passed 6 of the regular bills for the fiscal year 1970 and, so far, the Senate has only passed one of the bills. For some reason or other the Senate is reluctant to go to conference on any of the bills and apparently wants to make sure that we stay here until Christmas Eve. It would seem that those Senators who are up for re-election next year would want to go home as much as possible, but apparently they are of

the opinion that the best way to conduct the campaign for 1970 during the year 1969 is to remain in Washington and to make all kinds of noises as if the senate is really under way.

For several years now we have had problems with our capitol Building. We extended the east front, and the west front is today in worse condition than the east front was prior to the extension. The American Architects Association and a number of other groups have objected to proposed plans for the extension of the west front and, due to the controversy which has arisen, plans for this work were set aside three years ago but, just to make sure, the Building Commission, composed of the Vice President, the speaker, the Minority Leaders in the Senate and the House, and the Capitol Architect, approved the expenditure of a little over a million dollars to shore up the west front, both on top of the ground and all down through the walls which were cracking and in certain sections sagging quite a bit. The Architect of the Capitol, George Stewart, has warned that a sonic boom or the after effects of a blast in building construction here in Washington might topple the west front. This week Speaker McCormack

requested our Committee on Appropriations to approve \$2 million to prepare contract specifications for the project and to get this project under way, at an estimated cost of \$45 million. The extension would basically involve building a 44 to 88-foot addition to the west front, which faces the Washington Monument, which would be used to house committee rooms, restaurants, auditoriums and offices. I do hope that this work will now proceed because the west front is in right serious condition.

During the recess period our Ambassador to Brazil, C. Burke Elbrick, was kidnapped by certain members of the Communist group in Rio de Janeiro and after being held for 3 days was released unharmed, but only after the conditions of the abductors were met by the Brazilian Government. The release of the Ambassador came 78 hours after he was taken from his car at gunpoint and after 15 Brazilian political prisoners, whose freedom was demanded as ransom, were placed aboard a plane and flown to Mexico City where they received political asylum. This was really a serious problem to decide and certainly I can understand how the Brazilian Government feels after having to accept this blackmail.

Senator Everett McKinley Dirksen, whose flamboyant, theatrical style was both applauded and ridiculed for years, died on Sunday, September 7, at Walter Reed Army Hospital. He was 73 years of age and died after he suffered a cardiac attack at the Hospital following a major operation for removal of a tumor from the upper section of his right lung which was cancerous. Today we will have memorial ceremonies here in the Capitol and Senator Dirksen's body will lie in state today in the Rotunda. This is the third time that a Senator has been extended this honor, and certainly Senator Dirksen was the best known Senator in the Senate. I disagreed with his actions on a number of occasions but could not help but marvel in the fact that he always seemed to land back on his feet, regardless of misquoting a passage in the Bible or of refusing to answer a question concerning a numbered bank account in Switzerland.

Ho Chi Minh died during this recess period and the official funeral will be held on Wednesday of this week. The Russian and Chinese leaders are having difficulty in attending the service, with the Chinese first appearing several days in advance of the

funeral and then returning home. This brought forth a statement from the Soviet Union that the Chinese showed disrespect for Ho. Four of Ho's assistant leaders and proteges apparently have taken over the Government for the time being, and I do hope that this will place the North Vietnamese in a position of finally sitting down with us at the peace table in Paris and resolving the Vietnam war.

James A. Pike, former Episcopalian Bishop of California, died in the Judean Desert after he and his wife experienced trouble with their automobile and set out on foot across the Desert. Mrs. Pike succeeded in her walk but the Bishop died along the way.

The District of Columbia Government has finally receded in the freeway-Rapid transit impasse. The Council voted to accept the terms of the Highway Act of 1968 in its entirety to proceed immediately with construction of the projects set forth in the Act for the District of Columbia. We are now in the process of waiting to see just how far the District intends to go with the freeway system. Bids for construction of the Three Sisters

Bridge will be accepted on September 17 and it now appears that maybe the District Government has decided to do right. An editorial appeared in The Evening Star entitled "Freeway Speedup" which is as follows:

"The fact that the District's new freeway timetable will advance the actual construction date of the Three Sisters Bridge by a month is the least significant aspect of that action. In view of all the time that will pass before traffic rolls across the river on this bridge, a few weeks one way or another won't matter much.

"But this speedup is crucially important right now for two other reasons. It backs promises with solid evidence of the District's determination to complete, with no further dilly-dallying, the moderate highway system directed by Congress. And this action should persuade Congress, for its part, to release immediately the Washington area subway construction money which has been held hostage in order to assure the construction of a balanced transportation system.

"By requesting bids this week, to be opened September 17, the city will be able to start work on the bridge by mid-November. As Highway Director Thomas Airis notes, action also has been expedited on each of the three other projects directed by Congress.

"R. H. Booker, the head of a group opposed to further freeway construction, says the speedup was designed to pressure his group into filing a threatened law suit now so the action might be litigated quickly, but that he is having none of that. A suit, he says, will be filed in good time.

"That seems to us a novel view, to say the least. The idea that the city government would deliberately encourage a lawsuit, now or at any time, is rather absurd. If such a suit is filed, as one might well be, the city's obligation will be to contest the action in court as vigorously as it can. The District has pledged to do so when and if it becomes necessary.

"In a separate action yesterday, meanwhile, the region's rail-transit authority sensibly voted to keep its

operation fully geared up and ready to go as soon as Congress releases the initial subway construction money.

"Congress should respond. Its initial apprehensions were based, very legitimately, on a long history of broken freeway agreements downtown. This time, however, the federal officials involved have abided by their words, and if they falter, the White House has promised to straighten them out. The city government is also playing its role straight. What is clearly in order now is a little reciprocation of good faith from the Hill."

Upon our return to Washington, President Nixon issued an order freezing 75 per cent of the public Works construction funds. During the present fiscal year of 1970, public works such as Rivers and Harbors projects, Post Offices, and all other public works of a similar nature will almost come to a complete halt. Just 25 per cent will proceed and this, according to the President, should help us during this serious inflationary spiral through which we are traveling.

The President also hopes that his order for a 75 per cent reduction in new construction contracts will help to hold down the soaring costs of building a home or an apartment house.

The Washington Metropolitan Area Transit Authority has insisted during the past several days that I permit them to advertise for bids. Since the District Government capitulated, the Authority now believes that we should assume that everything is in order long before the Appropriation bill for the District of Columbia is presented to the House. An article appeared in The Evening Star entitled "Natcher Office Queried On Subway Bids Okay." This article is as follows:

"A few years ago an officer in the Army Corps of Engineers met a member of the House of Representatives when he supervised the building of dams in the congressman's home district.

"Neither Rep. William H. Natcher, D-Ky., now chairman of the House District Appropriations Subcommittee, nor former Maj. Gen. Jackson Graham, now general manager of the Washington Metropolitan Area Transit Authority, then realized their paths would cross again.

"However, both have since become important figures in determining the fate of rail rapid transit system for the Washington area: Graham as administrative chief of the subway agency and Natcher as the man who now holds the key to subway construction.

"Today, Natcher was reported noncommittal in response to a WMATA proposal that it advertise immediately for its first contract construction bids, with award contingent on release by Congress of the \$37,472,000 federal funds previously authorized or appropriation of District matching money.

"Graham talked by telephone with Natcher, and later reported the legislator to be "fully aware of the critical status of the rapid rail program," a spokesman said. Natcher made no commitments, he added.

"The WMATA board of directors ordered Graham yesterday to contact Natcher to obtain the legislator's permission to seek bids to start construction of the subway by the end of the year, provided the funds are released on time.

"Legally, the authority does not need Natcher's permission to

seek bids, but it does need his okay for release of the construction funds.

"WMATA Chairman Frederick A. Babson, of Fairfax County, said that if Natcher agrees that bids should be sought, it would indicate he would agree later to releasing the funds.

"Natcher, however, has said he will not permit release of the funds until any possible court suits against the District's freeway building program, authorized in the 1968 Federal Highway Act, are settled.

"Graham met Natcher while commanding the Ohio Basin Division of the Corps of Engineers from 1961 to 1963.

"I have the highest respect for him," he said.

"The WMATA board also voted to return \$326,305 of the agency's fiscal 1969 planning and administrative budget to member jurisdictions.

"The surplus money would have been spent to hire additional employes, if Congress had released the subway construction funds earlier this year.

"The District of Columbia will receive \$105,396.52; the Maryland suburbs \$131,109.35 and Virginia suburbs \$89,799.13.

"In other action during a closed portion of the meeting, the directors reaffirmed a decision made last month not to proceed with negotiations for possible purchase of D. C. Transit System until the issue of whether Congress will release the subway money is resolved."

Several years ago I decided that if my Subcommittee on the District of Columbia would stay with me we would build a new City Library here in the City of Washington. The old Library was built in the year 1903 and is certainly inadequate. Each time that I would place in the bill enough money to start construction of a new Library the Senate would take it out. This byplay took place for a couple of years and then, finally, I succeeded in placing into our Appropriation bill an adequate amount to build this Library and it was approved by both bodies. This project will cost in the neighborhood of \$20 million and should be one of the most beautiful buildings in our Capital City. The question of an architect was up following appropriation of the funds and I only insisted that a well-known

architect be employed. The officials downtown succeeded in employing Ludwig Mies van der Rhoe and he prepared plans for a beautiful building which should serve for many years to come. He is considered one of the greatest architects of the 20th century and during the recess period died in Chicago at the age of 83.

Hurricane Camille plunged across the states of Mississippi and Louisiana, causing hundreds of millions of dollars of damage, and before this hurricane passed out to sea it took the lives of over 300 people. Pass Christian, Mississippi, was completely destroyed and Gulfport was almost annihilated.

Ex-Secretary of State James F. Byrnes, 90-year-old former Supreme Court Justice and United States Senator, is critically ill. Secretary Byrnes is an unusual man and certainly played a right prominent part in the history of this country during this century.

The horsemen of Kentucky are very much disturbed over the tax reform bill which passed the House. Hobby farming, colts costing \$150,000 and all other matters concerning this

type of agriculture are to a certain extent brought to a halt insofar as escaping income tax is concerned in the new tax reform bill. These people are right disturbed.

Probably the most controversial newspaper columnist in this country during the 20th century has been Drew Pearson. Drew Pearson, the syndicated columnist, died of a heart attack here in Washington at the age of 71. Few of the estimated 50 million daily readers of his column were non-committal about Pearson. Some praised him for his scouring of the corrupt in public life and others considered him a character assassin. Former President Harry S. Truman considered him strictly as an S.O.B.

The fight over the Speakership continues in the House. During the past six months, leaders of the liberal Democratic Study Group in the House have started approaching Carl Albert, our Majority Leader, to see if he will make the race for Speaker at the close of this Congress. Speaker McCormack still has no control over the House and refuses to resign as Speaker or to make any indication

that this will be the last Congress that he intends to serve as Speaker.

During the recess period Senator Edward Kennedy's wife suffered a miscarriage, and the Kennedy episode is still very much in the press. An autopsy has been requested and the parents of the young lady involved are resisting the autopsy. The Supreme Court of Massachusetts has held up the proceeding pending the establishment of ground rules concerning the questioning of witnesses at the inquest. All of this has been very harmful to senator Edward Kennedy.

Former President Lyndon B. Johnson celebrated his 61st birthday during the recess period, and President Nixon invited the former President and Ladybird Johnson to meet with him in California during the ceremony in the Redwood National Park where the Ladybird Johnson Grove was dedicated.

I have just returned from the memorial ceremony in the Rotunda where a final tribute was paid to Senator Everett McKinley Dirksen. Senator Dirksen's body will lie in state in the Capitol Rotunda until Wednesday. Senator Dirksen will only be the fourth United States Senator

to be honored by having his body lie in state in the Capitol Rotunda. The other three were Charles Sumner of Massachusetts, John A. Logan of Illinois, and Robert A. Taft of Ohio. The Senate and House in Joint Session attended the memorial ceremony. President and Mrs. Nixon, along with the Supreme Court members and certain other dignitaries were in attendance. President Nixon made a very excellent statement concerning the life of senator Dirksen and he was followed by Senator Howard Baker, Senator Dirksen's son-in-law, who is one of the young members of the United States Senate. Senator Baker spoke on behalf of the family and made an excellent speech.

Ever so often you receive a nice compliment. Yesterday I presided over the Peace Corps authorization bill and, by the way, I have presided every time that the Peace Corps has been brought up in the House since it was first authorized in 1962. Today I met my parliamentarian, Lew Deschler, on the stairway in the Capitol and he was very complimentary of the way I preside in the House. Coming from Deschler, this is really a compliment.

September 11, 1969

I am 60 years old today. I feel real good and in fact never believed when I was elected as a Member of Congress that I would be here on my 60th birthday. With a very fortunate start and a lot of luck along the way, I have succeeded in gaining seniority in my Committee and in the House generally which makes this assignment more exciting each day.

September 12, 1969

We have before the House at this time one of the most important bills that will be brought up this session. The legislation now before us pertains to electoral college reform.

In the Presidential election last year, for the first time since the year 1826, it looked very much like the election for President would have to be decided by the House of Representatives. Nixon and Humphrey were running a close race throughout the country and George Wallace, the former Governor of Alabama, was receiving between 15 and 18 per cent of the total vote. If Wallace had carried a few more states the House of Representatives would then have had to elect a President. Under the

present electoral system, each state would have one vote if the election comes into the House, and last year we had a tie vote in three of the states in the House with half of the Members sitting on the Republican side and the other half on the Democratic side. For instance, Illinois was in this category, and this simply meant that a vote for these three states would cancel out since a tie vote would be cast. The people in the three states would then have no voice in the election of the President. A great many stories were written in the newspapers and the matter was discussed at great length, so when we started the first session of the 91st Congress one of the major legislative matters up for consideration was the bill that we now have before the House. Under H.J. Res. 681 we have a proposal which provides for an amendment to the Constitution of the United States relating to the election of the President and Vice President. Our Founding Fathers selected the plan for the election of a President and Vice President, and in their wisdom they established the electoral college. At that time, of course, good and wise men would be selected as electors based upon the number of Representatives in the House of Representatives and the number of Senators. They would meet in

a so-called electoral college and select candidates for President and Vice President. This, of course, was before the development of the party system. After the growth of the party system the procedure more or less changed because each party now meets in convention and selects their candidates and then presents their candidates to the country.

There is considerable demand at this time to wipe out completely the electoral college and select the President and Vice President by popular vote. In other words, we would elect the President and Vice President as we elect Members of both branches of Congress.

During the debate on this legislation Emanuel Celler, the chairman of the Judiciary Committee, has spoken at length concerning the provisions of the bill. He started out by saying to the House that when the time for an idea has come nothing can stop it. He, of course, was quoting from Victor Hugo. The present electoral system was born at a time when this country's population was only 4 million, and of the 4 million 700,000 were Negro slaves and more than 2.3 million were white women and children. In discussing this

legislation, Mr. Celler pointed out that on three occasions in our history the winner of the popular vote was declared the loser and an unpopular candidate occupied the White House. Adoption of the legislation before the House would then provide for the adoption of an amendment to the Constitution by the states that would permit the nation to vote directly for President and Vice President, with no intervention of the so-called electoral college. This direct election follows the principle of one man, one vote. After Congress submitted the plan to the states, then 3/4 of the states, within the seven-year period, would have to ratify the proposal to make it valid.

In addition to a direct vote and the abolishment of the electoral college, the legislation before the House also provides for a run-off election by the two pairs of candidates who receive the highest number of votes if none of the candidates receive at least 40 per cent of the popular vote. In addition, the proposed amendment provides that the President and Vice President shall be voted for jointly only as candidates who have consented to the joining of their names. In addition, the voters for President and

Vice President in each state shall have the same qualifications as are required for persons voting therein for the most numerous branch of the state legislature, except that each state may adopt less restrictive residence requirements and the Congress may establish uniform residency requirements for voting in Presidential elections. The legislation further provides that the times, places and manner of holding the Presidential election and any run-off shall be prescribed by each state by the legislature of the state. Congress is empowered to make or alter such regulations and is specifically empowered to determine the days on which the original election or any run-off election is to be held. Moreover, Congress is authorized to prescribe the time, place and manner in which the results of such Presidential election shall be ascertained and declared. Congress is specifically empowered to provide for the case of the death or withdrawal of any candidate before the election and for the case of the death of both the President-elect and Vice President. Finally, the bill before us provides that the direct popular election system shall take effect one year after the 21st day of January following ratification by the states.

We started general debate on this legislation on Tuesday of this week and it will continue on into next week. We will probably vote on the bill some time during the middle of next week and a number of amendments will be offered. The people are insisting that the electoral college system be abolished and that at no time in the future must we find ourselves in the position that we were in last year. Therefore, a bill will pass the House and the Senate and then be presented to the states for ratification.

September 16, 1969

The Apollo 11 astronauts will appear before a joint session of Congress today. Following the joint session Armstrong, Aldrin and Collins will begin a world tour. During the past few days 148 scientists throughout this country and the world have been furnished with rock samples which were brought back from the Moon. In addition, one of the rocks has been placed in the Smithsonian Institution.

The second round of American troop withdrawals from Vietnam will be announced today by President Nixon. Vice President Ky, of South Vietnam,

issued a statement yesterday that the number would be 40,500. We still have 508,000 men in Vietnam and this Administration is in a real dilemma as to just what to do. The peace talks in Paris have reached a stalemate and Ho's Will simply admonished the North Vietnamese people that the war must continue and victory be secured for Vietnam.

We are still on the electoral college reform legislation and it now appears that we should vote either tomorrow or Thursday. Following the electoral college reform legislation we will take up our regular legislative appropriation bill for 1970. So far, we have passed 6 of our 13 regular appropriation bills and only one has been signed into law. This clearly indicates to me that we will be here on December 15.

There is a battle under way in the Senate for Minority Leader. Senator Howard Baker, the son-in-law of Senator Dirksen, is a candidate, along with Senator Scott of Pennsylvania and Senator Hruska of Nebraska.

A great many people throughout the world were delighted to hear that Kosygin and Chou En-lai met for a few minutes at the Peking Airport following the funeral of Ho Chi Minh. Over

400 border incidents have taken place in the last few years and the situation is extremely tense between these two countries. A war at this time between the Soviet Union and Red China would certainly be a serious matter.

Each time that I see our new President I can see just a little change. As time passes, the responsibilities of this office really show up on the President and the war in Vietnam day in and day out is certainly a burden. Lyndon Johnson could not escape the shadow of Vietnam and now it clings to President Nixon.

September 17, 1969

At the joint meeting of Congress yesterday our Apollo 11 astronauts received standing ovations. Neil Armstrong, the first astronaut to step on the moon, was presented by Speaker McCormack and Mr. Armstrong stated that it was here in the House of Representatives that the venture first began and this was the passage of the Space Act of 1958. He stated that this was the chartering document of the National Aeronautics and Space Administration. I stood just a little more erect and applauded just a

little louder when he made this statement, because it was my honor to serve as one of the 13 members of the Select Committee on Astronautics and Space Exploration under the chairmanship of John W. McCormack that, during the year 1958, prepared the law, passed the law, and set up the Space Committee.

Colonel Aldrin was next presented and he said that what this country does with the lessons of Apollo applies to domestic problems and what we do in further space exploration programs will determine just how giant a leap we have taken.

Colonel Collins was presented next and he is the astronaut who orbited the moon while Armstrong and Aldrin landed. Colonel Collins really received a standing ovation when he said: "Someday in the not-too-distant future, when I listen to an earthling step out onto the surface of Mars or some other planet, just as I listened to Neil step out onto the surface of the moon, I hope to hear him say: 'I come from the United States of America'."

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September 19, 1969

The House, in an historic act, overwhelmingly approved yesterday a Constitutional amendment providing for direct popular election of the President. By a vote of 339 to 70 which, by the way, is 66 more than the necessary two-thirds, the House voted to abolish the Electoral College, which has elected the President since the beginning of the Republic, and put the decision directly to the people. This proposed amendment will, of course, face an up-hill fight in the Senate. If approved by two-thirds of the Senate, it must then be ratified by the legislatures of three-fourths of the States. Yesterday's action marked the first time that either house has ever approved or considered direct election of the President.

Also during the day yesterday I was served with a summons to appear in the General Sessions Criminal Court today at 9 o'clock a.m. Several weeks ago this man, Booker, who leads the anti-freeway black militants here in our Capital City, along with 13 others was arrested for disorderly conduct in the District of Columbia Council chamber on Saturday, August 9, at the time that the City Council

capitulated and adopted a resolution implementing and agreeing to, in full, the Highway Act of 1968, which provides for the construction of the controversial freeway projects. Prior to the adoption of this resolution a number of dissidents attempted to take over the Council meeting. After I received the summons I made the following statement on the floor of the House:

"Mr. Speaker, on Saturday, August 9, 1969, the District of Columbia Council met to consider adoption of a resolution providing for implementation of the 1968 Highway Act on District freeways. Before the 6-to-2 Council vote adopting the resolution the meeting was disrupted by freeway opponents who had to be cleared from the chamber. There was fighting between the protesters and police, and 14 dissidents were arrested for unlawful entry after refusing to clear the room. Following this disturbance one of those arrested was quoted in the press to the effect that Mr. Natcher of Kentucky would be summoned as a witness and he would be questioned about his stand on freeways and rapid transit. Today, Mr. Speaker, I was summoned as a witness to appear tomorrow, September 19, 1969, at 9 a.m. in the

District of Columbia Court of General Sessions Criminal Division.

"Mr. Speaker, I ask unanimous consent to include the article from the August 10, 1969, Sunday Star pertaining to this disturbance entitled "District of Columbia Council Vote Follows Wild Melee" at this point in the Record."

The article that I filed with my statement set forth all of the facts concerning the melee which took place in the Council chamber. Following my statement, I also stated to the House:

"Mr. Speaker, I have been summoned to appear before the District of Columbia court of general sessions, criminal branch, to testify on the 19th day of September, 1969, at 9 a.m., in the case of the United States against Elio Gasperatti et al.

"Under the precedents of the House, I am unable to comply with this summons without the consent of the House, the privileges of the House being involved. I therefore submit the matter for the consideration of this body.

The SPEAKER. The Clerk will report the summons.

"The Clerk read as follows:

DISTRICT OF COLUMBIA COURT OF GENERAL SESSIONS, CRIMINAL DIVISION

The President of the United States to William H. Natcher, 233 Rayburn Building, Washington, D.C.:

You are hereby commanded to appear before the Criminal Branch of the District of Columbia Court of General Sessions at 9 o'clock a.m. on the 19th day of September, 1969 as a witness for defendants, and not depart the Court without leave thereof.

Witness, The Honorable Harold H. Greene, Chief Judge of the District of Columbia Court of General Sessions, and the seal of said Court this 10th day of September, A.D. 1969.

**Joseph M. Burton,
Clerk, District of Columbia
Court of General Sessions."**

Following my statement, a number of Members came up to me on the floor and asked when we were going to vote on it and certainly they wanted to vote with me. In fact, the word then

passed and over 200 Members remained on the floor, thinking that it required a vote and they wanted to vote with me on the action of the House even recognizing such a summons. Of course, the House did not recognize the summons and, by the action that it took, indicated that the summons was completely ignored.

Yesterday was a right busy day for President Nixon. He used the forum of the United Nations to respond to North Vietnam's latest negotiating hint and appealed to all U.N. members to persuade Hanoi to begin serious bargaining at the peace talks now under way in Paris. The President said that again he wanted to state that we are prepared to withdraw all of our forces and that the withdrawal of 60,000 troops by December 15 was a significant step. Before closing, our President informed the U.N. organization that now was the time for it to take positive action in urging Hanoi to settle this war. With 126 nations represented, the President said that action should immediately be taken and that our country seeks a settlement based on respect for the sovereign right of each nation to exist within secure and reorganized boundaries.

We are still confronted with inflation and this, next to the war in Vietnam, is the major problem confronting this country today. Contrary to official predictions and expectations, economic expansion and inflation are moving ahead instead of cooling down in the third quarter of this year. The Gross National Product for the July-September quarter will increase by more than the \$16 billion rate of gain in each of the first and second quarterly periods this year. This would bring the Gross National Product rate in the third quarter to more than \$940 billion.

September 24, 1969

We are still moving along. An article appeared in today's Washington Post entitled "Start Scheduled on Three Sisters". The article stated that construction work on the Three Sisters Bridge is scheduled to begin before October 15th. Completion is expected about a year later. A contract for preliminary work was awarded last week to the Head Construction Co., of Washington. The firm's president, Robert Head, said yesterday that work on two Potomac River piers is expected to start in about two or three weeks.

September 25, 1969

At long last it now appears that maybe we have reached somewhat of a final solution concerning freeways and rapid rail transit. After a ten-year battle the District Government finally decided to do the right thing and adopted a resolution agreeing to comply with the Highway Act of 1968 which is the law, and began placing the four controversial freeway projects under contract. All during the ten-year fight our Committee has agreed at all times to go along on a reasonable rapid transit system provided a reasonable freeway system was constructed. Yesterday I agreed to recommend to our Committee that the two controversial amounts for rapid rail transit be approved and that the authorized systems of 25 miles now go under construction along with the freeway projects which have recently been placed under contract.

In agreeing to recommend approval of the two amounts, I issued the following statement:

"Our Committee is still of the opinion that there is a place for both a freeway system and a rapid rail transit system in our Capital City. We believe that in order to meet the tremendous day by day growth of traffic the freeway program must be carried out along with

the rapid transit system.

"We started appropriating funds for our freeway system following the five-year study which was adopted by the District of Columbia in 1958. We now have available over \$200 million which must be used for the freeway system.

"In 1962 we started having trouble over the freeway system and this has been the situation up to July 9, 1969 when I recommended to the House that the conference report on the Supplemental Appropriations bill deleting the \$18,737,000 for the start of construction on the rapid transit system be approved. Following our refusal to again approve construction funds for rapid transit construction until the freeway system was started and underway according to the provisions of the Highway Act of 1968, we have had certain actions starting with the District of Columbia City Council vote which approved a resolution requiring the District Government to comply with the Highway Act of 1968. This was on August 9, 1969.

"On August 11, 1969, the Department of Highways and Traffic received an order from the Commissioner and the Deputy Commissioner directing the Highway Department to proceed immediately to implement the provisions of section 23 of the Federal Aid Highway Act of 1968.

"On August 11th the House of Representatives approved the District of Columbia Revenue Act which contained the following provision:

SEC. 903. No funds may be appropriated for any fiscal year under article VI of the District of Columbia Revenue Act of 1947 (D.C. Code, secs. 47-2501a-47-2501b) until the President of the United States has reported to the Congress that (1) the District of Columbia government has begun work on each of the projects listed in section 23(b) of the Federal-Aid Highway Act of 1968 and has committed itself to complete those projects, or (2) the District of Columbia government has not begun work on each of those projects, or made or carried out that commitment, solely because of a court injunction issued in response to a petition filed by a person other than the District of Columbia or any agency, department, or instrumentality of the United States.

"On August 12, 1969, I received the following letter from President Nixon:

The White House
Washington
August 12, 1969

Dear Bill:

Your diligent efforts through the years to ensure that the District of Columbia will enjoy a balanced transportation system are very much appreciated by all of us who are concerned with the welfare of our Capital City. As you know, I have previously expressed my desire that a fair and effective settlement of the issues involved in the transportation controversy be reached to serve the interests of all those concerned -- central city dwellers, suburbanites, shoppers, employees and visitors. It is my conviction that those steps necessary for a fair and effective settlement have been taken.

The City Council of the District of Columbia has now voted in favor of a resolution to complete the requirements of a Federal Aid Highway Act of 1968. Immediately thereafter, the Commissioner of the District of Columbia directed the Department of Highways to implement immediately the requirements of the Act. The Secretary of Transportation has directed the Federal Highway Administrator to rescind the letter of his predecessor dated January 17, 1969, thus placing these projects back into

the Interstate System. Furthermore, the Federal Highway Administrator has been directed to work closely with the Highway Department of the District of Columbia in order to continue work until completion of all projects and the study called for in the Federal Aid Highway Act of 1968. I trust that these actions will fulfill the criteria which you set forth in your statement of August 11, 1969.

The District of Columbia Government is firmly committed to completion of these projects as the Federal Aid Highway Act of 1968 provides. I join the District of Columbia Government in that commitment, and I have directed the Attorney General and the Secretary of Transportation to provide assistance to the Corporation Counsel of the District of Columbia to vigorously defend any lawsuits which may be filed to thwart the continuation of the projects called for by the Act.

A balanced transportation system is essential for the proper growth and development of the District of Columbia. I hope that this evidence of tangible progress would permit us to assure the citizens of the District of Columbia that your Subcommittee will be in a position to approve the \$18,737,000

deleted from the Supplemental Appropriation bill together with the \$21,586,000 in the Regular Appropriation bill for the District of Columbia for Fiscal Year 1970.

With cordial regards.

Sincerely,

/s/ Richard Nixon

"On August 13, 1969, F. C. Turner, Federal Highway Administrator, directed a letter to T. F. Airis, Director of the D. C. Department of Highways and Traffic stating that certain adjustments had been made in the Interstate System for the District of Columbia and that such action had reinstated the system to its status as covered in the Interstate System Cost Estimate referred to in the Federal Aid Highway Act of 1968.

"On September 18, 1969, I received the following letter from Mr. Airis, the Director of the Department of Highways and Traffic of the District of Columbia:

Government of the District of Columbia
Department of Highways and Traffic
415 12th Street, N. W.
Washington, D. C. 20004

September 18, 1969

Honorable William H. Natcher, Chairman
Subcommittee on Appropriations for the
District of Columbia
U. S. House of Representatives
Room 2333 - Rayburn Building
Washington, D. C. 20515

Dear Mr. Natcher:

On September 17, 1969, the Department of Highways and Traffic, D. C. received bids for the construction of a NEW POTOMAC RIVER CROSSING - INTER-STATE ROUTE 266 - VICINITY OF THE THREE SISTERS ISLANDS - CONTRACT NO. 1 - SUBSTRUCTURE RIVER PIERS, Federal-Aid Project No. D. C. - Va. I-266-2 (103)1.

A total of six bids were received, ranging from a low of \$1,152,830 to a high of \$1,528,480. The low bid, submitted by the Head Construction Company, Washington, D. C., is approximately five percent above our office estimate. The low bidder is considered competent and qualified to carry out the provisions of this contract and, as a result, the contract was awarded to the Head Construction Company on this date, with the concurrence of the Bureau of Public Roads, Federal Highway Administration.

We anticipate that all necessary contract documents will be completely executed sometime tomorrow, and efforts will be made to have the contractor commence operations early during the week of September 22, 1969.

The above information is being furnished in order that you and your Committee may be kept abreast of the progress being made by the District Government in implementing the provisions of the Federal-Aid Highway Act of 1968.

With warmest regards.

sincerely yours,

/s/ T. F. Airis, Director
Department of Highways and
Traffic, D. C.

"On September 18, 1969, I received the following letter from Robert P. Mayo, Director of the Bureau of the Budget:

Executive Office of the President
Bureau of the Budget
Washington, D. C. 20503

September 18, 1969

Honorable William H. Natcher
Chairman, Subcommittee on the
District of Columbia
Committee on Appropriations
House of Representatives
Room H302, Capitol
Washington, D. C. 20515

Dear Mr. Chairman:

This is to clarify the situation with respect to the District of Columbia appropriation requests for the proposed rapid rail transit system.

I would like to assure you that the appropriation for fiscal year 1970 of the \$18,737,000, earlier deleted from the District of Columbia supplemental appropriation for fiscal year 1969, together with the appropriation of the \$21,586,000 in the 1970 fiscal year appropriation request, would be in accord with the program of the President.

Sincerely,

/s/ Robert P. Mayo
Director

"On September 22, 1969, I received an excellent statement from Mr. Airis, the Director of the Department of Highways and Traffic, covering all of the highway

projects listed under the Highway Act of 1968 and the action the Department of Highways and Traffic is taking at this time to comply with the resolution of the City Council and the Highway Act of 1968. This statement clearly shows that the freeway program is underway.

"All of these acts indicate clearly that we are in complete agreement that freeway construction as provided under the Highway Act of 1968 must proceed with rapid rail transit construction.

"I will now recommend that the \$18,737,000 deleted from the Supplemental Appropriations bill together with the \$21,586,000 in the regular Appropriations bill for the District of Columbia for Fiscal Year 1970 be appropriated for rapid rail transit construction. I will further recommend that the Federal share for rapid transit construction appropriated for Fiscal Year 1969 totaling \$43,772,000 be released. The provision concerning this amount is contained in the report accompanying the Appropriations bill for Fiscal Year 1969 for the Department of Interior and Related Agencies and the following part of the report applies ==

Department of Housing and
Urban Development
Washington Metropolitan Area
Transit Authority

Federal Contribution

Appropriation, 1968...
Estimate, 1969.....	\$55,147,000
Recommended, 1969	43,772,000
Comparison:	
Appropriation, 1968..	+43,772,000
Estimate, 1969	-11,375,000

Funds available under this appropriation item are to enable the Department of Housing and Urban Development to pay the Washington Metropolitan Area Transit Authority, as part of the Federal contribution toward expenses necessary to design, engineer, construct and equip a rail rapid-transit system, as authorized by the National Capital Transportation Act of 1965, as amended. Funds included in this bill represent two-thirds of the Federal contribution to this project, the remaining one-third to be provided by the District of Columbia.

The Committee directs that this appropriation shall be available only to the extent that an amount equal to one-half the funds provided by this appropriation has been provided by the

1379

District of Columbia as required by
Public Law 89-173.

The Committee's recommendation is based on a total program of \$68,763,000 consisting of \$8,680,000 for engineering and design; \$5,200,000 for rights-of-way and land acquisition; and \$54,883,000 for construction. Deducting \$3,105,000 representing that portion of the program which will be financed from prior year funds leaves a total of new obligational authority of \$65,658,000. Of this total amount \$43,772,000 is included in this bill and \$21,886,000 would be for provision by the District of Columbia.

The headline which appeared across the front page of The Washington News on September 24th was "Rep. Natcher Frees Area Subway Funds." The headline in The Washington Post was "\$121 Million of Subway Fund Freed" and my picture appeared on the front page in the article. I might add that the article was written in a right sad tone. The author of this article is a man by the name of Jack Eisen who was sent into my District to obtain information for the article which he later wrote upon returning to Washington.

On September 24 the headlines on the front page of The Evening Star were: "NATCHER TO RELEASE SUBWAY FUNDS." This article is as follows:

"Rep. William H. Natcher, D-Ky., chairman of the House District Appropriations Subcommittee, agreed today to the release of \$84 million in federal funds to start building a subway system for Washington.

"His announcement ends months of speculation over the fate of the 99-mile rail rapid transit system planned for the area.

"Jackson Graham, general manager of the Washington Metropolitan Area Transit Authority, on learning of Natcher's announcement, predicted that construction of the first stage of the subway will begin by Christmas.

"Last year Natcher put a freeze on federal funds for the subway until the District of Columbia government agreed to build freeway projects authorized by Congress in the 1968 Highway Act.

"Recent actions by the city to comply with the legislation persuaded him to agree to the release of the

funds, according to a seven-page statement the Congressman released from his office in the Rayburn Building.

Funds to be Freed

"Natcher said he will agree to release not only \$18.7 million that the House of Representatives, on his recommendation, deleted from the Fiscal 1969 District supplemental appropriations, but also \$21.6 million in subway funds in the District's fiscal 1970 budget.

"In addition, he said he will recommend that federal matching funds of \$43.8 million be released by the Department of Housing and Urban Development for subway construction.

"The District City Council restored to the city's highway plans last month the Three Sisters Bridge and other freeway projects authorized in the 1968 Highway Act.

"In response to a letter from President Nixon on the subject then he said that he would agree to release the money only when any suits against freeway projects were "successfully concluded."

"However, Natcher said today that on Monday he received an "excellent statement" from Thomas Airis, director of the District Department of Highways and Traffic, which "clearly shows" that the freeway program is under way.

Condition on Funds

"The Airis letter, combined with other moves by the city to comply with the 1968 act, according to Natcher, shows "that we are in complete agreement that freeway construction...must proceed with rapid rail transit construction."

"Area transportation officials believe a measure already passed by the House and approved by the Senate District Committee may be the major factor that led Natcher to agree to release the funds.

"This measure would prohibit any federal payment to the city if the District government failed to comply with the highway act.

"Our committee is still of the opinion that there is a place for both a freeway system and a rapid rail transit system in our Capital City. We believe that in order to meet the tremendous day by day growth of traffic,

the freeway program must be carried out along with the rapid transit system," Natcher said.

"He said road opponents began "trouble over the freeway system" in 1962 and continued up to last July 9, when he recommended that the \$18.7 million for the subway be cut from the supplemental appropriations bill.

"Frederick A. Babson, chairman of the WMATA board of directors, called Natcher's statement "great news for every person in the region. Never has a city and its suburbs been more ready to go with a public improvement project."

"We will break ground in 75 days or less from the moment we are assured of funds. We are ready to place \$60 million worth of work under contract," Graham said.

"Although the House, following Natcher's lead, did not include subway funds in the District revenue bill, the Senate District Committee has voted to restore the money. Once the Senate votes for the recommendation of its District Committee, as expected, the final detail can be ironed out in a Senate-House conference, with House conferees expected to follow Natcher's new position.

Regional Systems

"The first portion of the rapid rail transit system to be built will be 6 miles of the 26-mile basic system planned for the District of Columbia. The 98-mile regional system that also covers the suburbs has been approved by the Senate and is pending in the House. The regional system will cost about \$2.5 billion to build, according to WMATA figures.

"The first six miles will be above ground in Northeast Washington to Rhode Island Avenue and the Baltimore & Ohio Railroad right of way. Turning south it will become a subway running under Union Station, and proceed underground beneath Judiciary Square and along G Street NW, turning north beneath Connecticut Avenue and extend to Dupont Circle.

"Trains will run on this portion of the system by late 1972, according to the WMATA timetable.

"Graham said the funds cleared by Natcher's statement will provide for construction of more than two miles of this initial stage.

"Natcher's statement also quoted Airis as saying the first construction

contract for the Three Sisters Bridge has been awarded to Head Construction Co. of Washington, low bidder with an offer of \$1.1 million.

"Airis confirmed this and said preliminary construction work on the bridge should begin almost immediately."

Mr. Airis is a former Corps of Engineers employee and I know he must feel a little relieved over the fact that he can now proceed to place the freeway projects under contract. He is a very loyal, dedicated employee, and during the hearings on the budget for fiscal year 1970 was somewhat embarrassed when he had to inform our Committee that since the Mayor apparently would make no move due to the tense situation, he was simply helpless. Since Washington has been in as the Commissioner, he of course has been running in and out from under his office desk, and has been afraid to make any move for fear that the black militants will pay him a visit. He is still able to hurry home in the afternoon and change into his evening attire for sorties in and out of the different embassies. It is a rare occasion on Sunday when you can pick up one of the Washington papers and not see his picture at one of the embassy cocktail parties or dinners. This kind of work of course takes no courage, but the kind that he is supposed to perform during the day takes some.

September 26, 1969

The editorials which followed the stories in the local papers were somewhat unusual. They appeared on September 25, 1969. The Washington Post, for a period of over six years now, was bitter and right ugly about the freeway - rapid transit impasse, and, of course, they were on the losing side. Their editorial is entitled "Into the Subway Trenches by Christmas" and is as follows:

A great collective sigh of relief embracing the Mayor's office, the city council, the White House, the Department of Transportation and the Metro Authority must have greeted the announcement of Congressman Natcher that he was releasing city and federal funds so that the building of the subway may start. Metro immediately announced that it was ready to let a series of construction contracts to permit actual subway digging to start by Christmas with completion of the initial 25-mile system expected by Christmas of 1974.

Mr. Natcher released the money after clearly establishing that he was the boss, that he held the purse strings as chairman of the District Appropriations subcommittee, that he was not going to be flouted, regardless of the

degree of uncertainty and tension he generated in the process. So he has made his point, if that makes him happy; given the archaic system by which this city is governed, it is an easy point for the Natchers of this world to make. At least, he had the restraint not to carry out his threat to hold things up until the completion of court action on a lawsuit against the freeway system that has not even been filed.

Mr. Natcher, of course, was not the only one who manipulated the levers of power in an effort to prevail on the freeway issue. The struggles of the last few years between extreme partisans in the dispute could shatter a dinner table conversation as readily as an argument over the generation gap or Vietnam. And no doubt, the arguments are not over, because work on the subway is only just starting. Inevitably, there will be more roads to be debated. But for the moment, we can be grateful that the impasse has been broken. Now the area can go ahead and plan for its growth with a balanced transportation system in prospect, one that will speed a large proportion of its workers to their jobs by rapid transit while using the automobile for those tasks that transit cannot perform.

There is much unfinished business. Speedy House concurrence with the Senate in approving the entire 98-mile system with its vital suburban extensions is required. There will be conflicts such as the one looming over the stop at Farragut Square which must be resolved with the impact on the whole city as well as the convenience of the subway builders in mind. Also ahead is the 18-month study of the proposed North Central Freeway which the City promised Mr. Natcher and the Congress.

Looking back over the past few months, the city will forgive Congressman Natcher for indulging in overkill to get his way if he will now put his great influence behind the completion of the mass transit system on the demanding schedule outlined by Metro.

The Washington Daily News has from time to time ridden both horses in this fight, and their editorial was entitled "Note from underground" and is as follows:

To Rep. William H. Natcher, D-Ky., who, as chairman of the House District Appropriations sub-committee apparently has finally condescended to permit the release of funds to start a subway system here - one which may, in the

seventh decade of the 20th Century permit us to get to work, and home again, swiftly, cheaply, safely and with our sanity intact:

Thanks.

The Evening Star has all down through the years been fair, honest, and courageous about this controversy and at no time attempted to make a race issue out of it like the Washington Post. Their editorial is entitled "Green Light for Transit" and is as follows:

The freeway-rapid transit battle is all but over in this Nation's Capital, and that should be very good news for all concerned.

The break came yesterday when Representative Natcher, chairman of the House District Appropriations subcommittee, announced that he was ready to release funds for the start of construction on the rapid transit system - funds which he had held up until he was satisfied that work on the freeway projects approved by Congress in the 1968 Highway Act was irreversibly under way.

This action means, according to officials responsible for building the transit system, that work will be under

way by Christmas on the 25 miles of transit lines that lie in the District. This downtown portion of the subway should be completed in 1974. The target date for completion of the entire 98-mile system is 1980.

Several developments contributed to the Natcher decision to release the funds. City Council Chairman Gilbert Hahn and the vice chairman, Sterling Tucker, who had been under very heavy pressure from freeway opponents, finally brought the council majority into line behind the necessary freeway projects. President Nixon gave a valuable assist in an August 12 letter to Natcher. There had been threats to file law suits to block any new freeway construction, and Natcher's position was understood to be that he would hold up transit money until all litigation had been finally resolved. This, of course, might have taken years. The President assured the congressman, however, that he had directed the Attorney General and the Secretary of Transportation to give all necessary assistance to the District's Corporation Counsel with a view to vigorously defending any law suits which might be filed. Natcher took this assurance at face value. Finally, the House and Senate District Committees approved riders to the new District revenue bill

which would have withheld any Federal contribution to the city if District Officials failed to do everything in their power to move ahead with the freeway items.

For his part in all this Natcher had been accused of blackmail and various other things. Our view has been that his action in holding up the transit money was necessary as a counterweight to the strident opposition of the freeway critics. It certainly is at least very doubtful that the local authorities would have given their approval to freeways had it not been for the pressure that was brought to bear by the Kentucky congressman.

It is to be hoped now, however, that all of this is behind us. Work on the rapid transit system will begin as soon as the initial appropriations are voted by Congress. Completion of this work at the earliest possible date is of the greatest importance to Washington and the surrounding metropolitan areas. Let's get on with it.

September 27, 1969

Today I received the following letter from my Chairman:

"September 25, 1969

Dear Bill:

You did a great job handling the freeway-rapid transit matter. I continue to be proud of you.

Sincerely,

George Mahon

Honorable William H. Natcher
House of Representatives
Washington, D. C."

September 29, 1969

During the 6-year battle over freeways and rapid transit, the Louisville Courier-Journal has, of course, complied with every request made by The Washington Post. A right mean editorial appeared in The Courier-Journal last year which was requested, and I presume dictated, by The Washington Post concerning my stand on freeways and rapid transit. After all of the editorials and publicity during the past week, The Courier-Journal then comes out with an article entitled: "Suddenly D.C. Loves Kentucky Rep. Natcher." This article is as follows:

"Washington--Seldom does a congressman from any place command as much regular front-page and editorial attention in this city's press as does Rep. William H. Natcher of Kentucky.

"And seldom can a congressman from Kentucky or anywhere else, for that matter, so quickly revert from bad guy to good guy in the public eye as Natcher has done this week.

"Natcher announced Wednesday that he intends, after a long holdout, to release the city and federal funds needed to start construction of the Metropolitan Washington Subway System.

"The Bowling Green Democrat is in a position to do virtually as he chooses on District of Columbia matters because he is chairman of the House District Appropriations Committee. He firmly holds the city's purse strings.

"Natcher has been for years a central figure in a debate over the virtues of more freeways or a subway system or both to help alleviate the area's monumental traffic jams.

No Freeways, No Subway

"And through the years Natcher has been vilified by the freeway foes,

made a patron saint by the subway foes, been accused of blackmail, been investigated by all manner of reporters and praised and damned in the press.

"But Natcher has remained adamant throughout. He has insisted that the metro area needed a balanced transportation system - meaning both freeways and subways.

"He made it plain that there would be no subways until he received iron-clad assurance that a reluctant Washington City Council would move ahead with the controversial and delayed freeway system.

"Last month, Natcher made the prospects for getting on with the subway even bleaker by declaring that he would release no funds until court action was completed on an as yet unfiled lawsuit opposing freeways.

"His stand brought a letter from President Nixon and, the local press reported, some contacts with the White House.

"Then Wednesday, in a move that caught everyone off balance, Natcher said he was satisfied that the District Highway Department was moving

ahead with the freeway system and that he was giving the green light to subway money.

"Yesterday, less than 24 hours later, the Metropolitan Transit Authority voted to seek bids to begin construction of the rapid transit rail system by Dec. 9.

"Natcher's action brought praise from almost all quarters yesterday, even begrudging thanks from The Washington Post, which lately has shown increasing annoyance with Natcher.

"President Nixon commended the action and said it heralded the genuine start of a metropolitan area "to pull itself together." He called it an event of "national significance." Transportation Secretary John Volpe echoed the President.

"That a congressman from rural Kentucky can wield such influence in the federal city is the result of Washington's peculiar form of non-government.

"Congress calls the shots in this city without home rule, and men like Natcher, with seniority in Congress, rise to the positions of authority over the District of Columbia.

"The lack of home rule causes growing resentment here and, because outsiders in Congress really are in charge, causes considerable ill feeling toward Capitol Hill.

"The additional points that Washington's population is more than two-thirds Negro and that new freeways would slice through predominantly Negro neighborhoods has identified Natcher, freeways and Congress as part of some sort of black-removal plot.

"Newspaper and magazine writers have gone to great extreme to try to discover Natcher's motivation for being so headstrong on freeways. The Post this summer sent a man to Bowling Green to investigate the congressman.

The Post Applauds Move

"He came up with the same thing that all so far have come up with - that Natcher is impeccably honest, has no deals with anyone, is conniving with no one. Although Natcher declines to discuss the freeways with newsmen, most have concluded that he is simply doing what he sees as his duty.

"Ironically, on the eve of Natcher's dramatic announcement, the

influential monthly magazine, Washington, appeared on the stands with a piece that described him as the city's "Public Enemy No. 1."

"Perhaps that day now is gone forever. As The Post put it editorially yesterday, "The city will forgive Natcher for indulging in overkill to get his way if he will now put his great influence behind the completion of the mass transit system...."

September 30, 1969

After all of our trials and tribulations, Senators Mansfield, Cooper and Proxmire have decided to get into the freeway-rapid transit controversy. Senator Proxmire is chairman of the Appropriations Subcommittee in the Senate for the District of Columbia and for a period of five years now we have had difficulty finding him during the battle. At no time did he indicate any desire on his part to enter into the fray, but now he apparently wants to be heard. The following article appeared in The Washington Post concerning Senator Proxmire and others, entitled "Subway Snagged In Senate":

"Sen. William Proxmire (D-Wis.) sharply questioned yesterday whether

Washington's subway construction should be started during the present period of inflation.

"Proxmire, chairman of the subcommittee that controls the city budget, told the Senate that he would hold a hearing Tuesday morning on the issue.

"This unexpected challenge immediately threw the complicated political situation surrounding the long-awaited subway into fresh confusion.

"Proxmire did not flatly oppose the subway.

"It is an excellent long-term investment," he said. "But timing.... is crucial in fighting inflation."

He went on to add: "It may be necessary to go ahead.....forthwith."

Linked to Inflation

"Proxmire linked the subway question to the larger national issue of inflation and the attempts of the Nixon Administration to cut back on public works projects.

"Some \$34.7 million of federal funds has already been released to begin subway construction.

7100

"But Proxmire has the power to block the city's contribution to the massive project, planned to cost \$2.5 billion over the next decade.

"Sen. Joseph D. Tydings (D-Md.), chairman of the Senate District Committee, said he would discuss the subway with Proxmire.

"Proxmire said, in a prepared speech, "This is a bad time to build." He added that he planned to look into the legality of the "highly questionable" highway projects he said were "tied to the subway program."

Proxmire Praised

"He said he questioned the wisdom of beginning a mammoth public works project like the subway with a "double" dose of federal funds at a time when inflation was rampant and the rest of the country was being asked to cut back on such projects.

"Sen. John Sherman Cooper (R-Ky.) took the floor to praise Proxmire's action.

"He urged that the hearing consider the legality of the Three Sisters Bridge and other controversial highway projects here.

"The city has agreed to build these highways and bridges in order to get money from Congress for the subway.

"Proxmire observed, "This is a period of excessive price increases."

"He said public works programs were a serious cause of inflation because "they bid up the price of raw materials and skilled labor."

"Cooper reminded Proxmire that the city is obliged by law to build the freeway projects because of insistence by the House of Representatives.

"Rep. William H. Natcher, (D-Ky.), Proxmire's counterpart as chairman of the House Appropriations Subcommittee on the District, has insisted that the letter of this law be carried out before he will release funds to build the subway.

"Natcher announced Wednesday he would approve release of the funds when the City's budget comes before him later this year.

"Officials of the Washington Metropolitan Area Transit Authority are already proceeding to call for bids on the subway's first segment.

"They have expressed confidence work would begin by Christmas.

"One Senate official close to the situation said yesterday that if work does not begin by Christmas, "the subway is dead."

"Most experts feel that if work does not begin soon rising construction costs would require the suburbs to float new bond issues for more money - a step considered politically hazardous.

"As for the bridge and freeways, an amendment in the current city revenue bill, already approved by the District Committees of both the House and the Senate, says that unless the city builds these projects it forfeits all federal payments from Congress - approximately \$100 million this year.

"A spokesman for Rep. Natcher said yesterday that he would not care to comment upon the current developments.

"Sen. Tydings said he hopes that "Natcher doesn't lose his cool" until it can be seen what effect the Proxmire hearings will have.

"There was a further report yesterday that Senate Majority Leader Mike

Mansfield (D-Mont.), the Majority whip, Sen. Edward M. Kennedy (D-Mass.), and others were preparing to add a "subway amendment" to the revenue bill when it reaches the floor of the Senate.

"The amendment would require that money to build highways in the city be withheld until the subway is under construction - just the opposite of the Natcher stand."

In today's Washington Post appeared an editorial entitled "Sen. Proxmire's Perilous Course." This editorial is as follows:

"Could Senator Proxmire be serious about reopening the subway and highway issues in this session of Congress? We hope he isn't because we doubt that anyone could endure further public confrontations over whether the Three Sisters Bridge should be built or whether Congressman Natcher was playing dirty pool or smart politics when he insisted that the subway and bridge go forward together or not at all - and the rest. Since 1959, the subway and bridge have been symbolically tied together as part of the balanced transportation system recommended by the Mass Transportation Survey. But so much emotion has been generated on the question of building freeways in the city that the question could not be settled until the

other day when a way was finally found to permit both subways and freeways to go forward together.

"The Wisconsin Senator who is chairman of the District Appropriations Subcommittee, was quiet on the subject while his House counterpart, Mr. Natcher, was holding up funds for the subway as a means of being assured that work on the bridge would really start. Now that a contract to build the bridge has been let, it would seem to be somewhat belated to raise questions about the timing of spending for the projects as Senator Proxmire has done. Obviously, his main target is the highway program including the bridge, although, in the process, he is likely to do mortal damage to the subway too, since its financing depends on its going forward at this time. Similarly, the parallel action of Senator Mansfield in asking that action on the city's revenue bill be held up to give him time to speak out against its freeway provisions may cost the city substantial amounts of money by delaying the effective date of proposed tax increases.

"It is possible, of course, that Senator Proxmire may merely be providing a demonstration of Senate power to match Mr. Natcher's demonstration

of House power, but that does not make his action any more defensible. The issue was resolved once before by the Congress in the Highway Act of 1968 for which Senator Proxmire voted.

"There are other perils to the city in the reopening of the freeway issue. It has been one of the most divisive that this divided community has encountered, as evidenced by the disorder that occurred when the city council reluctantly agreed that the bridge should be built. The wounds left by the dispute undoubtedly will take a long time to heal. It is questionable whether any useful purpose can be served by reopening them at this time."

Senator Mansfield has been real close to one of the local attorneys downtown who was his campaign manager in his first race for Congress. This man is Jim Rowe and his wife is Elizabeth Rowe, the chairman of the National Capital Planning Commission, who has fought freeways now for a number of years. Senator Cooper is again on the losing side and, of course, we know what his interest is in this matter.

October 1, 1969

An article appeared in the Evening Star concerning Senator

Cooper's interest in the freeway - rapid transit problem. The article entitled "Cut Freeway Edict From Bill on D.C. Revenue, Cooper Asks" is as follows:

Sen. John Sherman Cooper, R-Ky., today proposed that a requirement that the District government build the Three Sisters Bridge and related freeway projects in order to receive its federal payment be stricken from the District revenue bill awaiting Senate action.

Cooper's amendment may come to a vote later this week. It could revive the District's long freeway-subway dispute, which seemed settled last week when a fellow Kentuckian, Rep. William H. Natcher, a Democrat, said he was ready to release District subway funds because of the city's progress on the bridge and freeways.

Natcher, made his move after the Senate District Committee approved the House-passed requirement, which Cooper would now like stricken. The section makes the federal payment to the city conditional on continued freeway work.

The section gave Natcher a new "hostage" provision, so that he could

release the subway money without fear that the District government would once again halt the highway projects.

Sources reported that Cooper's move was prompted by continuing opposition to the freeway package by Mrs. Elizabeth Rowe, former chairman of the National Capital Planning Commission. It was under Mrs. Rowe that the NCPC shifted from approval of the freeway projects to disapproval.

Representative William Bates of Massachusetts served for a number of years in the House and made a good Congressman. He succeeded his father who had served for some twenty odd years. Bill Bates died about three months ago of cancer and since he was a strong Republican and Republicans had been elected for years in this particular district, Senator Saltonstall's son, who was the candidate in the special election, naturally expected to win. A man by the name of Michael Harrington was the Democratic nominee and he was the winner. Out of the last five vacancies filled in the House, four of the vacancies were in Republican districts and the Democrats picked up every seat. This clearly shows that the people want the Democrats in charge of the House of Representatives.

October 3, 1969

We now have under consideration in the House the Military Procurement bill for Fiscal Year 1970. This bill calls for expenditures totaling over \$30 billion. One of the most controversial items in the bill is the ABM System which provides for a continuation of research and deployment at a total cost of \$87 million. This system, of course, if finally deployed would cost approximately \$6 billion and is very controversial at this time. There are a great many scientists and people who apparently know who are definitely of the opinion that this defensive system will not work and will be money wasted due to the fact that it would be unable to prevent to any great extent intercontinental ballistic missiles with atomic warheads. During the general debate, Mendel Rivers from South Carolina, the Chairman of the Committee, and, by the way, one of the most controversial men in the House, was speaking against one of the amendments which had been offered by a member of his Committee and Representative Otis Pike stood up inquiring if the gentleman would yield. Rivers stopped talking and turned to Pike and said, "Certainly I won't yield, can't you see I'm busy." Of course the House just whooped and

hollered but Rivers succeeded in fending off all amendments offered yesterday. This bill has been before the House now all this week and we should vote late tonight.

Atomic aircraft carriers are very much in controversy at this time because a number of the Members of the House believe that these carriers are now nothing but sitting ducks.

President Nixon's honeymoon is just about over. He called a number of the Republican leaders to the White House this past week urging them to immediately call for a moratorium on criticism by the Democrats on his actions attempting to settle the war in Vietnam. Of course after the speeches were made by the Republican leaders of the House and Senate conveying this message to the rest of us, those who have been very vocal in their complaints, such as Senator Eugene McCarthy, and Senator Fulbright the Chairman of the Foreign Relations Committee, said that certainly their criticism would continue since it was a matter of saving the lives of our boys who are now engaged in the longest war ever participated in by our country and one that these two particular Senators do not believe we can win.

President Nixon is also spending quite a bit of his time meeting with leaders of his party offering suggestions for defeat of at least seven of the Democratic Senators next year, so that the Senate may be controlled by the Republicans. A defeat of seven Democrats would make it a tie and then Vice President Agnew could untie the vote. In addition, President Nixon is complaining about the do-nothing 91st Congress. Yesterday, Representative Wayne Hays of Ohio, one of our well known needlers, suggested that President Nixon was working too hard and should slow down. He told the House that the President's official schedule of appointments for the day of yesterday consisted of the following: 9 a.m. group of at least six Republican Senators. 12:15 p.m. Harold Lee, old friend who owns the Mandarin Hotel in Hong Kong. 12:30 p.m. Aubrey Meyers, Pomona, California, classmate at Whittier High School. 5:30 p.m. departs for weekend in Florida. We were in session late last night and Wayne Hays suggested that before we adjourned our session we should pass a resolution asking the President to slow down because no man can stand a pace like that very long.

Our Committee on Appropriations reported out the Public Works Appropriations bill for Fiscal Year 1970

yesterday. In this bill we have for Kentucky the following projects and amounts :

	<u>Construction</u>	<u>Planning</u>
Booneville Reservoir		\$230,000
Carr Fork Reservoir	\$3,380,000	
Cave Run Reservoir	3,800,000	
Dayton		89,000
Eagle Creek Reservoir		178,000
Falmouth Reservoir		50,000
Frankfort, North Frankfort area	824,000	
Kehoe Reservoir...		150,000
Laurel River Reservoir	2,740,000	
Lock and dam 52, Ill. & Ky.....	1,684,000	
Martin local protection	150,000	
Paintsville Reservoir		157,000
Red River Reservoir		500,000
Smithland lock and dam, Ill. & Ky...	500,000	
Southwestern Jefferson County.		50,000
Taylorville Reservoir		236,000
Yatesville Reservoir		181,000

	<u>Study</u>
Big Sandy River, Ky., Va., and W. Va.....	\$40,000
Devils Jumps Reservoir, Ky. and Tenn.....	100,000
Kentucky River and tributaries	20,000
Licking River	25,000
Pond River	40,000
Tradewater River Basin ...	30,000

In addition to the above, we have our other locks and dams on the Ohio River:

Cannelton - \$7,100,000-Construction
 Newburgh - 3,200,000-Construction
 Mound City- 436,000-Planning
 Uniontown - 4,500,000-Construction

I succeeded in having three new projects placed into the bill. The first one is the Tradewater River Project. The next one is the Falmouth Reservoir Project, and the next one is the Martin Flood Control Project. The Falmouth project is very much in controversy, but after five years I decided it was time to do something about it and I asked my Committee to place \$50,000 in the bill. The Tradewater River Project is a part of the Tradewater River Conservation and Development Project, which I had approved when Henderson, Union, Webster, McLean and Hopkins

counties were in our district. This now brings the Corps of Engineers into the Tradewater River Conservation Development Project, and when the four departments - Corps of Engineers, Agriculture, Commerce, and Interior, finish with this program in the Tradewater river watershed, it will be a masterpiece.

October 6, 1969

An article appeared in the Courier-Journal entitled "Tradewater's Flood-Control Study Advances." This article is as follows:

Several water resources surprises for Kentucky popped up in a public-works spending bill approved yesterday by the House Appropriations Committee.

The greatest surprise was inclusion in the budget of \$30,000 for a long-sought study of flooding and drainage problems in the Tradewater River Basin in Western Kentucky.

Less surprising were these other items:

Approval of \$500,000 for planning the Red River reservoir at the downstream site favored by conservationists, Gov. Louie B. Nunn and Sen. John Sherman

Cooper.

Inclusion of \$50,000 for preconstruction planning on another controversial and stalled project, the Falmouth dam on the Licking River in Northern Kentucky.

Addition to the budget of \$150,000 to begin construction of another long-sought project, a flood-protection works at Martin, Ky.

Tradewater, Falmouth and Martin had not been included in the fiscal 1970 budget proposed to Congress by the Nixon administration. The Red River money had been ticketed for construction, rather than planning, as is now the case.

Kentucky's man on the Appropriations Committee, 2nd District Rep. William H. Natcher, D-Bowling Green, said, "I naturally feel very good about the inclusion of these projects in the bill, especially with the tight budget we have this year.

"We've succeeded in getting three new projects added. They're justifiable. Remember - no state other than Alaska has more miles of streams than Kentucky."

Perhaps even more elated than Natcher was 4th District Rep. Gene Snyder, R-Jeffersontown, who had been plumping hard and long for planning money for the Falmouth project.

People in Snyder's district tend to favor the dam, which will be located nine miles south of Falmouth. But people in the neighboring 6th District tend not to favor it, because it would inundate a large amount of good bottom-land along the Licking.

'32 Years Behind Schedule'

"This is the result of three years of hard work," Snyder said, "but unfortunately, it's been 32 years behind schedule."

He was referring to the fact that Congress authorized the dam in 1936 but appropriated no money for it because of the controversy.

"This project is going to be of immense value to the people in Northern Kentucky and in the rest of the Licking Valley as well," Snyder said. "It will mean a great reservoir of clean water for the people of Northern Kentucky and Cincinnati. And it will mean badly needed flood control."

Natcher noted that efforts to get money for the Tradewater study had begun long ago, when the five-county basin was in his old congressional district.

Now in the 1st Congressional District, the basin includes Union, Webster, Crittenden, Hopkins and Christian counties.

Various federal agencies already are involved in resource conservation and development project to improve drainage, deter flooding and provide water management in the basin.

But area residents have contended that the efforts will go for naught unless the Army Corps of Engineers is permitted to study the feasibility of further stream development. The money approved yesterday would allow the study to begin.

Break Comes in Watts Speech

The Red River project, another marked by deep-seated bitterness and the cause of division in the state's congressional delegation, seems finally assured now of proceeding at the downstream compromise site.

The apparent break in the impasse was a recent speech in Lexington by 6th District Rep. John Watts - an ardent supporter of the controversial upstream dam site in the Red River gorge.

Watts said that he no longer preferred one site over the other and that he hoped the project would move along. Newspaper clippings quoting Watts appeared shortly thereafter on Capitol Hill and the Appropriations Committee no longer had a problem of deciding where to put the dam.

Final House action on the appropriations measure is expected next week. From there it will move on to the Senate, where no opposition to the Kentucky projects is contemplated.

Since I have been a Member of Congress we have succeeded in completing sixteen large flood control projects and have twelve more underway. Projects such as Barkley Dam, Rough River Reservoir, Nolin River Reservoir, Barren River Reservoir, Green River Reservoir, Buckhorn Reservoir, Fisht rap Reservoir, New Richmond Lock and Dam, Markland Lock and Dam, Louisville Lock and Dam, Sturgis, Kentucky Floodwall, Barbourville Floodwall, are some of the projects completed and we have a number of others just as important.

Sometimes Members of Congress receive credit for assistance that they have rendered a friend when, politically, it pays not to receive any publicity over the fact that assistance was rendered. For several months now our Republican Governor in Kentucky, Louis B. Nunn, has made a fight to close the Office of Economic Opportunity in Breathitt County. The OEO office, according to the Governor, has played politics with all of the poverty money, and since Treva Howell, the daughter of Judge Ervine Turner (deceased), the leading politician in the county for well over 50 years, was in charge of the program, he made up his mind that he was going to close out the program, preventing Mrs. Howell from using this as a stepping stone in campaigns. At the time Judge Turner was alive he was Circuit Judge, and his wife, Marie Turner, was County School Superintendent. This gave the Turner family almost a complete lock on the County politics. In addition, one son is a State Senator and another son operates the local bank. "Bloody Breathitt" is known throughout the State of Kentucky and in World Wars I and II was the only county that I know of that never had to induct a man for military service. As soon as the quota was received they had enough volunteers each time so that inductions were not necessary, and the County

- 2 -

established an all-time record. This poverty fight has been going on now for some time and the Governor served notice on the President and on the OEO office here in Washington that he would veto all of the funds and the program in its entirety for this particular County and for the Middle Kentucky River Area Development Council generally. I know that President Nixon talked with the OEO Director, Donald Rumsfeld, about this request and it really was a difficult decision to make. Here we have a Republican Governor and two Republican Senators insisting that the program in this area be closed out and that Mrs. Treva Howell be dismissed. Mrs. Howell came to Washington and requested that I help her, and her Congressman, Carl D. Perkins, is chairman of the House Education and Labor Committee which has to authorize the program. The two of us helped Mrs. Howell, and on Friday of last week the Office of Economic Opportunity here in Washington made a decision. The decision was to leave the Area Development Council in operation and Mrs. Howell in as Director. The Governor and the two Republican Senators were very unhappy, and on Saturday the Courier-Journal carried an article on the front page entitled: "U.S. Officials Overrule Governor Nunn's Fund Cutoff to 4-County Poverty Unit." The article went on to

state that Mrs. Howell was jubilant and, upon being interviewed, gave special praise to Kentucky Congressmen Carl D. Perkins, Tim Lee Carter and William H. Natcher. Tim Lee Carter is a Republican and the Governor assumed that he would be on his side and of course is very much incensed over the fact that it now appears that Representative Carter also assisted Mrs. Howell. Here we have praise to a Congressman that may be merited but certainly was not requested.

October 8, 1969

Shortly after his Inauguration, President Nixon selected Major General Carl C. Turner, Retired Army Provost Marshal, as Chief Federal Marshal in the Justice Department. At the time this seemed to be an excellent appointment. Now the retired General is under investigation before a Senate subcommittee which charges him with obtaining several thousand pistols and weapons in cities that have had disorders during the past few years and later selling the weapons and keeping the money. In addition, General Turner was charged with covering up for the Sergeant Major of the Army, William O. Wooldridge, who has now been charged with taking thousands of dollars in slot machine receipts from non-commissioned officers mess facilities throughout the country. As soon as the General

was named by the Senate Investigation Committee as being a participant in all kinds of rackets, he resigned his post as Chief Federal Marshal in the Department of Justice. This, of course, will be a right juicy morsel for future political campaigns.

A number of Republican Senators took great delight in being on the winning side in refusing to approve Abe Fortas for Chief Justice of the Supreme Court. Now the second nomination made by the President to the Court is really under attack. President Nixon named Circuit Court of Appeals Judge Clement F. Haynsworth, Jr., to fill the vacancy on the Court resulting in the resignation of Abe Fortas. After submitting the nomination it developed that Judge Haynsworth was the owner of hundreds of shares in a vending machine company and as a result of quickly manipulating stocks he acquired a million dollars over a matter of a few years, and in one instance purchased stock in a company that had a case before him for final decision at the time of the purchase. It now appears that there will be some forty odd votes against confirmation, and, notwithstanding all of the developments, President Nixon and Attorney General Mitchell have said that they will do everything within their power to see

that Judge Haynsworth is confirmed. Articles, editorials and quotations have appeared throughout the United States pointing out the danger of confirming such a man for our highest Court, but this Administration continues on in its determination to have this man confirmed.

On Monday of next week President Nixon will attempt to prod a reluctant Congress into action with a special message calling for early action on his legislative recommendations. We are behind on Appropriation bills some three months, and since the President has been real slow in making recommendations to Congress, the wheels have just about ceased turning. This is a right slow session, but in President Nixon's Inaugural Address he said that there would not be a multitude of proposals made to Congress, and that we would try to straighten out some of the laws that have been enacted and start enforcing a number of them.

October 9, 1969

The suit instituted by the anti-freeway people here in the District of Columbia was up in Federal District Court yesterday on a motion for a temporary injunction to enjoin construction of the Three Sisters Bridge, which is

now under construction. The Federal Judge refused to grant the temporary restraining order and the attorney for the anti-freeway people indicated that he would advise with his clients concerning an appeal on this motion to the Circuit Court of Appeals.

Following receipt of President Nixon's letter in which he stated to me that the Attorney General had been instructed to vigorously defend any lawsuit I directed a letter to the Attorney General and to the Secretary of Transportation concerning the impending lawsuit. According to the press yesterday, only an assistant to the Corporation Counsel was present yesterday to defend the action, and this morning when I attended a meeting in the White House with the President and other Chairmen of Committees concerning the crime situation here in the District of Columbia, I pointed out to the President that we now should have the services of the Attorney General or of some of his able people because certainly we should not be placed in a position of losing a lawsuit which has no merit, due to the fact that the Corporation Counsel's office here in the District of Columbia is unable to furnish the kind of lawyers that it takes in such a lawsuit. The President agreed with me emphatically that I had carried out every

commitment that I had made and certainly it was up to the Administration to carry out its commitments. As I walked out of the Cabinet Room one of the Assistant Attorney Generals handed me a copy of the memorandum which was prepared by the Counsel to the President on October 7th and which, for some reason had not been delivered to the Attorney General, but, which, according to the Assistant Attorney General would be delivered before 10 o'clock today. This memorandum is as follows:

Within the past week, various individuals and groups in the District of Columbia have taken legal action to enjoin the Federal and District Governments from building the Three Sisters Bridge and related highways and highway structures. Their complaint, filed on October 3rd in the U. S. District Court, includes as defendants the Secretary of Transportation, the Secretary of Interior, the Commissioner of the District of Columbia, members of the D. C. City Council and other officials.

This unfortunate action runs counter to the substantial progress which has been made within the past months toward achieving a balanced transportation system for the District

of Columbia. As the President indicated in his April 28 Message to Congress, he believes that the National Capital needs and deserves a truly metropolitan transportation system that will unify the central city with the surrounding suburbs, including both mass transit and an adequate highway network.

It is anticipated that funds will soon be available for rapid rail and highway construction planned for the District. In section 23(b) of the Federal Highway Act of 1968, Congress has clearly and explicitly recognized that the Three Sisters Bridge is a vital segment of the District's planned highway network. Congress has indicated that the transportation needs of the District will be best served if construction on these projects proceeds concurrently.

Accordingly, we must vigorously defend any legal action which would prevent the District Government from implementing immediately the Federal Highway Act of 1968.

On behalf of the President I therefore ask you to personally direct the Federal Government's defense in this case, coordinate the departments immediately involved, and make available attorneys from the Justice Department as you deem necessary. This

should be considered a matter of highest priority.

John D. Ehrlichman
Counsel to the President

The meeting that was held today in the White House was called by the President and it was a good meeting. I sat directly across the table from the President and again read the small plaque just under the top of the Cabinet Table which indicates that this particular long beautiful Cabinet Table was presented to President Franklin D. Roosevelt by Jesse R. Jones, Secretary of Commerce, in the year 1941. Each time I go into the Cabinet Room I again am very much impressed with the location of this particular room in reference to the Rose Garden. The Rose Garden just outside of the room is beautiful and one of the most restful places I believe I ever saw. The pictures in the Cabinet Room now are large portraits of Presidents Woodrow Wilson, Theodore Roosevelt and Dwight Eisenhower. The pictures of Roosevelt and Wilson are at one end of the Cabinet Room and a magnificent portrait of President Eisenhower is at the other end of the room. The Justice Department was represented today along with the President and the Chairmen of the different Committees involved, and I

believe that as a result of this meeting we will move along now with the crime situation here in our Nation's Capital. Our Committee only appropriates the money and passes on the budget and the Legislative Committees on the District of Columbia in the House and the Senate are the two Committees more directly involved with the laws and the enforcement of the laws. At no time since I have been Chairman have we ever reduced the Metropolitan Police Department's request one dime. We appropriate the full amount because it is justified during presentation each year and merits appropriation of the full amount requested. I made this statement to the President and those present this morning and also made some suggestions concerning the District Building and the Police Department generally from the standpoint of morale. In any city where you permit the people in one of the precincts where a great many crimes are committed to meet and indicate what officers are to be in charge of that particular precinct and to receive assurances that the people in the precinct will be permitted to be in charge of the precinct generally, violates every principle of law enforcement. The President was very much concerned that this procedure was taking place in our

Capital City and that also a \$25,000 amount had to be added in the budget last year to employ lawyers in law firms in the District of Columbia to advise police officers who are charged with brutality after making arrests when we have 72 lawyers in the Corporation Counsel's office here in the District of Columbia. The wives of the police officers marched on the District Building two years ago and with banners and signs demanded that their husbands be protected and that the District officials stand up for the Metropolitan Police Department instead of running every time the black dissidents yelled at them. We had a good discussion, and I believe that the legislative package now pending before Congress which will improve the court system, make certain changes in the bail bond system, and bring about early trials with the courts impressed with the fact that sentences must be meted out according to guilt, should help us with our law enforcement problem in the District of Columbia.

The article in yesterday's Evening Star concerning the first step in the Three Sisters Bridge suit is as follows:

Citizens Lose Court Bid To Stall
3 Sisters Span

A federal judge today refused to issue a temporary restraining order to halt preliminary work now under way on the controversial Three Sisters Bridge.

U. S. District court Judge John Sirica was asked to issue the order by the D. C. Federation of Civil Associations, Inc.

Roberts B. Owen, attorney for the associations, said after the hearing he will have to confer with his clients on whether the ruling would be appealed.

A hearing by the U. S. Court of Appeals conceivably could be held later today or tomorrow.

Soil Sample Cited

Owen told the judge the temporary restraining order was being sought because preliminary work involving the taking of soil samples is now being conducted at the bridge site.

The association filed the suit late last week seeking an injunction against construction of the bridge. The motion for a temporary restraining order was filed late yesterday.

Owen said the federation is not seeking to prohibit construction of the bridge permanently, but is asking

only that the District government comply with procedural rules required by law.

He argued that the District has failed to comply with its own law and a federal statute spelling out procedures to be followed before construction begins, including preparation of a map of the project, public hearings and submission of a plan for approval by the National Capital Planning Commission.

Warns of Delay

None of these requirements has been met on the Three Sisters Bridge, Owen contended.

Patrick O'Donnell, an assistant corporation counsel, argued that the bridge is being constructed on orders of Congress and that if there is a delay now it would mean a tremendous extra cost to the city.

He contended that preliminary procedures as required under District and federal regulations pertaining to public hearings and pre-planning do not apply in this case because Congress specifically ordered construction to begin immediately.

The controversy over the bridge

- 537 -

dates back to the mid-1960s and came to a head this summer when Congress ordered the city to proceed with the bridge, before it would release the federal payment to the city.

The association once before had turned to the courts to block construction and at that time was granted a request requiring the city to conform to law before construction could begin.

October 10, 1969

Since attending the White House meeting with the President and receiving a copy of the memorandum directed to the Attorney General, I was pleased to note in today's Evening Star an article entitled "Nixon Presses 3 Sisters Span." The article is as follows:

"President Nixon has directed Atty. Gen. John F. Mitchell to give the "highest priority" to fighting suits seeking to block construction of the Three Sisters Bridge and related freeways.

"The President's action went further than his mid-August promise to Rep. William Natcher, D-Ky., chairman of the District Appropriations subcommittee, that the federal government would provide assistance to the District in such suits.

- 22 -

"His commitment to Natcher followed adoption by the House of an amendment to the District revenue bill barring a federal payment until the District resumes work on its freeway program. This forced the City Council to reverse its antifreeway stand, which had led Natcher to block subway construction funds.

"A suit was filed in District Court last Friday, seeking an injunction against construction of the Three Sisters bridge and related highways, by several anti-freeway groups and individuals.

"The court has denied the temporary injunction, but the suit is still pending, and others have been promised by freeway opponents.

"The President's instructions to Mitchell were conveyed in a memorandum dated Oct. 7 and signed by John D. Ehrlichman, counsel to the President.

"We must vigorously defend any legal action which would prevent the District government from implementing immediately the Federal Highway Act of 1968," the memo said.

"Ehrlichman added, "On behalf of the President I, therefore, ask you to personally direct the federal government's defense in this case, coordinate

the departments immediately involved and make available attorneys from the Justice Department as you deem necessary. This should be considered a matter of highest priority."

"He noted that the pending lawsuit includes as defendants the secretary of transportation and the secretary of interior, as well as District officials.

"This unfortunate action," Ehrlichman wrote Mitchell, "runs counter to the substantial progress which has been made within past months toward achieving a balanced transportation system for the District of Columbia.

"As the President indicated in his April 28 message to Congress, he believes that the National Capital needs and deserves a truly metropolitan transportation system that will unify the central city with the surrounding suburbs, including both mass transport and adequate highway networks.

"It is anticipated that funds will soon be available for a rapid rail and highway construction planned for the District. Congress has clearly and explicitly recognized that the Three Sisters Bridge is a vital segment of the District's planned highway network. Congress has indicated that the transportation needs of the District will

be best served if construction of these projects proceeds concurrently."

Several days ago I directed the following letter to Attorney General Mitchell:

"October 6, 1969

The Honorable John N. Mitchell
Attorney General
Department of Justice
Washington, D. C. 20530

Dear Mr. Mitchell:

With the assistance of President Nixon and Secretary Volpe we finally succeeded in placing the freeway system here in the District underway, and at the same time released the rapid transit money so bids could be secured.

After ten years we were able to solve the freeway-rapid transit impasse and it appeared that at long last we would secure for our Capital City a balanced system of transportation. Now we are confronted with the lawsuit filed on October 3rd to stop construction of the Three Sisters Bridge.

Our Committee believes that this suit has no merit and should fail. We further believe that with your assistance this suit will be vigorously

defended and we then can continue our efforts to see that our metropolitan area secures an excellent transportation system.

At the request of the Federal City Council several outstanding attorneys in a number of the leading law firms here in our Capital City directed a letter to me setting forth some of the issues that will be discussed in the pending lawsuit. This is an excellent statement and I am handing you herewith a copy of this letter.

Again, I want you to know that our Committee on Appropriations will appreciate your assistance.

With cordial good wishes, I am

Sincerely yours,

William H. Natcher, M. C.

Enclosure"

When I received the following answer dated October 7, naturally I was concerned:

"United States Department of Justice
Washington, D. C. 20530

October 7, 1969

- 2324 -

Honorable William H. Natcher
House of Representatives
Washington, D. C. 20515

Dear Congressman Natcher:

This acknowledges your communication of October 6, 1969. It has been referred for appropriate attention.

Sincerely,

L. M. Pellerzi
Assistant Attorney General
for Administration

RE: Three Sisters Bridge"

It now appears that we are back on the track and I hope that now we will finally be able to move forward.

October 13, 1969

The Three Sisters Bridge goes under construction today.

An article appeared in The Evening Star entitled, "Students Take Over 3 Sisters Island." The article is as follows:

"It was a different kind of student takeover.

"There were no officials to kick out, no building to occupy, no onlookers and no one really seemed to care.

"And it was beginning to get cold.

"Otherwise, the occupation of the Three Sisters Islands last night was just like any other student takeover.

"With the help of two rented - and leaking - rowboats, five young men and two women from the Dupont Circle area set foot last night on the largest of the islands and declared their plans to stop any further construction of the Three Sisters Bridge.

"To give weight to their plans, they renamed the islands Nixon, Broyhill and Natcher. Broyhill Isle, of course, was closest to the Virginia shore.

"The turnout for the takeover would have been greater, but some of the troops were distracted by the Arlo Guthrie concert last night at Georgetown University.

"And others had to go home for dinner.

"But the seven who came and took over the small granite rock were determined to stay - off and on - until

Monday, when the bridge construction is scheduled to begin.

"When the construction crews will try to move in," piped up William Treanor, a student at Federal City College.

"This latest footnote to the controversial plans of the District government to build a bridge across the Potomac in the area of the Three Sisters Islands was seen by the occupation forces, who called themselves the D.C. Student Committee on the Transportation Crisis, as an attempt "to protest the building of an unnecessary bridge and a series of connector freeways that would irreparably deface the Palisades portion of the Potomac River and wreak havoc, ruin and pollution through the hearts of the inner city."

"We're trying to show white college students the problems of the blacks and that we should pay attention to the blacks," Matthew Andrae, chairman of the newly formed committee, said as he sat in the damp sand of the rock.

"Andrae claimed he had the support of the Emergency Committee on the Transportation Crisis - a group of dissident District citizens who have vehemently

Opposed construction plans for the bridge and its inter-connecting freeways.

"The north leg of the connecting freeway is going to destroy our community around Dupont Circle and displace the blacks and us - and we're going to stop it," Treanor added.

"This is a supportive action. The bulk of the organizing, petitioning, demonstrating - perhaps ultimately civil disobedience - will be carried out by the people of the Florida Avenue and U Street (NW) corridor who are primarily black.

"But we'll stay here through that, through tomorrow and Sunday, and we'll mobilize a group of people to confront the highway gang when they come, Andrae said.

"And so they occupied an island. And they huddled in blankets and sleeping bags on a rock measuring barely 15 square feet, and drank fermented apple cider.

"I wouldn't expect anything to happen against them until Monday," a U.S. Park Policeman explained. "If they want to sit up there until then, that's their business - we don't really care."

"And so the students stayed there into the night as the temperature dipped into the 50s, watching the rust-green polluted waters of the Potomac drift by, their occupied territory illuminated only by the landing lights of planes approaching National Airport.

"And they sniffled."

Apparently the Soviet Union is building a space station. This morning the third space ship was placed in orbit and now the Soviet Union has three space ships in orbit with seven astronauts.

The Soviet Union apparently has indefinitely postponed manned flights to the moon in the wake of the Apollo 11 success. The first spacecraft placed in orbit last week carries, according to news media, welding equipment and, with the number of spacecraft in orbit with seven astronauts, I presume that the Soviets will attempt to build a space station.

The President's nomination of Judge Clement F. Haynsworth, Jr., is still under attack. Yesterday the committee from the American Bar Association met again to reinvestigate and revalue and approve of Judge Haynsworth as a candidate for the Supreme Court. The majority of the selection committee again approved

the Judge and I presume this means that the President will still insist upon confirmation by the Senate.

Apparently President Nixon is holding up right well under the burdens of his office. President Johnson seemed always to be in a mood of despair, self-pity and complete rage. In fact, it was so evident that on a number of occasions I gave excuses when requested to come to the White House.

Saturday afternoon I received an advance copy of the President's message to Congress concerning the need for stepping up the legislative proposals submitted by the new Administration. The President states that in the nine months since his inauguration a number of issues have arisen clearly calling for the Congress and the Administration to work together. He states that he is aware that members of the Administration have criticized the Democrat-controlled Congress for dragging its feet in the enactment of legislation and that he knows that Congress has criticized the Administration for its failure to make reports on bills pending and assisting generally with the legislative proposals now before Congress. He shares the blame and states that if a working partnership between men of differing philosophies and

different parties is to continue, then candor on both sides is required. He states that there may be merit in both charges and that neither the Democrat-controlled Congress nor the Republican Administration is without fault for the delay of vital legislation.

In this message the President states that some months ago a Washington columnist wrote in some pessimism that if ours is not to be an age of revolution then it must become an age of reform. The President says now that this is the watchword of his Administration: REFORM. He then calls attention to reform of the draft, of the welfare system, of the tax code, of revenue reform, of postal reform, of manpower reform, of social security reform, of reform of the grant-in-aid system, electoral college reform, D. C. government reform, OEO reform, reform of foreign aid, control of crime, hunger legislation, D. C. crime, narcotics reform, and pornography. All of these reform measures that the President points out are pending in legislative proposals before the Congress.

October 15, 1969

The Vietnam Moratorium is under way today.

Americans across the land demonstrated against United States policy

on Vietnam. Rallies, marches, and other anti-war activities are under way from coast to coast. This Moratorium began as a campus protest but it has now spread to the churches, shopping centers, and into the halls of Congress. We had some 20 special orders following the legislative program yesterday and it appeared that we would probably spend the night in the House Chamber. After two of the special orders had been completed, along with some six quorum calls and roll call votes to adjourn, we finally failed to muster a quorum at 11:30 p.m. and a motion was then made to adjourn. It carried on a roll call vote 112 to 110. During the discussion on the floor, Representatives Andrew Jacobs of Indiana, Rosenthal of New York, Ryan of New York, Olsen of Montana, Yates of Chicago, and others were lined up to debate generally with the Members of the House on the question of an immediate withdrawal of our troops and halting of the war in South Vietnam. These Members were classified as emissaries of Hanoi by Representative Wayne Hays of Ohio, just before Wayne Hays left to attend a NATO meeting in Paris.

After the House adjourned, several hundred students who completely filled the gallery then held a rally on the Capitol steps. The situation in this

country today from the standpoint of crime and dissension is serious - more so than at any time in the last hundred years. We have people today who believe that the revolution under way in our country will completely destroy our government and our way of life. We have hundreds of thousands of people who are afraid, and unless conditions change we will have bloodshed from one end of this country to the other. The polls that are now being taken show that the white people are mad and that, after leaning over backward for some ten years now to correct the situation confronting the black people in this country, they are now threatened and confronted daily with threats of blackmail unless more money, easier jobs with better pay, and more than equal recognition are granted to the black people. The situation becomes more serious each day.

October 16, 1969

A bill providing for a new dollar coin honoring former President Dwight D. Eisenhower was approved in the House yesterday. The vote was 257 to 65 and the legislation was approved two days after the late President's 79th birthday. The bill that we passed in the House provides for no silver in the coin, but the bill adopted by the

Senate provides that the coins shall contain 40% silver until the Treasury has used up the 90 million ounces of silver it now owns. This would mean that the first 300 million Eisenhower coins would be part silver. The question of the use of silver was right controversial in the House, and I have my doubts that when the Conference Report comes back the House will yield on this particular point.

The first space ship from the Soviet Union returned safely to the earth today after testing several types of experimental welding techniques in space.

The moratorium ceremonies throughout this country which were concluded last night establish one fact and this generally has been known for many months now. The fact is that the Vietnam war is unpopular and a majority of the American people want it to end. The hundreds of thousands who took to the streets in the unprecedented display of youthful impatience and middle-aged frustration were successful also in another area. They provided a demonstration to the world of democracy's continuing vitality and of the unique ability of our people to disagree violently without violence.

141 protesters were arrested at the Three Sisters Bridge site yesterday. According to the news media most of these people were college students who were attempting to halt the construction of the Three Sisters Bridge. The article which appears in the Washington Post is as follows:

One hundred forty-one demonstrators mostly college students, were arrested yesterday when they attempted to halt the construction of the Three Sisters Bridge.

The first group of demonstrators arrived at the construction site about 9:30 a.m. and immediately blocked the access road for construction equipment.

About 150 of them sat or stood in the roadway, shouting "Stop the bridge, free D.C." Construction started Monday at a site on the Potomac's north bank a short distance upstream from the Key Bridge.

Work at the site stopped as police were summoned.

A platoon of special operations division officers stood by while Captain K. L. Knight informed the demonstrators that they would be arrested if they did not disperse.

Capt. Knight read the statement three times then ordered the demonstrators arrested.

After the third warning, the demonstrators ran from the road to the end of the construction site where they sat down, locked arms and began chanting "Power to the people." Other students climbed into two large metal conduits.

The police, under the command of Capt. Charles Moore, moved in and several struggles ensued.

Most of the protesters were carried quietly to the patrol wagons but others managed to throw a number of policemen to the ground as they were being carried away.

The police had cleared the site by noon and work resumed after lunch.

As word of the arrests at the site spread, students at George Washington University marched down Canal Road to the construction area as members of the police raced along the access road to head them off.

As the group, numbering about 100, started down toward the site from Canal Road they were stopped by police. The students decided to try to outflank

the officers and began running through a wooded area just south of Canal Road.

The tactic almost worked, but the students ran into about 30 or 40 officers when they came out of the woods onto the access road.

The demonstrators immediately sat down and began taunting the policemen.

They remained sitting just off the roadway and the police, some of them in riot helmets and carrying gas masks, stood about three feet away on the road for about an hour.

Capt. Monroe then gave the order to have the demonstrators arrested. The students locked their arms, just as the first group had done, but went peacefully once the officers had broken their grip.

Monroe said there would be a small contingent of policemen on the scene until the end of the day to insure no further disruption. The students vowed to return later in the day and every day until plans for the construction of the bridge were changed.

All of those arrested during the day were charged with disorderly conduct.

Yesterday's demonstrations were the third in a series of attempts to stop construction of the Three Sisters Bridge. On Monday, students halted construction briefly but left after they were threatened with arrest. Yesterday's arrests were the first at the construction site.

October 17, 1969

On Monday of this week, John Rooney, our fiery little Irish Representative from Brooklyn, was sitting on the Floor talking about some of his relatives in County Cork. The Speaker came back to where we were sitting and sat with us engaging in the conversation concerning Ireland. We have no two Members more Irish than Speaker McCormack and John Rooney. When the Speaker left the Chamber on his way to the office, we both remarked as to how badly he looked. He was as white as a sheet and really had a worried expression on his face. John said that he assumed he was worried over his wife's condition, because she is not at all well.

In today's Washington Post appeared an article entitled "Speaker Suspends Top Aide." It seems that last night at 8 o'clock John W. McCormack suspended his top assistant, Martin

Sweig, after learning that Sweig arranged a meeting last May with the Securities and Exchange Commission requested to lift a ban on the sale of Parvin - Dohrmann Company stock.

The incident came to light when the Securities and Exchange Commission filed a civil suit in New York Federal Court yesterday alleging fraudulent activities by a group of Parvin - Dohrmann stockholders in gaining control of the company last year. The suit asked that they be enjoined from further alleged securities violations. The complaint that was filed stated that a man by the name of Nathan Voloshen tried to arrange a meeting to get the order lifted and that a meeting was arranged by an Administrative Assistant to a Congressman. Sweig, according to the paper, is 46 years old and has been Speaker McCormack's Assistant for a period of 24 years. In the article Mr. McCormack was quoted as stating that Voloshen, who lives in New York, had been a friend of his for many years and Voloshen was often seen in the Speaker's office and lunched frequently with the Speaker. The complaint stated that the company paid Voloshen \$50,000 for his help and that the Securities and Exchange Commission suspension was lifted a

week later. In suspending Sweig, the Speaker said that he accompanied Voloshen and Parvin - Dohrmann's board chairman, Delbert Coleman, to the Securities' meeting. It also appears that a Federal Grand Jury in New York that is investigating the Parvin - Dohrmann matter and the connection that Sweig and Voloshen have played in the matter is also investigating another report involving Voloshen. It seems that in the second investigation Voloshen used the telephone in the Speaker's office to make several calls to the Justice Department seeking the release from prison of an eastern Mafia member on the grounds of ill health. It seems that these calls were unsuccessful. Attending the meeting in the office of the Speaker last night, in addition to Sweig was Edward J. McCormack, the Speaker's nephew and the gentleman who ran for the Senate against Edward M. Kennedy in 1962. In answering the suspension of Sweig, according to the article, the Speaker was deeply shaken and told the reporters that he was just as clean as the first day that he entered public life in 1917 as a delegate to a Massachusetts Constitutional Convention.

The second spacecraft from the Soviet Union landed safely today and

the third spacecraft will land shortly. All seven astronauts are in good health according to the reports and so far this has been a successful operation.

Adam Clayton Powell is still in court hoping to obtain his full salary during the time that he was barred from the House and in addition hopes the Court will in some manner restore his seniority. I have only seen him on the Floor twice this year and when interrogated at Bimini and other places throughout the country he simply states that since he only receives a part of his salary he is serving as a parttime Congressman. In Wednesday's New York Times appeared an editorial entitled "Opportunity for Harlem." This editorial states that Representative Adam Clayton Powell's promise to leave the country if the proposed state office building is constructed in Harlem is one of the best reasons yet advanced for going ahead with the controversial project. Harlem would benefit in two ways. It would be rid of a demagogue who has too long mis-represented it in Congress and acquire a new civic center that would provide many jobs for the black community. Such a double opportunity is too good to pass up, according to the New York Times on Wednesday

October 15, 1969.

The current Vietnam battlefield lull has now extended into its fifth week. Only a few American casualties have been reported during this time. The White House reports that President Nixon's Vietnam policy is being supported by more than four to one in telegrams tabulated in the wake of Vietnam Moratorium Day.

President Nixon will address the Nation today at 4 o'clock on the rising cost of living. The President made the decision to go before the people on the subject of rising prices after a series of high level White House discussions over the past several days on the state of the economy and how to best control inflation.

October 18, 1969

The Washington Post really "takes the cake." This is, of course, a real liberal newspaper and as such is recognized as one of the best newspapers in this country from the standpoint of being always out in left field. In the freeway-rapid transit impasse this newspaper, of course, was on the losing side and apparently it is going to take years for the editorial staff and the committee that operates this newspaper to get over the fact that it was unable to dictate to the Congress. The suit

that was filed to stop construction of Three Sisters Bridge is now pending in District Court before Judge John J. Sirica. Judge Sirica is a good District Judge and, according to lawyers here in our Capital City, is a man who is well versed in the law and regardless of pressures decides cases according to law. In filing the suit, the anti-freeway people requested a temporary restraining order. Ten days ago this was refused by Judge Sirica. Yesterday another hearing was held before the Judge and the Court again refused to halt construction on the Three Sisters Bridge pending the outcome of the suit challenging the project's legality. The Evening Star carried an article on the front page of the paper yesterday concerning the decision of the Court, and in this morning's Washington Post a very small article, jammed in between the church notices for Sunday worship tomorrow over in section E where it was almost impossible to locate same, carried the news that the Court had again refused to stop the Bridge. Attempting to completely hide the article seems to me right foolish when this newspaper has for years now taken such a prominent part in this battle. Of course, the Washington Post would like to see something happen, regardless of just what would be considered in the best

interest of our Capital City, that might either delay or bring about a stop in the freeway program which we now have under way.

President Nixon, in his radio address on the rising cost of living, discussed in detail the reason for high prices that keep getting higher. In outlining just what his Administration was doing to stop inflation, he said that step one must be a reduction in Federal spending. Holding down government spending and holding up the tax rate and making it harder for people to get credit is not the kind of policy that makes friends for people in politics. This, of course, is bitter medicine but the President in his address to the Nation said that we must take it. Wage and price controls are not being considered and the President called upon leaders in Labor and Business to hold down prices and pay increase demands. In closing, the President stated that there is a secret weapon that his Administration intends to use in the battle against rising prices - that secret weapon is the confidence of the American people.

The Speaker now has his hands full with this probe that is under way concerning his top aide, Martin Sweig. According to today's paper, Sweig has

been into a number of matters other than the House Office Building settlement of \$5 million and the Parvin-Dohrmann stock matter before the Securities Exchange Commission. The House Office Building matter, by the way, pertains to the underground garages adjacent to the Rayburn Building. The Washington Post has been very much against the Speaker for several years and in an editorial today entitled, "Misuse of the Speaker's Prestige," this newspaper states that the incidents so far brought forth concerning Sweig are only isolated incidents and do not detail fully the operations of this man, and the Speaker's office generally. What has come to light, according to the Post, carries with it damaging implications that the prestige of the speaker's office has been used in some very shady operations and that the public is entitled to know whether any other fees were paid in connection with meetings arranged by the Speaker's top aide, Martin Sweig.

October 20, 1969

During the weekend Vice President Agnew made a speech in New Orleans and during his discussion made certain statements about the Vietnam Moratorium Day services which took place on October 15. He said that if the Moratorium

had any use whatsoever it served as an emotional purgative for those who feel the need to cleanse themselves of their lack of ability to offer a constructive solution to the problem. He went on further to say that a spirit of national masochism prevails and is encouraged by an effete corps of impotent snobs who characterize themselves as intellectuals, and it is in this setting of dangerous oversimplification that the war in Vietnam achieves its greatest distortion. He said further that truth is revealed rather than logically proved.

Of course, this speech was either prepared in the White House or had the approval of President Nixon, and I say: more power to Vice President Agnew. This is the first time he has indicated that he is earning his pay and was able to make a statement without getting both feet into his mouth.

October 24, 1969

Our Speaker, John W. McCormack is a right worried man. He is 77 years of age and the newspapers and magazines for the past two weeks have been full of stories concerning influence peddling out of his office. He dismissed his Administrative Assistant Martin Sweig last week until the matter is cleared

up but judging from the stories that will appear in Life Magazine next week, this may be a continuing affair. In an advance release Life Magazine said yesterday that one of its reporters was offered a \$50,000 bribe to suppress a story alleging that the Speaker's Congressional office was used as a base of operations for widespread influence peddling. The article charged that Speaker McCormack himself called the New York State Parole Board Chief Russell Oswald with a request for an early parole for Edward M. Gilbert, a convicted swindler who, Life Magazine said, had paid Voloshin, the Speaker's friend, at least \$75,000 for help.

Mr. McCormack is not at all well and has been under attack now for several years due to the fact that he has no influence over the House and is unable to carry out the duties of the Speakership. During the past two weeks he has had all of his teeth removed and with new false teeth and in poor health too, he is really having his problems.

The House passed a \$5 billion Housing bill last night with provisions designed to replace razed homes in urban renewal areas and to

find ways to build cheaper housing quicker. An amendment was added that requires that for each dwelling unit torn down in an urban renewal project a new one must be built. Also an amendment was added that would extend Federal Housing Administration mortgage guarantees to owners of mobile homes.

The three Army sergeants who are presently appearing before John McClellan's investigative committee, have started taking the Fifth Amendment. Sergeant Major William O. Wooldridge and three of his former Army buddies politely but absolutely refused to talk about a worldwide non-commissioned officers club racket that they operated at a huge profit. Wooldridge is the top non-commissioned enlisted man of the United States Army. At the time of his selection he received a great deal of publicity throughout this country and it now appears that he had a prior record early in service when he broke into a telephone coin machine and was court martialed.

The difficulty continues in Israel and throughout the Arab world. After the Six Day War, Israel refused to turn back the territory seized and now for months we have had guerilla attacks from country to country.

The Senate Finance Committee is now in the process of marking-up a tax reform bill and it will be considerably different from the one that we passed in the House. Every known pressure has been used on the Senate Committee to eliminate foundations, any reduction in oil and gas depletion allowances and the several other categories. The bill that the Senate will finally present will be only a skeleton of the legislation that we enacted in the House.

The Three Sisters Bridge controversy still continues. The Members in the House have kidded me over the "Three Sisters." Some of my good friends say that it is bad enough when you are playing around with two sisters but when you start with three, you naturally can expect trouble.

For the past several days we have been in conference with the Senate on the Department of Agriculture and Related Agencies Appropriations bill for Fiscal Year 1970. This bill contains a little over \$6 billion and provides for all of the services in the Department of Agriculture. Services such as Research, Plant and Animal Disease Control, Soil Conservation, REA, ACP, Commodity Credit, and all of the price support programs. I have served on this particular sub-

committee for a period of 14 years. Our Chairman is Jamie L. Whitten, of Mississippi. Jamie is 60 years old and a right able Member of Congress. He is a lawyer and started out in the Mississippi legislature, later serving as County Prosecutor before he was elected to Congress. I am No. 2 on the committee and next to me is W. R. Hull, Jr., a tobacco farmer and a right wealthy man from the state of Missouri. Next to Hull is George E. Shipley, a former sheriff of his home county and an Illinois Representative. Frank E. Evans of Colorado is a lawyer and one of the new Members on our subcommittee. On the Republican side we have Odin Langan, a farmer from Minnesota and next to Langan is Robert H. Michel, an attorney and a former Administrative Assistant to a right controversial Member from Illinois. Jack Edwards of Alabama sits next to Michel and he is a right able Member and a lawyer.

Sitting across the table from us in the Conference are the Senate conferees. Spessard L. Holland is the Chairman of the Senate Subcommittee on Agricultural Appropriations and is 72 years of age. A right fine distinguished old gentleman who likes to talk. When we start the conference we inquire of the Senator as to his health and then we sit back and listen quietly for

about fifteen minutes while he tells us generally how he feels. In all matters that are brought up before the Conference it takes the good Senator a long time to explain his position. We learned several years ago to just let him talk. He is a lawyer and has served for a number of years now in the Senate. He is a former Governor of Florida. Next to Senator Holland the the Chairman of the full Committee on Appropriations in the Senate is Richard B. Russell of Georgia. Senator Russell is a sick man and is taking cobalt treatments for emphysema. Probably the ablest man in the Senate, an attorney and an old bachelor who really is a bachelor. A former Governor of Georgia and a man who probably would have been elected President of the United States a number of years ago if he had only come from the right section of the country. Sitting next to Senator Russell is Senator John Stennis of Mississippi. Senator Stennis is a lawyer and a former judge of the State of Mississippi. A right pious man who is serving his first year as Chairman of the Armed Services Committee in addition to his duties as a member of the Committee on Appropriations. A man of many airs and with a big following in his home state. Next to Senator Stennis is Senator Allen J. Ellender of Louisiana. A long time Member of the Senate and a widower, Senator

Ellender is also Chairman of the Committee on Agriculture in the Senate and is well liked by all the Members in Congress. Roman L. Hruska of Nebraska is next to Senator Ellender and he is a right weak Member of the Senate. He served in the House for a short time and made generally little impression on the Members. One of the best liked Members in the Senate sits next to Senator Hruska and he is Milton R. Young of North Dakota. A long-time Member of the Senate and a man who always takes home a boxcar full of goodies at the close of each session. Next to Senator Young is Senator Karl E. Mundt of South Dakota, a former college professor and a right squiny little fat man. Right persistent at times and when he is confused he really is confused.

These are the gentlemen who are sitting across the table from us in the House - Senate Conference on the Department of Agriculture and Related Agencies Appropriations bill for Fiscal Year 1970.

October 29, 1969

The news media is still after Speaker McCormack. The magazines, newspapers, television and radio stations for the past two weeks now

have used this subject as one of their major topics. For instance, in this morning's Washington Post there is an editorial entitled "The Speaker Clings to His Job." This editorial is as follows:

Speaker McCormack made a typically political response to the charge that his office has been used in an extended influence-peddling operation. If anyone has used his office, name and prestige for illicit purposes, he said in effect, it has been without his knowledge. Then the Speaker went on to declare his candidacy for another term in the House and for re-election to the speakership in 1971, the year in which he will attain the venerable age of 79. Once more he has given the impression that the most important consideration in his mind is clinging to the office he holds.

The influence racket that has been linked to the Speaker's office is reported to have been going on for years. It was only a few weeks ago, however, that the Speaker met with his friend, Nathan Voloshen, who has made a big business of seeking favors from government agencies, and told him not to come to his office any more. Still more belatedly, the Speaker

- 227 -

suspended his administrative assistant, Martin Sweig, who reportedly had served as right-hand man in Voloshen's manipulations. Both of these actions amount to tacit acknowledgements of misuse of the office of the Speaker, but Mr. McCormack seems to think that his responsibility in the matter is completely wiped out by the action he has taken to prevent recurrence of the abuses.

One of the incidents that has come to light is Voloshen's alleged collection of \$5,000 from an Ohio doctor in trouble with the Internal Revenue Service during a conference in the Speaker's private congressional office. How long has the Speaker known about this incident? The least that can be said is that he has been very slow in recognizing the misuse of his prestige, and this, of course, is directly related to the worries of many of his friends about his tenacity in clinging to the speakership at an advanced age.

At the other end of the Capitol, Sen. Stephen M. Young announced the other day that he will not seek re-election next year because he is 80 years of age. He wants to pass his job on to a younger man (preferably one under 65) who will be better able

to carry the load. That wise decision is in accord with many others that have been made on Capitol Hill in recent years, but these examples seem to have no influence upon Mr. McCormack, who is much older than some who have retired and who faces much greater responsibilities as the key official in the House of Representatives.

The accusations against the Speaker are said to have aroused much sympathy for him among his colleagues. That is a normal and proper human response. But it is not merely the welfare and peace of mind of a veteran legislator which is at stake. It is the leadership of a great legislative body in a critical period of our history. Many Congressmen who thought last January that the Speaker should give way to a younger man nevertheless voted for him on the ground that he should have one more term. Now they can scarcely avoid anxiety when the single-minded Speaker indicates, 15 months in advance of the contest, that he will again ask them to sacrifice their judgment to their personal loyalty. The House will ultimately have to choose between the national welfare and continuing to humor a veteran legislator who is no longer as alert as a Speaker should be to the heavy responsibilities of his office.

Probably I should not comment on the fact that Speaker McCormack has received considerable publicity in the magazines and through the news media in the past couple of weeks when I have had just about the same type of treatment. Mine, of course, pertains to the Three Sisters Bridge and the rapid transit - freeway controversy which is still very much underway. A suit was filed in District Court and is now in the Circuit Court of Appeals. The plaintiffs are requesting a temporary injunction to enjoin the construction of the Three Sisters Bridge, which is now underway. Two weeks ago Life Magazine carried an article about me and the controversy and this, together with Newsweek which carried one this week and others such as the New Leader, The Washingtonian, the Highway and Transit Publication, are all discussing this problem as if it was one of the major problems confronting the fifty states.

We are now considering in the House a Mine Safety bill. During the past several years we have had a number of deaths caused as a result of explosions in mines, and this bill sets certain standards which must be complied with by large and small mines in regard to dust and gassy conditions which exist in most of the mines.

- 5268 -

The House voted yesterday to make available now more than \$1 billion in education aid funds which was voted in our bill on Labor-H.E.W. for Fiscal Year 1970. My Chairman, George H. Mahon, pleaded with the House to proceed in an orderly fashion and give the Senate a chance to vote on the Labor-H.E.W. Appropriations bill which would reach the Senate Floor in about two weeks. We passed this bill on the last day of July and the educators throughout this country are very much impatient. This especially applies to Title I of the Education Act and the impacted area funds.

October 30, 1969

We take up in the House today the bill which provides for amendment of the National Selective Act. Under the provisions of this bill only one section of the original National Selective Service Act is to be amended and this provision gives the President the authority to operate the lottery system in the Selective Service. We were here late last night when a fight developed over the adoption of the Rule and it now appears that a great many Members in the House are just not in favor of amending one section of the Act, but are in favor of an Open Rule permitting the Members

to amend at any point that they desire. The war in Vietnam certainly has established the fact that the poor boys in this country were the ones who have been fighting the war. Provisions whereby those in college, professional schools, or continuing their education generally are exempt from induction places those other boys who are unable to go to college and continue their education in the position of being the defenders of our country. I sincerely believe that a lot of the difficulty on our campuses today has been brought about as the result of our Selective Service Act, not only pertaining to those who are protected from Selective Service induction, but those who are in college and have their reasons for objecting to the present system of induction. We will have quite a ruck-as before the amendment to the Selective Service Act is adopted today.

Yesterday the Supreme Court flatly and unanimously ruled out any further delay in desegregation of the Nation's schools. In a two page decision, which by the way, is the first major opinion since President Nixon named Warren E. Burger Chief Justice, the Court declared that the obligation of every school district is to terminate dual school systems at once and to operate now and hereafter only unitary schools. The

unsigned decree was a setback for the Nixon Administration which had argued for a delay. Yesterday's decision dealt specifically with 14 Mississippi school districts, but it will come as a shock to most of the deep South where eight out of nine school districts have managed to stave off desegregation since the Court first ordered it with "all deliberate speed" in 1954.

Secretary of State Rogers conceded yesterday that for years now the United States has financed, armed, and trained a clandestine army of 36,000 guerillas in Laos. This was quite a surprise to the Members of the House.

November 1, 1969

The U.S. Court of Appeals refused to order a halt to preliminary construction work on the Three Sisters Bridge yesterday. Chief Judge David L. Bazelon and Judges Carl McGowan and Spottswood W. Robinson III said that since the City is committed contractually for \$1.1 million for work on supporting piers now in progress, it might incur substantial financial penalties in the event that an injunction is now granted. The Judges refused to halt construction on the Bridge.

Several days ago Federal District Judge Sirica refused to grant a temporary restraining order halting the Three Sisters Bridge, and then the freeway opponents appealed to the Circuit Court of Appeals. Judge Sirica is known to be an outstanding lawyer and one of the best District Judges in this country.

After almost ten years it now appears that this battle is nearly over. Freeways vs. rapid transit has consumed more space in the local papers, national magazines, radio time and television time than any issue that I know of, next to the war in Vietnam and our space program. I have never seen anything like it. The article entitled "Court Refuses to Halt Bridge" appeared in today's Washington Post. The Washington Post, of course, placed this article way over in the paper because this was not the decision that this particular paper had hoped for. Regardless of the law or the facts, the left-wing Washington Post becomes very much incensed when it loses. The article is as follows:

"The U.S. Court of Appeals refused to order a halt to preliminary construction work on the Three Sisters Bridge yesterday.

- 210 -

"But, the Court said, opponents of the bridge are still entitled to a full hearing in U.S. District Court on their claims that the project is illegal for a variety of reasons.

"Those claims, the Appeals Court said, should be heard and decided in District Court within 60 days. In the meantime, the Court said, the city government should keep its promise to avoid any "further contractual commitments" for construction of the span. The bridge is to cross the Potomac between Spout Run and Georgetown.

"Chief Judge David L. Bazelon and Judges Carl McGowan and Spettwood W. Robinson III said that since the city is "committed contractually" for \$1.1 million for work on supporting piers now in progress, it might "incur substantial financial penalties in the event that an injunction is now granted."

"For that reason, the judges said, they would not halt construction at this stage. But they said they might reconsider if the bridge foes can show them that District Court proceedings are moving slowly, or if any more contracts are let.

"A coalition of freeway opponents, including 10 organizations, filed suit

Oct. 3 in an effort to block the long-delayed project.

"Their complaint charged that the city government, the U.S. Department of Transportation and the Department of the Interior have violated or are planning to violate several provisions of local and federal highway and planning laws applicable to the bridge project. Among these are public hearing and parkland preservation requirements.

"At a hearing before the Appeals Court last week, government attorneys said they are relying on a section of the 1968 Highway Act that instructed the city to build the bridge and three other highway segments "notwithstanding any other provision of law or any court decision or administrative action to the contrary."

"The judges of the Appeals Court made no comment on the merits of either position yesterday.

"Rep. William H. Natcher (D-Ky.), chairman of the House Appropriations Subcommittee on the District, had made successful defense of any suits against the freeway projects a precondition of any release of subway construction funds.

"But he has not backed away from his recent agreement to release the

funds since the Three Sisters suit was filed. Groundbreaking for the subway is scheduled for Dec. 9, within the 60 days the Court of Appeals permitted for a decision in the Three Sisters case.

November 3, 1969

The battle of the bridge continues.

During the weekend, two construction trailers at the site of the controversial Three Sisters Bridge were destroyed by fire. Police said the trailers and their contents owned by the Head Construction Company were valued at \$14,000. They said the fires which broke out shortly after 4:30 a.m. Sunday morning, apparently were started by fire bombs.

At the meeting held by the dissidents at the bridge site on Sunday a week ago the main speaker was a man who admits that he is a card carrying Communist. The Black Power group and the Black Panthers say that this bridge will never be constructed. With a few people in Georgetown who, regardless of the consequences, have so far put up the money to make this fight, we can expect trouble on into the future.

- 320 -

These people who are causing all of the trouble have publicly said that there will be no more entrances and no exits from their city. Regardless of the fact that the District of Columbia is the Capital City for the fifty states, the Black Power group together with a few right mean white people are making every effort to cause trouble.

At times we have humorous things to take place concerning the freeway system. An article appeared in the Evening Star on Saturday entitled "10 Witches Cast Spell on Capitol Hill." This article is as follows:

Ten Halloween witches suddenly materialized on Capitol Hill yesterday to put a hex on Rep. William H. Hatcher, D-Ky., and cast a "spell of doom" on the Three Sisters Bridge by destroying a model of it.

Dressed in flowing black robes and black-and-orange hats, the witches, all young women, appeared in the front of the Rayburn Building.

As they placed a small, wooden model of the controversial bridge on the sidewalk and began to gather around it, an open-mouthed member of the Capitol police approached them.

Halloween or not, he told the witches, they could not demonstrate in front of the Rayburn Building.

Despite an assortment of incantations from the witches, including recitations of constitutional rights, the policeman did not disappear. So the witches departed and marched across the street to the Capitol.

Chanting "A hex on Natcher, a hex on Natcher," the witches passed by a large group of teen-age girl tourists, who broke into giggles.

Natcher, chairman of the House Appropriations District subcommittee, until recently had blocked release of subway construction funds until the city council agreed to proceed with bridge construction.

"Natcher, who?" asked several incredulous men, scratching their heads.

Another Capitol policeman greeted them and asked what they were doing. "Why, anyone can see we're witches," replied one.

The witches said they are members of the Women's International Terrorist Conspiracy from Hell (WITCH), an offshoot of the Women's Liberation movement.

Assembling in a semicircle on the steps of the Capitol, the witches jumped up and down, waved their arms and proceeded to leap on the wooden bridge model, crushing it to pieces.

After the Capitol ceremony they left to go to a department store where, they said, they would protest "exploitation of the consumer."

They did not say how they planned to travel, but reporters saw no sign of any broomsticks.

November 4, 1969

President Nixon appealing for support of his Vietnam peace plan told the American people last night he had adopted a program for the complete and orderly withdrawal of American ground combat forces. He gave no timetable but ruled out proposals for a quick withdrawal which he said would be a disaster of immense magnitude. During his speech he mentioned the fact that several months ago he had directed a personal letter to President Ho Chi Minh in an attempt to break the deadlock at the Paris peace talks and on August 30th which was only three days before Ho Chi Minh's death, the President received a reply which he said flatly rejected his offer. The text of the Nixon and Ho Chi Minh letters

were released today. The President's speech was to a certain extent a right stirring message and indicated to the Viet Cong that it was useless for them to wait for the next concession and the next from the United States. The great question at issue, according to the President, is not whether this is Johnson's war or now Nixon's war, but the question the American people are interested in is how we can win America's peace. More than 60,000 Americans will have been withdrawn from Vietnam by December 15th and more will be withdrawn as the Vietnamese gain strength to take care of their own country. Just before closing, the President took a right good slap at the demonstrators and those who by their actions are giving hope to the Viet Cong. He said that recently in San Francisco he saw demonstrators carrying signs which read "Lose in Vietnam, Bring the Boys Home." The President said that one of the strengths of our free society is that any American has the right to reach that conclusion and to advocate that point of view, but as President of the United States he would be untrue to his oath of office if he allowed the policy of this nation to be dictated by the minority who hold that view and attempt to impose it on the nation by mounting demonstration in the street. The more support he receives

from the American people the President said the sooner his pledging to end the war could be accomplished. He reiterates previous statements to the effect that he wanted to end the war and save the lives of our boys in Vietnam, but he wanted to end it in such a way as to increase the chance that their younger brothers and sons will not have to fight in another Vietnam someplace in the world.

The people throughout the United States will go to the polls today to decide a number of right important elections. The Governor's race in Virginia is a right unusual one. For the first time in a great many years the Republicans have a chance to win. The Democratic nominee is William Battle and the Republican nominee is Linwood Holton. If Battle wins it will be a real close race. In New Jersey, William Cahill a Member of the House is the Republican candidate. Robert B. Meyner is the Democratic candidate. Meyner is a former Governor and it appears here that the Republicans will win. Important city elections are being held in Cleveland, Detroit, Louisville and New York City. In Cleveland, the incumbant Mayor is Carl B. Stokes, the first black man to become a mayor of a major city. In New York City,

John Lindsay, a former Member of the House and the defeated candidate in the Republican Primary this year now running as an Independent is slightly in the lead. A victory for Lindsay would be quite an upset over the primary election outcome. In Louisville, Frank Burke, a former Member of the House, is the Democratic candidate for Mayor and it appears that he will win. In addition to taking back the City Hall in Louisville, it appears that we also have a good chance to take back the Court House. With both the City Hall and Court House in Jefferson County, this means that Representatives Snyder and Cowger would really have their work cut out for them next year in their race for reelection. Cowger represents the City of Louisville and Snyder has the county section of Jefferson with eight other counties following the meanders of the Ohio River east.

With all of our troubles concerning the battle of the Budget each year and with this being one of the major points in the Presidential election last year it now appears that President Nixon's first Budget due to reach Congress in January, will top \$200 billion. The Budget that we are now operating upon is \$192.9 billion and the \$200 billion would be the all-time record.

For the first time in nearly a century, Virginia will have a Republican Governor. Linwood Holton was elected yesterday and he was unable to carry with him any members on his ticket. With the exception of the Governor, the Democrats made a clean sweep. For a great many years the Byrd machine has been in charge of the state of Virginia. Senator Byrd in his lifetime was right successful politically and although he was never an outstanding Senator, built up quite a record from the standpoint of being able to control generally the political situation in his home state. He was an ultra-conservative in every way with the exception of money going to Virginia. He was very unhappy when he was unable to carry boxcar after boxcar of good old American dollars into his home state, but would argue all day against spending money anyplace else. At his death, the Governor of Virginia named Senator Byrd's son to fill his father's unexpired term. The present Harry Byrd, Jr., is a right weak member of the Senate and of course has been unable to hold the Byrd machine together. In fact, he had a very difficult time in his election for the full term and just barely won. Considering everything, I believe that this will be good for the state of Virginia,

because the old Senator Byrd and the old leaders all down through the years failed to endorse the Democratic presidential ticket on many occasions because our candidates were too liberal and they would simply go fishing in Virginia. Now for the next four years they can fish with Linwood Holton.

The Democrats, with the exception of Virginia and New Jersey, made a clean sweep. Cahill was elected in New Jersey, and in Louisville, Pittsburgh, Cleveland and Detroit the Democrats made a clean sweep. In fact, in Louisville the Democrats took back the City Hall, the Court House and all of the other elected offices on the ballot yesterday. For eight years now the Republicans have been in charge in Louisville, and this bodes well for the Democratic Party in the future.

President Nixon campaigned in Virginia and New Jersey and must feel right good over the fact that in both states Republicans were elected Governor.

November 10, 1969

The Moratorium March which is to take place on Saturday of this week may bring into our Capital City several

hundred thousand people. The leaders of the march are in quite a controversy with the Justice Department officials over the permit which must be issued for the march. Those in charge of the Moratorium are insisting that the line of march be along Pennsylvania Avenue in front of the White House and thence on down beside the White House to the Washington Monument. So far the permit has not been issued, and those who are in the Justice Department who are in charge state that the permit will not be issued for the march to take place in front of and beside the White House. I received a letter in this morning's mail from Bob Hope, the comedian, concerning the National Unity Week. Bob Hope was named National Chairman and he starts out his letter with the question - "How about a big cheer for the great U.S.A.?" He states that there are millions of Americans of all ages who make up the silent majority and during the National Unity Week all of these people are urged to participate in activities from coast to coast displaying unity in this country. He request that I serve as Co-Chairman for this important project and to wire him at Hollywood, California of my acceptance.

This is another move to show that the great majority of the people in

this country back the President in his recent speech and in his position on the war in Vietnam. The President has stated that he received some 56,000 telegrams within a matter of a few hours after his speech congratulating him upon his speech and stating that they concur wholeheartedly.

The Vietnam Moratorium March in our Capital City could be serious. Proponents maintain that the people have an inherent right to express their dissatisfaction with any government policy at any time. Opponents claim they respect the right of dissent but they would prefer, however, that the proponents not undercut the United States Government bargaining position in Paris and that these proponents should not lend moral aid and comfort to the enemy. The proponents who will to a great extent come to Washington claim the fact that dissent registered by Americans country-wide not only by students but by the people generally reflects general dissatisfaction with present policies and gives importance to the Vietnam Moratorium. The opponents believe that President Nixon is carrying out his campaign policies to end the war in Vietnam and although he has not revealed the plan they believe that he has taken a number of steps in this direction. The proponents say that he

has scaled the war down some but that he is actually attempting to maneuver Hanoi and the NFL into active negotiations so that he will not be the only President of this country to lose a war. The President's statement that this country has global responsibility that cannot be destroyed like a draft card is seriously contested by the proponents.

It seems to me that the Nixon Administration has come up with a two track approach. On the one hand he is trying to Vietnamize the war which will allow the phased out withdrawal of U.S. troops and their replacement by South Vietnamese troops. At the same time this Administration is continuing to press for a negotiated settlement in Paris. Critics of course say this approach is similar to President Johnson's plan which was designed to forestall the inevitable fall of the present Saigon government. A great many people in this country believe that Thieu and Ky are very unrepresentative of the South Vietnamese and that just as soon as we withdraw the Thieu government will be immediately overturned. When you think in terms of withdrawing the American forces immediately or as quickly as it is humanly possible to bring these boys out of Vietnam, suffering a humiliating defeat, and placing the South Vietnamese

people generally in a position where wholesale slaughter would begin and probably the biggest blood bath since the days of Hitler and the Soviet Union during World War II, you have a problem that naturally is serious and one that is bothering the President every day.

Regardless of how we end the war in Vietnam, there will certainly be no real satisfactory conclusion and without doubt it will be one that will be hard to describe in the history books.

November 11, 1969

Within the next few days we will report the District of Columbia Appropriation Bill for fiscal year 1970. The bill will contain the \$40.3 million requested to place the rapid rail transit system here in Washington under construction. In addition, in the report I will recommend that the Federal funds heretofore approved but held in abeyance until the District of Columbia share is appropriated, be released. The Department of Transportation Appropriation Bill will be reported on Thursday of this week and this bill contains \$43,173,000 to enable the Department of Transportation to pay the Washington Metropolitan Area Transit

Authority as a part of the Federal contribution for a rapid rail transit system to serve the national capital area.

When Senator Robert Byrd of West Virginia was chairman of the District of Columbia Budget Subcommittee in the Senate, he always would take a firm position on matters pertaining to the District of Columbia and was not only courageous but certainly, under no circumstances, would cut and run. His successor is Senator William Proxmire of Wisconsin and several years ago, while serving on the Subcommittee with Senator Byrd as chairman, Senator Proxmire was extended an invitation to participate and to take a firm stand on the freeway-rapid rail transit controversy. He refused and apparently was afraid of the bruises that might follow. The same applies to Senator Stennis of Mississippi who is also a member of the Appropriations Committee and is now chairman of the Subcommittee on Transportation appropriations. Senator Curtis of Nebraska is a member of the Appropriations Committee and along with Senators Proxmire and Stennis, apparently have their noses out of joint because we have finally succeeded in placing the freeway system under construction which, of course, includes the Three Sisters Bridge, and at the

same time have authorized the Washington Metropolitan Area Transit Authority to proceed with placing the subway under construction. Now the three Senators have issued statements that they will cut back on the \$40.3 million which my Committee will appropriate within the next few weeks to be used to start rapid rail transit construction. Senator Curtis uses as his excuse that those in charge of the rapid rail transit construction program should use existing railroad lines. This study was made years ago and discarded. Senator Proxmire uses as his excuse the fact that during this inflationary period through which we are passing the rapid rail transit construction program should be cut back to a minimum. Senator Stennis also says that if the President's order providing for a 75 percent reduction in public works programs is to apply throughout the United States then this same should apply to the construction of a rapid rail transit system in our Capital City. These gentlemen apparently have also been joined by Senator Gordon Allott of Colorado who agrees with Curtis that the rapid rail transit system should be curtailed and that the old railroad line from Maryland should be used instead of a more costly system of underground construction.

It all boils down to the fact that these fine gentlemen, back in 1962, were afraid to take a stand and thereby avoided a lot of the criticism that I have received but now want to be in on the celebration when it appears that the Three Sisters Bridge is well under construction and digging is about to begin on the basic rapid rail transit system approved by Congress in 1965.

Just by way of example when speaking of criticism, a Letter to the Editor appeared in The Washington Post on November 9th entitled "Opposing Tyranny". This letter is as follows:

"Wellwhaddyaknow! Suddenly tyranny is bad. The Washington Post is outraged over a congressionally imposed grocery tax and the loss of our public safety director. Terrible tyrants! Colonial rule! Shades of George III!

"We noticed no such outburst of righteous anger when that same Congress rammed the Natcher Memorial Freeway System down our throats - an unmitigated technological disaster whose social and environmental consequences will plague this city for decades. Shades of Genghis Khan!

"Is it possible that there is a double standard here? Is Mr. Natcher's despotism less heinous because The Washington Post likes freeways?"

MERLE J. VAN HORNE

Washington

One of the District Judges here in the District of Columbia handed down a decision yesterday which, in substance, nullifies the 1902 Act concerning abortions. In voiding the District of Columbia law, District Court Judge Gerhard A. Gesell, in his opinion, stated that a licensed physician may legally perform an abortion for any reason satisfactory to himself and his patients. The original Act, and by the way nearly all of the States have similar laws, provided that any physician charged with performing an abortion must prove beyond a shadow of a doubt that the abortion was necessary to save the life of the woman upon whom the abortion was performed. Judge Gesell, in his opinion, said that this was an unconstitutional law because it placed the burden upon the defendant of proving innocence and in establishing the fact that the defendant was guilty beyond every reasonable doubt as the basis for

the charge, and later a conviction. This decision, according to the District Federal Judge, should be appealed through the Circuit Court of Appeals and on into the Supreme Court, and that really establishes a new rule as to abortions throughout the States.

November 14, 1969

Vice President Spiro Agnew, in a speech before the Republican Governors Conference at Des Moines, Iowa, last night, lashed out at TV newsmen for abusing their power over public opinion. He cited specifically the hostile handling of President Nixon's Vietnam speech and accused a "small and unelected elite" of TV newsmen of mistreating the American people. He stated that perhaps it was now time that the networks were made more responsive to the views of the Nation and more responsible to the people they serve. He further stated that they should spend more time and turn their critical powers on themselves and see if they could not improve the quality and objectivity of news presentation. The Vice President emphatically stated that the American people would never trust such power over public opinion in the hands of an elected government and now it was time to question the power built up by the TV networks.

I could not agree with Spiro Agnew more. For instance, WTOP, which is a CBS network station here in Washington, has for over two years now carried on a tirade against me due to the fact that I have attempted to carry out the Highway Act of 1968. Their editorials and comments have been slanted and simply are scurrilous.

I recall, during the rioting and burning here in 1968, that the TV cameramen insisted that those who were looting and burning come out of the stores at the proper angle so that they would all appear on TV. They even sent some back through broken windows and asked that they come out headed in a certain direction so that they would certainly be on TV. The Moratorium marches being held here this weekend would not result in any difficulty if the TV cameras were handled accordingly and if there was some decency and control from the Presidents and the controlling forces behind NBC, CBS and, in a few instances, the Mutual Broadcasting Company. By the way, the Mutual Broadcasting Company came out this morning and emphatically stated that the Vice President was correct. The Presidents of CBS and NBC were very incensed and in their statements said the Vice President wanted to violate Article 1 of the Constitution and control the news in this country.

Thousands of telegrams have been received by the broadcasting companies this morning and, in my opinion, thousands more will be received and nine-tenths of them are highly critical. The people in this country have had just about enough from this section of our news media and, unless a housecleaning takes place, the Committees on Interstate and Foreign Commerce in the House and the Senate will be called upon to bring out legislation which sets certain standards and plans that must be followed.

Yesterday we appropriated \$43,173,000 as the Government's share of the beginning cost of placing the Washington Rapid Rail Transit system under construction. An article appeared in the Evening Star entitled "House Panel Approves \$43 Million for Subway." This article is as follows:

"The House Appropriations Committee has approved the spending of \$43,173,000 as the government's share of the cost of the District subway system.

"The appropriation to the Washington Metropolitan Area Transit Authority was contained in an over-all spending bill for the Department of Transportation and related agencies. The bill is expected to be taken by the full House next week.

"The money is two-thirds of the projected cost of the subway. The remaining one-third is to be provided by the District government.

"The latter one-third is controlled by Rep. William Natcher, D-Ky., who forced the city to proceed with building the Three Sisters Bridge before he would release the cash.

"The committee action today envisions a total project of \$64.7 million, including \$8.7 million for engineering and design, \$9.5 million for rights of way and land and \$46.7 for construction.

"The committee believes that the need for a rapid rail transit system for the national capital area has been well established and that because of continuing cost escalation, any further delay would jeopardize the construction of the system," the committee report said.

"The appropriation measure also includes funds for Washington National Airport and Dulles International Airport. Once again, the committee expressed its displeasure with Dulles' losing money.

"The report said the committee was told last year that in fiscal year 1969 Dulles would finally have a revenue surplus, for the first time, but it did not occur.

"Although there are explanations for this situation, the committee urges the FAA to take all prudent steps to place Dulles on a self-sustaining basis," the report said. Dulles is expected to lose \$7 million in fiscal 1970."

President Nixon made an unusual and quickly planned trip to Capitol Hill yesterday to thank the House and the Senate in separate speeches for support of his Vietnam peace efforts. The trip was not announced and in the House we were only informed about thirty minutes before he arrived that he would appear and thank the House and the Senate. The trip came hours before the start of three days of anti-war demonstrations here. The President was well received in the House and stated that we would achieve a just and lasting peace in Vietnam.

The Washington Post owns the television station, WTOP, which is an affiliate of CBS. The Post could not wait one day, and in this paper today appeared an editorial entitled "The Privileged Sanctuary of a Network Studio." This is a right vicious editorial, and placed right beside the editorial is the daily cartoon by Herblock which shows President Nixon gazing skyward with a very pious look on his face, holding an American flag in his left hand and with his right hand striking the midsection of a man who is depicted as the American

people with "differing views." The President's right hand carries the face of Spiro Agnew. The editorial said that the Vice President's tirade against the network commentators in Des Moines would have carried twice the force had it been accurate and even-handed, but that this is not the Vice President's way since he never uses a scalpel when a meat ax can do the job. The editorial says the Vice President is simply blaming the networks for bringing the bad news, and that it isn't the fault of the society, according to the Vice President, that the ghettos are erupting or that the students are protesting the war or that white girls are marrying black boys - it is the fault of television - and on and on. The editorial is a right scurrilous one and reminds me a great deal of the Post's television station, WTOP.

An article appeared in the Washington Post today entitled "Metro Money Cleared." This article is as follows:

"The House Appropriations Committee approved the first unrestricted construction money for Washington's Metro subway yesterday, buoying hopes that its groundbreaking can take place as scheduled Dec. 9.

"Committee approval for a federal outlay of \$43.2 million was voted at the

Capitol about the same time as Metro's directors were adopting a new financial plan designed to overcome an adverse decision by Virginia's highest court.

"Taken together, the actions - if ratified by other bodies - would clear major obstacles from the path of the trouble-plagued subway system.

"The \$43.2-million outlay was recommended to the Appropriations Committee by its sub-committee handling funds for the U.S. Department of Transportation for fiscal 1970, which began last July 1. The sub-committee is headed by Rep. Edward P. Boland (D-Mass.).

"Action by the full House is expected next week, sending the measure to the Senate.

"The federal contribution would be matched by a District of Columbia outlay of \$21.6 million being considered by a separate sub-committee handling D. C. appropriations. That unit is headed by Rep. William H. Natcher (D-Ky.).

"In past years, specific language in the Committee report has made the federal share contingent upon the granting of the D. C. funds.

"But in the past, Natcher has refused the construction money because the city's freeway program was virtually stalled.

"With the road program resumed under strong congressional pressure, Natcher has promised to approve the needed funds. The D. C. money bill is due for committee action next Thursday.

"After that, House and Senate action would still be needed. This timetable made it doubtful that the Washington Metropolitan Area Transit Authority could get its money in time to let the first construction contract before the Dec. 9 groundbreaking.

"President Nixon has been invited to attend the ceremony scheduled that afternoon in Lafayette Square.

"Jackson Graham, Metro's general manager, said the contract could not be let unless the money to pay for it were clearly in hand. Some senators have threatened to try to cut the Metro appropriation, but no delay is anticipated.

"In yesterday's report, the Appropriations Committee said the need for the subway was "well established" and that waiting longer to build it could

result in a cost escalation that would jeopardize the system.

"At one point, Metro thought it had the \$37.4 million federal share appropriated last year available to start work. But complications arose and its release now awaits a catch-up approval of \$18.7 million in fiscal 1969 funds from Natcher's group.

"The proposal to overcome the adverse Virginia Court of Appeals decision in September will require each political jurisdiction in the Metro area to start paying a subsidy to Metro in 1980. But if traffic and revenue forecasts hold, the money - a regional total of \$6.5 million a year - will flow right back to the city or county. For uniformity, Maryland counties and D. C. will participate along with Virginia.

"The Virginia court held that an agreement by local governments to pay the system's uncertain losses was an unconstitutional assumption of debt. By promising a specific yearly outlay, this should be averted, special counsel Jerome M. Alper reported."

With our Moratorium march against the war in Vietnam under way in Washington today, we also are waiting for the lift-off of the Apollo 12 which is poised for a trip to the moon. Charles

Conrad, Richard Gordon and Alan Bean are the three astronauts for the Apollo 12 trip and, if successful, this will be our second landing on the moon.

November 17, 1969

On Saturday a massive outpouring of opponents of American involvement in the Vietnam war marched down Pennsylvania Avenue and jammed the Washington Monument grounds. The police estimated the marching group at 170,000 or more and it was estimated that some 300,000 gathered at the Monument rally. A number of speakers made short speeches. Among those speaking were senators McGovern and Goodell and Mrs. Martin Luther King. With the exception of disorder at the Dupont Circle area, Vietnamese Embassy and Justice and Labor Department buildings, a peaceful Moratorium took place. The Students for a Democratic Society and the Black Power group were the trouble makers which resulted in a great many windows broken in stores and damage to motorcycles and automobiles.

According to the news media, this huge throng of people that marched on Saturday is the greatest number ever to demonstrate in our Capital City.

A number of students at Georgetown University who appeared to be the leaders in the Three Sisters Bridge controversy, along with two or three old-line Communists, made promises that thousands would gather at the Bridge on Sunday. Some 200 students attempted to cause trouble at the Bridge site but were soon chased away by the police.

November 18, 1969

Our Apollo 12 is in perfect orbit around the moon. Preparations will be made today to make the second manned landing on the moon, with the landing to take place at 1:53 a.m. tomorrow. All three of the astronauts this time are Navy men, and just as soon as the Apollo 12 went into orbit around the moon Conrad reported back to Houston that the Yankee Clipper, with Intrepid in tow, had arrived on time and that all three of the astronauts were plastered to the window looking at the moon. According to Conrad, all three decided that it did not look like a very good place to "pull liberty."

Our Apollo 12 mission was just about washed off the front pages of all the papers throughout this country this past weekend by the Moratorium marches.

I will present the District of Columbia Appropriations Bill to the full

Committee on Thursday and in this Bill we have the \$40,322,000 for the District's share of the construction money which begins the rapid rail transit system here in Washington.

November 19, 1969

Joseph P. Kennedy, the founding father of one of America's great families, died yesterday at the age of 81, after living a life of tragedy, triumph and grave illness. The only son that survives is Senator Edward M. Kennedy. Mr. Kennedy suffered a stroke in December, 1961, and has been unable to speak up to the time of his death. Two of his sons were assassinated and the oldest son lost his life in World War II.

Our astronauts on the Apollo 12 flight landed their spacecraft in the middle of the moon's Ocean of Storms at 1:55 a.m. today. They landed 1,120 feet from the target crater where the robot Surveyor spacecraft came down almost three years ago. Conrad and Bean landed on the moon and Gordon continued orbiting the moon, waiting for the Intrepid lunarcraft to leave the moon and again join with the Yankee Clipper.

November 21, 1969

Our two astronauts spent 31½ hours on the moon. Eight hours were spent outside of the module. This was a dangerous

mission and our longest and most profitable visit to the moon. Conrad and Bean then entered the module and connected up again with the Mother Ship. After docking their module landing craft with the Command Ship, Yankee Clipper, they sent the module crashing back on to the moon's surface. Conrad and Bean brought with them 90 pounds of moon rocks. Gordon remained in the Mother Ship and after the connection was made orbited the moon a number of times and then headed for home. The Apollo 12 will splash down in the Pacific on Monday of next week.

This is another great achievement for our country.

We reported our District of Columbia Budget bill for fiscal year 1970 on Thursday and it was unanimously approved by the full Committee on Appropriations. With limitations placed by the Revenue Bill from the Committee on the District of Columbia, we, of course, had to make a number of reductions to remain within the limitations set by the Revenue Committee. The amount that we recommended is \$99.5 million more than the city spent last year. For the sixth consecutive year a Budget out of balance was submitted. In 1959 the District of Columbia Budget totaled \$160,915,914. The Federal payment was \$25 million. The bill that I reported on Thursday contains \$683,106,300 and

the Federal payment is \$102 million. Judging from the articles that appeared in the local newspapers you would assume that the Budget was really slashed and that the amounts approved are inadequate. The article which appeared in the Washington Post today is entitled, "Budget For 1970 Is Voted." This article is as follows:

"The House Appropriations Committee approved Washington's fiscal 1970 budget yesterday, granting nearly all the city asked to fight crime and build subways, but sharply cutting its requests for education and new social programs.

The Committee's version of the budget totals \$683.1 million -- \$99.5 million more than the city received last year but \$63.4 million less than it requested.

The budget now goes to the full House, which will vote on it Monday, and to the Senate; which is understood to be prepared to complete action on the bill before the end of next week. There was no indication yesterday that any major modification of the legislation was likely.

The budget, compiled by Rep. William H. Natcher's (D-Ky.) District Subcommittee, was passed by the full Appropriations Committee without change.

Natcher said in a report on the budget that he had observed the city's priorities in trimming it.

The city also was given the go-ahead for \$17.3 million worth of repairs to corrections facilities, 810 new policemen, and heroin addict treatment programs; all outlined in the President's anti-crime program.

The Committee gave the city only 3,199 of 6,720 new positions it had requested. The personnel cuts became necessary after the D.C. revenue bill, passed in October, limited the city to a total of 41,500 employees.

Cuts had to be made in the budget requests because the city did not get the new taxing authority or the full increase in the federal payment it had requested from Congress in the revenue bill.

Most of the personnel cut came from schools and from the mayor's executive office.

The Committee voted the money for five entirely new schools, seven new buildings to go up on the sites of existing inadequate schools, and 11 additions to existing schools.

But it delayed or disallowed funds for four other new schools, as well as

for a new juvenile receiving home, the mayor's widely discussed "neighborhood service centers" and a new city hall complex.

At the same time, it provided for construction of five new police stations, a study for a new jail, and plans for a new downtown courthouse.

The budget's approval yesterday came nearly five months after the fiscal year began. The city has been operating on fiscal 1969 levels since July 1.

Many of the cuts made by the Natcher subcommittee were based on city testimony that its original requests for certain programs could not be fully spent in the remaining seven months of the fiscal year.

City officials remained optimistic that some of the new programs eliminated yesterday by the House Committee will be restored by the Senate.

"It's a question of where the priorities are," Mayor Walter E. Washington said. "They went with some of our high priority items and they didn't go with some others."

"We deeply regret that the programs which we considered to be new thrusts were for the most part eliminated," he said.

The House Committee approved \$3 million less than the \$105 million annual federal payment to the city authorized by Congress last month. The \$3 million will be set aside as a reserve fund to take care of supplemental requests made later in the year.

One additional request expected is \$1.3 million in extra funds for D.C. General Hospital. The request, approved last month by the City Council formally was transmitted yesterday to Congress by the White House.

The following is a detailed breakdown of how major city requests fared in the budget approved by the House Committee:

Police and related areas. The 810 additional policemen will give the metropolitan police a total strength of 5,598 by the end of the year. The city also received 69 additional personnel requested for Juvenile and General Sessions Courts, and 433 more personnel for the city prison facilities.

Schools. Operating funds for the schools were cut 6.5 percent, a Committee spokesman said, a level only marginally more than the 5.2 percent decrease in the total budget.

The large request for books was untouched, and an increase in preschool

enrichment programs approved.

The city had asked 1,792 more staff positions for the public schools. The Committee allowed only 714 of them. The school system's present staff, from the acting superintendent to maintenance crews, is 10,359 positions.

The additional school personnel was requested to provide teachers aides, reduce class size, and retrain present teachers.

But Federal City College was not given the money to hire teachers next spring for its planned expansion from a two-year to a three-year college in the fall.

Mayor's Office. Hardest hit were the new programs the mayor had planned to staff under the executive office. Of the 267 positions requested, only 23 were allowed.

Health. D.C. General Hospital was granted 39 additional positions -- all the city requested -- and the Committee approved stipend increases for residents and interns there. The Committee agreed to allow payment of 100 percent of outpatient costs under the D.C. medicaid program. The 100 percent payment had been the key requirement exacted by the city's private hospitals before they

would participate in the program.

Welfare. New welfare payment standards were approved that will fatten relief checks beginning Jan. 1. Payments will be pegged to 85 percent of the 1967 cost-of-living standard. Current standards are based on 1953 housing costs and 1957 food and clothing costs.

The welfare department was forbidden to transfer 23 positions out of its office of investigations and collections. The department had sought to deemphasize its investigations of welfare clients.

Subway construction. The committee approved \$40.3 million for the city's share to begin construction of the rapid rail transit system. Included in that amount was \$18.7 million withheld last year until work on all of the city's freeway projects got under way.

Recreation. The committee gave an additional \$1 million to the mayor's youth unit for recreation programs. The city also had requested additional money for recreation programs as part of the recreation department budget, but this was disallowed. The report said the two requests seemed to represent duplication.

But the city did receive \$1 million for new playground lighting, and for some new facilities."

The article appearing in the Evening Star is entitled, "Mayor To Seek Restoration of House Cuts in Budget." This article is as follows:

"Expressing regret that the House Appropriations Committee slashed \$68.4 million from the District's fiscal 1970 budget request, Major Walter E. Washington pledged yesterday to try to get some of the money restored by the Senate.

The House bill, reported out of the Appropriations Committee yesterday, approved a \$683,106,300 budget, \$99.5 million more than the city spent last year. The package included subway and many anticrime items but omitted many social service requests.

Mayor Washington said in a guarded statement that the budget "reflects the reductions made by Congress in the revenues required to finance the 1970" budget.

Cuts Are Cited

"Many programs which the District considers to be high priority for the needs of its citizens have been eliminated.

"We deeply regret that the programs which we considered to be new thrusts were for the most part eliminated; for example the neighborhood service centers, Office of Consumer Affairs, Community Development, and the Information and Complaint Center," the mayor said.

The mayor indicated that the House committee followed many of his recommendations about where reductions had to be made in the budget. He said, however, that the committee disallowed funding many of the areas which he regards as high priority.

Among those he named were what he termed "vital programs" dealing with education, health, welfare, human relations and the executive office of the mayor.

Some Areas Intact

The mayor noted that the committee left the law enforcement and crime package fairly intact and approved a higher rate of payment for welfare recipients, authorized a methadone treatment program, the supplemental food program, and medical reimbursement to hospitals.

The release of the subway money is also of great importance to the future

of the city and the metropolitan area, Mayor Washington added.

"I recognize that the final decision on the budget has not yet been made. It is still my hope that funds for many of these vital programs of the District will be restored," the Mayor said.

Yesterday's action by the Appropriation Committee puts the form in which it is expected to clear Congress.

The committee denied a request for 40 additional staff members on the D.C. Human Relations Commission, which currently has 11 employees. This increase was strongly backed by city residents at D.C. City Council hearings, as well as by the White House.

And the committee diminished the mayor's push for a large-scale, all-season recreation program for city youth, failing to approve funds for any new programs in the Recreation Department and making up a \$1 million increase in the funding of the Mayor's Youth Unit by taking that amount from the recreation department because of "apparent duplication of programs."

Committee action on the city budget, covering the year which started last July, came 10 months after its submission

to Congress. Much of this delay was caused by inaction by the House District Committee on a revenue package to balance the budget.

Under the budget, 17.11 percent of the city's pending program would be financing by the federal payment, the highest percentage since 1934. Congress last month approved a \$48 million revenue package of new taxes and fees to help finance the budget. It anticipates that in addition to taxes and the federal payment, the city will receive \$133.3 million in federal grants this year.

The budget provides for two major programs for fighting drug addiction, a problem many officials feel is responsible for much of the crime here. The committee approved a \$600,000 methadone maintenance program in the health department and a Corrections Department narcotics rehabilitation corps.

The Committee cut a relatively small \$25,000 from the police department, eliminating funds for a legal counsel for policemen facing misconduct charges. It provided for an increase in the size of the force from 4,100 to 4,625 in 1970, and to 5,100 in 1971. And it okayed funds for five

new police district stations, allowing consolidation of the 14 police precincts into 6 districts.

Detention Center Survey

The corrections department received the fullest support for its requests that it has had in years. Under the budget, the city would start on replacement of its antique jail with \$450,000 for a preliminary survey for a correctional detention center.

The department also won approval for major renovations to the Youth Center and reformatry at Lorton, increased security units there, a Lorton industrial arts building and 355 additional positions for expanded work release, youth crime control and narcotics addiction rehabilitation.

The committee deferred a number of school construction projects which the school department said could not proceed within fiscal 1970. But it approved 28 others.

Fifteen additional positions were approved for the city's legal aid agency, but no action was taken on requests for expansion of the D.C. Bail Agency staff because the House District Committee has not acted to lift a legislative ceiling on the agency staff.

- 5217 -

The appropriations committee provided \$124 million for the city's public schools, \$8.7 million less than requested but \$9.3 million more than last year. However, the committee emphasized that allowances for textbooks, workbooks and library books were not reduced.

Increase in Employees

And the committee noted that it had provided funds for implementation of the department's pilot community school program, expanding the number of schools to 13.

In denying the mayor's funds for neighborhood city halls, the committee suggested that some of the services they would have provided could be offered through the community schools.

Keeping within bounds established when Congress voted last month to limit the number of city employees, the committee allowed an increase of 3,199 city employees to a total of 41,500. In cutting back requests for added 714 of 1,792 positions requested by the school department.

It also approved 31 added positions to meet increased enrollments at D.C. Teachers College, and \$6.3 million in

additional spending for Federal City College, but denied proposed staff increases at Federal and Washington Technical Institute.

The Committee allowed \$55.1 million for welfare programs, an increase of \$7.6 million over last year, but \$3.4 million less than requested. The budget would allow the welfare department to update welfare payment rates.

Under the new rates, welfare recipients would get 85 percent of the 1967 cost of living standard, starting this coming Jan 1. As requested by the city, the budget contains a provision excluding the city from a requirement that it pay 100 percent of that cost of living standard. This is because of fund limitations, officials say.

The committee rejected a city request that 23 welfare investigators be transferred to the public assistance division. The committee allowed spending increases for food stamps, and approved establishment of a pre-delinquency, diagnostic and evaluation center.

It also deferred action on a \$3 million request for start of a new receiving home for children because the Welfare Department said no site has been selected and it couldn't spend the money in 1970.

The budget includes \$40.3 million as the District's share of fiscal 1970 subway construction, including \$18.7 million in money once withheld by Rep. William Natcher, chairman of the D.C. appropriations subcommittee, to force the city to go ahead with freeway and Three Sisters Bridge construction."

Another article appeared in the Washington Post pertaining to the rapid rail transit system. In the bill that I reported I recommended the full amount that I promised which would be used to place the rapid rail transit system under construction. The article which appeared pertaining to the rapid rail transit system is entitled, "House D.C. Unit Backs 98-Mile Metro Network." This article is as follows:

"Expansion of Washington's authorized 25-mile subway system into a regional Metro network of nearly 98 miles was endorsed unanimously yesterday by the House District Committee.

Meeting at the same time the House Appropriations Committee voted to approve a District of Columbia outlay of \$40.3 million to help pay for building the first part of the system. Its action should trigger the release of \$120.1 million in D.C. and federal funds.

With the two actions, the final pieces of an intricate legislative jigsaw puzzle began to fall into place, virtually assuring metropolitan Washington that it will finally have the rapid transit system that has seemed so elusive.

Groundbreaking is scheduled for Dec. 9 in Lafayette Park, across Pennsylvania Avenue from the White House, with President Nixon invited to throw an electrical switch to start the digging.

Anticipating the event, the Washington Metropolitan Area Transit Authority began sending out formal invitations last night to officials and others who have been involved in 15 years of planning and political effort.

Both measures approved yesterday by the House Committees are scheduled for action Monday on the House floor.

Rep. Don Fuqua (D.Fla.), the principal sponsor of the Metro expansion bill and the chairman of the District Subcommittee that held hearings on it, predicted passage without difficulty. His Subcommittee approved the bill yesterday morning before it went to the full Committee headed by Rep. John L. McMillan (D-S.C.).

The measure provides for a federal contribution of \$1.1 billion, of which \$100 million already has been or is being provided. The balance will be granted over 10 years.

The remaining \$1.4 billion of the system's total cost of \$2.5 billion will be provided by D.C. and suburban contributions of \$573.5 million and a revenue bond issue of \$880 million to be floated by the transit authority and repaid from fare collections.

Bonds Approved

Directors of the authority increased the proposed revenue bond issue from \$835 million yesterday as part of a move to overcome an adverse decision on financing by Virginia's highest court. Officials insisted, however, that the increase will not cost local taxpayers any more since the additional money would be a contingency fund that would be invested and draw interest.

The bond issues needed to provide the suburban contributions already have been approved, except in Alexandria. The D.C. share will come from annual appropriations.

The first subway authorization bill was rejected by the House in 1963. Two years later, it approved a 25-mile

system of two lines mainly within Washington, but with short extensions into Maryland to Silver Spring and into Virginia to the Pentagon area.

In 1968, the transit authority voted to expand the authorized city system into a regional network.

The extended and added lines it proposed would go to or near Rockville and Glenmont in Montgomery County; Greenbelt, Ardmore and Marlowe Heights in Prince George's County, and across Arlington to the Fairfax city area and across Alexandria to the Springfield area of Fairfax County.

Further congressional action was needed to make this plan a reality. The Senate voted approval five months ago and also called for a study of an extension to Dulles International Airport. But House action was put off when a hitch in the appropriations process made consideration politically risky.

Rider Attached

The federal share of \$37.4 million to start construction was voted last year, but a rider on the legislation said the money could not be spent unless the D.C. share -- half that amount -- also was voted.

Rep. William H. Natcher (D-Ky.), chairman of the Appropriations Subcommittee on the District refused to grant the D.C. share because construction of freeways and the Three Sisters bridge was stalled.

Strong congressional pressure, resisted for months by the City Council forced resumption of the road and bridge program. After White House intervention, Natcher agreed to provide the D.C. money.

By yesterday's action on the fiscal 1970 money bill, Natcher made good his agreement. The measure provides the \$18.7 million that he refused last year, which will make available the \$37.4 million in appropriated but impounded federal funds. It also makes available \$21.6 million for this year to match the unrestricted \$43.2 million in federal funds voted Thursday by the House in the Department of Transportation money bill.

All of these outlays are subject to Senate concurrence, which usually occurs. However, Natcher's counterpart, Sen. William Proxmire (D-Wis.), has talked of stretching out the subway construction program."

Last night Vice President Spiro T. Agnew criticized the Washington Post Co. as an example of a trend toward monopolization and also questioned the news judgment of The New York Times. He specifically cited The Washington Post, the Newsweek magazine, WTOP radio, and WTOP television. All of these are owned by The Washington Post Co. and have been right critical of the President and the Vice President during the past several weeks. The Vice President said that he too had the right to stand up and speak out for the values in which he believed and that you could not expect the man in the street to stand up for what he believed if his own elected leaders cringed and weaseled out. He also said that it was not an easy thing to wake up each morning to learn that some prominent man or institution has implied that you are a bigot, a racist, or a fool. He specifically mentioned the Washington Post and its affiliates. The Washington Post and The New York Times immediately issued statements that the Vice President was entitled to express his point of view but that he was in error.

The Vice President and the President of course have come in for some criticism from the great Washington Post and its affiliates, but they have only been touched. For a period of

over two years now they have all been right on my poor little thin back and in the end lost a right mean ugly battle.

November 24, 1969

The Senate rejected the Supreme Court nomination of Clement F. Haynsworth, Jr., on a 55 to 45 vote Friday dealing President Nixon his first major Congressional defeat since taking office. A coalition of 38 Democrats and 17 Republicans, following three months of controversy in which Haynsworth was opposed by labor unions, civil rights organizations, and a block of senators critical of his business dealings, was just enough to reject the nomination. President Nixon expressed deep regret over the Senate's rejection, and said he would nominate another Justice when Congress returns in January.

I was very much surprised at the 55 to 45 vote against Haynsworth because I believed up until the last minute that this Administration could force this nomination through.

The Apollo XII heads for today's splashdown in the Pacific Ocean. The astronauts had their Yankee Clipper right on target today and everything

appears ready for the splashdown. One of the highlights of this mission was the news conference held in space. The telecast came from about 112,000 miles out as the Yankee Clipper sped toward home at 3700 miles per hour. For thirty minutes Charles Conrad, Richard Gordon and Alan Bean sat back in the command craft and answered 13 questions submitted by newsmen and relayed from Houston's Manned Spacecraft Center by Astronaut Jerry Carr.

I present the District of Columbia bill on the Floor today and projects such as the new freeway-rapid transit construction items, new jail, court complex building, new Methodone system, and 28 school capital outlay projects are all milestones in the development of our Nation's Capital. All of these are included in the bill and this bill is almost \$100 million more than the bill last year. It contains \$683,106,300 of new money and this is in addition to the Federal grants which will total \$133,372,000 that are not included in the bill. This is the record all-time budget for the District of Columbia.

November 25, 1969

The District of Columbia Appropriations Bill passed the House yesterday on a roll call vote of 305 to 9. Notwithstanding the fact that this bill

contains a number of milestones in the development of our Nation's Capital, only one or two matters seemed to attract much attention. One pertains to the windows broken out of the school buildings by rocks thrown by students who, in the main, go to school in the buildings where the damage was done. An article in The Washington Post today is entitled "House Approves City Budget, 305 to 9" and this article is as follows:

"The House overwhelmingly approved Washington's fiscal 1970 budget yesterday without amendment and with little debate.

"The budget, which would bring the city \$683 million if the House version is left untouched by the Senate, passed by 305 to 9 on a roll call vote.

"It now goes to the Senate Appropriations Committee, which is expected to begin marking it up late this week. If that body recommends changes, a House-Senate conference may be necessary, causing a further delay in approval of the city's money for the fiscal year that began last July.

"Rep. William H. Natcher (D.-Ky.), chairman of the Appropriations Subcommittee on District Affairs that compiled

the House version of the budget, called it "a right substantial budget" yesterday.

"The people here have a right to be proud," said Natcher. "There are a number of milestones here - a freeway, a subway, a new jail, a new court, a methadone (heroin addict treatment) program, 855 new policemen and \$17.3 million for the fight against crime."

"The major city requests cut from the budget - including "neighborhood service centers," a new receiving home and a new city hall complex - were struck "because you can do only so many things at once," Natcher said.

"Many of those projects were delayed only until next year, not canceled altogether, Natcher emphasized.

"Rep. Glenn R. Davis (R.-Wis.), ranking Republican on the Natcher Subcommittee, said the committee had been concerned over the yearly increases in the District's budget, and had approved this year "perhaps more than we would have liked, perhaps more than we should."

"But we wanted to give the newly created (city) government every opportunity...to be a problem solver," Davis declared. "We did not want to hamstring them."

5717

"Rep. George W. Andrews (D-Ala.), asked and was told by Natcher that 43,414 school windows were broken in the city last year, costing \$294,182.46 to replace. He called the damage "shameful."

"Rep. H. R. Gross (R-Iowa), the House's fiscal watchdog, learned from Natcher that the city had not been reimbursed for a \$30,000 fire truck that was destroyed by fire during disorders on the Howard University campus last spring.

"The final House-passed budget of \$683 million is \$68.5 million less than the city requested, but \$99.5 million more than it received in fiscal 1969."

In addition to the District of Columbia Appropriations Bill, we had on the floor yesterday the authorization bill from the District of Columbia Committee which authorizes a 98-mile rapid transit system at a total cost of \$2.5 billion. After we started the freeways and the Three Sisters Bridge got under way, then I agreed to release the money for the rapid transit system. An article in the Post concerning the authorization for the 98-mile system is entitled "House Approval Clears Way for Area Rapid Transit Net" and this article is as follows:

"A 98-mile rapid transit system for metropolitan Washington and a federal contribution of \$1.1 billion to build it was authorized yesterday by a lopsided House vote of 285 to 23.

"The action, so unexpectedly emphatic that it surprised even ardent subway backers, expands the 25-mile rail system, mainly within Washington, that was approved by Congress in 1965.

"The measure already has been passed by the Senate, but must be returned to that body for concurrence in some technical amendments. This is only a formality since the bill's Senate managers already have agreed to them.

"The expanded Metro network, with eight major branches piercing deep into the Maryland and Virginia suburbs, will be the largest project of its type ever undertaken in the world as a single, planned unit.

"Systems in New York, London and Paris are more extensive, but they were built in bits and pieces over as long as a century. San Francisco is now building a 75-mile rail network.

"All that is needed now to get the Washington system under way is the money

itself, and the House helped provide that yesterday, too.

"The District of Columbia Appropriation Bill for fiscal 1970, which was approved by a vote of 305 to 9, provides \$40.3 million as the city's share of funds to get construction under way. Groundbreaking is scheduled for Dec. 9 in Lafayette Park.

"An accompanying federal contribution of \$80.6 million is in the pipeline and yesterday's House action is expected to help trigger its release.

"The Senate is expected to approve most or all of the funds. Sen. William Proxmire (D-Wis.), chairman of the Appropriations Subcommittee on the District has talked of a cutback as a weapon against inflation.

"First operation on the downtown G Street line is scheduled for late 1972 or early 1973, and full systemwide operation is due by 1980.

"The financial plan for the expanded \$2.5 billion system calls for augmenting the \$1.1 billion federal contribution by an outlay of \$573.5 million from D. C. and suburban counties and cities and a revenue-bond issue of \$880 million to be retired from fare collections.

"Yesterday's vote was a dramatic reversal of the 287-to-76 vote by which the House rejected the subway proposal the first time it was considered on Dec. 9, 1963.

"This time the bill's floor managers, Reps. DON Fuqua (D.-Fla.), and Joel T. Broyhill (R-Va.), were confident of success.

"But they had to turn back an assault led by economy-minded Rep. H. R. Gross (R-Iowa), who called the system a "Boondoggle." He predicted that its losses would have to be made up by the nation's taxpayers and cited the experience of the Robert F. Kennedy Memorial Stadium as a precedent.

"His amendment to knock out a \$150,000-study of a proposed Metro extension or other rapid transit to Dulles International Airport was rejected, 256 to 52, after Gross forced a roll call vote.

"It was a clear test of support for the measure itself, which had support from the White House and the leadership of both parties.

"Fuqua, whose House District Subcommittee considered and endorsed the bill, said the subway is needed "to

- 53 -

untangle the transportation mess" engulfing the national capital area.

"Rep. Charles A. Vanik (D-Ohio), voiced fear that the existence of Metro will induce the federal government to move more bureaucrats into Washington to help make it pay for itself through fare collections.

"Vanik was one of five Ohioans, the most from any state, who voted against passage.

"Of the Maryland and Virginia members who were present, only Rep. Clarence D. Long (D-Md.), who represents the northern suburbs of Baltimore, voted against passage.

"Opponents to final passage included 15 Republicans and eight Democrats, including two members of the House District Committee, Reps. John Dowdy (D-Texas) and Alvin E. O'Konski (R-Wis.).

"For the conservative Dowdy, the vote was a switch from his vote to approve the measure at a Committee meeting Friday. O'Konski was absent from that session.

"Key Democratic members of the House Appropriations Committee, including

Chairman George Mahon (D-Texas) and D. C. Subcommittee Chairman William H. Natcher (D-Ky.), voted for the bill. The committee's ranking Republican, Rep. Frank T. Bow (R-Ohio), was opposed."

The men of Apollo 12 became the second men in history to return from the surface of the moon when they parachuted their Yankee Clipper spacecraft safely into the Pacific Ocean yesterday afternoon at 3:58 p.m. Eastern Standard Time. They collected 90 pounds of moon rocks and left behind five scientific instruments and a radioactive power generator that will keep the instruments working on the moon for at least one year, and more likely two years. Their landing is a thousand times, and maybe even a million times, more important to science than Apollo 11. After the Apollo 12 crew was safely aboard the Hornet they received a telephone call from President Nixon who welcomed them back to earth.

The Evening Star carried an article entitled "98-Mile Metro Bill Goes to Conferees." This article is as follows:

Both the House and Senate are now committed to the 93-mile Washington area

subway system and the spending of up to \$1.15 billion in federal funds over the next 10 years to help finance it.

The House approved the subway authorization by a 285-23 vote yesterday, while the Senate approved it previously. Senate and House conferees must work out a few "technical" differences.

In approving the District's 1970 budget later yesterday, the House also okayed an appropriation of \$40.3 million to cover the city's share of subway construction costs for this fiscal year. Ground-breaking is planned for Dec. 9.

Rep. William Natcher, (D-Ky.) chairman of the House appropriations subcommittee on the District, strongly restated his position that as long as the city freeway system "continues under way," his subcommittee would continue to provide funds for the District's share of rapid transit costs.

For Two Thirds of Cost

The subway system authorization bill would allow the federal government to cover two-thirds of the projected cost of the subway system

in the District, which has about 40 percent of the mileage and in Maryland and Virginia, which have about 30 percent of the mileage in the system each.

The bill authorizes a D. C. government contribution not to exceed \$216.5 million. Contributions voted in Maryland and Virginia and bonds will complete the financing.

Rep. Don Fuqua, D-Fla., chairman of a House District subcommittee that processed the subway authorization, said the measure would "realize a long-sought objective" supported by four presidents.

Rep. Joel T. Broyhill, R-Va., noting subway plans are the result of 17 years' work, said the rail system would help to head off the "sea of concrete as well as strangulation" that road construction and traffic jams cause here.

Rep. H. R. Gross, R-Iowa, complained about national taxpayers sharing the cost of a local subway and called it a "boondoggle." Rep. Charles Vanik, D-Ohio, wondered about the precedent set for other cities wanting subsidies to build subways.

Rep. Lawrence J. Hogan, R-Md., defending the cost, said, "We don't require that our freeways show a profit." He said the subway system is as essential for moving persons and goods.

Dulles Study stands

Gross sponsored an amendment to strike from the bill provision for a \$150,000 study of the feasibility of running a rail line from Washington to Dulles International Airport in Chantilly, Va., down the median of the Dulles access road. He was defeated 52 to 256.

The Dulles provision was written into the Senate version by Sen. William Spong, D-Va., and was accepted by the House District Committee last week. Gross said Dulles is a "white elephant costing the taxpayers \$7 million a year" in deficits.

But Fuqua said the study would determine whether it is, or is not, feasible to run a rail line to Dulles and stimulate travelers to use the airport more.

In other action, the House approved District bills to require the wearing of protective eyeglasses by students and teachers involved in

shop-type classwork, and to allow city judges to withdraw from a special survivors annuity fund if neither a mate nor children remain to benefit.

The article pertaining to passage of the District of Columbia budget for Fiscal Year 1970 in the Evening Star is entitled "House Votes D. C. Budget of \$683 Million for '70" and is as follows:

The House has approved a \$683 million District budget for fiscal 1970. But key members of the Appropriations Committee criticized the District Committee for causing a six-month delay in congressional action on the city spending program.

The proposed budget, which would provide \$99.5 million more than last year but \$64.4 million less than the city requested, was adopted exactly as recommended by the House Appropriations Committee last week. The vote was 305-9.

The budget, which still faces Senate action, is for the fiscal year that began July 1. Late action by Congress has snarled the city's programming for this year and delayed preparations of next year's requests, due in Congress in two months.

Rep. William Natcher, D. Ky., chairman of the Appropriations subcommittee on the District, told the House that District budget hearings were concluded May 14 but that action on the budget had to be delayed to await D. C. Committee action on a city revenue package.

Against Repeat in '70

Natcher noted that the city had recommended a spending program that was out of balance with income for the sixth consecutive year. The House D. C. Committee got city revenue recommendations last spring, but did not act on them until last month. A revenue package has since passed Congress.

Rep. Edward L. Patten, D-N.J., a member of Natcher's Appropriations subcommittee, said Congress should take strong steps to assure that the delay in acting on the city's budget is not repeated next year.

Patten, pointing out that no other major city has to operate under such conditions, said the District "is entitled to know about its budget by June," one month before it takes effect. He said this would provide city officials with a more reasonable opportunity to plan programs and per-

sonnel requirements, such as the hiring of teachers.

Chairman George Mahon, D-Tex., of the full House Appropriations Committee, said Natcher had wanted to bring his District budget to the floor "early last summer. But there was no revenue bill and it was impossible under the circumstances."

Provisions of Budget

The budget makes heavy provision for President Nixon's anticrime programs, appropriating all asked except in the areas of recreation and Human Relations. It provides for a 5,100 member police department, planning of a new jail, five new District police stations and a new U. S. District Court building, 28 school projects and a methadone maintenance program for treatment of drug addicts.

It does not include Mayor Walter E. Washington's satellite city hall project, community development unit, city hall complaint center, economic development committee funding, management improvement office and arts and labor coordinator. The budget would force the mayor to decrease the emphasis he has put on recreation, and eliminate plans to

more than quadruple the staff of the D. C. Human Relations Commission.

Cites Window Toll

During floor discussion, Rep. George Andrews, D-Ala., expressed shock that the city spent \$297,182 last year to repair 43,144 broken windows in schools.

Rep. Glenn Davis, R-Wis., ranking Republican on Natcher's committee, said that by eliminating the satellite city hall program, Congress would assure that citizens are not prevented from going directly to the city officials "who ought to be listening to their complaints, namely the city council."

Natcher was highly praised by his colleagues for his presentation and handling of the District budget. Speaker John McCormack took the floor to offer his personal commendation.

November 26, 1969

By renouncing all forms of bacteriological warfare, either to attack or to retaliate, and taking this decision as a unilateral act of the United States, is a giant step. President Nixon yesterday announced

that our country will never engage in germ warfare and will destroy its stockpile of bacteriological weapons and will limit its research in this field to defensive weapons. At the same time, the President stated that he would request the Senate to ratify the 1925 Geneva Accord that prohibits its signers from using poison gas. This should give a big boost to the Soviet - American arms talks now underway at Helsinki.

Israeli fighter bombers during the past few days have carried out their heaviest strikes into Jordan in more than a year. The planes are concentrating on artillery and munition stockpiles and, according to the Israelis, are in retaliation for the Jordanian skirmishes against Israel which have occurred during the past several weeks. The Six Day War apparently has not settled the questions in this part of the world, and unless something takes place in the near future, we will have a 60 day or a six months war.

President Nixon according to the polls is higher now than at any time since he was inaugurated. The stand that he recently took on the Moratorium marches and by going to the people with his message placed him in a position of overcoming to a great

extent his inability to pass legislation through this Democratic controlled Congress and his defeat in the Haynsworth nomination.

The moon is magnetic. Surprisingly strong magnetic signals compared with the signals that scientists uniformly predicted are now being received in Houston from one of the instruments the Apollo astronauts left behind. They are not strong compared with the magnetism of the earth, but our scientists are excited over this new major discovery about the nature of the moon. The measurements tell the scientists that the earth's satellite has either a hot fluid core like the earth's, which is far weaker, is able to make electric currents and magnetism, or that in its early history it had such a core so that when its exterior rocks cooled and solidified they aligned themselves with the magnetic field to make a huge bar magnet. It may be that an explanation is that there is at present on the surface on the moon, and especially where the astronauts landed, some huge magnetic body, or the fragments of such a body, perhaps an ancient meteoroid that helped form the surface. Our scientists are jumping with joy and really have something to get excited about.

December 2, 1969

So far during the first session of the 91st Congress the Nonproliferation Treaty has passed and been signed into law; the Draft Reform legislation providing for a lottery is now in operation. The Tax Law Revision legislation has passed the House and is now on the Floor of the Senate. The Electoral College Reform legislation passed the House and is before the Senate Committee. The East-West Trade legislation has passed both the House and the Senate and the Cigarette Advertising legislation has passed the House and has been reported out by the Senate Committee. The Senate has enacted the Postmaster Appointments bill and hearings are now being held in the House. Hearings are being held in both bodies on the Postal Reform legislation which sets up a corporation to operate the Post Office Department. The Mine Safety legislation has passed both the House and the Senate and is now in the White House. The Water Pollution legislation is in the same position. So far we are having considerable difficulty with an Omnibus Farm bill. The present farm legislation expires this year and so far the Secretary of Agriculture has come up with no new ideas and both the House and the Senate Committees on

Agriculture are simply floundering around. My guess is that the new legislation will incorporate approximately the program as it now stands today with maybe the exception of the farm subsidy payments provision of the law. The Voting Rights legislation which is an extension has been reported in the House and is now in the Committee in the Senate. The Antipoverty program has passed the Senate and was reported out by the House Committee last week. The Elementary and Secondary Education Extension has passed the House and is now before the Senate Committee. The School Lunch Program, which extends the program has passed the House and is before the Senate Committee. The Military Procurement Authorization bill for 1969 has been signed into law and the same applies to the Food Stamp Authorization. The Food Stamp Reform legislation has passed the Senate and is now pending before the House Committee. The Foreign Aid Authorization bill has passed the House and is now pending before the Senate Committee. The new Organized Crime Control bill has been reported out by the Senate Committee but so far hearings have not been held in the House. The Bank Holding Companies legislation, which prohibits ownership by banks of insurance companies, among other things, passed the House and so far has had no hearings before the Senate.

Eleven of the regular thirteen Appropriation bills have passed the House. Only Foreign Aid and Defense are to come, and four of the regular thirteen Appropriation bills have passed the Senate. The President has signed three of the Appropriation bills so far this year. We are about four months behind and unless a change is made which would permit the Appropriations Committee in the House especially, to proceed to mark-up and report after June 1st if the authorizing Committee is dragging its feet we will continuously be confronted in the future with the situation as it is today.

December 3, 1969

Some of the people and a few of the organizations who have attempted on down through the years to stop the freeway system and, in some instances the subway system, are still trying in court to stop the Three Sisters Bridge. A second suit was instituted recently and in this week's Evening Star appeared an article entitled, "New Effort to Block 3 Sisters Span Fails." The article is as follows:

"Another attempt at legal action to halt construction of the Three Sisters Bridge was denied today in U.S. District court here.

"Judge Burnita Shelton Matthews refused to grant a motion asked by the D.C. Federation of Civic Associations to stop the construction on grounds the government has failed to comply with an order of the U.S. Court of Appeals in a 1966 suit concerning freeways.

"In that suit the association sought to block bridge construction, arguing that the government had failed to hold public hearings and file a map of the proposed bridge with the D.C. surveyor.

"That case went to the U.S. Court of Appeals, which held that such preliminary matters as prescribed in the D.C. Code must be complied with before construction could begin.

"However, in 1968 Congress passed an act which in part ordered work on the bridge to begin.

"Robert Owen, attorney for the association, revived the 1966 case in hopes of blocking the initial construction until a second suit, filed in September to try to block the bridge permanently, can be heard."

Groundbreaking ceremonies for the subway construction program will be held at 3:00 p.m. on Tuesday, December 9. The freeway system is now underway

- 2227 -

and the first bid for the construction of the subway is in the process of being accepted. An article appeared in yesterday's Evening Star entitled, "Bid on Subway By Ohio Group Is Lowest of 4." This article is as follows:

"A Youngstown (Ohio) construction combination today became the apparent winner of the first contract to build a portion of the 98-mile rapid rail transit system for the Washington area, with a bid that was more than \$2 million above the project's estimates.

"The American Structures, Inc., and Mining Equipment Manufacturing Corp. submitted a bid of \$12.3 million, lowest of four offered by the 2 p.m. deadline.

"Roy T. Dodge, chief engineer of the Washington Metropolitan Area Transit Authority, said that, subject to checking by him and other subway officials, the contract to build a 2,469-foot section of subway will go to the Youngstown group.

"At the same time, authority officials revealed that subway groundbreaking ceremonies, scheduled for next Tuesday at 3 p.m., have been shifted to Judiciary Square from Lafayette Park at the request of the White House.

"Ground-breaking was originally scheduled for Judiciary Square but was shifted to Lafayette Park, also at the request of the White House.

"A spokesman for the authority said Metro officials do not know why the White House requested the latest switch. He added that President Nixon still is expected to attend the ceremony.

"The contract for which bids were opened today involves construction of a tunnel that will run under Lafayette Park. Bids for a contract to build the Judiciary Square subway station will be opened tomorrow.

"The contract involved in today's bidding is for construction of a subway tunnel from midblock of G Street NW between 14th and 15th Streets NW passing beneath the north lawn of the U.S. Treasury, running northwest beneath Lafayette Park and running under Connecticut Avenue and Farragut Square to the south side of K Street NW.

"The Youngstown combination bid on one of three types of construction approved for the particular contract by the authority, involving the use of concrete lining.

"The estimate for this type by the authority was \$10.3 million. The other three firms bid on a second type, calling for steel lining. The estimate for that type by the authority was \$10.5 million.

"The other three bids were \$17.4 million by McLean Grove & Co., Inc., and Grove Shepherd C. Wilson & Kroge, Inc., of New York; \$14.7 million from Morrison Knudson, Inc., of Darien, Conn., and \$12.7 million from Gordon H. Ball, Inc., J. F. Shea, Inc., and S&M Constructors, Inc., of Danville, Calif."

We reported and the House adopted the Conference Report for the Public Works Appropriation Bill for fiscal year 1970. We are still moving along on our navigation flood control and multi-purpose projects. When I was first elected, I made up my mind to really spend some time on this program and see if we could not develop our water resource projects in Kentucky. A portion of the projects in the Conference Report for Kentucky are as follows:

Booneville Reservoir -- \$230,000 for planning; Carr Fork Reservoir -- \$2,130,000 for construction; Cave Run Reservoir -- \$3,800,000 for construction; Dayton -- \$89,000 for planning; Eagle

Creek Reservoir -- \$178,000 for planning; Frankfort, North Frankfort Area -- \$824,000 for construction; Kehoe Reservoir -- \$150,000 for planning; Laurel River Reservoir -- \$2,740,000 for construction; Lock and Dam 52, Illinois and Kentucky -- \$1,684,000 for construction; Paintsville Reservoir \$157,000 for planning; Red River Reservoir -- \$500,000 for construction; Southwestern Jefferson County -- \$50,000 for planning; Taylorsville Reservoir -- \$236,000 for planning; Yatesville Reservoir -- \$181,000 for planning.

The locks and dams on Ohio River are not included in the amount set forth above but include projects which we in Kentucky have started and continued down to this good day. Projects such as Cannelton lock and dam, Newburgh lock and dam, Uniontown lock and dam, Smithland lock and dam, and the Mound City lock and dam.

December 4, 1969

On Tuesday of this week the House passed, overwhelmingly, a Resolution supporting President Nixon's Vietnam policy. A broad based group of Republicans, southern Democrats and middle-of-the-road Democrats, combined to pass the Resolution 333 to 55. The

Resolution was drawn up by the Democrats and affirmed the support for the President and his efforts to negotiate a just peace in Vietnam and approved Nixon's goal of free elections in South Vietnam, which would be open to all and internationally supervised.

I voted for this Resolution with tongue-in-cheek. To me it means nothing and is a good example of President Nixon outsmarting the Democratic Party. He campaigned on the issue of settling the war in Vietnam immediately after he was elected and now, like President Johnson, he finds that he has a 'tiger by the tail.'

The good old Washington Post carries an editorial today entitled "A Whole Lot of Nothing." It goes on to state that the House passed a Resolution on President Nixon and the Vietnam war containing 167 words in one continuous sentence, which, by the way, is no mean feat, and, according to the Post, this longwinded rambling sentence contains a whole lot of nothing.

Ordinarily the Senate Appropriations Committee appropriates considerably more than the House, and this especially applies to the District of Columbia every year that I have served.

on the Appropriations Committee. Yesterday the Senate Subcommittee on the District of Columbia Budget reported out a budget for the City which is \$37.6 million below the figure that we set in our bill. Our bill passed the House on Monday of last week, and the headlines in the paper simply screamed about the severe slashing that we gave the budget. This was quite a surprise and leaves the officials in the District Building somewhat numb.

The House Ways and Means Committee yesterday reported out a bill increasing Social Security benefits 15% and with the higher payments to go into effect January 1st. This across the board increase would cost \$4.2 billion a year, but the Social Security officials said it could be financed without raising payroll taxes. The proposal would raise the average payment of just under \$100 for a retired worker to \$115 a month. The minimum monthly benefit of \$55 would go up to \$64.

December 5, 1969

Virginia and I spent Thanksgiving with Fred and Windy Reardon. Doug Reardon and Chuck Reardon were home for the weekend and these boys are

all right. Chuck is now in Vanderbilt and Doug is in Dennison University in Ohio. We really had a nice time and the weather was lovely.

Last night I had the honor of attending the annual Democratic Study Group dinner. In the House we have approximately 100 Democratic Members who are ultra ultra liberal. Members such as Don Fraser of Minnesota, Andy Jacobs of Indiana, John Brademas of Indiana, Chet Holifield of California, Phil Burton of California, Eddie Boland of Massachusetts, John Blatnik of Minnesota, Sam Gibbons of Florida, and others. Most of these men and women are right able people, but very few of them have any seniority, and very few are anywhere near the top of their committees. In our caucuses these are the people that want to change the House Rules so that seniority does not count and with the changes permitting the ultra ultra liberals to take over.

When I appeared at the Sheraton Park Hotel for the dinner, I was amazed to find the whole front of the hotel covered by pickets carrying signs and banners. I noticed my name on one of the signs, but was amazed to see that with the exception of the one with my name on it all of the rest were giving the Democratic Study Group the

devil. They were being blamed for the Three Sisters Bridge and the freeway system generally along with their failure to approve a \$5,400 annual income and almost every crazy proposal you can think of. They were handing out mimeographed statements and the lady that handed me one was right startled when she took a second look because I believe she recognized me. This is a right unusual circular and I have placed it in my letter book. Representative Derwinski of Illinois was invited to the dinner to answer the Democratic speeches and he just about stole the show. He is a very humorous able man and when he finished we all just whooped and hollered. In the Study Group we have young Jim Symington, the son of Senator Symington. He represents the old Curtis district in the House and his election of course was quite a surprise because this is a strong Republican district. I have watched him since he has become a Member and certainly have not been too much impressed with his ability. Last night I discovered why he was elected. He is really a performer and has a wonderful voice. He compares very favorably with a great many stage performers who sing and dance today.

The tickets were \$100 each and one of my ultra ultra liberal friends

wanted me to attend as his guest and a great many of the Democratic Study Group members came around and shook hands with me because I was almost as out of place in this group as an Indian would have been at the funeral of General Custer.

December 6, 1969

Politically, the question today is "Can a leopard change his spots?"

For a number of months now, President Nixon has been extremely kind and courteous to all of the Democrats in the House and the Senate, and has emphasized time after time that he wants to cooperate with the Democratic controlled House and Senate. Of course the President realizes that his program has no chance whatsoever if the Democrats decide to block it. On a few occasions the President has expressed himself vehemently against the foot - dragging in the Congress, and especially as it applies to Appropriation bills. He issued a statement this week that unless all of the Appropriation bills were passed by Christmas he would call the Congress back into special session on December 26th. This was quite a shocker because the odds are that the Senate will not pass all of the Appropriation bills by Christmas.

We have passed eleven of our regular Appropriation bills in the House and the last two go on the Floor next week. Defense Appropriations and Foreign Aid are the remaining bills in the House and the Senate has only passed four out of the regular thirteen Appropriation bills. They have spend too much time on the Haynsworth nomination, ABM System, Tax Reform legislation, and a number of other matters which are not important at this time.

Going back to the "spots" now for some reason or other the Justice Department has started leaking information concerning certain Members of the House and the Senate who, by the way, are all Democrats. A grand jury investigation now has been underway in New York, Baltimore, and Washington concerning contributions made by certain corporations in this country in Senatorial and House campaigns during the past six or seven years. An indictment was returned several days ago against former Senator Daniel Brewster of Maryland, who, according to the judge, accepted from \$24,000 in campaign contributions from Speigel, Inc., of Chicago. Speigel, Inc., is a huge Chicago based mail order house and major third class mail user. Junk mail rates and first and second class

rates have been right controversial before the Congress during the past ten years. It seems that this company, along with others that are third class mail users, have been very much interested in legislation increasing third class mail rates. In addition to the indictment against Brewster, a Washington columnist suddenly disclosed that Senator Hartke of Indiana and Representative Arnold Olsen of Montana also accepted huge contributions from this particular company. Both of these men have either served, or now are serving, on the Post Office and Civil Service Committees and have played vital parts in the setting of third class mail rates. Olsen is a former Attorney General of Montana and is serving his sixth term in the House, and Senator Hartke is serving his second term in the Senate. Both of these men are up for reelection next year and Hartke, according to all reports, is slated to have a close contest in November. Divulging this information at this particular time is right unusual. Olsen of Montana has had a number of close races and his seat could go to a Republican without too much trouble. The disclosure made against him even if no indictments are returned, may be just enough to tip the scales against him. John Mitchell, the Attorney General, is President Nixon's old law partner and

as head of the Justice Department this man can with his 'meat ax' really play havoc on a number of Senators who will have close races and the same applies to House Members. Of course, the Justice Department and the Attorney General would not be releasing any information along this line, and especially just before the election without the wholehearted approval of the President.

President Nixon has smiled and smiled but still is very much disgruntled over the fact that he first has to take it up with the Democrats in the House and the Senate before he has any train moving along the track. His chances of taking over the Senate next year are at least 50-50, but so far his chances in the House are not good. President Nixon, according to his prior record, is not above the tactics that apparently are being used at this time and it may be that the old maxim "a leopard cannot change his spots" still applies.

The United States is ready with a flexible position on verifying nuclear arms control agreements with the Soviet Union to overcome the long barrier of fear about cheating. The U.S. - Soviet talks now underway at Helsinki are considering means for

detecting whether nuclear weapons are being produced and tested on foreign soil and the control and use of nuclear weapons generally. It may be that we will back off somewhat from our previous position of on-site inspection, which would mean placing of foreign inspectors on U. S. and Soviet territory. This shift in concept is more technical and somewhat complex, but it is also a change that may bring about an agreement which is acceptable to both countries at Helsinki.

December 9, 1969

Our Attorney General apparently has a right talkative wife. During the consideration of the Clement Haynsworth nomination, Mrs. Mitchell proceeded to call a number of wives of Senators, both on the Democratic and Republican side. According to Mrs. Fulbright, Mrs. Mitchell's conversation was not only threatening, but right colorful. Mrs. Fulbright informed Mrs. Mitchell that any threats against her husband would have to be carried out five years from now since the Senator was reelected last year. According to the office of Senator Gore, Mrs. Mitchell's conversation was characterized as somewhat strong and colorful. One outraged Senate wife described the language used by the Attorney General's wife as

vile and nasty. Mrs. Mitchell made every effort that she could to assist her husband and President Nixon in having Judge Haynsworth's nomination approved by the Senate. Her efforts were in vain.

Last night President Nixon at his televised press conference was asked the question as to whether or not he approved the tactics used by the Attorney General's wife. The President with a right sheepish grin on his face answered the question by stating that he of course could speak for his own wife and for the Cabinet members, but certainly he did not undertake to speak for the wives of the Cabinet members.

Today is a right exciting day for the Capital City. Ground-breaking ceremonies are to be held at 3 o'clock for the new Metropolitan Subway System. Two contracts will be entered into immediately and construction will get underway. The Evening Star yesterday and the Washington Post this morning carried several pages of stories concerning the starting of rapid transit proposals on December 5, 1909. One of the articles was entitled "Subway Needed in 1909" and the article goes on to discuss the fact that rapid transit was a live issue sixty years ago. The year 1909, by the way, was

the year that I was born. The article carried in the Washington Post used the date of December 5, 1909 and all of the reasons why a rapid transit system was necessary is set out in this article. Here it is December 9, 1969 and almost to a day sixty years later we are actually going under construction. The articles carried in both of the papers give a resume of all of the legislation and the problems confronted by rapid transit and, of course, the freeway system, which is now under construction, is mentioned. All in all, the articles in both papers are right nice as far as I am concerned, and at least are such better than I have seen during the past ten years. I do hope that we can continue on now and have no further difficulties with our freeway - rapid transit systems.

President Nixon again last night stated that unless all of the Appropriation bills are in by Christmas he will call the Congress back in special session on December 27th. In addition the President emphatically stated at his press conference that he would veto the Tax Reform bill if Congress sends it to him with the \$800 personal income tax exemption and the 15% Social Security increase. He emphasized that he will do everything within his power to

stem current inflation and that he would use the veto power to achieve his goal along with his right to refuse to spend certain appropriated funds.

Yesterday the House, on a vote of 330-33 approved the Defense Appropriation bill for Fiscal Year 1970 which contains \$69,960,000,000. Our Committee cut the Appropriation request \$5.3 billion and this carries out the promise that we made when the Budget was first presented for the new Fiscal Year. The overall Budget that we are working on contains a little over \$192 billion and the Defense bill is the largest appropriation bill that will be brought out this session. Today we take up the Foreign Aid Appropriation bill and this completes all of the Appropriation bills in the House. So far, the Senate has passed less than half of the Appropriation bills and with this being December 9th it looks very doubtful that we will have all of the bills passed through both bodies, out of Conference, and on the way to the President by the time we adjourn either on December 20th or on December 23rd.

When I was first assigned as a Member of the Subcommittee on Labor - H.E.W. Appropriations, John W. Gardner was the Secretary of the Department of

Health, Education and Welfare. He is an educator and a right good administrator. Notwithstanding the fact that he is a registered Republican, President Johnson named him as Secretary, and this appointment generally met with the approval of the people throughout the United States who are acquainted with Mr. Gardner. He is a perfect gentleman and a man of great ability. During the first year that he served as Secretary he appeared before our Subcommittee and we examined him on the Budget which he presented totaling some \$17 billion. The examination was a real careful one and in fact so intensive that you could see quite easily that Mr. Gardner was not only uneasy but right angry at the fact that hundreds of millions of dollars contained in the Budget request would come under close scrutiny by the Subcommittee. I remarked to our Chairman, Dan Flood of Pennsylvania, that Mr. Gardner clearly indicated by his attitude that he would not stay on in the Department as Secretary because of his total lack of understanding as far as the function of the Legislative Branch of the Government is concerned. He was very impatient with us and spoke in terms of billions with an aire of urgency. After he resigned as Secretary he accepted the chairmanship of the Urban Coalition Action Council and is presently serving in this capacity.

Today in a speech before the National Press Club, John W. Gardner said that Americans and their institutions beginning with the White House and Congress must undertake a jolting reappraisal and overhaul if the nation is ever to begin solving its most urgent problems. We know what our problems are, Mr. Gardner said, but we seem incapable of summoning our will and resources to act. Further, he said that a number of older Members of Congress should retire and specifically mentioned the age of House Speaker John W. McCormack. Mr. McCormack is 78 years of age. He then turned his attention to President Nixon and said the President must say more explicitly and with greater urgency what he conceives to be an appropriate strategy for dealing with the dilemmas of the cities with equality of opportunity, with the environment and with other problems that are wrecking the nation. Not only must President Nixon propose social programs adequate to our need, but when the legislation goes to Congress he must fight as hard for it as he fought for the ABM and Judge Haynsworth. Mr. Gardner then went on and stated that an end to the Vietnam war was a goal of great urgency, but that in the meantime our domestic program must receive more attention from the President. Then Mr. Gardner took his sword and turned

- 300 -

on the Legislative Branch of the Government by stating that few institutions are so in need of reform as Congress. First he said measures must be adopted to abolish the seniority system and to curb the abuse of power by entrenched committee chairmen. The Speaker of the House at age 78 and with 13 Senate and House Committee Chairmen over 70 years of age, with six of them over 75, and two over 80, made it imperative, according to Mr. Gardner, that an age limit be set which would ordinarily retire these gentlemen. Since they are full of years and honors they could best serve their country by stepping aside and this would be considered patriotism at its highest. Mr. Gardner then took another whack at Congress when he emphatically said that Congress must also put an end to the hypocrisy of tolerating grave conflicts of interest among its own Members while attacking the same found in others.

John W. Gardner is a bitter man and we knew on our Subcommittee all too well at the time he first appeared with his first Budget that under no circumstances could he tolerate close scrutiny of \$17 billion in Budget requests. He clearly indicated that he was incensed over the close questioning and then when we marked the bill up and reduced the overall amounts

requested by some \$680 million, he simply was beside himself. Within a few months he resigned as Secretary and the speech that he made today before the National Press Club is one that I understand that he has made on a number of occasions throughout the country. At the same time, John W. Gardner is an able man and a perfect gentleman, but simply is unable to understand the operation of the three branches of our government. Especially does this apply when the Legislative Branch of the Government examines the President's Budget. Mr. Gardner overlooks the fact that the President proposes and the Congress legislates insofar as the money is concerned that is necessary for the operation of our government.

December 10, 1969

Ground was broken for Washington's Metro rapid transit system yesterday four hours after the directors of the Washington Metropolitan Area Transit Authority awarded a \$33.4 million construction contract for the first section of the G Street line. Secretary of Transportation John A. Volpe represented President Nixon who was unable to appear, and along with Walter Washington, the Commissioner of our Capital City, turned the first spade of dirt.

The Associated Press carried a story throughout the country concerning the start of the fast transit system in Washington. The story that was carried in the Louisville Courier-Journal was entitled "Work to Start on Fast Transit in Washington" and is as follows:

After 20 years of ups and downs, the backing of four presidents and hours of debate in Congress, work on a rapid transit system for the nation's capital begins formally today.

The \$2.5 billion system will run 97.7 miles, 40 miles underground, in the District of Columbia and into Washington's Virginia and Maryland suburbs. The work is expected to take 10 years.

President Nixon is to attend this afternoon's ceremonial program at Judiciary Square, near the courts buildings on the edge of downtown Washington. Presidents Dwight D. Eisenhower, John F. Kennedy, Lyndon B. Johnson and Mr. Nixon endorsed the rapid transit system.

Even the ceremony's site hit a snag. Invitations went out for a groundbreaking at Lafayette Square, across the street from the White House. Then the White House asked that it be

changed, and didn't say why.

Many Obstacles for Plan.

It's a rough road the idea has traveled.

It has involved not only presidents, the Congress, and the City Council, but citizens committees, nature lovers, freeway advocates, freeway foes, and the Three Sisters Bridge over the Potomac River.

In congressional debate, one member backing Metro said "the very machinery of government is being slowed down to the crawl of overburdened traffic arteries."

Washington, like most other cities, has gigantic traffic jams in the morning and evening rush hours. The metropolitan area had about 2 million population in the 1960 census, and it is estimated to have about 3.5 million in 1980 and 5 million by the year 2000.

For about a year the Metro was stymied by a freeway dispute.

Rep. William H. Natcher, D-Ky., chairman of a House appropriations subcommittee, blocked release of

subway funds until the Three Sisters Bridge and a freeway study got the go-ahead from the City Council. The council refused to accede for a time.

Opposed by Conservationists.

Nature lovers and conservationists rose in indignation over the bridge that would cross three small Potomac islands, known as the Three Sisters.

Others said the freeway money should be spent for the poor.

Then, at a hectic meeting, the council voted for the freeways. The Metro money was released.

The area system involves eight local governments. All of the suburban jurisdictions held referendums, and the citizens voted to authorize the spending of their share of the cost of the project.

The federal government will put up \$1.5 billion of the total \$2.5 billion cost.

December 11, 1969

The President continues to maintain that he will at regular intervals Vietnamize the war and withdraw our

men. Senior American commanders in Vietnam have urged the President to make the next troop reduction relatively modest and not more than 35,000 men. They are very much concerned over the outcome of an expected enemy offensive in February or March. The rainy season is just about over and the North Vietnamese are expected to hit hard either in February or March. U. S. Ambassador Henry Cabot Lodge has resigned his post as our spokesman at the peace conference in Paris, France and has returned to his Massachusetts home. So far, no successor has been named and the State Department has placed one of its career people in charge in Paris. The President knows that in all probability a blood bath will follow the withdrawal of our troops and especially will this apply if they are withdrawn in large numbers too quickly. The North Vietnamese and the Viet Cong would in all probability take over South Vietnam within a matter of weeks and thousands upon thousands of Vietnamese would be killed, and our withdrawal without some sort of a peace arrangement would be absolutely placing President Nixon in the capacity of being the first American President to lose a war.

This is still the most serious problem confronting our country today and one that a great many of us on

Capitol Hill are not able to solve.

John Sherman Cooper all down through the years has been elected by the Democrats in the Commonwealth of Kentucky. In his two real races he was defeated by Virgil Chapman and Alben W. Barkley. He considers himself a Moderate, and it has been right pleasant for him to spend a number of years in the Senate voting against a Democratic President when it served his purpose and to join with the Democratic majority in the Senate when it was politically expedient. He is now really in a dilemma. He voted against President Nixon on the ABN controversy and on the seating of Judge Haynsworth. He has issued statements which indicate that he is operating above politics and the White House is furious. So far, the Commonwealth of Kentucky has received nothing from the Nixon Administration. No Assistant Secretaries, no Ambassadors, no nothing of any consequence. Tennessee has received two Ambassadorships, several Assistant Secretaries and a number of right major assignments in the new Administration. The same applies to Indiana, Ohio, and West Virginia. Kentucky, with a Republican Governor, and two Republican Senators has received no recognition. Several days ago, Senator Cooper was delegated by a dozen Republican Senators, who consider

themselves Moderates, to ask for a meeting either with the President, or with some of his chief advisors in the White House to see if a better understanding could be reached between the Moderate Republicans and this Administration. Hatfield, Case, Cooper, Cook, Javits, Goodell, Scott, Schweiker, and others, believe they are being left out in the cold and these are the ones that have indicated their desire to have some sort of an understanding with the White House. While this strategy was underway, President Nixon has had a number of meetings at the White House with those Republican Senators who have stood with him so far during this session of Congress and he has denounced on several occasions the brutally, vicious attack that was made on Haynsworth by some of the Republican Senators. Cook, of course, is new in the Senate from Kentucky, and with no seniority has received little or no recognition. He started out by denouncing certain of the Nixon proposals which brought forth some newspaper publicity. He was immediately given the cold shoulder by the White House and, although he changed in the Haynsworth nomination and was one of those who voted to confirm Judge Haynsworth, he still has been on the wrong track with the President in all of the other major matters.

- 525 -

Senator Cooper has changed more than any man that I have ever met in politics and some of my close political friends who have had years of experience simply inform me that he has not changed, that he by his actions now have made me understand him a little bit better with this being the understanding that a number of other people have had about him for years. One of the Kentucky Representatives in the House said to me today that in the future Senator Cooper would have to write him a letter before he would accept his word since very recently he has violated a promise and still maintains that Senator Ellender of Louisiana was the violator. This pertains to the Falmouth Reservoir and the Kentucky Representative is Republican Gene Snyder of the 4th Congressional District.

I have always liked Senator Cooper, and, notwithstanding the fact that he is now moving along as far as age is concerned, and has made a public statement that he will not be a candidate for reelection, certainly he should at least conduct himself during the next few years in such a manner that the reputation that he has succeeded in building up in Kentucky can remain good and sound. Back during the days when he was attempting to stay in the

Senate and running against Virgil Chapman and Senator Barkley, he was considered right fast and loose with some of his commitments, but certainly since that time he has no justification in operating as he has done in the past two years.

The headlines in the Washington papers and in the Kentucky papers during the past few days stated that Cooper was chosen to tell Nixon of GOP unrest. The articles were factually written and clearly show that he and Cook were on the outside as far as this Administration was concerned, and gave the reasons why they were on the outside. This, of course, does not sound too good to a lot of people in Kentucky, and Cooper then issued a statement to the effect that he and Nixon understood each other, and that he did not have to ask for any invitations to go to the White House. Senator Cooper knows President Nixon like all of us do and his desire to continue as a Moderate, free-lance, high level statesman will not meet with the approval of Richard Millhouse Nixon and will produce nothing from the standpoint of patronage for the state of Kentucky.

Senator Morton had his problems before he left the United States Senate, but one problem that he never

had which has become quite a burden to Senator Cooper, is the difficulty of keeping his word and carrying out commitments. Thruston B. Morton would not promise anything under the sun that he later would repudiate. He always made his word good. John Sherman Cooper, unless he changes, will go out of the United States Senate in disrepute insofar as the leaders in the Democratic and Republican parties are concerned.

December 12, 1969

The House rejected an extension of the tough 1965 Voting Rights Act yesterday and voted to replace it with a broader Nixon Administration bill. The Republican substitute was approved by a vote of 268 to 203. It was the first Civil Rights movement defeat in the House since Congress began passing Civil Rights legislation in 1957. The Administration bill would modify the Federal Government's automatic powers to send voting registrars and examiners into areas where there has been a history of racial discrimination and require the government to prove that voting laws are discriminatory instead of requiring states to prove they are not. It would also permit assignment of Federal registrars nationwide rather than just to Alabama, Georgia, Louisiana, Mississippi, Virginia, and the

Carolinas as the 1965 act does in practice. The latter provision concerning assignment of Federal registrars was the part of the bill which induced me to join with the 208 Members that adopted the substitute. Certainly the same system should apply in all fifty states. After the substitute was adopted, I then voted for the Civil Rights extension act of 1969.

Former President Lyndon B. Johnson was back in Washington yesterday to attend the marriage ceremony of his former secretary. He had a two hour breakfast talk at the White House with President Nixon and seemed to enjoy himself very much.

Senator William Proxmire of Wisconsin is now the Chairman of the Subcommittee on District of Columbia Budget in the Senate. Yesterday his bill was amended on roll call votes three times and the Senate restored some \$12 million of the \$37 million reductions made by Senator Proxmire. Every amendment offered was adopted. On our side we are unable to understand Senator Proxmire and probably will get a little better understanding of him on Monday of next week when we go to conference on the D. C. Appropriations bill for Fiscal Year 1970.

Investigations are underway in the House and in the Pentagon concerning the My Lai massacre. Over one hundred women and children were killed and this incident was not reported until recently. It appears now that Major General Koster, who is the Superintendent of West Point, was the Commanding General of the division involved in the My Lai massacre and will be called to testify this week.

December 15, 1969

Judging from the article which appeared in the Washington Post on Sunday, you would assume that Senator Proxmire and I were to square off in the ring this morning at 10:00 when we took the District of Columbia Budget to Conference. The article which appeared is entitled, "City's Budget Faces Hill Conference," and is as follows:

"Despite the senate's restoration of \$12.1 million to the city's budget last week, House and Senate conferees still must agree Monday on how many employees the city government can have and whether it will be able to complete its freeway program.

"A fight on the Senate floor Thursday that restored funds cut in the District Committee did not affect the Committee's elimination of 252 jobs in

the construction division of the city highway department.

"Sen. William Proxmire (D-Wis.), chairman of the Senate Appropriations Subcommittee on the District, abolished the jobs--all of which are now vacant--as an economy move.

"But the city will eventually need to fill all of those positions if the stalled segments of its freeway system are approved. Otherwise, it would not be able to complete the construction of the roads.

"Proxmire's counterpart on the House Appropriations Committee, Rep. William H. Natcher (D-Ky.), has been the leading congressional proponent of completing the freeway system called for in the 1968 Highway Act.

"Natcher, who will be the key House member of the conference, is expected to insist on putting back the highway department positions.

"Proxmire and Natcher are also expected to clash in conference over a personnel ceiling for the District government that the Senate understood to mean actual employees and the house understood to mean total authorized jobs.

"The personnel limit--imposed by Congress in the city's current revenue act--sets a ceiling of 41,500 on the city work force.

"Natcher and his House Committee took that figure to mean the total number of job positions allowed, and he authorized exactly 41,500 positions. Because of recruitment lags there are always more authorized positions than there are workers filling them.

"As a result, the House Committee's 41,500 authorized positions translates into about 38,000 actual city government workers.

"Promire and his Senate Subcommittee interpreted the ceiling as a limit on the number of actual employees. Thus, he authorized 42,330 positions, or about 40,000 employees--about 2,000 more than allowed by the House, but still under the 41,500 limit.

"While the version passed by the senate last week is \$34.3 million less than what the House approved earlier, the money difference is not expected to be a major battleground for the conferees.

"Nearly three-fourths of the senate cuts amounted to delays--not deletions--of money for construction projects.

"Proxmire has said he would "go to the mat" in the conference on increased personnel for the mayor's executive office and an expansion of the human relations commission. The House did not grant most of the city's requests for increases in those two areas.

Service Centers

"A successful amendment in the Senate that gave the city \$500,000 to set up neighborhood service centers raised another item to be settled in conference.

"Although Proxmire originally rejected the city's request for seven of the so-called "little city halls," he said on the Senate floor last week he thought it was "A good cause" and would be "happy to take the amendment to conference."

"Natcher did not grant any of the money requested for the service centers. Although he has said he is not opposed to the idea, Natcher has traditionally preferred to permit only modest beginnings of new programs.

"Mayor Walter E. Washington's administration is hopeful that the Senate's approach on new or greatly expanded programs, including the human

relations commission, the service centers and more money for D.C. General Hospital, will prevail in the conference."

We have just completed our Conference and we never had a disagreement about a single item.

December 16, 1969

I was delighted when Supreme Court Justice Arthur Goldberg was persuaded by President Lyndon B. Johnson to resign his seat on the Court and accept the Ambassadorship to the United Nations organization. Mr. Goldberg was a right astute lawyer specialising in labor law. He represented the labor unions and at the time of his selection by President Kennedy to fill the position of Secretary of Labor his past training and experience qualified him for such an assignment. When he was placed on the Supreme Court this was just too much. After serving as Ambassador to the United Nations organization for a number of months, he resigned and is now practicing law in New York City. He has received considerable support during the past several weeks from those who wanted him to make the race for the United States Senate, or for Governor of this state. He has decided

not to make either race and this to me was a logical decision. I have often wondered why it was that anyone would want this man on the Supreme Court. Last night on television I listened to him bemoan the fact that the Black Panthers were being mistreated in this country and that he together with others of like philosophy would make an investigation to see just what was happening in regard to the legal rights of the Black Panthers. The Black Panthers, by the way, are those who disregard every law and have killed a number of police officers throughout the country. Mr. Goldberg will not receive too much praise for his action in defending the Black Panthers.

Yesterday in conference with the Senate we agreed on a budget of \$650,249,000 for the District of Columbia for Fiscal Year 1970. The amount of the House bill was \$683,106,300, and the amount of the Senate bill was \$657,064,600. It is right unusual for the Senate ever to go under the House. In conference, since the Senate wanted to cut some, we decided to help a little and made \$6,815,000 in additional reductions. For Fiscal Year 1969 we appropriated \$583,595,388 and the Federal payment for that year was \$89,365,000. The

Federal payment under the new bill will be \$104,169,000.

Senator William Proxmire of Wisconsin, the new Chairman of the District of Columbia Budget Subcommittee in the Senate, decided to cut 310 positions in the Department of Highways and Traffic, which will be used in the freeway program. These positions will be necessary for the city to use to begin work on the extensive freeway program which is provided for under the Highway Act of 1968. We insisted on the restoration of the entire number of positions deleted and the Senate receded. The 310 vacant positions are now back in the bill and ready for assignment since the funding is fully adequate.

President Nixon conceded that he is taking a risk for peace in planning a 50,000 man reduction in the U. S. Troop ceiling in South Vietnam by April 15th. His announcement means that by April 15th at least 110,000 U. S. soldiers will have been pulled out of Vietnam since the Vietnamization program started in June and the authorized strength of U. S. forces there will be 115,500 men below the ceiling that existed when Nixon took office last January 20th. The President renewed a warning to Hanoi

against continuing to step up infiltration and increasing the level of enemy activity in South Vietnam.

December 17, 1969

Rogers C. B. Morton, the brother of former Senator Thruston B. Morton, is now in the House from the State of Maryland, and, in addition, is Republican National Committee Chairman. Senator Morton formerly held the position of National Chairman for his party. During the past several weeks, the Republicans have been searching for a candidate to run for the Senate next year against Senator Joe Tydings. It was generally agreed that Representative Morton would make the best candidate and there was a lot of pushing to get him into the race. Of course, Morton does not intend to take Senator Tydings on and in order to gracefully drop his name out from contention met with the President, and in a televised conference after the meeting, announced with the President that it was too important for him to remain as Republican National Chairman. Therefore, he would not seek the Senate seat in Maryland now held by Senator Tydings. This would have been a right unusual race, because in my opinion Senator Tydings would have won without too much trouble. Tydings would have all of

Labor, the black people, and the ultra-Liberals. Ordinarily he would not be hard to defeat but next year his chances will be much better than at most any other time.

The Federal Government is investigating the Maffia and its control of local and state officials in the State of New Jersey. This week a number of indictments were returned against the top leaders in the Maffia in the State of New Jersey and our old friend, former Representative Addonizio, the Mayor of Newark, is under attack. He refused to testify before the Grand Jury and in taking the Fifth Amendment placed himself in a position where impeachment charges may be constituted. One of our present Members in the House from New Jersey, Representative Gallagher, received quite a write-up several months ago concerning his connection with the Maffia.

I have just been advised that the ticker tape carries a story to the effect that former Representative Addonizio was indicted today and the indictment contains some 60 odd charges.

Our old friend, Adam Clayton Powell, still has his problems. In Harlem in the heart of Adam Clayton Powell country, there is a growing

sentiment among his constituency that the charismatic politician has had it. The possibility of a forced retreat for the man who unquestionably had super-star billing in Harlem for twenty years is prompted by questions of his reelection and his relevancy to the community. A number of his people are now disenchanted and say that he has virtually ceased working for his district.

A short editorial entitled "Budget Trouble" appeared in the Evening Star today and contains certain facts with which I agree. This editorial is as follows:

While the size and shape of the District budget are a far cry from the city's needs, the District Building sentiment is that the result certainly could have been worse.

We agree. Money to expand the vital anticrime efforts, for example, escaped the economy ax. Fortunately, so did the subway fund. More dollars than before will be available for school and health needs, including those at D. C. General. While the mayor must live with a personnel freeze, he rightly will have considerable latitude in deciding how. These are all gains, which atone for a number of

disappointments.

But it also is important to understand that these consolation prizes were not the result of sound, healthy budgetary processes. Nor do they provide any basis for optimism about budget proposals for the next fiscal year, which will be made public in a matter of weeks.

In the first place, the balance of the newly-approved budget largely was achieved by postponing desirable projects. In addition, the budget is nearly six months overdue - thus financing a number of new expenditures authorized for this fiscal year over six months rather than twelve. These are not responsible actions. They avoid the city's needs, rather than confront them. Furthermore, Congress' habit of delaying action on the city's revenue and budget requests denies the District the power to engage in fiscal planning.

What is to be done? There are two primary needs.

This year, in stronger terms than ever, the Senate has joined House members in demanding that the District tighten up its operation - starting with the elimination next year of a

thousand jobs. While the suggestion is not popular downtown, we urge the mayor and the City Council to take it seriously, and indeed to let key members of Congress know that a real attempt will be made to comply.

This does not mean the District should try to survive on the revenues it now has available, for that is a practical impossibility. There must be a greater supply of dollars - both from taxpayers and from Congress. But this city's needs are so enormous that it also is entirely proper for Congress to suggest that some of the limited resources might well be redirected into more productive channels. The self-perpetuation of jobs and programs, once begun, is a bureaucratic luxury which the District can no longer afford.

It is just possible, moreover, that some evidence of a sincere effort in this direction could ring a responsive chord in Congress.

December 18, 1969

The New York Times has a right unusual sales program underway at the present. You may secure the front page of any issue of the New York Times beginning with the Civil War and extending up to the present time with this page

photographed and placed on real nice paper, properly framed in a right unusual wood frame. The price is reasonable and I decided to purchase one for date of birth; date of marriage; date of election to Congress; date of Swearing-In Ceremony; and one unusual front page with a picture and story of my Committee.

The front page of the New York Times on September 11, 1909, the date of my birth, pertains almost in its entirety to the achievement of Commander Peary and his conquest to the North Pole. The Commander had just made his successful trip to the North Pole and the New York Times carried the story as it was transmitted back from the Commander's headquarters in Labrador by wireless telegraphy. The headline is "The Goal of Centuries Achieved By Peary; Thrilling Conclusion of the Explorer's Narrative of His Conquest of the North Pole." In fact, the only other article that appeared on the front page of this issue of the New York Times pertained to the funeral of E. H. Harriman, the prominent New Yorker who had a controlling interest in a great number of industries. This front page was very similar to the front page of the New York Times and the other newspapers throughout this country when our Apollo 11 astronauts landed on the moon.

When Virginia and I married on June 17, 1937, we were living during the period just prior to World War II and a number of strikes including a steel strike were underway at this time. Great Britain had just placed a five percent tax on profits for Arms Revenue. The head of a Soviet Republic, Alexander G. Cherviakov, committed suicide. He was the head of the Westernmost of the Soviet Union's 11 Republics. An heir to the Bulgarian throne was born in Sofia and was welcomed with a 101 gun salute. Queen Joanna gave birth on this date to a son who was born in the hospital founded by King Boris' grandmother. The strikes in this country also included five of the largest shipyards.

Senator Robert A. Taft, one of the leaders in the United States Senate, died on the last day of July in 1953. The front page of the New York Times of August 1, 1953, which is the date that I was elected in a Special Election to Congress, carries the front page story of the death of Senator Taft at the age of 63. Moscow had just shot down a B-50 over Siberia and charged that the United States fighter plane invaded the frontier of Communist China and before being knocked out of the air by the Soviet Union, shot down a Soviet passenger plane killing 15 passengers and a crew of six.

Another article that appeared on this particular front page stated that Moscow had reported reducing East Germany's reparations. A number of stories concerning adjournment of Congress and the loss of Senator Taft appeared on this particular front page. Congress adjourned along about the time of my election and when I arrived in Washington, was in adjournment. For this reason I was not sworn in until January 6, 1954, but my seniority began as of August 1, 1953.

On January 6, 1954, when I was sworn in as a Member of Congress, the front page of the New York Times carried a lead story concerning a meeting of the Republican leaders of Congress along with the Democratic leaders at the White House. This was during the Second Session of the 83rd Congress and President Eisenhower called the leaders to the White House to give them his views on foreign policy. A story concerning Senator Joseph R. McCarthy, Republican of Wisconsin, appeared on this front page and curbs were urged as to McCarthy and his Communist witch hunt. Wagner was Mayor of New York City and had just announced the formation of a cabinet on policy. A picture appeared on this front page with Speaker Joseph W. Martin, Jr., Minority Leader Sam Rayburn, President Eisenhower, Secretary

of Defense Charles E. Wilson, and other leaders in the Senate. The International Longshoremens were again on a strike and John L. Lewis, the President of United Mine Workers, made a contribution of \$50,000 to the unions involved. Premier Pella and his cabinet were forced to resign in Italy. The Christian Democrats rejected the Premier's proposal to name a right-wing minister and this brought on the resignation.

The last front page that I purchased was the issue of May 28, 1961. On this front page of the New York Times we have a picture of President John F. Kennedy signing one of the appropriations bills from my Committee on Appropriations. In the picture we have Vice President Lyndon B. Johnson, former-President Harry S. Truman, and certain Members of the House Appropriations Committee including my Chairman, Mr. Cannon, and Members of the Senate Appropriations Committee. President Kennedy signed an appropriations bill providing for additional aid to Latin America. This was an unusual picture because here we have three Presidents of the United States. The main story carried on this front page concerns President Kennedy's plan to meet with Soviet Premier Khrushchev the following week. The President said

that he was seeking not solutions to all of our problems but insight into the difficulties of East - West relationships. This issue announced the election of John G. Tower to the United States Senate from Texas. Senator Tower defeated William A. Blakley and was the first Republican elected from Texas since Reconstruction Days, and the Senate seat involved was the seat formerly held by Vice President Lyndon B. Johnson.

December 23, 1969

This is the day that we adjourn the First Session of the 91st Congress.

We have finally approved a tax reform bill and sent it along to the President. In addition, the House has approved the Labor-HEW appropriations bill conference report and sent it over to the Senate. The Senate has decided to hold this bill to keep the President from using a pocket veto. When we come back on January 19th, then the Senate plans on sending the bill to the President and if he vetoes it the Congress can decide as to whether or not we should try to override the veto.

This has been a long, most difficult Session of Congress. We started

out three months behind schedule due to the Nixon revisions in the Budget which were not received until the later part of March and then political maneuvering started on a number of bills including the ABM, confirmation of Judge Haynsworth, and the Labor-HEW appropriations bill. At least before we adjourn we will reduce military spending by \$5 billion.

A man by the name of Reginald H. Booker is the chairman of the Emergency Committee on the Transportation Crisis here in our capital city. This man is quite a character and certainly has made every move possible along with a number of the members of the Black Panther Party and certain organizations who are under investigation by the Attorney General's Office to see to it that the freeway system is brought to a halt in Washington. An article appeared in the Evening Star yesterday entitled, "D.C. Activists Marked, Pro-Panther Rally Told." This article is as follows:

"A rally held yesterday in support of the Black Panther party was told that Washington is the next target city for murder and political assassination of black and white members of the activist community.

"The rally at the All Souls Unitarian Church, 16th and Harvard Streets N.W., was sponsored by the Coalition Against Racism and Fascism, a group formed Tuesday night to serve as an umbrella for the areas' diversified black and anti-war organizations.

"Mrs. Willie J. Hardy, coalition co-chairman, said the group was established so that one organization could speak with strength against what she called murder of Black Panther members. She said flatly that "we are now named as the next city," but she did not explain who had so designated the city.

"Although the cause of the Panthers was the chief drawing card, speakers at the two-hour rally equally denounced fascism, freeways, and the plight of poor and hungry Americans.

"School Board member-elect Charles Cassell said the beginning of oppressive acts already may have come with the guilty verdict handed down Thursday against Reginald H. Booker, chairman of the Emergency Committee on the Transportation Crisis.

"The system has now come down on him", Cassell said of Booker, who is scheduled to be sentenced Jan. 20 for his part in a disruption during a city

council hearing on new freeways this summer. A jury of 11 Negroes and one white convicted Booker of simple assault.

"Sammie Abbott, a member of the ECTC, and several other speakers, warned that recent events made it "undeniably clear that what the Panthers got, we're liable to face."

"Booker told the racially-mixed audience of 200 persons that "black people stand on the threshold of genocide." He warned Negroes to prepare to defend their lives.

"Any black man in the year 1969 who does not possess a gun is unintelligent," Booker said. "The first task of black people is to collectively arm ourselves for self-defense" because "Nixon, the 'House of Thieves' and the dirty dozen (Nixon's cabinet) has declared war on us."

"Arthur Waskow of Jews for Urban Justice said Vice-President Spiro T. Agnew and Atty. Gen. John N. Mitchell were "the first Americans sitting in national power who are fascists."

"Either we break the system that can create a Hitler," he said, "or they will break us." He said Justice Department lawyers and secretaries who

thought they were working for justice "are stunned and dismayed over recent events."

"Other groups listed in the support of the coalition included the Revolutionary Youth Movement, the Citizens Council Against Genocide of Black People, the Washington Mobilization Committee to End the War in Vietnam, Women's Liberation, the Black Unitarians' Universalist Cacus, Women Strike for Peace, the D.C. Nine Defense Committee, D.C. City wide Welfare Rights and the Columbia Road Collective."

The District Court has under consideration the suit filed to enjoin construction of the Three Sisters Bridge and the other freeway projects which are underway. A temporary restraining order was denied by the District Court and also by the Circuit Court of Appeals. There are some right unusual Circuit Court of Appeals judges here in the District of Columbia and there really is no way to tell just how this case will be decided.

George Fallon of Maryland, the Chairman of the Public Works Committee, and I prepared and sent to President Nixon a letter concerning the present freeway situation. Our letter pertains

mainly to one section of the freeway program designated as the North Central Freeway. An article appears in today's Washington Post entitled, "D.C. Freeway Dispute Coming to Head." The article is as follows:

"Washington and federal officials are moving toward a new conflict over freeways that could be even more emotional than that over the Three Sisters Bridge.

"This time, the issues are the North Central Freeway and the north leg of the Inner Loop.

"Under present legislation, the deadline for a decision is Feb. 23.

"The controversy, like the one involving Three Sisters, revolves around compliance with the Federal Highway Act of 1968.

"The law not only called for construction of the Three Sisters Bridge, but also told the city and the Department of Transportation to "report to Congress" within 18 months "their recommendations...including any recommended alternative routes or plans" on the North Central, the North Leg and several other freeway projects.

"If no such recommendations are forthcoming by the end of the 18 months --Feb. 23 -- the city and the Department of Transportation are ordered to build the roads.

"The City Council, after pressure from Congress, voted to comply with the law at a stormy meeting last Aug. 9.

"The Council, however, has gone on record against construction of a route for the North Central Freeway, which would follow along the B&O railroad tracks in Northeast Washington, to Silver Spring.

"The issue is viewed very differently by several groups.

"For community groups and anti-freeway forces, the issue will be a test of whether "the community" will prevail over suburban interests and those of congressmen from rural districts, who, they say, are working against the best interests of the city.

"It will also be a political rallying point; a sequel to the Three Sisters controversy.

"For Congress, the Feb. 23 deadline set in the highway act is an all-important one. Seen from the Capitol,

the question is not merely one of building a road, but of obeying a congressional mandate.

"Congressmen are cool to granting any extension of the deadline.

"From the highway department viewpoint, placement of the roads is primarily a matter of deciding which route will do the most to relieve traffic congestion, with minimal displacement of homes, due consideration to aesthetics and sound engineering.

"For the City Council, which was caught between coercion from Congress and the outcry from city residents over the Three Sisters Bridge, the question is whether it will now be trapped in a similar collision over the other projects.

"For Mayor Walter E. Washington, the question is how to get through the winter without damaging the District Building's relations with either Congress or Washington citizens.

"First, the city and the Department of Transportation proposed to have an outside consultant perform the study.

"Two powerful congressmen promptly wrote to President Nixon strongly attacking the idea.

"They were Rep. George H. Fallon (D-Md.) chairman of the House Public Works Committee, which has long advocated more freeways for the city, and Rep. William H. Natcher (D-Ky.) chairman of the House Appropriations Subcommittee on the District, who used his power over the city's budget to force the city to begin building the Three Sisters Bridge.

"The two said there had already been too much talk and not enough construction.

"Testimony before the Committee on Public Works indicated that enough money had been spent on endless studies and that positive action was required in order to complete the interstate system in the District of Columbia," Natcher and Fallon wrote.

Highway Unit Study

"The 1968 act, they complained, "was not intended as a vehicle for the complete restudy of half the District of Columbia.

"The congressmen made it clear that they did not want another report challenging the congressional mandate. They apparently felt that a report from the D.C. highway department would not.

"The city government announced on Dec. 3 that the city's highway department, rather than outside consultants, would perform the study.

"Curiously allied with the congressmen in lobbying for a highway department study were members of the City Council. Some freeway proponents believe the Council felt a report from a profreeway highway department would be easier to attack at public hearings the Council plans to hold.

"The highway department, because of the shortness of time, is relying heavily on existing studies of the route. They include the comprehensive report that the department prepared in November, 1969, in which it recommended building the North Central along the B&O tracks.

"But in the city's Dec. 3 announcement, it said it planned to ask Congress for 18 more months to study the north leg, because no public hearings -- as required by law -- were held on the controversial freeway.

'Had Enough Time'

"Fallon and Rep. John C. Kluczynski (D-Ill.), chairman of the House Roads Subcommittee, said this week they thought the city had done enough studying.

"They've had enough time," said Fallon. "We gave them 18 months. That's what they asked for and that's what we gave them."

"Fallon said his Committee would not meet on the matter until after Jan. 15, six weeks before the report is due in Congress and after the highway department's report is due before the City Council.

"Highway Director Thomas F. Airis says he does not know what the city will do if it is not granted the additional time.

"By law, however, the District would be required to construct one of two routes for the north leg if no recommendation on its route is made to Congress.

"One, along Florida Avenue-U Street NW, would destroy an estimated 2,300 homes. Mayor Walter E. Washington has ruled out this route,

Wanted Flexibility

"The other would be a tunnel beneath K Street NW. The highway department had wanted flexibility to decide where -- anywhere between K and U Streets -- and whether the route should be built.

"Any request for a delay in submitting the north leg plans would have to originate in the House Public Works Committee and win congressional approval.

"Among other sections of the freeway system, the most controversial include:

- The south leg of the Inner Loop which would connect the Southwest Freeway to the Theodore Roosevelt Bridge.

- The upper end of the east leg, which is to connect the Baltimore-Washington Parkway with the Southeast Freeway.

"Proposals to construct the south leg as a tunnel under the Lincoln Memorial are expected to be opposed by park and conservation groups. The location of the east leg depends upon the final design of the North Central.

"The upper portion of the east leg is expected to disrupt a substantial number of homes.

"In the backs of the minds of city officials is the Three Sisters Bridge controversy, which resulted in Rep. Natcher withholding funds for the rapid transit system until the city approved the Three Sisters Bridge.

"Some have taken the view that Natcher could continue to withhold money for the subway -- and perhaps other city funds -- on an annual basis unless he is satisfied that the free program is progressing to his satisfaction."