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JOURNAL

OF

WILLIAM H. NATCHER

MEMBER OF CONGRESS

2ND DISTRICT OF KENTUCKY

VOLUME XXV

December 29, 1970

L. Mendel Rivers, 65, the colorful and controversial Chairman of the House Armed Services Committee, died on Monday of this week at University Hospital in Birmingham, Alabama. The South Carolinian Democrat who ranked as one of Congress' strongest voices for U.S. military superiority, underwent surgery December 11th to replace a leaking mitral valve in his heart with a plastic valve. He had experienced heart trouble for years.

The Senate passed on the Supplemental Appropriations Bill yesterday and in today's WASHINGTON POST paper an article appeared entitled, "Senate Votes \$54 Million For District." This article is as follows:

"The Senate last night gave final congressional approval to \$54 million in supplemental funds for Washington's city government. The catch-all appropriations bill now goes to the White House for the President's signature.

Most of the money will pay for salary increases enacted last summer for the city's policemen, firemen and teachers. The funds are being raised by an increase in the city income-tax rates and a special \$8 million federal payment included in the salary increase legislation.

Earlier this month, the Senate yielded to Rep. William Natcher (D-Ky.) who insisted that \$34.2 million for the Metro subway system not be included in the supplemental bill.

Natcher, chairman of the House Subcommittee that handles the city budget, has withheld the funds until the city proceeds with all congressionally ordered freeway projects.

Nearly \$5 million requested by the City for Federal City College and Washington Technical Institute was also cut from the bill. The city is expected to resubmit its request for the two schools next year.

Also contained in the final version of the supplemental bill were a \$3.8 million federal payment for the first year cost of implementing the D.C. crime act and \$325,000 for the "little Hoover commission" study of the city government's efficiency."

December 30, 1970

In yesterday's EVENING STAR appeared an article entitled "\$54.9 Million for District Awaiting Nixon Signature." This article is as follows:

"Congress sent to President Nixon today a supplemental appropriation bill carrying \$54.9 million for the District

most of which will go to meet previously approved pay increases for policemen, fireman and teachers.

The money bill does not include \$34.2 million for the Washington area subway system, which amount is being held hostage by the House because of dissatisfaction over the progress of freeway construction in the city.

Also trimmed from the supplemental fund was \$4.9 million in operating funds for the financially strapped Federal City College and Washington Technical Institute.

Mayor Walter Washington plans to seek restoration of both the subway money and funds for the two schools in a second supplemental appropriation request after the new Congress convenes next month.

A congressional decision earlier this month to order a new 12-month study of the controversial North Central Freeway may persuade Rep. William H. Natcher, D-Ky., chairman of the House District Appropriations subcommittee, to release the subway funds before the fiscal year ends June 30.

And having just granted the District a \$21 million increase in its annual federal payment, lawmakers also may be willing to provide more money for Federal

City College and Washington Technical Institute in the next few months.

The District funds that did win approval were part of a larger supplemental appropriation for a variety of programs and agencies which the Senate cleared shortly after midnight near the close of a marathon session.

The District and the Nixon administration originally had sought a supplemental total of \$96.1 million, but Congress refused to appropriate funds for any program which could not be financed out of immediately available revenues.

About \$39.9 of the \$54.9 million approved by the lawmakers will go to pay salary increases of policemen, firemen and teachers.

Another \$3.8 million is earmarked for implementation of the court reorganization provisions of the D.C. crime bill, creation of a public defender service and expansion of the D.C. Bail Agency.

The measure provides \$10.6 million for a variety of capital outlay projects and \$325,000 to finance operations of the newly created "Little Hoover Commission" to investigate the efficiency of the District government."

The big race on now in the District of Columbia is the non-voting delegate's

race. Under recent legislation passed by Congress the District of Columbia was given a non-voting delegate to serve in the House with all rights except that of voting. Offices, staff, salary, and everything else to be the same as the other Members who serve in the House. There are some seven candidates in the race at the present time in the District of Columbia -- all black with the exception of ~~one~~ white man. The leaders in the race at the present time apparently are Joe Yeldell, Channing Phillips, and Walter Fauntroy. All of those in the race apparently are running against Yeldell who apparently has all of the money together with the support of the present Commissioner in the District of Columbia and most of the public interest. Several of my good friends in the House at lunch today informed me that at a meeting downtown last night which was held for the purpose of formulating plans to beat Mr. Yeldell, it was unanimously agreed that if I would publicly endorse Yeldell on the corner of 11th and F that this would really do the job.

I sincerely believe that the candidate who is elected will be very disappointed because the Members in the House generally are a little prejudiced against all of the candidates now in the field for this position. Certain statements have been made by the leading candidates as to what they would do when elected and the Members of Congress that

they would take on and straighten out immediately. All of this, of course, does not set very well with the Members of Congress and my guess is that the first non-voting delegate elected will be very much surprised when he starts a tirade as to how quickly the Members in the House will straighten him out. The crime situation and conditions generally in our Capital City are simply awful. Those making the race for non-voting delegate have been of no assistance in straightening out the situation locally and using the House as a forum will not be of too much assistance.

The EVENING STAR in today's issue carries an editorial entitled, "Critical Subway Juncture." This editorial is as follows:

"Arlington County last week delivered checks totaling more than \$4.5 million to the Metropolitan Area Transit Authority as its fiscal 1971 payment on the Metro. And it did so not reluctantly, but with a flourish of optimism. A. Leslie Phillips, vice chairman of the Arlington County Board, said his jurisdiction was demonstrating its "full faith and credit in the future of the Metro, because Metro will be a vital part of the area's transportation system." He urged that every effort be made "to avoid delays in bringing this project into reality."

Prepayments also have been made, well in advance of the January 1 due date, by

Alexandria and Fairfax County, and the total 1971 advance by the Virginia suburban sectors is now up to more than \$12 million. Their leadership is enthusiastic about the project but, along with officials in the Maryland suburbs, is troubled by the incredible performance of Congress. For as this is written, with the session rolling in its final week, the District of Columbia's \$34.2 million share of the subway money is still impounded on the Hill.

In Maryland, official concern about the subway program has taken a different course. State officials are holding up a \$10 million contribution to the shares of Montgomery and Prince Georges Counties pending release of the District's share.

Representative Natcher, chairman of the House District appropriations subcommittee, is holding the money hostage. He refuses to agree to its release, insisting that 1968 legislation ordered the city to build the North Central Freeway. House-Senate conferees have gone along with him, refusing to recommend the new subway appropriation. A Senate effort to remove the freeway factor failed when conferees met. The whole subway endeavor could soon come to a standstill.

There still may be time to shore up the project, but Natcher is the only one who can do it. We hope he will relent and call the funding up for a quick

conference reconsideration. Surely he perceives the intolerable losses -- possibly fatal to the undertaking -- that could result from a delay at this critical point. Congress already has made available \$68.4 million for the project, but that cannot be utilized until the \$34.2 million District matching share is freed. Success of the program depends on continuance of the finely balanced multi-jurisdictional participation that has been worked out, on keeping ahead of inflationary erosion and avoidance of contracting delays.

Congress already has postponed a decision on building the North Central Freeway, by ordering a study of it and some other controversial highway segments. We hope that Natcher will ascertain that there is some motion on the freeway question -- all that is immediately attainable -- and will turn the sub-money loose."

Some of the major matters which will come before the 92nd Congress pertain to welfare reform, revenue sharing, increase in defense spending, health insurance for all Americans, another battle over federal funds for Supersonic Transport, federal spending generally, trade quotas, military draft, transportation strikes, and power to the President to prevent transportation walkouts, campaign spending limits on election outlays covering television, radio and the news media generally.

January 4, 1971

Several days ago the WASHINGTON POST gave their radio station WTOP Radio to Howard University for use of the black people in this city. Unless the WASHINGTON POST and some of the people who live in this city begin to do something about the city, the next thing you will hear is the WASHINGTON POST has been given to Howard University. This city is rapidly becoming a welfare city. There is apparently little interest on the part of the WASHINGTON POST to save the downtown business section which is the core of our Capital City. When this tax base is destroyed, then all you will have is a ghetto. One out of every 10 people who live in this city now are on welfare. There are some 44,000 city employees which means that one out of every 22 people work for the city of Washington. This man who is now serving as Mayor has made up his mind that he will take care of some 60,000 of the people here in this city if he has his way. We are spending more per capita for schools, welfare, police, department of corrections, and sanitation sewage than any city in the world. We are spending three times as much per capita as any State in this country. One or two of our learned friends on the District of Columbia Committee decided that Washington needed two colleges. A law was passed establishing the Washington Technical Institute and the Federal City

College. Now the city is unable to fund these two colleges properly and they will have to close within the next five years or else be taken over completely by the Federal Government. This city needed two colleges about as bad as it needed an airport located on the White House lawn.

All of this is known by some people in this city and this is the reason why the merchants, the Chamber of Commerce, the Board of Trade, and the business community generally are up in arms over the position taken by the WASHINGTON POST in regard to a balanced transportation system. The POST started out for a balanced system and then after this was established and was to take place, it decided to travel the other road. The other road is a rocky one and this newspaper will find it out more everyday. In Saturday's WASHINGTON POST appeared another right mean and strange editorial which wrestles with the truth in a number of instances. This editorial is entitled, "Strangling Metro in Its Crib," and is as follows:

"A little more than a year ago, when the first shovel of dirt was turned and the construction of the Washington area's rapid transit system began, we wrote that "even in Washington a dream can become a reality," As 1971 begins, we need to report to you that the optimism which sparked that language has been

drained from us. We are not sure now that the dream of a real rapid transit system is ever going to become a reality. Indeed, the dream has become a nightmare, full of mischievous and narrow-minded men who care not for the Nation's Capital, for the people who live in its environs, or for the commitments they have made in the past.

Two events of the past week have given that nightmare substance. The first was the news that Maryland officials are holding up payment of \$10 million to Montgomery and Prince George's Counties because of skepticism about the viability of Metro and the rapid transit plans. The second was the news that the latest cost estimates raise the price of the full Metro system from \$2.5 billion to \$2.98 billion. These two bits of news are closely inter-related and the only people we know of who can gain any happiness out of them are Congressman Natcher and his friends on Capital Hill. They are happy, we suppose, because these two things complicate enormously the financing of Metro and that, after all, is what Mr. Natcher has been busy doing for the past two years. They are also happy, we suppose, because the new cost estimates prove Mr. Natcher to be a true prophet; he has contended all along that the subway couldn't be built for \$2.5 billion -- never mind that he has done about everything he could to make that prophecy come true.

The revised cost estimates are not as bad as they might have been. The original estimates were made in 1968 and even if you're not a close follower of economic statistics you know how much building costs have gone up since then. Add that to the 14-month delay in ground-breaking, attributable directly to the Congress and Mr. Natcher and the National Park Service, and it is surprising that the cost figures have gone up only 19 per cent.

There are, of course, several ways in which Metro can still be built. One is to curtail the system (an idea which Mr. Natcher floated in November) and thus penalize the suburbs and break faith with them, not to mention legal obligations. A second is to strip the system to the bare essentials, thus making it less attractive to riders and less likely to be a success either economically or in reducing the automobile congestion in this area. A third is to find the extra \$498 million somewhere and we fully support the Metro board of directors in adopting this course. They think they can get \$100 million out of additional revenue bonds but the rest will have to come out of tax money. We think their first step now ought to be to refine their figures, present Congress with a sound estimate of exactly how much of this increase is due to the games Mr. Natcher and his friends have played, and see whether Congress has the moral courage to pay for the damage it has caused.

As for the \$10 million due to the two Maryland counties is concerned, we hate to see this happen but we have to admit that there is some validity in the stand that Comptroller Goldstein has taken. He says he wants some assurance that the Metro system actually will be built before turning over the money that the Maryland legislature voted to help the taxpayers in those counties pay their fair share of the total cost. He says that since Congress is not letting the District pay its share now, he is afraid that Maryland will some day be asked to pay not only its share but the District's as well. We can't say that's an unwarranted fear since Congress, more particularly Mr. Natcher, forced the District to be late with its payments in fiscal 1969 and 1970 and has refused to let the District make any payment in fiscal 1971.

This whole mess, of course, grew out of the fight over freeways in the District and the feeling of Mr. Natcher and the House Public Works Committee that they had been doublecrossed on the freeway program. As far as we can tell, the legislation passed this year has mollified the Public Works Committee. But it seems to have had no impact on Mr. Natcher. It is beginning to look more and more as if he doesn't want a rapid transit system built at all, despite his often repeated remarks that he's all for it.

Mr. Natcher, of course, couldn't have done this to the Washington area by himself. And it's worth bearing in mind that the damage isn't just to the District. Metro is an area-wide system in which the taxpayers of Virginia and Maryland have as big a stake as do those of the District. Mr. Natcher got the help he needed from his subcommittee of the House Appropriations Committee. So we thought it would be well to leave you with a memorandum of the names of the Committee members, a majority of whom seem eager to strangle this community's rapid transit system in its crib. They are William H. Natcher of Bowling Green, Ky.; Robert N. Giaimo of New Haven, Conn.; Edward J. Patten of Perth Amboy, N.J.; David Pryor of Camden of Ark.; David R. Obey of Wausau, Wis.; Glenn R. Davis of Waukesha, Wis.; Donald R. Riegle Jr. of Flint, Michigan,; and Wendell Wyatt of Astoria, Ore.

Messrs. Natcher, Giaimo, and Patten have residences in the District; Mr. Wyatt lives in Fairfax County, Mr. Riegel in McLean, and Messrs. Obey, Davis, and Pryor in Arlington."

We adjourned the 91st Congress at three o'clock Saturday, January 2nd.

Speaker McCormack was eulogized and then was recognized and said that next to God and Mrs. McCormack, he loved most the House of Representatives. This was

the last day for our Speaker and he has ended his 42nd year in Congress and his 9th year as Speaker.

We adjourned with a lot of confusion underway in the Senate and certainly during this Congress, the Senate established a bad image and I hope that through new leadership or at least a better understanding of the facts of life, the Senate does better in the 92nd.

Common Cause, an organization headed by John W. Gardner who served for a short time as Secretary of Health, Education, and Welfare, now calls for the defeat of three House Committee Chairmen during the Democratic Caucus in January. It identifies the chairmen as: Representative William M. Colmer, Democrat of Mississippi; Chairman of the Rules Committee; Representative John L. McMillan, Democrat of South Carolina, Chairman of the House District of Columbia Committee; and Representative W. R. Poage, Democrat of Texas, Chairman of the House Agriculture Committee. In addition, *Common Cause* has joined with a group of dissidents who will attempt to unseat the entire Mississippi delegation when the new Congress begins. This man, Gardner, left the Federal Government as a disgruntled, unhappy citizen, and apparently he has made up his mind to spend the rest of his life fighting the Congress.

The good ole WASHINGTON POST is now carrying a series of articles pertaining to each candidate for non-voting delegate for the District of Columbia. The first article pertained to Joseph Yeldell and in today's paper there is an editorial entitled, "Fauntroy Seeks Power For the People." In this article they quote Fauntroy as to his achievements and what he could do if elected non-voting delegate. One of the major points that Fauntroy makes is that he personally has taken an active part in the political races of a number of House and Senate Members and only last year took a very active part in the re-election of Senator Vance Hartke, Democrat of Indiana. The article goes on and further states, and I quote, "He says there are about 100 congressmen who were elected by slim margins and could be influenced in this way. He includes on the list Rep. William H. Natcher (D-Ky.), arch-advocate of the congressional freeways-first then-subway policy toward the city, and House District Committee Chairman John L. McMillan (D-S.C.).

Critics of Fauntroy's approach think he is unrealistic. Natcher, after all, was unopposed for re-election last November, and Fauntroy in fact led a SCLC contingent into South Carolina for last June's primary and had no perceptible effect on McMillan's 2½-1 plurality.

A source high in one of the opposing camps said Faunroy is "not a mature leader" and "isn't all that sharp" on the issues. When he was organizing marches and the Poor Peoples Campaign, Faunroy often "just didn't show up" when he was needed, the source said."

January 20, 1971

For the past two weeks Virginia and I enjoyed a nice big wood fire in our fireplace in Bowling Green. With the exception of one day the temperature remained in the low thirties during the entire time that I was home. This Christmas it was impossible for us to visit with either Louise's family or Celeste's family and, therefore, we did not have an opportunity to see our six little grandchildren. Five boys and one brand new little girl. The two babies, William Jirles and Virginia Jane Murphy, are both doing fine and William apparently has recovered fully from his operation. Louise and Mike along with Chris and Virginia Jane like California and are crazy about Mill Valley. Celeste and Darwin along with the boys, James, Jeffrey, Paul, and William, are doing fine.

We held our first Caucus yesterday and remained in session all day. We start again this morning at 9:00.

In yesterday's Caucus, Carl Albert of Oklahoma was elected Speaker by a vote

of 220 to 20 over John Conyers, Jr. John Conyers is one of our black representatives and is from Detroit. For some reason he along with 19 others decided to vote against Carl Albert because Carl Albert did not agree before the election to vote to unseat the Mississippi State delegation. By the way, our new Member from Kentucky, Rom Mazzoli, stood up on the Floor and voted to unseat the Mississippi delegation. This, of course, was a surprise to the other Members from Kentucky and certainly will do him no good as a new Member in the House. I have served with five Members from Louisville and he is the sixth. Hale Boggs of Louisiana was elected as Majority Leader by a vote of 140 to 88 for Udall of Arizona. Sisk of California, O'Hara of Michigan, and Hays of Ohio were dropped on previous ballots.

The good ole WASHINGTON POST seems to always be on the wrong side. Yesterday morning an editorial appeared in the Post entitled "Sweep Out the Seniority System," Directly under the editorial was a map of the United States with each of the 12 States represented by the 12 subcommittee chairmen on the Committee on Appropriations blocked in and our names appeared in each of the States that we were from. This editorial is as follows:

"The seniority system in Congress is facing its severest challenge in many decades. Legislators as well as citizens

have come to realize that maintenance of a power structure based solely on age and length of service is undermining our democratic system. At the opening of the Mathias-Harris hearings on seniority yesterday Senator Mathias quite properly related this outmoded system to the "crisis of confidence" that look so large in this supposedly democratic land. John W. Gardner added that the central issue is one of "accountability and responsiveness in our institutions." This same issue, he said, "is at the heart of all the uneasiness that the average American citizen has about his institutions today."

The problem is bad enough if we look only at the waste of talent in the House and Senate. Instead of assigning their most vital tasks to their most capable members, both houses accept the dictates of tenure and chance. The immediate result is to enthrone age in places where ability counts most. Six committee chairmen in the Senate are over 70, along with two ranking Republican members. In a setup like this it is not surprising that talented younger members tend to become frustrated and lose interest. No institution thus handicapped by age and obsolescence can meet the needs of a dynamic nation in 1970s.

The consequences of the seniority system are no less appalling from another point of view. Ten of the 16 committee chairmen in the Senate, who came to the

top under the seniority rule, are from the South. Four came from the West, none from the Midwest and only two from the East. On the House side, nine of the 21 committee chairmen are from the South. This gross over-representation of one section of the country in the power structure in Congress distorts political realities and makes a mockery of representative government.

Most of the work of Congress is done in committees, and the committee chairmen often exercise dictatorial powers in determining what legislation they will consider, how it shall be shaped and whether it will be sent on its way through the legislative mill. The chairman thus becomes a key figure in the whole legislative process. Yet his designation is left to the blind processes of seniority which almost invariably reward men from one-party districts and which more often than not turn up chairmen from rural areas no longer in the main stream of American life.

Common Cause recently made a study of the chairmen of the House Appropriations subcommittees whom it characterized as "perhaps the most powerful 12 men in Congress." Three are from the Northeast, one from the Northwest and all the other eight from the South. (See map below.) The result is an outrageous concentration of power over government spending within a few states that are not representative of the nation as a whole.

Possibly more serious is the absence of any cohesion in party leadership when each committee chairman is a law unto himself. Having obtained his chairmanship by reason of seniority, the little oligarchs of the Senate and House can ignore party platforms and party leaders with impunity. Their positions remain secure regardless of how flagrantly they may depart from policies favored by a majority in their own party. So the leaders in both houses find it impossible to carry out an agenda or even get it to the floor legislation on which the party as a whole may have staked its appeal for support at the polls. In other words, responsible party government fails because the key men at the controls owe their positions only to the blind operation of the seniority system.

All this would be changed overnight if the committee chairmen were elected by the caucus of the party in control. In some instances the man with the longest tenure on the committee would doubtless be the logical choice for chairman, but he should owe his obligation to the caucus. He should be on notice that if he should use his chairmanship for selfish ends or to thwart his party's program he could be removed or denied a renewal of mandate in the next Congress. It is important also to make the vote in the caucus public so that the people will know who is standing for progressive policies and responsible government.

The abolition of seniority is not, therefore, merely a question of tossing out a few aged men no longer competent to do their job. In its broadest sense it involves the restoration of representative government. It means that the party in power, having received a mandate from the people at the polls, should assume the task of creating a power structure which can respond to the public will. A seniority system that is blind to ability and blind to fair representation and cohesiveness within the party can never serve this purpose.

We think it is time for both the Senate and the House to sweep out the cobwebs of seniority and bring their organizations abreast of the times. No token reform will do. Merely to dispose of one or two of the most notorious ornaments of the system would leave the work to be done all over again. Now, while the system is in disgrace, seniority ought to go -- lock, stock and barrel."

January 21, 1971

Instead of the subway costing \$4 billion, it may run to \$6 million. An article appeared in yesterday's EVENING STAR entitled, "Rubble Foundations Offer Obstacle." This article is as follows:

"Back in the last century when a buggy trip from Silver Spring to Pennsylvania Avenue took half a day -- area

builders using "rubble foundations" unknowingly sowed the seeds for millions of dollars in cost overruns for modern subway builders.

Subway officials disclosed yesterday that these rubble foundations, considered a very respectable building technique in the days before prestressed concrete, were used under many of the major buildings of the era.

These include the Old Patent Office on G Street, the Treasury Building and Fine Arts Building on 7th Street, the Washington Monument and virtually every historic structure in the District.

Because of this, costs for extra underpinning near subway routes have contributed "substantially" to the \$165 million in construction overruns, which are a part of the total \$485 million more in funds required for the \$2.98 billion subway system.

Jackson Graham, general manager of the Washington Metropolitan Area Transit Authority, said the Fine Arts Building subway work may cost up to \$7 million for underpinning alone.

He said construction workers there have placed 249 supports under the structure.

"In those days (prestressed concrete didn't come into use until about 1900) a common construction method was simply to dig until you have reached good earth and then fill it with rubble or stone," said Sprague Thresher, director of architecture for the subway agency.

Roy T. Dodge, chief of engineering for the authority, said the number and the extent of buildings supported in this manner surprised subway planners.

He said original borings didn't adequately disclose the depth of the rubble foundation, and cost estimates did not take into account the extra effort required to underpin such shallow, rubble-supported structures.

Thresher said the full extent of such foundations often was not fully realized until actual excavation was underway. He said such foundations require the added expense of "needle beam" support.

"They call them needle beams because you actually have to thread them through the old foundation," Thresher said.

Subway builders said they were forced to jack the slender, high-tensile strength beams to the bottom of the buildings form deep in the earth -- preferably from bedrock.

"If a building moves an inch or so up or down you will have cracks all through it -- it's very delicate work," said Thresher.

Dodge said "you have to maintain the old foundation -- which had no integrity while practically starting all over again."

Graham said builders in the last century used a simple weight distribution method in such rubble foundations that worked far better than modern engineers might suspect. He said that after the rubble consolidated, it became a particularly a good foundation although it, in effect, floated the structure.

Graham contrasted rubble foundations with modern ones of driven steel or concrete pilings. He said modern builders prefer to reach bedrock and, if unsuccessful, use friction-supported concrete pillars.

In this connection, subway officials are seeking a federal guarantee of \$900 million in revenue bonds or taxing authority to back up the bonds.

In either case, the bonds -- which have been turned down by the New York bond market -- would be marketable.

Part of the \$900 million would go toward covering the cost overruns caused

in part by building techniques in Abraham Lincoln's day."

I was sworn in today as a Member of the 92nd Congress. Carl Albert of Oklahoma is our new Speaker and Hale Boggs of Louisiana is our new Majority Leader.

Judging from some of the resolutions that we adopted in the Democratic Caucus which lasted for three long days, we will start out in a knock-down drag-out fight with the Republicans.

Senator Richard Russell died today. At one time Senator Russell could have been nominated for the Office of President and would have been elected. It just so happened that he was from Georgia and this was not the right section of the country to be from during the days when he was the strongest politically. He was chairman of the Appropriations Committee at the time of his death and served previously as chairman of the Armed Services Committee for a number of years.

Today in the Senate they really had an upset. Senator Edward M. Kennedy lost his position as Democratic Whip to his fellow Democrat, Robert C. Byrd of West Virginia. The vote was 31 to 24 and really must have been a shocker to Senator Kennedy. Notwithstanding the fact that Senator Kennedy has maintained all

along that he was not a candidate for President in 1972, his every action indicated that he was a candidate.

The rapid rail transit system apparently is in more trouble as the officials of the District Government issued a statement today which informed the transit officials that it opposed seeking a federal guaranty to help market \$900 million in subway bonds, but that it would favor some form of a commuter tax which would be used to retire the bonds. Representative John L. McMillan, Chairman of the legislative committee in the District of Columbia immediately issued a statement that he would oppose the commuter tax and this means a rapid rail transit system is in more serious trouble.

January 25, 1971

The President, in his State of the Union Message, set forth six goals which he stated would go a long way toward turning back to the people power which the Federal Government had acquired all down through the years that was neither necessary nor proper. He informed the Congress that the time has come for a peaceful revolution involving a vast reconstruction of our Government which would include a new sharing of federal power and money with the states and broad new approaches to the problems of medical care and the environment. As far as

reconstruction of the Government is concerned, the President informed us that in a separate message he would request Congress to pass the necessary legislation reconstructing the Executive Branch of the Government. Instead of 12 Departments of the Government, there would only be eight Departments. The Departments of State, Treasury, Defense, and Justice would be maintained and the other Departments would be consolidated into four new Departments designated as the Department of National Resources, Department of Human Resources, Department of Economic Development, and Department of Community Development. For instance, the Department of Natural Resources would include all elements pertaining to land, recreation, water resources, energy and mineral resources and marine resources and technology. The Department of Economic Development would include food and commodities, domestic and international commerce, science and technology, labor relations and standards, and statistical economic development.

The President knows full well that Congress will have all kinds of pressure from lobbyists, bureaucrats, and organizations who are against, for instance, doing away with the Department of Agriculture and placing this department along with other departments in the Department of Economic Development.

The Committee on Government Operations in the House and the Senate will have this

legislation and the Committee on Ways and Means in the House and the Finance Committee in the Senate will have the legislation pertaining to revenue sharing. In my opinion both proposals will require much longer than one year for consideration, and neither may ever see the light of day.

Small States would suffer considerably if revenue sharing is approved. And the large States and large cities would in the main receive all of the money. This will enter into the controversy and to say the least, it will really be a controversy.

January 26, 1971

For a number of years now I have maintained that the cost figures submitted to our Committee on Appropriations for the construction of the rapid rail transit system here in Washington were incorrect and to a certain extent, simply fraudulent. Those in charge of submitting the figures for the construction of this system have known all along that instead of \$2.5 billion, the sum of \$4 billion is more in line. Finally, at the Supplemental Appropriations Hearings last year before my Committee, the General Manager of the rapid rail transit system admitted that they could not build the system for \$2.5 billion. Since that time the Washington newspapers and others who should have known all along that the

figures were not correct have tried to justify a mistake of \$1.5 billion. In this morning's WASHINGTON POST appeared an editorial entitled, "Metro's Multi-Million-Dollar Question." This editorial is as follows:

"Just a year ago, the decades-old dream of this city--a rapid transit system--seemed on the verge of fulfillment. Years of work had produced a plan for a 98-mile system, an interstate compact blessed by Congress and the legislatures of Maryland and Virginia, a financial agreement approved by Congress and the suburban voters, and the first hole in the ground. Now the dream is cloudy again for, although Metro is digging away, it is in deep trouble. It cannot market its own bonds and it must have more money, much more, than it is now authorized to spend if it is to build the system this area wants and needs. Its financial plight is hardly surprising, given the inflation of recent years, particularly in construction costs. But the problem presented to Metro and to all the people of the Washington area is enormous. If Metro is to surmount this crisis and go on to build the single most important thing in making future life in this city bearable, it must have the all-out support of the entire Washington area.

Elsewhere on this page today, the details of these two problems and some

possible solutions are outlined. None of these solutions is painless and the best of them will require the cooperation of Congress, the two state legislatures, and the voters in many jurisdictions. But before turning to ways of raising more money, we would first like to associate ourselves fully with the position of Metro's directors that any major curtailment of the 97.7 mile system would be a disaster. The Washington area--an area that now spreads over 2,300 square miles and contains almost three million people--desperately needs this full system to relieve the crush of automobile traffic and to make the area an economic whole. This need rules out curtailment as a solution. (Even if it didn't, curtailment would be ruled out by the problems of abrogating an interstate compact and starting all over again.) Washington also needs a system that will be used and will grace the nation's capital and this means a system that is attractive, not one in which every conceivable corner has been cut to keep costs down.

The only real solution, then, to Metro's problem is to make its bonds salable and to raise another \$450 million. In our judgment, it is not too much to ask Congress to bear some of this load. Part of the trouble (although not all) with the bonds arises because Congress has played games with the District's contributions to Metro. In exchange for what

this has done, by diminishing the appeal of Metro's bonds and increasing costs by delaying construction, the least Congress can do is to underwrite the bonds. If Metro operates successfully, this guarantee will cost the federal government nothing; the bonds will be paid off out of the fares Metro collects. If Metro is not successful, of course, the federal government would have to make the bonds good. But that seems unlikely given the conservative nature of Metro's ridership projections.

Indeed, it would be appropriate for Congress to use this local problem as a way of solving a national problem. The federal government directly and indirectly through organizations set up for that purpose already guarantees bonds for other projects -- building houses and financing urban renewal, for example, not to mention the recent loan guarantee for the Penn Central Railroad. There is no good reason why Congress should not apply the same principle to rapid transit particularly in view of the financing troubles that other cities are also having.

As far as raising another \$450 million is concerned, the proposal of Metro's suburban directors to ask Congress to match, two for one, the dollars raised locally is eminently reasonable. Indeed, when you compare the input of federal money into highways with that which goes

into rapid transit, the 2-to-1 basis doesn't seem so generous. If Metro were building a freeway system, it could get sufficient federal funds to build the entire system without selling any bonds and by raising locally less than half of what this area's governments have already agreed to raise. For example, through 1969, Texas had put up \$206 million for interstate highways and gotten \$1,704 million from the federal government. The new proposal for Metro is that the local governments put up \$725 million, the federal government \$1,445 million, and future riders pay off the remaining \$900 million.

The proposal of the District's Council that Metro's entire deficit be made up by an area-wide tax is both impractical and uneconomic. It would take so long to implement-- probably two years since three legislatures would have to approve it--that work on Metro would be delayed seriously and costs would go even higher. The council's other idea, to solve the problem through a payroll tax applicable only in the District, would be unfair in putting the burden on the District to raise 51 per cent of Metro's total cost. Indeed, either proposal would reduce the federal contribution to this system to less than 37 per cent.

At stake in this problem is far more than Metro. A rapid transit system is

not an end in itself but a means to providing the seat of the federal government with a balanced transportation system. As Congress said in 1965, such a system is essential not only for residents of this area but for "the comfort and convenience of the . . . visitors to the region, and the preservation of the beauty and dignity of the nation's capital."

The Governor of Maryland has from time to time also indicated that in his opinion honest figures were not submitted for the construction of this rapid rail transit system and his Administrative Assistant talked with me on one occasion concerning just why it was that I have contended for six years now that this system could not be constructed for \$2.5 billion. An article appeared in the WASHINGTON POST on January 7th entitled, "Md. Acts On Metro Funds." This article is as follows:

"Maryland's State Board of Public Works agreed provisionally today to release a disputed \$10 million state contribution to Washington Metro's subway, but left the fate of future state assistance in doubt.

The agreement followed a meeting at which Gladys N. Spellman, transit board member from Prince George's County, said she once warned the District of Columbia City Council that the county might pull

out of the system. At the time, the Council faced a crucial vote on whether to comply with unwanted federal highway legislation to save the Metro financing program. Mrs. Spellman said she told Council members by telephone that a failure on their part to comply with the legislation could endanger Metro financing to the point where the county might lose confidence and withdraw.

After an hour's discussion, Comptroller Louis L. Goldstein, who had expressed serious doubts about the subway's status and had personally withheld the \$10 million, made a motion to release the money if State Attorney General Francis B. Burch says the move is legal and proper documents are submitted. One official said the process would take at least two weeks.

There appeared to be little question here today that Burch would in fact approve the grant.

But Gov. Marvin Mandel, chairman of the three-man Public Works Board, voiced strong doubt that the planned 98-mile Metro rapid transit system can be built at the revised estimated cost of \$2.98 billion announced last week. The old estimate was \$2.5 billion.

Mandel suggested the costs may reach \$3.5 billion to \$4 billion. He urged the preparation of "factual figures

and actual figures . . . I mean honest figures."

The financial assistance to be provided by the state in the next fiscal year, if any, has not yet been determined. It will be included in the budget soon to be presented by Mandel to the 1971 legislature. The \$10 million under discussion today was authorized last year.

More than \$100 million worth of subway construction is already in progress in Washington.

Mandel, however, said he wants assurance that Congress, which has withheld this fiscal year's District of Columbia contribution of \$34 million, will not abandon the project and saddle the Maryland and Virginia suburbs with the whole cost.

Congress has appropriated the full federal contribution of \$180 million for this year, but release of some of those funds is contingent on release of the District share, bottled up in a subcommittee.

Maryland's state government has been asked to provide half of all future contributions by Montgomery and Prince George's counties.

"Is there just going to be a big ditch dug and nothing else happens?"

Goldstein asked today. He has refused to process a check for \$5 million, the first half of the already appropriated \$10 million in state aid. That state contribution is destined not for direct payment to Metro, but to the two suburban counties, which have contractual commitments to Metro and are counting on state funds to help meet them.

Goldstein's motion, which would conditionally make the entire \$10 million appropriation available, was in response to pleas by spokesmen for the Washington Suburban Transit Commission, which serves as a conduit for the Maryland suburban contributions.

The main proponent for release of the money was Mrs. Spellman, who until Monday was vice chairman of the transit commission and an alternate director of the Washington Metropolitan Area Transit Authority. Mrs. Spellman, a Democrat, has served as an intermediary between the transit agency and the governor.

Mrs. Spellman was joined in her plea by the commission's new chairman, John B. Burcham Jr., also of Prince George's and Avis Birely, a Montgomery County member, both Republicans.

All three members of the state board, Mandel, Goldstein and State Treasurer John Leutkemeyer, made clear that they doubt the extent of the real

commitment of the federal government, and especially of Congress, to the Metro project.

If Congress is not fully committed, they suggested, perhaps Maryland should not get more deeply involved.

Mrs. Spellman replied that she and other suburban directors of Metro have been equally concerned over congressional delays but that the counties should continue to put up funds confident that the project will be carried out.

Montgomery and Prince George's are committed to pay Metro the \$10 million plus additional local funds, she said, even if the state continued to refuse its promised share. Thus the withholding of the money hurts the counties not the subway system, she said.

Montgomery owes \$8.9 million and Prince George's, \$6.8 million.

During her presentation, Mrs. Spellman made the disclosure that she once threatened to recommend that Prince George's drop out of the Metro program. It could have been the first step toward dismemberment . . ."

An editorial appeared in yesterday's EVENING STAR entitled, "The Subway Bond Crisis." This editorial is as follows:

"Those Washington area political leaders who gathered recently at Airlie House for a study of the Metro subway program got an earful of trouble. The word that cost escalations have run the system's eventual price tag up by some \$450 million was bad enough. But New York bond experts added a more dismal warning. Without backup support in the form of a federal guarantee or some kind of local transit tax, they said, the marketing of revenue bonds to keep construction going in the immediate future will be "impossible."

To their credit, the local officials neither threw up their hands in despair nor talked of curtailing the transit system. For two days they argued the hard realities of alternatives for solving the problem.

Unfortunately, the source of the needed "backup" support has precipitated a confused squabble within the upper levels of the District government which is doing no one any good. City Council members, led by Chairman Hahn, came out the other day for the transit-tax approach, implying that that was the District's position. Denying any such agreement, Deputy Mayor Watt opted for emergency federal aid.

We think Hahn, in one respect at least, is right. A transit tax of some sort to help local jurisdictions support

their burden of heavier transit costs almost certainly will be needed -- later if not right now. And it certainly is not too early for the governments of the District and the Maryland-Virginia suburbs to start talking earnestly about it.

At the Airlie get-together, for example, it was noted that a tax of only four-tenths of 1 percent on all wages and salaries paid in the District of Columbia -- earmarked specifically for the Metro system -- would amply fill the dollar gap for a long time to come. Furthermore, of the total money raised from this source, 42 percent would be paid by District residents, 35 percent by Marylanders and 23 percent by Virginians who work in the city. That split, as it happens, is quite close to the formula already in effect for dividing the local shares of the Metro costs among the three jurisdictions. So one could hardly contend that the new proposal would be unfair to anyone.

But the practical problem is that the chances of winning early congressional approval of such a tax are just about zero. For one thing, it sounds too much like the old "commuter tax" by which the District had unsuccessfully sought to tap suburbanites for the purpose of bolstering District revenues. While a transit tax earmarked purely for Metro is not in that category, its passage would require

solid suburban support. perhaps a transit tax levied throughout the region would be preferable. In any event, time is needed to talk about it, and on that account the best hope for immediate relief in the bond-marketing crisis might well be for the federal government to step into the breach on at least a stop-gap basis. There are a number of ways by which it could do so.

In our opinion, the first step is to explore all those possibilities fully with the administration. Until the regional transit authority has had an opportunity to accomplish that, in the hope of developing a regional consensus, the District officials should knock off the bickering -- and keep the options open."

January 27, 1971

A number of us have been very much concerned over the ability of our new Speaker, Carl Albert of Oklahoma, to manage the many problems with which a Speaker is confronted each session of Congress. While serving as Majority Leader, Congressman Albert has indicated on a number of occasions by his action on the Floor that his desire to stand up and fight was limited to say the least. I have seen him duck on a great many occasions and this week, while the Ways and Means Committee is in the process of making new committee assignments, he is

under considerable pressure from every side. Our Subcommittee Chairmen on the Appropriations Committee met with the speaker this morning and he gives every indication of continuing his old system of ducking every major issue if possible. Unless he changes, he will be in hot water as long as he serves as Speaker of the House of Representatives.

Electing Hale Boggs as Majority Leader places the Speaker in a right difficult position, because Boggs is so constructed that he will try to take over the leadership of the House. The Speaker and the Majority Leader elected Tip O'Neill of Massachusetts as Whip. O'Neill is strictly an organization politician and when the chips are down, will go along with Boggs. I sympathize with the new Speaker because he really will be confronted with a great many problems which would not be presented to a strong speaker. The new members elected all want to get on the Committee on Ways and Means and Appropriations and, in fact, are not willing to start at the bottom of the ladder. The system now is to simply be against the establishment and a number of the new members elected on our side of the aisle are very much against the establishment.

Gilbert Hahn, Jr., the Chairman of the City Council here in Washington has attempted to defend a Metro tax which would be used to retire the \$900 million

in subway bonds. The subway continues to be in trouble and unless something is done, the overall Metro will either have to be cut back or a new financial plan approved for construction of this system. On the editorial page of the WASHINGTON POST appeared an article entitled, "Mr. Hahn Presents the Case for a Metro Tax." This article is as follows:

"The present financial plan for building the subway in the Washington Metropolitan Area calls for \$2.5 billion. Of this amount \$800 (now \$900) million was to be provided by the sale of revenue bonds which were to be paid for out of annual profits from the operation of the subway. For the rest, the federal government agreed to put up \$1.1 billion and the local jurisdictions (Virginia, Maryland and D.C.) agreed to put up \$550 million.

Probably about a year ago the revenue bonds became unsalable (although this was not acknowledged until last month) when litigation was lost in the State of Virginia which prevented the local Virginia jurisdictions from giving an open-ended backup to pay the annual interest and principal on the bonds if not enough profit was realized from the operation of the subway. The failure of Virginia to be able to make this open-ended backup also released Maryland and the District of Columbia from like obligations.

As a result, the financial advisors to the Transit Authority (WMATA) have said that without some backup the \$800 (now \$900) million of general revenue bonds cannot be sold.

A second problem rose last month when the Transit Authority revised its estimate of the cost of the system from \$2.5 billion to \$3 billion. This not only created a gap in the financial plan but also meant that no bonds could be sold until investors could be assured that the system would be completed. Thus the bonds could not be sold for two reasons: lack of a backup and lack of \$.5 billion.

The Staff of the Transit Authority has recommended two alternate plans to solve the problem of the inability to sell the bonds and the problem of the \$.5 billion gap in the financial plan.

The first solution is a one-half per cent Metro tax to back up \$1.35 billion of bonds and the second solution is a federal guarantee of \$900 million of bonds, the grant of an additional \$350 million by the federal government and a \$100 million tax or bond issue to be voted by the residents of Northern Virginia and the adjacent Maryland counties.

The great trouble with the federal guarantee and an additional federal grant of money and a suburban counties' bond or

tax is that it will never work, and if it fails the subway will fail.

I cannot find yet on Capitol Hill any substantial support for a federal guarantee of subway bonds. Not the least of the problems is the fact that the City of Washington is just about to ask the federal government to make good on some \$20 million of Kennedy Stadium bonds which have been more or less guaranteed by the federal government and which could not be paid for out of the operation of the stadium. I fear that too many on the Hill will take the view that a federal guarantee of subway bonds will mean actual federal payment of the (now \$900 million) of bonds which are proposed to be issued.

As to the \$300 million which the federal government will be asked to pay as the federal share and an additional approximately \$50 million which it will have to pay for the District's share, it is my view that this is not the year to ask the federal government to assume that burden.

But even if the federal government were to guarantee the bonds and agree to appropriate \$350 million, I cannot believe that the federal government would do this without prior action by the local governments of Maryland and Virginia to vote either the issuance of a further

\$100 million of bonds or local taxes that would provide its equivalent.

The arguments that have been advanced on behalf of the county governments overlooks the fact that getting this \$100 million worth of bonds (or the equivalent in taxes) may be a good deal harder than the alternative.

The Metro tax has a substantial number of advantages. First, the financial advisors to the Transit Authority have recommended a tax backup to the bonds as being the preferable course. This appears in the staff report which was rendered at the Airlie House Conference.

Further than that, the staff report says of the Metro tax that the incidence of the tax on the three member jurisdictions almost exactly approximates the share that each jurisdiction is committed to provide in financing the subway.

This tax can both support the \$900 million of revenue bonds proposed to be issued and can also support a further \$450 million of bonds to meet the gap in the financial plan.

If Congress could be persuaded to authorize a Metro tax there need be no request to Congress to guarantee \$900 million of bonds (and to pay for them if the system cannot) or to ask Congress for

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a \$300 million federal share and another \$50 million contribution for the District of Columbia; and there would be no need for the local jurisdictions to hold bond referenda or to seek tax impositions from state legislatures.

Indeed, since speed is of the essence, the plan that can be implemented fastest is a Metro tax in the District of Columbia only.

The Metro tax proposed is one-half per cent on the payroll of all employees in the District of Columbia over \$3,000 (\$5,000 would be better).

While it is perfectly true that the residents of Maryland and Virginia have for years opposed a commuter tax levied for the benefit of the budget of the District of Columbia only, the attitude of the suburbanite ought logically to be entirely different to this small levy whose revenues would go entirely for the subway (and legislation can require this). Remember that the alternative for the suburbanite is either a one-half per cent Metro tax levied on the pay of those who work in the District of Columbia or to vote \$100 million local contribution.

Surely the appeal of the one-half per cent Metro tax whose funds are to be used only for the regional subway is better than a commuter tax on commuters for District purposes only.

No one knows, of course, how much the subway system will ultimately cost. We think that now it will cost \$3 billion but three years from now we may have an entirely different estimate and there is going to be the need of an ever-present tax source to meet the rising needs of the subway (for example, like the highway tax which is used to support the freeway system). There is no tax that is fairer or more appropriate for this purpose than a Metro tax that is levied on the people who benefit from it.

We have this coming year to make decisions that can make or break the subway forever. The soundest position that the region can take this year is that the people for whose benefit the subway is being built are prepared to pay part of their own way. Unless we are prepared to demonstrate to the Congress that we want the subway enough to bear the burden, I would fear for the ultimate success of financing it. In the year 1971 we are better off going to the Congress for this tax to support the sale of \$1.35 billion of bonds, rather than to ask Congress to guarantee (and probably pay for) \$900 million of bonds, and to give us another \$350 million. And this is better than asking the local jurisdictions in Maryland and Virginia to tax themselves for another \$100 million."

January 29, 1971

If I was starting out as a freshman Member in the House of Representatives in the 92nd Congress, I would certainly be disturbed by the direction some of the leaders in the House have taken as a direct result of pressures from the news media, Common Cause, and the rebels who are coming into the House as new Members. When I think of people like this man Dellums who defeated Cohelan in California, Abzug, the woman who defeated Farbstain in New York City, Mazzoli who defeated Bill Cowger in Kentucky, and a number of others, it makes me right ill.

The Chairman of the Committee on Ways and Means is a man who has a lot of ability. When you follow the actions of Wilbur Mills of Arkansas year after year you discover that he takes right good care of himself which is to be expected. He reads the signs right well and before the 92nd Congress convened the move which started several months ago to replace the Ways and Means Committee as all Committees on the Democratic side of the aisle, Mills and a number of the Members on his Committee became very much concerned. The proposal was that each State would elect one Member of that delegation to serve as the Committee on Committees and since this is not too unattractive as a new proposal, the Chairman of the Ways and Means Committee became very much alarmed and starting talking with the

leadership as to moves which must be made to stop such a resolution from being adopted. Our new Speaker, Carl Albert is not a strong man physically and the record he establishes will not place him in the category of being an outstanding Speaker. Together with Hale Boggs, our new Majority Leader, and Mills the Speaker decided to start yielding to the dissidents and the rebels. These are the people in the House now that are causing trouble and together with the new Members who have just been sworn in, the number apparently has frightened the Speaker. The move that increased the Appropriations Committee from 51 to 54 was simply a deal by Albert, Boggs, and Mills to pacify the troublemakers.

Our Chairman, George Mahon of Texas, was neither strong enough to prevent the move from taking place, or had enough courage to lead the fight in the Caucus which might have prevented such a move from succeeding. One of the resolutions which will be offered in the next Caucus on Wednesday of next week provides that no Chairman can serve who is 70 years of age. George Mahon was born in 1900 and this has frightened him some and certainly has played a part in just how far he would go in the Caucus to fight for the Committee. A number of us on the Appropriations Committee talked with Carl Albert, Wilbur Mills, and Hale Boggs and

it was evident that an agreement has been made to expand the size of our Committee along with certain other committees which would make room for some of the troublemakers to come aboard. Expanding our Committee beyond 51 places us in a position where our Committee Room is no longer large enough to serve such a Committee. We do not have one of the new Committee rooms in the Rayburn Building and our Committee Room in the Capitol on the first floor is simply a large square room with no built up benches or seats and is composed of long tables and straight chairs. We have 51 seats and I presume that one of the tables will have to be moved out in order to get the new Members into the room. We do have subcommittee rooms scattered throughout the Capitol and the Rayburn Building, but when the full Committee meets, is when we will have our problem.

We ended up with McKay, a freshman Member from Utah, Stokes, one of the black Members in the House who will take Mike Kirwan's seat from Ohio, Bill Hathaway, a good Member from the State of Maine, Nick Galifianakis of North Carolina, Ed Roush who was defeated and then finally returned from Indiana, and Roybal of California.

Stokes is a second termmer and is the brother of the Mayor of Cleveland. He was one of those who boycotted the

State of the Union Message because the President has turned his back, according to Stokes, on the black people in this country. Roybal is an ultra-liberal and so is Roush.

The Democratic Study Group have not been too successful with their demands but in the caucuses which we have held so far, a number of resolutions have been adopted which they sponsored. The rebels elected, of course, joined immediately with the Democratic Study Group and voted accordingly in the Caucus. At least the woman from New York City, Mrs. Abzug, did not succeed in being selected to go on the Armed Services Committee. She was placed on the Government Operations Committee which is the investigative committee of the House.

With everything considered, I can see trouble ahead not only for the Democratic Party but for a great many Members in the House who have all down through the years endeavored to make good Representatives. Certainly some of those who floated in this time will not return in 1972.

February 1, 1971

The Apollo 14 crew is on the way to the moon. After a beautiful lift off at 4:00 Sunday, the Apollo 14 spacecraft failed five times to perform the generally

routine docking maneuver that shifts the luna lander from behind the command ship to in front of it. On the sixth attempt a docking was made but it is very uncertain at this time as to whether or not the crew will be given a go ahead to make their luna landing on the moon. According to plan the Apollo 14 would reach the moon by tomorrow and then undock with two of the astronauts landing on the moon and the third remaining on the command ship orbiting the moon. The failure of the docking system to work may cause our space officials to decide against a landing on the moon. Some are of the opinion that since the astronauts could enter the command craft by walking to it from outside the spacecraft in their pressurized suits the docking difficulty might be ignored and the landing accomplished. Time will tell.

Every day now we hear more about the actual cost of the rapid transit system. All along I have maintained that it would be impossible to construct the 98 miles at \$2½ billion and now O. Roy Chalk who was interviewed on television Sunday, emphatically stated that the officials of the Washington Metropolitan Area Transit Authority deliberately under-estimated costs in order to get the project going. This, of course, brought out immediately a denial from the Authority but Chalk's statement is still true.

An article appeared in the EVENING STAR Sunday, entitled "A Way Out of Subway Fund Crisis Proposed." This article is as follows:

"Subway agency officials said yesterday it is not too late for Washington to bail itself out of financial difficulties caused by tardy payment of subway construction funds.

But they linked success in erasing the \$590,000 in penalties assessed by the area subway agency to fast action by Congress -- particularly the House Appropriations Committee.

Funds have been held up in the past by Rep. William H. Natcher, D-Ky., chairman of the Appropriations subcommittee for the District. He has held up subway funds due the District because of dissatisfaction with the progress of certain freeways.

Schuyler Lowe, chief fiscal officer for the Washington Metropolitan Area Transit Authority, explained that by paying in advance, the District could erase all of its late penalties.

He said, specifically, that payment of \$34 million by early spring and then \$38 million -- due WMATA from the District for fiscal year 1972 -- by August would erase the District's penalties.

Although this sounds like a happy way out of the dilemma, chances are that

congressional haggling not only will prevent this but will lead to even more penalties.

\$2,000 a Day

The transit authority also has assessed Montgomery and Prince George's counties a total of more than \$72,000 since Jan. 2 for not having produced their latest construction commitment to the \$2.98 billion subway system.

The late assessments continue to spiral at a rate of more than \$2,000 a day in the District and to a lesser extent in the counties.

District City Council Chairman Gilbert Hahn Jr. said yesterday he had been concerned from the beginning about the WMATA clause calling for such penalties.

But he said that from a practical standpoint the transit authority could not function without such a clause.

Delmar Ison, WMATA comptroller, Lowe and Carlton Sickles, chairman of the transit authority, explained that the clause is necessary only to insure payment on time like payments on a car by consumers.

They said the subway agency had built into its operating expenses a return of 6 percent on investments of idle funds.

"As you know, sometimes we'll have funds for a year or more before we can use them," Sickles said. But, by law, the transit authority cannot award a contract without having the money in hand.

Return Is Earmarked

So the return on its investment of idle funds is earmarked for executive and administrative costs. Therefore, those jurisdictions which pay late are in turn assessed the same 6 percent the authority would have realized had it had the funds in hand.

All insisted that the penalty clause is equitable and vital.

Hahn also pointed out that the authority's full faith and credit would be seriously undermined without this clause in contracts.

The assessment was levied against the District for failure to make its \$34.2 million payment due last July 1.

Meanwhile, the Maryland counties said they have held up payment of their subway contribution because the state, in turn, has not made its \$10 million loan to them.

The counties said the state must make such a contribution before they can

produce their \$15.7 million contribution.

Transit officials said it would be even easier for Montgomery and Prince George's to erase their penalties by paying in advance over the next two years in an amount of time equal to their tardiness.

A \$10 Million Squabble

There also is a behind-the-scenes squabble among the counties, the governor and the transit authority over whether the \$10 million from the state is a loan or a grant.

"We of course take the position that it is a loan -- not a grant," said a spokesman for Maryland Gov. Marvin Mandel. But some highly placed transit officials said the wording in the law clearly terms it a grant.

Mandel also has asked for detailed long-range spending proposals from transit officials before releasing any more state funds. He has said the project's real costs are more like \$4 billion than \$2.98 billion.

WMATA's long-range spending blueprint will be produced within a month, officials there said.

Montgomery owes \$8.9 million and Prince George's \$6.8 million for the total

\$15.7 million due. They have been assessed for tardy payment due Jan. 2. Montgomery's assessment to date is \$40,965 and Prince George's is \$31,276."

February 4, 1971

The Apollo 14 slipped into orbit around the moon early this morning. Astronauts Alan B. Shepard, Jr., Edgar D. Mitchell, and Stuart A. Roosa just before two a.m. slowed down their two-linked spacecraft just enough to have the 50 tons of machinery captured between the moon's gravity and brought into orbit. A decision was made in Houston to land the lunar spacecraft and while two of the astronauts land on the moon, the other one will continue orbiting the moon on the Command spacecraft. If everything works well this should take place tomorrow.

On Tuesday of this week I attended the President's Prayer Breakfast. This is an annual affair and over 3,000 people were in attendance. The President, Members of the House and the Senate, the Supreme Court, the Cabinet, Mayors of cities throughout the United States, and a great many other important people were present. There were a number of short statements from the new Speaker, the presidents of the House and the Senate prayer breakfast groups, and others, and then Chief Justice Warren E. Burger was presented. He spoke for about 20 minutes and made an outstanding speech. In part

he stated that the forces and influences which disturb the tranquility of a whole people begin with the individual, and that we know, too, that the frustration and unrest of this last third of the century is a pervasive thing and touches every nation on the globe. The Chief Justice said that it is no comfort to us to read of the troubles that beset other nations, whether they are friends or otherwise, because it is more disturbing to know that this unrest is so pervasive throughout the world. Mr. Burger also said that our difficulties are not simple, because some of those nations reject the idea of a Divine Power and some of their leaders literally fear the public acknowledgement of their own fallibility and their dependence upon something outside themselves and outside the people as a whole -- it is part of our national tradition, said Mr. Burger, beginning 183 years ago, and through the years of struggle that preceded, and right down to this very hour and in this room, that American leaders freely acknowledge their dependence upon Divine authority. For this reason, at this particular time of history, the Chief Justice said, the most important factor about this occasion is that all who are present acknowledge, freely and openly, simply by being here, that without Divine guidance we are lost. The Chief Justice then took the 23rd Psalm and recalled the real meaning of the prayer and concluded his remarks by repeating the Psalm.

I was so impressed with the Chief Justice's statement, which to me was the best short speech that I have heard in 10 years, that I called his office and requested a copy which I received yesterday afternoon. In fact, all of this speech should be included in this Journal but with too many newspaper articles and editorials and too many other speeches copied into the Journal, probably the space should be used for other events.

We were in Caucus in the House yesterday all day with the exception of one hour when the House was in Session. I have never seen as much difficulty and turmoil among the Democrats. The wild-eyed liberals are making constant attacks on Seniority and after losing battle after battle, they continue. Yesterday, their motion to refuse the chairmanship of the District of Columbia Committee to John W. McMillan, who during a great many years has served as Chairman of this Committee, was defeated on a close vote of 126 to 96. This was a secret ballot and the dissidents almost succeeded in unseating this Chairman. When the Ways and Means Committee presented the committee nominations for the 20 standing Committees, a number of the new members there jumped up and objected to their committee assignments, with one of those jumping up being Bella Abzug. She wanted to be on the Committee on Armed Services and instead, the Ways and Means

Committee's nomination provided that she go on the Government Operations Committee. After yelling and swinging herself around for nearly an hour, Bella was defeated and will be a constant thorn in the side of the leadership while she is a Member of Congress. The same applies to several other new Members.

Just to cite one example, William Raspberry, a black reporter of the WASHINGTON POST in his article in this morning's paper which was entitled, "New Breed of Cat in the Congress," the opening paragraph stated that "the dozen black members of the House of Representatives are well, a new breed of cat. Their quiet confidence, political savvy, and effectiveness may, in fact, be what the coiners of the phrase 'black power' had in mind," according to Raspberry.

Again, I say that if I was a freshman member of Congress that I would really be confused. In fact, I would have to consider for some time before I would decide to make the race for a seat in the House of Representatives if I knew that we were going to continue having Members sent to this Body such as the 16 or 17 who are with us now. These 16 or 17 new ones added to some 56 or 60 old ones, is just about too much.

Yesterday, a powerful move developed on the Committee on Appropriations. This

morning at 9:30 a meeting is being held in the office of Sidney Yates, a Democrat on our Committee, who has been disgruntled ever since he returned to the House after being defeated by Senator Everett Dirksen. Yates, if he had remained in the House, would be right at the top of the list as far as seniority is concerned, but since he dropped out for two terms after his defeat, returned to the Committee on Appropriations at the bottom of the ladder. When he was here before, he served on the Independent Offices Subcommittee and if he had remained a member, would be the Chairman of this subcommittee today. He has insisted for several years now that George Mahon, the Chairman of our Committee, put him back on this particular subcommittee which would mean that our Chairman would have to give him preference over a number of the senior members now on the Committee who were not here when Yates was a member before, particularly those whose seniority is greater than his today.

Some 20 proposals will be discussed at the meeting today and all of them tend to take control on the Committee on Appropriations away from George Mahon, the Chairman of the Committee. There are a number of members on our Committee who are number two on subcommittees and are simply furious over the fact that they continue remaining number two and the

Chairman of the subcommittee won't be defeated, die or resign. We have others who want to be on the most powerful subcommittees regardless of their seniority, and others who are not in favor of some committee chairmen serving on as many as three subcommittees. They want the subcommittee on Labor-H.E.W. divided with one of their number becoming Chairman of either Labor or H.E.W. Yates is a Jew from Chicago and he not only has considerable ability, but is a troublemaker. Yesterday our Chairman was advised of the situation and, in fact, a number of the senior members told him that if he fails to get off his duff, that within the next three weeks these dissidents would take his committee over. George is 70 years old and long before Mr. Cannon left as Chairman of our Committee, he told me and others that the time would come when we would have to give George Mahon some backbone, because he simply was minus of this ingredient. Time will tell just what they do to George and to our Committee. The subcommittee chairmen and a number of the senior members together with a majority of the Republicans on our Committee certainly would be sufficient to bring this revolt down immediately, but George is just blundering along and may be too late.

In describing the President's Prayer Breakfast, I failed to state that the President spoke last and after greeting those present made one of the most

unusual statements that I have ever heard a grown man make. He looked around and said that there were present representatives of the Presidential Cabinet, the House and the Senate, City and State officials and Governors, Members of the Supreme Court, and, in fact, as many powerful people in this one room as he had ever seen during his lifetime. He said he just wondered what would happen if someone decided to drop a bomb in this room at this time. This to me was a most unusual statement, and simply shows that the President is really confused. He rambled on for about 10 minutes on the same lines saying nothing and finally sat down.

The war in Vietnam continues and our boys yesterday removed the wraps which began the biggest allied operation in South Vietnam in nearly three years. Along with the South Vietnamese we swept along the Laotian border and, this coming after Cambodia, really makes the people believe that the war in Vietnam instead of being about over, is really just beginning again.

The President submitted his budget to the Congress this past week and the overall amount requested is \$229,200,000,000. This is the all-time record budget and is a deficit spending budget. The budget as submitted is out of balance some \$30 billion which means that revenue will not be adequate to take care of expenditures. The money recommended to be

expended will come from the following sources: 41¢ from individual income taxes, 16¢ from corporation income taxes, 25¢ from social insurance taxes and contributions, 8¢ from excise taxes, 5¢ from borrowing, and 5¢ from other sources. Forty-two cents of the amount expended will go to Human Resources, 34¢ to National Defense, 11¢ to Physical Resources, 8¢ to payment of interest on the National Debt, and 5¢ for other purposes.

February 5, 1971

Astronauts Shepard and Mitchell are on the moon.

For five hours now our two astronauts have been on the moon and are preparing to take their moon walk. Astronaut Roosa is orbiting the moon in the Command spacecraft and will continue orbiting the moon until the two astronauts complete their mission on the moon. Shepard and Mitchell will stay on the surface of the moon for 33½ hours which will be the most intensive exploration of the lunar landscape. In two separate space walks totalling 8½ hours with the option of extending them each by 45 minutes, Shepard and Mitchell will tramp over almost 2½ miles of the Fra Mauro region in the lunar highlands. This is more than twice the time the first men on the moon from the Apollo 11 spent on the lunar surface in their one space walk. The Apollo 12 moon explorers spent

less than 8 hours walking around the moon and they covered less than 1½ miles of its surface.

The official portraits of former President John F. Kennedy and Mrs. Jacqueline Kennedy Onassis have been approved and were unveiled yesterday. The portrait of Jack Kennedy shows him standing with his arms folded and his head bowed. You cannot see his eyes and it is a right sad, despondent portrait. To me this was a poor selection. The portrait of Mrs. Onassis shows her face very plainly and her hands and body together with a long flowing white dress are right weird like and the discussion given by some who saw the portrait indicates that after viewing the portrait you receive a ghost-like feeling. This makes this portrait right unusual and I presume it suits Mrs. Onassis right down to the ground.

The President is fighting back on his proposal for revenue sharing. He informed Congress yesterday in a lengthy special message that State and local governments must be given financial assistance now to overcome a financial crisis that is getting worse. State and local governments need more money to spend but they also need greater freedom in spending it.

We are considering now a deficit spending budget and our National Debt is

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about \$391 billion. In fact, we have no money to share and my guess is that it will be a long time before the House takes any action on this proposal.

February 8, 1971

Apollo 14 astronauts are on their way home from the moon and if everything works well will land in the South Pacific near Samoa and somewhat east of New Zealand. The Apollo 14 should splash down at 4:01 p.m. Eastern Standard Time on Tuesday. They will return with a cargo of lunar soil and rocks plus spacecraft parts which the Space Agency wants to examine closely.

We are now organizing our Committee on Appropriations and have a few dissidents on the Committee who are attempting to cause some trouble. We will have a full Committee meeting tomorrow at 11 o'clock and then we will find out just how many votes the dissidents have on the Committee.

An editorial carried in the EVENING STAR on Saturday entitled "Transit Snag" is as follows:

"Within Maryland's political menagerie, smiling Louis Goldstein is renowned for seldom, if ever, missing an opportunity to posture as the taxpayer's friend and savior.

Among other things, the Maryland comptroller is not one to allow such inconsequentials as contractual obligations or common sense to mar a good performance. His latest role as the outraged victim of predatory outlanders from Montgomery and Prince Georges Counties is a case in point.

The issue this time is fairly simple: The counties, under a previous arrangement, are due \$10 million from the state to help finance their current payment to the Washington area subway agency. The payment, already late, is piling up daily penalties because the state's \$10 million was withheld last month by Governor Mandel, Goldstein and a third state functionary who make up Maryland's all-powerful Board of Public Works. According to these officials, Maryland wasn't going to fork over any more money until they got satisfactory data on the Metro system's long-range fiscal situation. And a confrontation between Goldstein and the two counties' senatorial delegations last Tuesday was marked by all manner of sound and fury.

Well, apparently satisfied with the data provided, Governor Mandel pledged last Thursday to work to free the money. And that being the case, the prospects appear good that Goldstein, while still fuming and fussing, will go along with that necessary action next week, thus ending another crisis.

But the dramatic and sometimes comic aspects of Goldstein's performance aside, this is no laughing matter.

The Maryland problem was touched off in the first place by a genuine and understandable concern about the Metro system's cost escalations, in the face of bond marketing problems and the persistent refusal of Representative Natcher to release the District of Columbia share of the subway costs. The subway must be built, and it will be if regional political confidence in this vital program holds up. The \$10-million Maryland episode, however, is compelling evidence of the need to eliminate causes for doubt. And that means finding some way, as quickly as possible, to resolve such problems as the Natcher holdup of District funds."

February 9, 1971

Our astronauts were sitting in their shirtsleeves 175,000 miles away from the earth last night holding a 30 minute press conference. Questions were propounded to the astronauts concerning their trip to the moon and especially their walk up to near the top of the moon's Cone Crater. Splashdown will take place this afternoon.

South Vietnamese troops moved into Laos yesterday and before the day was over four American helicopter crew

members were killed when their craft was hit by ground fire and crashed in South Laos. The reports which the Department of Defense and the White House are making to Congress are unequivocally positive that none of our men are participating in the Laos engagement. Here we have another credibility gap that is causing real concern.

Today our Committee on Appropriations holds its first organization meeting for the 92nd Congress. Ten of the Democrat Members led by Sidney Yates of Chicago will offer a series of changes to the Committee Rules which will be vigorously contested. The sum and substance of the changes provides for a reduction of power of the Chairman and the ranking Minority Member of our Committee and a considerable reduction of the power of the Subcommittee Chairmen. The last time that we had a battle on our Committee of any consequence was in 1955 which by the way was the year that I was elected a Member of the Committee. The dissidents were defeated at that time and should be defeated again today.

The District of Columbia budget for Fiscal Year 1972 will be submitted sometime within the next 30 days and according to information furnished our Committee, will be out of balance some \$90. 3 million. The overall budget will be contingent upon enactment of certain legislative tax increases that will not

take place. One of the most controversial proposals provides for a $\frac{1}{2}$ of 1% commuter tax on residents of Maryland and Virginia who work in the District. This, of course, is not right and should be defeated. The District is hoping to pick up \$50.6 million here which would be earmarked for rapid rail transit. If enacted, the additional tax would be substituted for the provision of the law providing for a sale of \$800 million worth of rapid rail transit bonds that, of course, cannot be retired out of the fare box and which are not salable today. The brokers and bankers throughout this country refuse to touch these bonds and this is a serious roadblock for the Washington Metropolitan Area Transit Authority.

So far this Congress we have had no legislation presented other than resolutions from the Committee on Ways and Means pertaining to Committee assignments. We will have a 10 day recess period while our Republican friends return to their districts to make Lincoln Day speeches. During this recess period we should be holding hearings on all of the Committees and it might mean that we could adjourn prior to Christmas Eve 1971.

Our full Committee on Appropriations met this morning and we finally adopted the Rules for the 92nd Congress. We had 11 Members who made every effort possible

to limit the authority of the Chairman and of the Subcommittee Chairmen with all 11 being either new Members or disgruntled Members who have never succeeded in obtaining subcommittee chairmanships. I sincerely believe that they were actually surprised at the outcome, 31-11.

February 10, 1971

I had breakfast at the White House this morning with the President and 99 other Members of the House and the Senate. After the breakfast we were briefed on the President's new proposals concerning government reorganization and revenue sharing. Mr. Ehrlichman, one of the President's assistants, led the discussion on revenue sharing and former Governor John Connally of Texas who is now the new Secretary of the Treasury gave an excellent discussion on government reorganization as proposed by the President. Governor Connally is Lyndon Johnson's best friend and was in the automobile with President Kennedy at the time of the assassination. I always marvel at the fact that John Connally looks enough like Lyndon B. Johnson to be a brother. He is a right able man.

Each time that I have breakfast in the East Room or am there attending a reception and especially in the winter time, I am always impressed with the fact that this is the coldest room in the District of Columbia. The White

House is a tremendous rambling 98 room structure and, of course, is difficult to heat. This especially applies to the East Room. The lady Members who were present this morning without jackets or coats were very uncomfortable and Edith Green, who sat directly across from me, shivered through the entire meeting. The East Room is a beautiful room and the three tremendous chandeliers there, I think, are the most beautiful chandeliers that I have ever seen. When the White House was repaired in 1948 a number of the large chandeliers were moved from the White House to the Hill and as I have previously said several of these chandeliers are now in the Committee on Appropriations rooms. They were placed there by Louis Rabaut, a member of our Committee who was chairman of the committee in charge of repairing the White House.

The beautiful portraits of Martha Washington and George Washington in this room are right unusual. President Kennedy's new portrait sits on an easel in the corridor leading into the East Room and I had an opportunity today to really take a good close look at this portrait. With his head bowed and arms folded, it is a right unusual portrait and to me is not the one that should be placed in the White House.

After being briefed on the two above subjects, Lt. General Blake brought

us up to date on the War in South Viet Nam. Just as soon as he started his discussion there was a commotion in the center of the East Room and out stomped Bella Abzug who by the way is exceedingly large and blunders around like a small rhinoceros. She is a member of the women's peace movement and a number of other groups who are right unusual and especially so when you consider the rating that the FBI gives these groups. She apparently wanted to attract attention, so in leaving the room she made considerable noise.

The astronauts of Apollo 14 came safely back to the earth at 4:05 p.m. Eastern Standard Time just five miles ahead of the aircraft carrier NEW ORLEANS. The crew was in fine shape and 36 minutes after the spacecraft splashed down, five Navy Frogmen had the astronauts safely out of the KITTY HAWK and into a yellow rubber life raft. The astronauts will be in quarantine for a few days and then visit the President and I presume a number of other cities and places throughout this country.

The Committee assignments were finally agreed to and announced for our Committee on Appropriations today. I remain as Chairman of the Subcommittee on District of Columbia Budget much to the surprise of one of our local newspapers and will continue serving on the subcommittees appropriating money for the

Departments of Agriculture, Labor and Health, Education and Welfare. With the Agricultural Appropriations Bill beginning as of today we will have all of pollution, pure Food and Drug, Federal Trade Commission, all of the environmental and consumer agencies and commissions together with other matters which pertain to pollution generally and to the American consumer. This should aid us in our annual struggle to present to the House of Representatives the Agricultural Appropriations Bill.

February 11, 1971

The worst earthquake that California has suffered since 1906 took place in Los Angeles at 6:01 Tuesday morning. So far the known death toll is fixed at 52 and estimates of property damage exceed \$300 million. The large dam in the San Fernando Valley is cracked and huge pumps have been working around the clock to draw the water down so that it will not break and crash down through the Valley killing thousands and thousands of people. Some 80,000 people have been moved out of the Valley and may return as soon as the water has reached a level in the Dam which makes it safe. Pictures of the freeway and bridges across the freeway at exits and entrances are almost unbelievable. This was the same day that our astronauts splashed down in the Pacific from Apollo 4.

February 12, 1971

All of the Committees in the House have finally been organized for the 92nd Congress. W. R. Poage of Texas is Chairman of the Committee on Agriculture; George H. Mahon of Texas is Chairman of the Committee on Appropriations; F. Edward Hebert of Louisiana is Chairman of the Committee on Armed Services; Wright Patman of Texas is Chairman of the Committee on Banking and Currency; John L. McMillan of South Carolina is Chairman of the Committee on the District of Columbia; Carl D. Perkins, of Kentucky is Chairman of the Committee on Education and Labor; Thomas E. Morgan of Pennsylvania is Chairman of the Committee on Foreign Affairs; Chet Holifield of California is Chairman of the Committee on Government Operations; Wayne L. Hays of Ohio is Chairman of the Committee on House Administration; Richard H. Ichord of Missouri is Chairman of the Committee on Internal Security; Wayne N. Aspinall of Colorado is Chairman of the Committee on Interior and Insular Affairs; Harley O. Staggers of West Virginia is Chairman of the Committee on Interstate and Foreign Commerce; Emanuel Celler of New York is Chairman of the Committee on the Judiciary; Edward A. Garmatz of Maryland is Chairman of the Committee on Merchant Marine and Fisheries; Thaddeus J. Dulski of New York is Chairman of the Committee on Post Office and Civil Service; John A. Blatnik of Minnesota is Chairman of

the Committee on Public Works; William M. Colmer of Mississippi is Chairman of the Committee on Rules; George P. Miller of California is Chairman of the Committee on Science and Astronautics; Melvin Price of Illinois is Chairman of the Committee on Standards of Official Conduct and Olin E. Teague of Texas is Chairman of the Committee on Veterans' Affairs.

We now have 33 Democrats on the Committee on Appropriations and 22 Republicans. This makes a total of 55 and I am number 9 on the Committee. Ahead of me we have the Chairman, George Mahon of Texas, Jamie L. Whitten of Mississippi, George W. Andrews of Alabama; John J. Rooney of New York, Robert L. F. Sikes of Florida, Otto E. Passman of Louisiana, Joe L. Evins of Tennessee, and Edward P. Boland of Massachusetts. The thirty-third Member and the one at the bottom of the Democrat list on our Committee is one of the new members, K. Gunn McKay of Utah, a member of the old Mormon family and a man that appears to be a right sound member.

February 16, 1971

The WASHINGTON POST continues to editorialize on the front page. For years now this newspaper has made every effort to run the Capital City and has failed. Every President who has served since I have been a Member of Congress

soon indicated that this particular newspaper not only would not tell the truth but it had stories written which were exciting and helped sell newspapers when the facts were fraudulent and not truthful. The good old WASHINGTON POST continues on. In 1969 they sent a man into my District and he stayed for several days hoping to uncover something that would make a story readable in his newspaper. The story was printed and was a right nice story because he was unable to find out anything that was detrimental to me and since the laws of liability still apply to a certain extent where newspaper articles are concerned, he was afraid to make up a story. Again we have the WASHINGTON POST assigning a new staff writer to write a story about me and by using innuendoes and theories which he says might apply, writes a right unusual story. Some of the story, of course, is true, but a number of statements made by this man are false and he knew it at the time he typed the words. This story is entitled, "Rep. Natcher: Eye of Storm Over D.C. Funds, Freeway." The story is as follows:

"A hard glint in the eye. Gray suit, soft gray tie, graying hair: immaculate. A modest man. Fair, honorable, straightforward. Disciplined.

Not everyone uses these words, but most do. A few, with a certain bitterness, say the man is a country hick,

proud, biased and somewhat fanatic.

Whatever he is, William H. Natcher's name seems to begin and end most discussions about District of Columbia affairs these days.

The Democratic congressman from Kentucky is chairman of the House Appropriations Subcommittee on the District of Columbia -- a position that has enabled him three times to hold the city's federal subway funds hostage to force construction of freeways and a bridge that many city politicians and community organizations oppose.

Natcher, 61, has been chairman for nine years. Tuesday's announcement that he will continue in the post means he will continue to play a key role in the city's ongoing freeway-subway battles. His Subcommittee has life-and-death power over every line in the city budget, including the subway appropriation.

Esteemed by Members

Natcher has been a powerful chairman, highly esteemed by the members of his Subcommittee for what they call his hard work, honesty, fairness, detailed knowledge of issues and concern for the prerogatives of the Congress. This esteem, possibly more than any other factor has made Natcher successful in controlling his Subcommittee.

This control is not thought to have been diminished by the changes in the Subcommittee's makeup announced Tuesday.

Exactly why he is withholding the subway money seems a mystery to many of Natcher's enemies, to city officials who testify before his Subcommittee, and even to many of his closest colleagues in the Congress.

Natcher isn't talking. Last week, as is his long-standing custom, he again refused to grant an interview to The Washington Post. Friends say he is disgusted with the coverage he has had in all Washington newspapers.

No Additional Comment

Paged from the House floor, Natcher strode up to his visitor and stood rock-steady and unsmiling.

"The lady in my office gave you my statements on the record," he said. "I would have no additional comment. It's a pleasure to meet you, my friend."

The feeling was of a bomb about to explode.

Theories about the man go something like this:

Natcher believes the will of Congress must be obeyed. In 1968, Congress passed

a highway act ordering the District to build the controversial Three Sisters Bridge between Georgetown and Arlington, plus three other freeway segments. It also told the District to study and recommend modifications in plans for the North Central Freeway to Silver Spring. After long delay, the city began the bridge but recommended scrapping the North Central road.

"That frosted Natcher right to the gills," said one high congressional aide last week. (The 1970 Highway Act extends the study another year.) Natcher's ire at the city for defying Congress is evident in his public statements. A dozen congressmen interviewed recently tended to agree with him on the point.

Natcher is under pressure from his colleagues. If Washington can kill roads, so can other localities across the country. Many congressmen--especially the leadership of the powerful Public Works Committee that drafts road legislation -- have staked their reputations on completion of the mammoth interstate highway system financed by Congress in 1956 and now about 70 per cent complete.

Fed Up With Delay

Public Works Committee leaders, fed up with the delay on the North Central and other roads, "have said to Natcher, By God the District of Columbia has defied us on freeways and has done us in

and we're not going to take that,'" according to Rep. Brock Adams (D-Wash.), a key figure in the freeway-subway fight.

The retired public works chairman, George H. Fallon, is a Democrat from Baltimore who was known in Congress as the "father of the interstate highway system." The new chairman is John A. Blatnik (D-Minn.), who has been the chairman of the Special Subcommittee on the Federal Aid to Highway Program.

Constituent pressure influences Natcher. An interstate superhighway was built through the heart of Natcher's Second Kentucky Congressional District in the last decade -- bringing money to road builders, those who cater to tourists, landowners, and just about everyone else.

To get that highway built the way his constituents wanted it, Natcher had to cooperate closely with the Public Works Committee leaders who also wanted freeways built in the District of Columbia, say some theorists.

Natcher is in the clutches of the national highway lobby. Those who make money building roads and those who administer road programs are highly organized. Many groups have offices in Washington and publish magazines like American Highways, Street and Highway Lighting, Asphalt, and Limestone. They work directly with many congressmen and

influence others through constituents.

The Federal City Council, composed of many of Washington's foremost business executives and professional men who have supported both freeways and subways for the city, gave a dinner for retiring Deputy Mayor Thomas W. Fletcher on Dec. 8, 1969.

It was attended by many staff members of the Public Works Roads Subcommittees and D.C. Appropriations Subcommittees and their wives; by Rep. John C. Kluczynski (D-Ill.), chairman of the House Public Works Subcommittee on Roads; by representatives of the rubber, steel and cement industries, and by Graham Watt, the new deputy mayor, and other city officials.

"It was the highway lobby impressing Graham Watt that he'd better not fiddle around," said one congressional source who attended. "Haig and Haig and big, juicy cuts of beef. If they'll go to that trouble for Watt you can imagine what they'll do to a congressman in Natcher's position." (Deputy Director Ken Sparks said the dinner's purpose was to bid farewell to Fletcher.)

Natcher is a country boy insensitive to city needs. "The only thing he cares about is his prestige vis-a-vis his colleagues," said one longtime antifree-way fighter. "Backing down would mean loss of face."

Another observer said Natcher is "not an urban fellow" and that he sees antifreeway forces as an illegitimate "noisy minority." One city official said Natcher is "reactionary" when it comes to social and economic planning.

"I almost get the feeling that Natcher is sitting on a veranda with a mint julep, being nice," the official said of Natcher's dealings with Mayor Walter E. Washington in the annual closed budget hearings.

Natcher simply means what he says. "It is likely there isn't a phony bone in his body," said Andrew Jacobs Jr. (D-Ind.), who vehemently disagrees with Natcher's position on freeways. "He's kind and gentle and fair. He just might believe these things."

From the record, the quintessential Natcher looks something like this:

He is standing by a microphone on the House floor, waiting to speak. He has been under heavy attack. In the galleries, straining to hear every word, sit many of those who have fought freeways in the District for a decade.

Perhaps the gentleman from Connecticut, Mr. Daddario, has just called the subway funds delay "in no way justified by the principles of our democratic form of government."

Or Bingham of New York has just said we are "fiddling with freeways while our cities burn." Or Gude of Maryland has expressed hope that the District won't "build a road to nowhere."

Will the gentleman yield? Natcher begins to speak in precise, Kentucky accents.

A Place for Both

"Mr. Chairman," he says, "there is a place for both a freeway system and a rapid rail transit system in our capital city."

He categorically denies that "we intend to make any effort to stop the authorized rapid rail transit system." (Some critics have said he wants to stop it permanently.)

Again and again he touches on the will and intent of Congress, on the need to enforce the laws of the land.

"Under no circumstances can I recommend that we continue appropriating funds for rapid rail transit construction unless the Highway Act of 1968 is complied with in its entirety. This is the law. It was passed by the House of Representatives and the Senate and signed by the President of the United States in 1968 I do not intend to make any recommendations which will repudiate the Public Works Committee. . . ."

Natcher recites the long, bitter history of the D.C. freeway-subway dispute in painstaking detail. He makes these points.

From 1962 to 1966, "every effort was made to destroy the freeway system."

In 1966, his Subcommittee approved the subway money after the National Capital Planning Commission approved freeways, 6 to 5. But after the President signed the D.C. appropriations bill, NCPC met again and one vote was switched, bringing the city's freeways to an abrupt halt -- "deceit of the greatest magnitude."

A citizen's suit stopped the freeway system and dragged on from mid-1966 to February, 1968. The city did not "vigorously" defend itself. This led the Congress to pass the 1968 Highway Act's dictates.

While the city stalled, the cost was increasing daily on each of the freeway projects." The \$78-million east leg was estimated at \$26,100,000 when it was first presented in 1959.

"The majority of people who pay the taxes necessary to operate our capital city are for a balanced system of transportation" and they don't agree that "there shall be no more exits or entrances into our city."

Natcher doesn't speak at length. Perhaps 17 or 18 minutes. There's some debate. The gentleman from Iowa, Mr. Gross, may ask why Swahili is being taught in federally supported institutions in the District. Schwengel of Iowa may call withholding subway money a "dangerous precedent" of Congress dictating to localities.

Then it's over. A vote is taken. Natcher's side wins. Jacobs congratulates everyone "on an outrage well done."

Source of Power

How does one man have such power? How does Natcher control his Committee and get his way in Congress?

"about 25 per cent of the members feel that the District is being uppity and should follow what Congress lays down as the law," said Rep. Fred Schwengel (R-Iowa), a member of the Public Works Committee.

"Then Natcher is just such a hell of a nice guy. He is very sociable and a very highly responsible congressman. He has a personal following.

The members of Natcher's Committee in the last Congress were: Robert N. Giaimo (D-Conn), Edward J. Patten (D-N.J.), David Pryor (D-Ark.), David R. Obey (D-Wis.), Glenn R. Davis (R-Wis.), Donald W. Riegle, Jr., (R-Mich.) and Wendell Wyatt (R-Ore.).

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Patten and Riegle have been switched to other subcommittees in the new 92nd Congress. Added to Natcher's Subcommittee were Louis Stokes (D-Ohio), K. Gunn McKay (D-Utah), Robert McEwen (R-N.Y.) and John T. Myers (R-Ind.)

Stokes is a black secondterm congressman who has said the disadvantaged will "force the political robber barons of this country up against the wall."

McKay, a freshman in the House, said he did not know if he would back Natcher because "I'm just not that appraised of the situation."

McEwen, A Republican from upstate New York who was endorsed by the Conservative Party, has supported the Public Works leadership on roads while sitting on the road subcommittee. He indicated to The Washington Post that he would support Natcher.

Myers, in his third term, "has always supported the interstate highway system," according to Dorothy Jessup, his administrative assistant. He could not be reached for comment.

The real key to Natcher's control of his Subcommittee in the 91st Congress appeared to be the high esteem in which Committee members held him. He attended all meetings worked hard and was always the best-informed member. He formulated

his positions -- including the one on subways -- in what the members regarded as a careful and responsible way.

"Natcher is a very fair man and he's always very frank and honest with me," said Obey, a young liberal who has been in Congress and on Natcher's Subcommittee for half-a-term.

Obey said Natcher has taken plenty of time to explain things to him and help him do his homework -- something that he says he hasn't been able to get people in the District Building to do.

Obey said recently that he doesn't agree with his chairman on withholding the city's subway money, but "I went along with the consensus because I was new and didn't know anything about it."

Patten, a liberal cigar-chomping back-slapper from urban New Jersey, called Natcher a "statesman who favors carrying out the law" -- as opposed to politicians "who bend with the slightest public breeze." He said he agreed with Natcher that the completion of the interstate system in Washington is a must.

"Bill is a good chairman," he said. "He doesn't dominate you, you know. He's always asking for your thoughts and opinions."

Natcher Is Respected

Even Riegle, the youthful idealist who spent much of his time in hearings inquiring about priorities and goals, said Natcher was "very even-handed and thorough." He "always gave Committee members the time and latitude to follow things important to us individually."

Wyatt, a low-ranking Republican, said he has "the deepest respect" for Natcher. And he agrees completely with his chairman's actions. He does not approve of the District government's defying the instructions of the federal government" and thinks that "the racism that has been brought into the issue is as phony as can be."

Davis, the high-ranking Republican, said he is in agreement with Natcher's views on freeways in the District.

While all appears to be sweetness and light between Natcher and the members of his Subcommittee, the strong force of his personality and views dominates.

It was learned that formal votes were seldom taken in the Subcommittee. There was no need. "Riegle could have burned himself in oil to no effect," said one observer.

Considered a "Liberal"

While antifreeway forces in the District regard Natcher as repressive,

he is considered "liberal" by several sources on Capitol Hill. He has voted for housing reform, rent supplements, model cities, food stamps, rat control and poverty programs.

Some sources in the city government praised Natcher's openness and helpfulness. In the early 1960s, Natcher aided city officials fighting for funds to disseminate birth control information and devices. He has worked for experimental community schools and other innovations, one source noted.

Will Natcher release the city's subway money now that the 1970 Highway Act does not demand that the city build freeways?

No one is sure, not even Natcher's closest associates.

It was learned that Natcher told associates that he believed the city was in compliance with the provisions of the 1970 Highway Act, at least on the question of the North Central Freeway.

Rep. Joel T. Broyhill, (R-VA.) said that "the funds should be forthcoming on the next supplemental appropriations bill" if Natcher was withholding them solely because the city was not in compliance with the 1968 Highway Act.

As a member of the House District Committee, Broyhill allied himself with Natcher last December by holding up additional revenue for the city until it complied with the 1968 Highway Act.

Natcher may also feel, some sources said, that the use of subway money as a hostage is in itself ultimately futile. Construction of the subway has continued with a \$57 million loan from the U.S. Department of Transportation.

In addition, some sources said, Natcher's actions have not been effectively coercive because they have left the choice up to the city.

Should city officials feel strongly enough against freeways, they could choose to block them entirely and stumble along with the subway as best they can, hoping for an eventual change in the Congress.

Even so, Natcher may continue to withhold the subway funds.

"We've got this Three Sisters Bridge tied up in a legal controversy," said Davis, "and the attitude that Bill has had, and that I completely share in, is that we've got to have some evidence that they mean business and are going to quit stalling. I'm not prepared to take the next step. They've got to do it and it's got to show good faith."

In congressional debates, Natcher has insisted that such lawsuits must be "successfully concluded" before he will release subway money.

U.S. District Court Judge John J. Sirica last Aug. 3 enjoined continuing bridge construction after citizens' groups filed suit against the U.S. Department of Transportation. An appeal is pending in the U.S. Court of Appeals for the District of Columbia.

Natcher thinks the subway may cost \$4 billion before it is finished. He has said that Congress, when it learns this, may cut the system back instead of appropriating additional money.

The 98-mile system will cost \$2.98 billion, according to Gen. Jackson Graham, general manager of the Washington Metropolitan Area Transit Authority.

"The Biggest story in town is that the subway is going to cost \$4 billion," said Patten.

Riegle said that he agreed with Natcher's position that "if the costs are going to run one or two billion dollars higher to complete, then let's raise that question now and decide now if we will have the money and if we want to use it that way."

Whatever happens, it seems that Natcher -- for whatever reasons -- will have the last word."

Just to show you how this newspaper wrestles with the truth, when the article appeared in yesterday's paper entitled "President Readies Special Message on D.C. Program," according to this story White House Assistants have talked with me about release of rapid rail transit funds. This is not true and the man that wrote this story, of course, knew it was not true. I have heard nothing from the White House since President Nixon wrote me his letter in which he stated that the freeway system would be constructed along with rapid rail transit. According to this story the White House official requested that he not be named but that they had talked with me and they were optimistic that I would release the money. One statement contained in this story is absolutely true and that pertains to my friend, Minority Leader Gerald R. Ford of Michigan. In this story he was quoted as saying that he has followed the subway-freeway controversy carefully and that before he would make any statement to the effect that I should release the money, he wanted more information on the status of the Three Sisters Bridge. All along during this battle, Gerry Ford has worked right side by side with me and this applies to the great majority of the Democrats and Republicans in the House. This story is as follows:

"President Nixon will deliver his second special message on the District

to Congress before the end of March, giving proposals for home rule, for financing the subway system, for housing and possibly for fighting crime in the city, White House spokesmen said yesterday.

The President believes that the District's share of money for the Metro system, now held up in Congress, will be released this session, the officials said.

Mr. Nixon's message will be delivered when the President forwards Mayor Walter E. Washington's budget request for the year beginning July 1.

Neither the budget proposal nor Mr. Nixon's message is in final form. The mayor's \$884.7 million budget proposal is still pending before the D.C. City Council.

Several key cabinet members have been asked to draw up proposals in their areas for the President's message.

Still in Talk Stage

White House spokesmen emphasized that the proposals are still in the talking stages and that no decisions on what would be said, or even what general topics would be covered, have been firmly established.

The Office of Management and Budget, which now assumes day-to-day liaison for

the White House with the District government, is preparing the message.

Contributing will be John Volpe, Secretary of the Department of Transportation and George W. Romney, Secretary of Housing and Urban Development, Attorney General John N. Mitchell, and Robert L. Kunzig of the General Services Administration.

Romney, who will determine what new housing and urban renewal starts should be made in the city, has a meeting scheduled this week with Mayor Washington.

Romney also will examine HUD's relationship with the Redevelopment Land Agency, the federal agency that plans the city's urban renewal efforts, officials said.

Volpe is to propose a way out of the Metro system's financial troubles. Metro officials are debating how to finance a recently announced 19 per cent increase in the estimated cost of the subway system.

Volpe has said he wants to make the Washington area a model for the nation in transportation, and his plans, while not yet made public, are said to have the President's endorsement.

A clue to Volpe's thinking is expected Tuesday when he addresses the area's Council of Governments on regional

transportation problems.

Mitchell's role will be to recommend what further anticrime measures are needed in the city. One Justice official, however, said that Justice would be proposing "a lot of minor stuff, nothing particularly significant."

The administration's major effort in this area was last year's D.C. crime act, which expanded local courts and provided for new police anticrime tools.

Kunzig is to focus on the President's proposals to celebrate the 1976 bicentennial here. The administration has proposed a bicentennial corporation to attract businesses to downtown Washington in time for the celebration.

Still unclear is what further home-rule measures will be proposed. In the President's first D.C. message, in April, 1969, he proposed a constitutional amendment to give the city an elected, voting member in the House, with the "interim" step of a nonvoting delegate.

He also proposed a 15-man commission to write a charter for "meaningful" self-government. Only the delegate proposal was adopted. The commission was dropped in favor of a "Little Hoover Commission" to study D.C. government efficiency.

A White House official said it had not been determined whether the President would go beyond his original proposals. But he said it was unlikely that any reorganization of the present government, except for minor transfers of functions from the federal to the D.C. government, would be proposed until the Little Hoover Commission reported.

Another White House official, who also did not want to be named, said White House congressional liaison officers had talked to Rep. William H. Natcher (D-Ky.), chairman of the House Appropriations Subcommittee on the District, about the release of the District's subway money.

The official said the White House is not "optimistic" that Natcher, who has withheld the current District share of the system because he is unsatisfied with progress on freeways here, now will release the money.

Officials said the White House has discussed the issue with both minority and majority members of Natcher's Subcommittee, although the President has not personally become involved in the talks.

One influential Republican, however, House minority leader Gerald R. Ford (R-Mich.), said he had not been consulted and had not determined whether the money should be released.

Wants to Know More

Ford, who said he has kept on top of the subway-freeway controversy, explained he wanted to know more about the status of the Three Sisters Bridge.

"The House will want to know," Ford said, "just what the recommendations will be" from a group studying the design of the bridge. "Until we get more information, I don't think it's appropriate for me to comment," he said.

Ford also said he would not yet be willing to press for a voting congressman for the District. "We ought to see how the nonvoting delegate works before taking another step," he said. The delegate is expected to be seated on or about May 1.

Natcher has withheld the District's \$34.2 million subway contribution for the current fiscal year. The city plans shortly to ask for that money again, along with \$38.3 million for the year beginning July 1.

Last night I attended the Annual American Legion Auxiliary Banquet. This banquet was held at the Shoreham Hotel and there were well over 2,000 people present. A number of good speeches were made and before the program started and shortly after the head table guests were introduced, Walter E. Washington, the Commissioner of the District of Columbia who was sitting at

the head table with his wife saw me in the audience and left the head table to come down to shake hands. The women sitting at the table with me thought this was a great event and they had the Commissioner sign their programs and were very much impressed. He was real affable and before he finished talking with me said that he and the Deputy Commissioner wanted to come up and just pay their respects. I told him to come any time.

When I was first elected a Member of Congress the District of Columbia school system was starting integration. It was cited all over the United States as being the model system which was one in compliance with existing Civil Rights Legislation. We are today back about where the start was made in the beginning in so far as segregation in the schools is concerned. According to an article in today's newspaper, at Walt Whitman High School they have 2,285 students -- 2,241 white, 25 oriental, 14 negroes, and 2 American Indians. At Anacostia they have 1,545 students -- 1,527 negroes and 18 white. In 1966 there were 407 white students at this particular school and three years before that the school had a white majority.

February 17, 1971

Secretary of Transportation Volpe is really quite a character. With the subway system in serious trouble he

continues to release money in the form of loans which bear over a million dollars a year in interest and with no assurance whatsoever that the loans will ever be repaid. The law authorizing the construction of the rapid rail transit system provided for a total cost of \$2½ billion. Now the rapid transit people admit that it will cost about \$3 billion and the additional cost is not covered by the law. Of the \$2½ billion, \$800 million was to be repaid by bonds which were to be sold and retired out of the fare box. It is a known fact throughout this country that the fare box will not retire bonds and in fact will not even pay the interest on the bonds. The bankers and brokers have refused to buy these bonds and this announcement was made a year ago and still Mr. Volpe sails along hoping and praying for some sort of earthquake that will save the face of a whole lot of people including himself. Last night he made a very profound speech before the Washington Council of Governments meeting and an article entitled "Subway Money Pledged," appears in this morning's WASHINGTON POST. This article is as follows:

"Secretary of Transportation John A. Volpe disclosed last night that he will release \$68 million in previously frozen federal appropriations to permit work to continue on Washington's Metro subway system.

In announcing his surprise decision to 200 city, suburban, state and federal officials at a forum sponsored by the Metropolitan Washington Council of Governments, Volpe did not spell out the degree of political risk it may entail on Capitol Hill.

But, amid applause, he voiced confidence that "an effective solution" will soon be found to the Metro's long-term cost and financing problems. He pledged his and President Nixon's firm support.

It was the second time in four months that Volpe has come to the rescue of the financially troubled system. Last October, also to keep the program moving, he granted the Metro a \$57 million loan.

Volpe said last night that "dependent upon further evaluation," he may provide even more loan money.

The problem, as when he granted the \$57 million loan, is the refusal of the House District Appropriations Subcommittee headed by Rep. William H. Natcher (D-Ky.), to supply the \$34 million District contribution to the Metro for this fiscal year.

The \$68 million is the federal matching money, provided on a ratio of \$2 in federal funds for every \$1 in District

and suburban funds, that has been authorized by Congress.

To be legal, some congressional sources said, Volpe's release of the \$68 million must be followed before June 30, the end of the fiscal year, by the appropriation of the city's \$34 million.

Natcher has held up the money in an attempt to force the city to build various segments of the interstate free-way system. The city, with support from Volpe, claims it is now complying with all highway legislation.

Whether Natcher will relent remains anybody's guess. It is now widely assumed that he will provide the money in a supplemental appropriations bill this spring. Natcher could not be reached for comment.

Jackson Graham, general manager of the Washington Metropolitan Area Transit Authority, said the \$68 million should permit the Metro to continue making contract commitments on schedule through April. About \$105 million in work is now under way, chiefly in downtown Washington.

Metro must find a way to raise another \$450 million to meet rising costs for the 98-mile system. It will now cost an estimated \$2.98 billion.

It also must find a way to underwrite, by new taxes or a federal guarantee, a bond issue of \$900 million to be floated by the Metro authority. The authority has scrapped plans to sell the first of these bonds this spring.

A source said Volpe was told by the White House to release the \$68 million and to disclose his action last night.

Until now, it has been customary--and, until the current fiscal year, it was specifically written into the annual appropriations acts--that the federal money could not be released until the local contributions, including those of the District, were actually in hand.

Chairman John J. McFall (D-Calif.), of the House Transportation Appropriations Subcommittee, which handles the federal money for the Metro, said Volpe telephoned late yesterday to discuss his hopes for solving the subway and related transportation problems but did not mention the release of the \$68 million.

McFall said he would not object to its release but stressed that he agrees with Natcher that all laws -- including those requiring city freeway construction -- must be obeyed.

Volpe told his audience that he contacted more lawmakers yesterday than

on any day since he entered the Cabinet in 1969.

His talk had been eagerly awaited since Gilbert Hahn Jr., chairman of both the City Council and the Council of Governments, announced two weeks ago that Volpe had accepted an invitation to speak.

To enter the District Building, Volpe had to pass through a picket line formed by freeway opponents.

Volpe took the middle of the road on the freeway issue. He said that "a road can cause more problems than it solves . . . if it simply causes massive congestion by pouring automobiles into a downtown bottleneck." But he also said that "highways have made the good life possible, and they can fit harmoniously as part of the urban scene."

He said Congress did the right thing in ordering another year-long study of the North Central Freeway to Silver Spring.

The only specific point he made on highways was that plans are being studied for improving and beautifying the Georgetown waterfront in connection with the proposed tunneling of a controversial proposed freeway.

Volpe said he has ordered a study that could lead to opening of the limited-access Dulles road to commuter buses serving Reston and adjacent areas, but not to commuters' automobiles. At present, only airport traffic is permitted to use the road.

His most dramatic announcement was of plans to build an experimental 13½ mile passenger-carrying line for swift, new air cushion vehicles in the median strip of the Dulles International Airport access road.

Volpe spoke of various efforts to improve existing mass transit, including the Shirley Highway reserved bus lanes and a bus purchase program, and said he was making a \$137,000 grant to the Council of Governments to study other bus and public transit improvements.

He mentioned the integration of buses with the Metro, but did not say anything about possible public acquisition of the private bus companies serving the area.

He promised a study of "alternatives to the private automobile in the nation's capital" through the use of pedestrian malls, by banning cars from some areas and possibly extending the shopping mall that now exists along two blocks of F Street.

If the latter is done, he said, he would be "very interested in having the (Transportation) Department help finance a free minibus system . . ."

D.C. Transit System, the existing private operator, has applied for permission to abandon its present 10-cent minibuses and substitute a 25-cent shoppers' service using full-sized vehicles."

February 18, 1971

The controversy over rapid rail transit continues here in our Nation's Capital. In last night's EVENING STAR appeared an article entitled "Volpe Pledges Metro Funds." This article is as follows:

"Transportation Secretary John Volpe has proposed a sweeping program of federal funding and planning assistance to help create an integrated transportation system for the metropolitan area -- ranging from expanded pedestrian malls to a new air cushion vehicle.

Volpe, in a speech last night to area government leaders also said he will give the subway agency a needed financial hypodermic by immediately releasing \$68 million in federal matching funds.

Other Volpe proposals include:

Federal study of "alternatives" to the elevated Whitehurst Freeway, possibly to tunneling under Georgetown, to preserve the community's scenic panorama.

Use of the Dulles limited access route for commuter buses--but not automobiles--serving Reston and other nearby communities. The new air-cushion passenger vehicle would occupy the median strip. At present only Dulles traffic is allowed on the road.

The first federal proposal for a regional airport authority to ultimately include Friendship Airport as well as Dulles and National.

Free minibus service downtown -- subsidized by the Department of Transportation -- on condition that the F Street pedestrian mall be expanded.

An all-out federal effort to help local jurisdictions devise means of meeting their long-term financial burdens in subway construction.

Award of a \$137,000 grant to the Metropolitan Washington Council of Governments to study immediate transportation needs in the area.

Use of abandoned rail lines for mass transit.

Volpe said responsibility ultimately rests with the jurisdictions for meeting their subway obligations. But he said DOT stands ready to provide more short-term assistance in the form of loans similar to the \$57 million advanced to the Washington Metropolitan Area Transit Authority last year.

He said he spent much of yesterday telephoning key congressmen, senators and the governors of Maryland and Virginia to explain his hopes for area mass transit.

Sen. Thomas F. Eagleton, D-Mo., chairman of the Senate District Committee, said he was "pleased" by Volpe's decision to make available the \$68 million in subway funds.

"This provides temporary relief to the Metro," Eagleton said. "I hope that the administration will continue its worthwhile efforts to devise an effective solution to the long-range financing needs of Metro."

The Treasury Department is holding the \$68 million now to be released to match on a 2-1 ratio and \$34 million in District subway funds that have not been released by the House District Appropriations Subcommittees.

The pace of city freeway construction has been criticized as too slow by the subcommittee chairman, Rep.

William H. Natcher, D-Ky. He has refused to release the funds for this reason, but the administration expects that he will relent.

WILL PUSH SUBWAY

Volpe said he and President Nixon want the subway system to become a reality. He said DOT is studying every alternative and possible solution to WMATA's current financial dilemma.

He noted that the subway agency has experienced difficulty in marketing \$900 million in revenue bonds. He said DOT planners are looking into what can be done on the federal level, including a possible guarantee of the bonds.

"This subway must be built," Volpe, said. He said the alternative to the subway is "strangulation" of the inner city or severe restrictions on the use of automobiles.

He said the air cushion vehicle will be constructed with funds under existing federal programs as a demonstration project. The space age mass transit vehicle would run on a 13½-mile track on the Dulles access right-of-way to Dolley Madison Boulevard near McLean, Va.

He said linear induction motors-- drawing power from buried power sources -- will be pollution free, fast and

solid. He said the administration's goal is to have the 150-mile-per-hour vehicles in operation by May 1972 to coincide with the International Transportation Exposition.

Volpe said two or three firms are interested and capable of constructing the demonstration vehicles, which ride inches above a rail on a cushion of air supplied by rotor blades inside funneling devices.

He said this demonstration project might be extended into the District if it proves to be a sound means of mass transit.

Sen. William B. Spong, Jr., D-Va., long an advocate of extending rapid rail transit to Dulles, said he was pleased Volpe had selected the airport for a demonstration of the air cushion vehicles.

But Spong added that unless the experimental train project is alternately extended into downtown Washington with commuter stops en route, Dulles might be better served by an extension of the presently planned Metro system.

Through a consultant, the Metro agency is already studying the feasibility of such an extension, Spong noted.

To preserve the special quality of Georgetown, Volpe said the department is investigating the possibility of tunneling rather than extending the elevated Whitehurst Freeway.

Volpe led a successful effort to tunnel under New Orleans' historic French Quarter, rather than construct an elevated expressway there.

Volpe said the department also is investigating the possible use of abandoned rail right-of-way as an immediate means of mass transit. Noting that this is not a new idea, he said it seems to merit another look.

Volpe said the Shirley Highway express bus lane service now under way has proven to be a marked success and expected to replace about 5,000 cars on the busy corridor by spring.

He said his department is committed to help provide 90 additional buses for the project.

Volpe's mention of a regional airport authority was the first high-level federal mention of the Nixon administration's proposal to sell National and Dulles since a one-line teaser item appeared in President Nixon's fiscal 1972 budget.

This time Volpe went further: He suggested that a regional authority might eventually include Baltimore's Friendship Airport, which is not federally owned.

Volpe said the federal government would be willing to subsidize free mini-bus service if the F Street mall were expanded. The D.C. Transit Co., recently applied to discontinue the minibus service on grounds that it is not a paying operation and that the smaller buses are more difficult to maintain."

The good old WASHINGTON POST in an editorial in this morning's paper entitled "Secretary Volpe's Efforts to Help," sets forth some of the facts and this editorial is as follows:

"I am not coming before you this evening bearing gifts," Transportation Secretary John A. Volpe told the Metropolitan Washington Council of Governments this week. "Rather, I come with ideas and concepts and dreams." That he certainly did--but with them, Mr. Volpe also brought an impressive concern for the mind boggling problems of coordinating the movement of people and goods in this community.

In a sense, the Secretary indeed did have some presents in his bag, including the announcement that \$68 million in previously frozen federal appropriations are being released to continue work

on the Metro subway system. (This is the matching money from Uncle Sam that is supposed to match the \$34 million in District money that up to now hasn't been approved by Rep. William H. Natcher and the Congress). This surprise move constitutes another reprieve for Metro-- and the second time that the Transportation Secretary has bailed out the system. Last October, he granted Metro a \$57-million loan.

It remains to be seen what Congress will do about the District's appropriation, but the \$68 million at least will permit Metro to continue making contract commitments on schedule through April. And Secretary Volpe cited "another possibility, dependent upon further evaluation," that there could be additional short-term loans. Above all, he rightly observed that these steps are but interim measures--that while the administration will help Metro in any way it can, the ultimate solutions must come from the local governments here, from Metro itself and from Congress.

This goes to the heart of all sorts of problems in the Washington area, where local officials must at once look to the administration for help but also make their own policy decisions wherever possible. In setting forth his "ideas and concepts and dreams" -- some of which are presented elsewhere on this page, For the Record - Secretary

Volpe was careful not to dictate a transportation program for the area. Instead, he pledged his eagerness and the administration's resources to help bring one about.

Such a program, he pointed out, must encompass all sorts of transportation, from pedestrian malls and walkways to jets, and with new attention to the dangers of air pollution and the concerns of residents. To these ends, Mr. Volpe also announced the award of funds for studies -- serious studies, he stressed--on how public transit can be improved here. He also emphasized that the subway and bus systems should not become competitors, but should be components in an integrated operation.

Other administration support was promised to study alternatives to the private automobile; and to find out how better to inform the public on the availability of public transportation. As a pilot project in advanced rail technology, the Department plans to design and build tracked air cushion vehicles that will run from the Dulles International Airport to a point just west of Dolley Madison Boulevard near McLean, along the Dulles access road. The 13½ mile line is scheduled to be in operation by the middle of next year. Obviously, this initial line will not answer the needs of airport passengers downtown; it is merely an experiment that

may prove to be efficient as well as great fun.

On the controversial subject of highways, Mr. Volpe again was careful not to come down on either of the traditional "for" or "against" sides. He noted that in the two years since he took office, he has seen a "complete change of attitude on the part of people in our metropolitan areas toward the unrestricted building of freeways," and commented that citizens are raising important questions about routes, designs, and purposes. Nevertheless, the Secretary said, highways "can fit harmoniously as part of the urban scene."

In summary, then, Mr. Volpe did not diagram a set of specific federal programs for short-term solutions to this area's transportation problems. But the Secretary did demonstrate--and persuasively--a most welcome concern on the part of the administration for flexible approaches, backed with federal aid."

The WASHINGTON DAILY NEWS very seldom carries editorials pertaining to the freeway-rapid rail transit impasse. One of the exceptions is the editorial which appeared in the NEWS today entitled, "Dig That Subway!" This editorial is as follows:

"Any doubts that President Nixon believes completely in having the nation's capital served by the world's finest rapid transit system--out of sight and hearing under ground--were cleared away on Tuesday night when Transportation Secretary John Volpe handed the city another multi-million dollar grant to keep up the work and a solemn pledge of the President's "personal commitment to solving the transportation problems of this region."

So, the President and his transportation chief are for the subway, heart and soul, and if this means making further end runs around the truculent freeway forces in Congress, they are plainly prepared to do so.

The city owes some thanks to Mr. Nixon not just for an assist but for what appears to be a forthright expression of intent to supply the strongest sort of leadership out of the transportation bind we're in.

Good!

There are also small but encouraging signs that William Natcher, chairman of the House Appropriations subcommittee on the District and the chief stumbling block in the way of paying for the subway work, is not as truculent on the subway question as he sometimes seems--that he is a decent sort who is not

incapable of admitting that he could have been partly wrong. This is to be devoutly hoped.

Many hurdles and heartbreaks undoubtedly lie ahead. Costs are sure to keep outstripping estimates. The diggers will encounter unforeseen obstacles. The unprecedented coalition of city and suburban governments undoubtedly will have to be shored up from time to time as work progresses.

And when the primary system has been completed and the very first trains are ready to roll, we will face the greatest question of all: Who is going to ride them? Will the typical Washington Commuter divorce his automobile--ending a lifelong romance--and take the tube?

We think he is going to have to. It may take some encouragement in the form of special tolls or taxes on those who drive, or stiff mandatory parking fees once they reached the city (a total ban on commuter parking on city streets might help) but sooner or later he's going to ride the subway. And he's going to find he likes it.

Secretary Volpe said he aims to help "restore the downtown streets and walkways of this city to the people who inhabit it and to the millions of Americans who will be visiting it . . . Not

his automobile, but man himself must continue to be the measure of all things."

The city, he said, must be "a gatherine place for people, not vehicles."

All right.

Or, right on!

As for his proposal to build a \$20 million demonstration "air bus" line which will zip passengers between Dulles Airport and McLean, Va., on a cushion of air at speeds approaching 150 miles an hour -- well, it sounds like a swell idea, but why the Dulles route? That remote and dreadfully underused airport already is served by a long and lonesome highway, and it takes a real dreamer to think that anyone who gets as far as McLean by car, with his radio and heater on, isn't going to finish the trip by car.

If we're going to have a demonstration project of this magnitude, why not set it up where someone is going to use it? For instance, as a fast link between far northeast Washington, or the isolated thousands of inhabitants of Anacostia, and the central city?

A Buck Rogers line to nowheresville strikes us as being rather far down on the list of priorities now.

Meanwhile, the main point is just this: Thank you, Mr. President and Mr. Volpe for renewed hope for swift work on the subway."

February 19, 1971

Secretary Volpe is a right unusual man. He talks out of both sides of his mouth and in most instances repeats himself time after time especially when he is riding the fence. His recent speech is one of the most fraudulent utterances I ever heard in my life and I was amazed that the Washington Post just for a change would not tell the truth and say as much. The Washington Daily News, of course, never knows what is happening even in Washington or anywhere in the United States, therefore, nothing can be expected from this newspaper. The Evening Star had an editorial entitled "Volpe's Responsibility," which removes the smoke from around Volpe's halo and simply states that he is stalling issuing the same old utterances and afraid to make a move. This editorial is as follows:

"If enthusiasm were a substitute for achievement, this region's transportation problems surely could have been solved by Transportation Secretary Volpe's address to the metropolitan area Council of Governments. It was a speech brimming over with provocative ideas, good intentions, bright hopes -- and a great deal of political uncertainty.

The most solid surprise, and the most welcome, was Volpe's assertion that work on Washington's Metro subway system may now proceed on schedule by virtue of his release of \$68 million in previously frozen federal transit appropriations.

This tidy sum had been sitting on the shelf since last year because Representative Natcher has blocked a District appropriation of \$34 million -- required by law to match the \$68 million in federal money on a 1-to-2 ratio. When the area transit authority's money ran out some months ago, Volpe came to the rescue with a federal loan. But that resource, too, has been exhausted. And Volpe apparently is now confident that his release of the frozen federal funds in this moment of crisis will be followed in due course by a release of the hostaged District appropriation, with no strings on use of the federal money in the meantime.

We sincerely hope he is right. -- and perhaps there is more reason than has surfaced thus far to think so. Just last weekend, the top aides at the White House were talking optimistically about a break in the stalemate. Furthermore, Volpe commented the other night that he had talked to more congressmen in one day this week than at any time since taking office about two years ago.

But despite all of that, nothing definitive has been heard as yet from the

congressional leaders whose continuing support for the Metro system is vital. Up to this point, a part of the price of their support has been pledges from the administration to pursue, vigorously, an expanded District freeway program of at least modest proportions. And it was hardly reassuring, to our mind, that Secretary Volpe's speech this week produced absolutely nothing in the way of specific progress or of further specific commitments in that direction.

There was a good bit else in the speech which does deserve unequivocal support, on which we will have more to say later. The new air-cushion vehicle system to be built immediately from Dulles Airport to McLean, for instance, will be a fascinating experiment. The surprise grant of \$137,000 to COG, to stimulate regional transportation planning, has interesting possibilities. In calling for improved bus service, more pedestrian malls, a "rational automobile policy," a better "balance" and a more imaginative exploitation of all modes of transportation, Volpe clearly was right on all counts.

In listening to this lengthy speech, however, we had the distinct impression of having heard much of this same kind of talk before, from other high-level public officials, with very little thus far to show for it. Whether the result will be any different this time will depend, we

suspect, not so much on local activity as on how much continued initiative and enthusiasm for decision-making comes directly from the top."

The State of Virginia is proceeding to build I-66 which will come into the Three Sisters Bridge.

February 22, 1971

One of the Louisville newspapers carried an article entitled, "Natcher, Perkins maintain marks on attendance." This article is as follows:

"The roll-call attendance record of Kentucky Rep. William H. Natcher, D-Bowling Green, and Carl D. Perkins, D-Hindman, is starting to sound like a broken record.

They were among the nine House members with perfect attendance records in 1970, voting on every one of 266 roll calls. Natcher's perfect record goes back to his first day in Congress in 1953. Perkins' 100 per cent mark began a couple years after he got here in 1949.

The lowest attendance mark in the House was the 15 per cent record of the defeated Adam Clayton Powell, D-New York. The lowest Republican mark was the 33 per cent of Richard Roudebush of Indiana, who was away much of the time running unsuccessfully for the Senate.

Kentucky and Southern Indiana attendance scores for 1970:

Senate--John Sherman Cooper, R-Ky., 92 percent; Marlow Cook, R-Ky., 84 percent; Birch Bayh, D-Ind., 68 percent, and Vance Hartke, D-Ind., 61 percent.

House--Perkins and Natcher, 100 percent; Lee Hamilton, D-Ind., 95 percent; Roger Zion, R-Ind., 91 percent; John Watts, D-Ky., and John Myers, R-Ind., 88 percent; Tim Lee Carter, R-Ky., 87 percent; Frank Albert Stubblefield, D-Ky., 82 percent; Gene Snyder, R-Ky., 75 percent; and William O. Cowger, R-Ky., 65 percent.

The only defeated incumbent was Cowger, whose attendance record was an issue in his campaign last fall."

An article appeared in the February 20 issue of the POST entitled, "Hill to Study Volpe Move On Subway." This article is as follows:

"Chairman John J. McFall (D-Calif.) has told his House Transportation Appropriations Subcommittee staff to look into the release of \$68 million for Washington's Metro subway to be sure it is legal.

McFall said, however, that he has no reason now to feel that the planned release of the money announced Tuesday by

Secretary of Transportation John A. Volpe is wrong. McFall described his action as routine.

While praising Volpe's effort to solve the Metro's money crisis, McFall repeated strong support for the position taken by Chairman William H. Natcher (D-Ky.) of the House District Appropriations Subcommittee.

Natcher has refused to approve the District of Columbia's \$34 million contribution to Metro for the current fiscal year because he felt the city was lagging in freeway construction. McFall, who once served under Natcher on the District unit, said he, like Natcher, favors both the subway and a freeway system.

Metro's congressional appropriations come from two sources. Every \$2 in federal money from McFall's Subcommittee must be matched by \$1 either in District money from Natcher's Subcommittee or from the Maryland and Virginia suburbs.

Volpe also announced Tuesday that an experimental transit line using tracked air-cushion vehicles will be built next year along 13½ miles of the Dulles International Airport access road.

Yesterday the Transportation Department announced that it has awarded \$100,000 contracts to the Rohr Corp. of Chula Vista, Calif., and the LTV

Aerospace Corp. of Dallas to prepare specific proposals within a month for building the line. A spokesman said discussions are continuing with the Grumman Aerospace Corp. of Bethpage, N.Y."

February 23, 1971

Fighting continues in Laos with South Vietnamese forces bogged down for the fifth straight day. We receive all kinds of reports concerning destruction of enemy munitions and matters along this line but the question of American boys being involved in Cambodia and Laos is strongly contested by this Administration. We hear reports that our boys are engaged in Cambodia other than in the operation of helicopters and rescue units. The Senate Democratic Policy Committee called unanimously yesterday for withdrawal of all United States forces including air and support troops from all of Indochina within the two years of the 92nd Congress. President Nixon has maintained that all of our combat forces will be out of Viet Nam before the beginning of the calendar year of 1972, but the Laos and Cambodia engagements certainly make it appear that we will still be in Indochina for many years to come.

February 24, 1971

For several weeks now President Nixon has indicated that he might use the

wage - price control legislation which we passed and sent to him last year. We continue to have an increase in unemployment, cost of living, and this inflationary spiral is certainly no better. The President should have used the wage-price control legislation months ago and conditions would have been considerably better than they are today.

Yesterday the President announced that instead of using the wage - price control legislation he would instead suspend the Davis-Bacon Act which would help to curb inflationary wage increases in the building trades. This legislation simply requires that workers on federal construction projects be paid prevailing wages for the geographic area as determined by the Labor Department. With the freeze on public works projects generally now in effect, this to me is a complete dodge. I hate to see the President place himself in this position because after making several very profound statements about what he intended to do, he simple brought forth a mouse.

Walter Washington, the Commissioner of our Nation's Capital apparently believes that money is going out of style. With his budget now before the City Council and in serious trouble, he is making a request for additional amounts in a supplemental and also in his regular

budget for Fiscal Year 1972 which so far has not reached the Hill. An article entitled "Mayor Seeks \$79 Million For District," appears in this morning's WASHINGTON POST. The article is as follows:

"Mayor Walter E. Washington asked yesterday for a \$79 million supplemental appropriation for the District's current fiscal year. Nearly half of the request consisted of another plea for Congress to release the \$34.2 million D.C. contribution to Metro subway financing.

The mayor also asked for money to boost enrollments at Federal City College and the Washington Technical Institute to carry forward court reform and to fund an unanticipated expansion in the city's welfare budget.

Additionally, the mayor asked that his proposed budget of \$884.7 million for the year beginning July 1 be increased to \$979.8 million to carry out programs he expects to be started if the supplement he asked for yesterday is approved.

Both requests now go to the City Council before being sent to Capitol Hill. Mayor Washington said neither require tax increases beyond those he has proposed for the next fiscal year--an increase in real estate and gasoline taxes and the reciprocal income tax on suburbanites who work in the city.

The District's \$34.2 million share of subway money has been withheld twice by Rep. William H. Natcher's (D-Ky.) House Appropriations Subcommittee on the District. Natcher has said the money is being withheld because the District is not complying with freeway-building desires of Congress.

Administration officials have said they think Natcher will release the subway money this time, however.

The supplement is the second sought by the mayor for the current year. Earlier, Congress approved a \$54 million supplement to the original city budget of \$636.1 million.

D.C. Budget Officer Comer S. Coppie said yesterday the bulk of the supplemental request is for money authorized, but not appropriated, by the last session of Congress. Included in this category are pay increases and funds for implementation of court reform.

Among other items, the supplemental includes requests for:

\$1.5 million for Federal City College. This, the mayor said, would permit the school to increase its enrollment from 3,500 students to 4,500 this summer and 5,000 this fall.

\$877,000 for Washington Technical Institute, which would permit it to increase enrollment from 1,738 to 2,250 by this fall.

\$4.6 million to partially fund an increase in the welfare case load. The mayor said the city expected 22,000 public assistance cases when he presented his original budget, but as of Dec. 31, the load had risen to 29,802. The increase will cost the city \$6.3 million, the mayor said, but \$1.7 million was saved in the operation of St. Elizabeth's Hospital and will help to make up the difference."

February 25, 1971

I am thinking of suing one or two people.

At noon today when I was on my way to the House Chamber the operator of one of the subway trains that runs from the Rayburn Building over to the Capitol told me that he would like to apologize for the part he had played in the picture episode. I knew nothing about any picture episode and told him that he owed me no apology and, in fact, I did not even know what he was talking about. It seems that on Monday and Tuesday of this week the WASHINGTON DAILY NEWS assigned one of their photographers to take my picture on the little subway train either going over to the Capitol

or returning to the Rayburn Building. It just so happened that the photographer did not know me by sight and he asked the police officer who is stationed in the subway tunnel to point me out as I walked along. On Monday and Tuesday it just so happened that I did not go over to the Capitol at noon or at least at the time the photographer was hanging around and on Wednesday we had our regular monthly Caucus of the Democrats at 10 o'clock a.m. I attended the Caucus and left my office in the Rayburn Building to go down to the subway to ride over on the little train. I was riding in the second section of the train and I recall that there were one or two people in the first section in front of me but do not recall who they were. At some time while the train was either underway or just at the time it stopped in the Capitol Building one of the men in the front section stood up with a camera that doesn't require a flash bulb and took a picture of me and the two gentlemen that were riding in the same section with me.

This picture appears on the front page of the WASHINGTON DAILY NEWS with a bold streamer headline stating that CONGRESSMAN NATCHER LIKES ONE SUBWAY. Under the picture, which by the way was not a good picture by any means, appears the following statement:

"The man whom almost everyone considers to be the implacable foe of

Washington's inchoate subway system is not above riding under ground, witness this photo of Rep. William H. Natcher, in dark tie at left, taken at 10:05 a.m. yesterday as the canny Kentucky Democrat who heads the House District Appropriations subcommittee was being sped from his office in the Rayburn Building to the Capitol aboard one of Congress' own neat little (free) subway cars. The somber expression on Mr. Natcher's face (and perhaps the worried look of his unidentified seat companion) is perhaps explained by his being five minutes late for a party caucus. Anyway, the subway got him there in nothing flat."

At noon today all of the fellows in the Private Dining Room took great delight in kidding me about this sneak picture and two or three of them offered to sue anybody that I wanted sued over this incident. Of course we had a good time laughing about it and I hope that the photographer who took this wonderful picture receives an unusually nice commendation from his editor.

February 26, 1971

Yesterday President Nixon in his State of the World message said that we have come a long way toward getting United States forces out of Vietnam but the end of the war is not in sight. He further said that sobering problems remain unsolved. This was all in a radio

speech and this lengthy message was then sent on to us here on the Hill. He pointed out in the message that the question remains whether the South Vietnamese can fully stand on their own against a determined enemy. All of us have believed this now for many months and I am definitely of the opinion that hundreds of thousands of South Vietnamese will be killed within a matter of 14 months after we withdraw our forces. The President went on to say that if winding down the war is to be his greatest satisfaction in foreign policy the failure to end it will be his deepest disappointment. All of this was contained in a detailed 180 page message which by the way is the second of this kind that he has prepared since holding the office of President. In this message the President further said that while Vietnam remains our most anquishing problem, the most dangerous continues to be the Middle East. He expressed disappointment regarding the Soviet Union's policies in the Middle East, Berlin and the Caribbean.

We made a serious mistake sending our boys to South Vietnam and certainly as one Member of Congress, I do not intend to make another mistake in sending our boys to Israel.

March 1, 1971

On March 1, 1954, the Puerto Ricans shot five Members in the House of

Representatives Chamber. I was present at that time and this to me was one of the most horrible events that I have ever witnessed.

At approximately 1:32 a.m. this morning 17 years later a bomb blast ripped through the Senate Side of the U. S. Capitol building causing considerable structural damage. Capitol Hill sources said a bomb threat was received through the Senate telephone switchboard at 1:00 a.m. about 30 minutes before the explosion. There were no injuries. The blast occurred in a women's rest room a few doors away from the Senate Foreign Relations Committee offices. Large numbers of FBI agents were sent to the scene. The White House had no immediate comment on the blast. One of the Capitol Guards said it was a severe explosion destroying the rest room and damaging offices in the hall and along 100 feet of the hallway on either side of the rest room. Plaster was down from the walls and interior ceilings were bulging and buckling. Members of the Fort McNair bomb disposal unit were sent to the scene as were members of the Metropolitan Police Department Explosive Devices Unit. The first FBI group on the scene also were explosive experts. The Capitol grounds were cordoned off after the 1:32 a.m. blast. No sound was heard by Capitol Guards but a huge puff of smoke appeared from the area of the explosion. The Senate side of the Capitol is the

wing facing Constitution Avenue, N.E. There was no damage visible from the street and the scene of the explosion was directly beneath the main Senate Chamber. The Capitol building is closed on Sundays to the public at 5:00 p.m. and apparently those who caused the damage entered the building during the day setting the device which brought about the explosion.

The switchboard operator in the Capitol said that a man called stating that the building should be evacuated. He further said that you may have gotten other calls like this but this is real. Evacuate the building immediately. This is in retaliation for the Laos decision and the bomb will go off in 30 minutes. The caller then hung up immediately, and Norma J. Fullerton, the switchboard operator, notified the police.

March 2, 1971

The crumbling west front of the United States Capitol survived the bomb damage yesterday morning and this, of course, was almost a miracle. In 1915 the first and only bombing of the U.S. Capitol took place at 11:40 p.m. on July 2nd. The circumstances were very similar to yesterday. In both cases the bomb expressed disapproval of the United States activities in a war. In both cases the bomber announced his intentions in advance, yesterday by telephone

shortly before the blast and in 1915 in a letter to the WASHINGTON POST. In both cases there was no one in the building at the time and no damage outside the Senate wing. This building was burned by the British Army in 1814 during the War of 1812 and it was rebuilt from 1815 to 1819. Seventeen years ago a Puerto Rican nationalist wounded five Congressmen on the Floor and eight years ago five dynamite sticks and caps were found across the street from the Capitol grounds. Although there have been no bombs at the Capitol in nearly 56 years there were about 100 threats telephoned to the switchboard in 1970. Notwithstanding all of these threats additional security measures were not taken.

I recall some five years ago when the Capitol dome was being repainted and repaired inside it was discovered that an elderly man had been sleeping in the dome for some seven years. Late one afternoon the workmen on the dome project found this old gentleman on his way up to the dome to spend the night. He said he had been sleeping in the dome for seven years and that the heat kept the dome in fine shape during the coldest winter months. He was not bothering anyone or the property of the government and had just used this as his bedroom. They discovered a pallet and a section which contained a tent-like structure that was used by the old gentleman.

I had a number of my friends inquire of me yesterday as to what I thought could be done to protect the building and I immediately said that we ought to know what's going on in the building. This would help and, of course, additional security measures are absolutely essential.

The Nation's leaders from the President on down saw the incident as a symbolic attack on the very foundations of the Republic with President Nixon calling the bombing a shocking act of violence. Hundreds of FBI agents and officers of the military services along with the local police departments are making an extensive investigation but the clues are scarce.

The astronauts of the Apollo 14 appeared before the House of Representatives today. Each astronaut made a short statement and then appeared in the Well and shook hands with all of the Members. They received a very warm reception and certainly are a credit to our country.

Just before the astronauts appeared our new Speaker, Carl Albert, called me up to the Chair informing me that one of the most important bills to come before the First Session of the 92nd Congress would be up for action tomorrow. This is the public debt limit increase with a modified closed rule and four hours of debate. The Speaker informed me that this bill would be strongly

contested and since this was the first bill presented to him for designation of a Chairman of the Committee of the Whole House, he designated me as the Chairman to preside. This will be a controversial bill and the fact that the Speaker requested that I serve is to me quite an honor.

March 4, 1971

Yesterday we had our first recorded teller vote. The vote on Patman's amendment was an historic occasion. For the first time in its history, the House cast a record vote as it sat in Committee of the Whole voting on amendments. Always before record votes were permitted only on final passage of a bill whereon amendments were approved by the Committee of the Whole. An anti-secrecy provision in last year's Congressional Reform Bill provided for record votes whenever 20 Members requested it. I presided last year at the time the Congressional Reform Bill was passed and also presided yesterday when we had our first recorded vote as the Committee sat in the Committee of the Whole.

March 9, 1971

Last night I saw Cassius Clay - Muhammad Ali fight the Champion Joe Frazier. For the first time in his life Muhammad Ali was left speechless. Frazier was awarded a unanimous decision and spoke his piece with his fist. He

clearly established himself as the undefeated champion. Despite his 3½ year lay-off Ali who now has his case pending before the Supreme Court of the United States which by the way calls for a 5 year sentence and a fine for failing to accept an induction notice and go into the armed services, scrambled up off of the ring floor after being knocked down twice. The first knock down, according to Ali, was merely a slip and the second which took place in the 15th round was just enough to give Joe Frazier a unanimous decision. This Cassius Clay is really a character.

March 10, 1971

So far no arrests have been made in the bombing of our Nation's Capitol Building. Democratic and Republican leadership in the House and the Senate Monday offered a \$100,000 reward for information leading to the arrest and conviction of those responsible for the bombing in the Capitol a week ago. The leadership also said they have agreed that the Capitol Police Force must be made fully professional, abolishing all patronage appointments. The reward money has been made available by private sources and no public funds are involved.

I was sorry to see the announcement concerning the reward because this indicates to me to some extent that the FBI and the law enforcement officials have no clues if any. Each day I hear more about this being an inside job.

One of the major battles that we had during the 91st Congress was the Trade Bill. In order to make Japan place a reasonable figure on textile imports along with shoes and leather goods from other countries, it was necessary for the House to pass the Trade Bill. Yesterday, Japan textile industries announced that it is imposing unilateral restraints on its exports to the United States in a move that could reduce pressures in the Congress for quotas on a variety of American imports. It may not be necessary now to pass another trade bill. This Bill was not approved in the Senate and brought on another filibuster. Certainly trade is not a one way street and the erection of a trade barrier simply brings on a trade war which is not good for the world.

The trial of Lt. Calley continues and according to recent announcements, Captain Ernest Medina will stand trial before a military court martial on three separate counts of murder involving not less than 100 Vietnamese civilians in the village of My Lai in March of 1968. Calley admits to a great extent the murder of most of these civilians but insists that he received orders from Captain Medina. General Koster who was removed as Superintendent of West Point shortly before we arrived last year at the time of the Board of Visitors meeting is still assigned to Fort George Meade and there are persistent demands that he too be court martialed because he was the

Commanding General at the time of My Lai operating in a helicopter over the vicinity of the murder scene.

The nonvoting delegate election here in the District of Columbia is coming to a close. The election will be held on March 28th and for the first time in a great many years the District of Columbia will to a certain extent have direct representation in the Congress. I voted for this nonvoting delegate bill and hope that it proves successful. Reverend Fauntroy is the front runner and in his campaign throughout the city he has made statements to the effect that it will only take him three weeks to straighten me out. Time will tell as to just what success he has in this endeavor.

In the morning's POST we have the beginning of a series of articles on the candidates and Fauntroy's strength is discussed in the first article. In the article we find that Fauntroy backs a subsidized fare on the Metro system and has called for barring private automobiles from downtown and the gradual withdrawal of all internal combustion engines from the District of Columbia. This will be quite a feat if he succeeds in bringing this about. Here again we have a man who for some 8 years now has demanded that there be no more exits or entrances into our city. The pronoun "our" is confined to those here in this city of Washington and ignores completely the fact that this is the Nation's Capital

and that the 50 States in this country still have just a little say about what will take place in our Capital City.

One of the candidates for nonvoting delegate is urging in his campaign that homosexuals be recognized, honored and given all rights of a citizen. The honoring part is somewhat confusing to me.

March 11, 1971

For years now the WASHINGTON POST has attempted to rule the District of Columbia. When confronted with this allegation, the answer each time from this newspaper is so asinine that the people just hoop and holler who know the facts. Editorializing on the front page in all matters pertaining to the District of Columbia has been the policy for years. Public Relations in so far as the District of Columbia Committees in the House and the Senate is concerned and the Appropriations Subcommittees, is simply nonexistent. Crucifixion and meat-axing are the policies of the day with this newspaper. When they lose they cry long and loud and then attempt to persecute.

One of the best examples of losing that I know of took place yesterday in the United States Senate. The Senate unanimously approved a proposed Constitutional Amendment to lower the voting age to 18 in all State and local elections.

This vote followed the rejection by 68 to 23 of an attempt by Senator Edward Kennedy to attach a rider that would have given the District full voting representation in Congress. Kennedy was supported by Eagleton of Missouri, the Chairman of the Senate District Committee and one or two others. But on the other side we had the Senate Majority Leader Mike Mansfield who warned that yesterday was not the time nor the bill under consideration to attach the District Representation Rider. The desire of the city of Washington to have two U.S. Senators was simply asinine. Why not Cleveland, Ohio, which is three times as large as the other major cities in the United States. This was a major blow and an attempt by Kennedy to bypass the Senate Judiciary Committee. Of course, the Senate Judiciary Committee would not bring out such a bill and all down through the years the WASHINGTON POST has protested time after time that the Senate is the only friend of the District of Columbia and that the House of Representatives has never been the District's friend.

In this morning's WASHINGTON POST a short item was inserted way over in the paper entitled, "District's Representation Rider Killed." Very little space or time was spent to set the article, a major defeat. But, this is the policy of this newspaper -- never admit to the people in Washington that the Post is not in control, and that at any time in

its attempt to represent the 50 States in the Union, the Congress has simply done something right.

This will not change the policy of this paper and we will continue on into the future with the same old yellow journalism.

March 17, 1971

The big issue before the Congress at this time is the Supersonic Transport Plane Appropriation. A great many people and conservation groups in this country are against the appropriation of \$294 million which will continue the research and plans for construction of two prototype planes due to the fact that they maintain that a plane flying 1600 miles an hour, 60 miles up in the air would bring about serious pollution and environmental problems which would be of great concern to our people and to the world generally. This is the third year of our SST Appropriation and each year the battle becomes more rugged. England has completed an SST which they have flown and the same applies to the Soviet Union. Labor and big business generally are for the SST and this especially applies to the airplane companies such as Lockheed and others. If we do not continue this program, thousands of employees in airplane construction companies will be unemployed. One of the major arguments for the SST is the

fact that our country is the most powerful country in the world economically, militarily, and spiritually and that under no circumstances can we stand by and see other countries develop, use and fly such a plane and have our people in a position of not having the Super-sonic Transport unless planes are purchased from England or from the Soviet Union. Arguments continue that if this had been our attitude at the time of the railroads, we would still be a wilderness.

Hale Boggs, our new Majority Leader, has been a right arrogant man all of his life and has very few friends in the House. During the Gridiron Dinner Saturday night, he and Edward A. Mitchell, a former Member of Congress who served one term in the late 1940's from Evansville, Indiana, had a fight in the men's room at the Hilton Hotel. It seems that Boggs was floored with one punch from Mitchell who is a Republican during an argument in the men's room which followed up an argument at the table in the main dining room. Mrs. Mitchell was quoted in the press as saying that Ed, her husband, was a strong Republican and he simply did not like the things that Boggs was saying about John Mitchell, the Attorney General and President Nixon. This conversation apparently took place at the table during the banquet and the two men eventually met in the men's room by coincidence. After more sharp words Mitchell swung at Boggs and the Majority

Leader was knocked down and, according to Mrs. Mitchell, did not choose to get up. Later Boggs returned to the table and referred to Mitchell as "Jack Dempsey". Walter Cronkite later reported on television that Boggs had threatened legal action. Mr. Cronkite quoted Mitchell as saying he would meet Boggs in court or in the gym if he's man enough. It seems that Boggs and Mitchell were both elected to Congress in 1946 and Mitchell served only one term. Boggs has been reelected 11 consecutive times. Boggs is 56 years old and Mr. Mitchell is 60 and according to Mrs. Mitchell, quite rugged.

I was not surprised to hear about this incident because on two or three occasions Boggs has come awfully close to being knocked down on the Floor of the House due to the manner in which he has treated one or two Members.

Thomas E. Dewey the only Republican nominee ever to lose two Presidential races died yesterday in Florida. He would have been 69 next Wednesday. Governor Dewey, as everyone called him, served three terms as Chief Executive of New York State. He was a vigorous District Attorney and one of our better known citizens.

President Nixon's youngest daughter married David Eisenhower, the grandson of President Eisenhower and his other

child, Tricia Nixon, will, according to the announcement from the White House last night, marry Edward Cox. Cox is from a very prominent family and is a descendant of Robert Livingston, a collaborator on the Declaration of Independence.

We are still attempting to settle the Israel-Egypt controversy and yesterday Secretary of State, William P. Rogers, tried to convince Israel to withdraw from Egyptian territory in return for a contractual peace agreement, an international force to assure security and continued American support. Premier Golda Meir survived two no confidence motions yesterday and apparently is having some difficulty with her cabinet and the Parliament. Mrs. Meir is quite a woman. She taught school in Milwaukee for a number of years before returning to Israel and if she survives this crisis will go down in history as one of our famous women.

March 19, 1971

The House voted yesterday to end federal aid to the development of a supersonic transport plane. The Senate seems to be an even bet to follow suit. Several supporters of the program said that this would kill the SST at least for the present because private industry could not raise the funds needed to build the planned 1800 mile-an-hour commercial aircraft. This was the first

time in the seven years of the program that the House has voted against it though last year it passed by only 20 votes. The turnabout was due to the growing ecological and economic lobby against the program. Thirty-three of the new Members voted against it and 18 for it.

The issue came up yesterday because the Senate voted last December to kill the project and it has continued under a continuing resolution that expires March 30.

General Koster who was removed as Superintendent at West Point due to his connection with Mylai was recommended yesterday for a demotion from Major General to Brigadier General. The recommendation came from General William C. Westmoreland, another former Superintendent at West Point who is now Army Chief of Staff. Koster was at West Point during one of our annual visits of the Board of Visitors and Westmoreland was Superintendent when I was first named to the Board 11 years ago.

A General Accounting Office study yesterday disclosed that cost overruns on 61 weapons systems have so far reached \$33.4 billion, which is an average of \$500 million apiece. The report goes on to say that among other things there was deliberate underestimating and additional factors cited were unanticipated development difficulties, faulty planning, poor

management, bad estimating, inflation and the desire to exploit new technology.

The former Secretary of Health, Education and Welfare, John Gardner, is the organizer of Common Cause and I have discussed this man from time to time in my Journal. Common Cause is another do-good organization which is left-wing and bitterly opposed to the establishment. The Republican National Chairman issued a right positive statement last week about this organization and especially John Gardner who, by the way, is a registered Republican. In today's WASHINGTON POST appeared an article entitled "Common Cause and Its Causes." This article is as follows:

"Common Cause, the latest in a long succession of do-right Washington lobbying organizations, claims to have enlisted 110,000 members paying a minimum of \$15 apiece and to be gaining more at the rate of 5,000 a week. There is no reason whatever to doubt its claim. Its chairman is John Gardner, former Secretary of Health, Education and Welfare Department, a man of distinction, integrity and impeccable establishment credentials. His associates may not be as eminent but they are honorable men all.

But for the imposing respectability of its provenance, Common Cause could be and probably would be challenged on several counts.

Consider its own description of itself in some of the high-powered literature it has circulated to well-chosen lists of potential contributors. It has called itself "a lobby in the public interest," concerned only with the good of "the people," and "neither left, nor right, nor center," but promoting "an agenda for all Americans -- for the poor, the comfortable, the city dweller and the farmer, for men and women." Gardner is a master of the glittering generalization.

Common Cause is, if one accepts its self-appraisal, as universal as the common cold, and some members of Congress, who feel that they already have enough pressures bearing down on them, think it may turn out to be a rather worse affliction.

What is good for the poor is necessarily good for the comfortable? What is good for the young is good for the old? What is good for the farmer is also good for the city dweller? It has always been assumed that high prices for the farmer, for example, were bad news for the city consumer. Past lobbies, even so-called public-service lobbies, have usually conceded that they represented some particular segment in the rivalries common to any free people expressing themselves through the democratic process.

Not so Common Cause. It is for everybody when it is soliciting members. But when it goes into action, as it now is in a tentative way, what is it for and what is it against? It is for ending the war in Vietnam now. It is against the SST, against the ABM, against the congressional seniority system and Senate filibuster rules, for "drastic reduction" in defense spending, and for limiting campaign expenditures.

One may agree or disagree that these are common causes -- believed in by all good citizens with \$15. There is much to be said for the kind of congressional reforms advocated by Gardner's organization. But there are a few arguments against them, too. Actually, Congress started reforming its seniority practices on its own initiative at the start of its current session, before Common Cause was really functioning. Since then the Senate has refused to modify its filibuster rules. Gardner's suit to enjoin the major parties from violating legal limits on campaign expenditures is still pending.

Whether Congress will provide the funds needed for further development of the SST is still uncertain. The aerospace industry is lobbying for it, arguing that the United States must catch up with the Soviet Union and the British-French partnership, already well ahead in the production of supersonic vehicles, if it is not to opt out of international

competition in the air travel of the future. Opponents of the SST contend that it is impractical, a waste of funds better spent elsewhere and ecologically hazardous. As usual, one man's cause is another man's poison.

Secretary of Defense Laird has just asked Congress for a modest increase in ABM installations, warning that the Russians will get too far ahead in nuclear weaponry, destroying the present balance, unless more defensive missiles are added to the U.S. system or unless these weapons are limited by agreement. Congress will debate this question, too. There will be persuasive arguments for as well as against. Where the public interest lies will not be as easy to detect as Common Cause suggests.

As for getting out of the war in Vietnam now -- or by the end of this year -- the argument has been going on for a long time and is familiar to almost everyone. Here Common Cause may well speak, if not for everyone, at least for a majority. The polls say it does. But President Nixon thinks the country can be persuaded to tolerate a flexible plan for withdrawal. Anyway, Gardner's recently acquired habit of speaking for the American people -- most if not all -- is less presumptuous in this area than in others. Where public opinion settles down will depend in large measure on the outcome of the battles now being fought in Laos.

The point is that Common Cause's are not what everybody considers to be in the public interest -- not even everybody who has contributed \$15. It is in danger of being regarded as sort of auxiliary of the left wing of the Democratic Party, if its causes are the causes of Sen. George McGovern, Sen. Harold Hughes, Sen. Edward Kennedy and, to a greater or less degree, of all the Democratic presidential hopefuls except Sen. Henry Jackson, who refused to join the chorus.

Judged by the positions it has taken, it is hard to detect any great difference right now between Common Cause and Americans for Democratic Action, long the Democratic Party's ally on the liberal flank. There the similarity ends, however, ADA is democratically run. Its membership decides its positions on the issues after lengthy and often hot debate whereas Gardner seems to speak for Common Cause without let or hindrance. He has a board and advisers but is now, to all intents and purposes, Common Cause itself.

Gardner quit the Johnson cabinet because of a dispute with the President over domestic policy, though it was assumed at the time that his real distress was over the war, an assumption he neither discouraged nor encouraged. His emphasis since Common Cause became operational has been against the war.

He has surrounded himself with able veterans of that cause, among them Morton Halperin and Peter Edelman. Some of Gardner's lesser associates speculate that he has been "radicalized" by his determination to "live down" his association with LBJ.

Jack Conway, close associate of the late Walter Reuther, will join the Common Cause staff soon. He is knowing and experienced in the ways of congressional and presidential politics. To some, his acquisition by Gardner means that the organization wants to shed some of the soft fuzz of idealism for a hard shell of third-force politics that will command respect from Congress, candidates and party leaders. If and when this happens, some of the \$15 contributors may wonder how Common Cause became too politically common."

Whitney Young, the Director of the Urban League, drowned in Kenya several days ago. He was accompanied at the time by Ramsey Clark and his wife and another couple. They had been swimming in the surf and after swimming for a short time, Whitney Young started walking toward the beach and suddenly collapsed. He was born in Kentucky and was buried in Lexington on Monday of this week. President Nixon flew to Lexington and delivered a eulogy. The black people generally throughout the country are very much opposed to the President and this trip was one that the President should

not have made. It was strictly a political venture and his effort to me was all in vain.

We continue to hear about the rapid transit and freeways and yesterday an article appeared in the EVENING STAR entitled, "Broyhill Seeks U.S., City Data on Freeways." The article is as follows:

"Rep. Joel T. Broyhill, R.-Va., said yesterday he will ask the city and federal governments, in a move to persuade Congress to release \$34.2 million in frozen subway funds, to produce evidence that they have complied with provisions of the 1970 Highway Act.

Unless Mayor Walter E. Washington and Secretary of Transportation John A. Volpe document that District freeway constructed has complied with the law, the subway money probably will not be released, Broyhill said.

The Washington Metropolitan Area Transit Authority had hoped that passage of the 1970 Highway Act, which calls for a new study of a route for the controversial North Central Freeway, would persuade the House District Appropriations subcommittee to release the \$34.2 million. The money represents the city's share of subway building costs for the current fiscal year.

Rep. William H. Natcher, D-Ky., chairman of the subcommittee, has refused to agree to the release of the subway money because of his dissatisfaction with freeway construction in the Nation's Capital.

The 1970 law, ordering the new study, was thought by Broyhill and others to be sufficient to convince Natcher that freeway construction was in accordance with congressional desires.

Natcher has not commented publicly on the situation. However, in recent days he has been telling congressmen that he does not believe freeway construction is in compliance with the 1970 law.

What sections of the law Natcher feels are being flaunted have not been made clear.

But congressional sources say he is upset about the delay in construction of the Three Sisters Bridge, tied up in litigation, and the Potomac River Freeway.

Although the 1968 Highway Act specified a route for the freeway in an elevated section along the Georgetown Waterfront, Volpe recently said the freeway should go in a tunnel under Georgetown.

Last month aides to President Nixon expressed confidence that Natcher would agree soon to release the subway money."

March 22, 1971

For some reason or other John Volpe, the Secretary of Transportation along with one or two officials in the District Government have made up their minds that the best way to avoid complying with the Highway Acts of 1968 and 1970 is simply to make all kinds of unusual demands which will stall construction of the Three Sisters Bridge.

This is right unusual procedure when you consider the fact that by virtue of what transpires before my Subcommittee on the District of Columbia Appropriations. It now appears that the subway will cost \$4 billion. Most of this money has not been authorized and they must now come back to Congress and admit their mistakes which may be considered as fraudulent. This is the only method that they can use to continue construction of the rapid rail transit system if they intend to build 98 miles. If not, then they can simply cut the system down and build 30 or 35 miles. A number of Representatives in the House have talked with me concerning the unusual delay and an article appeared in the EVENING STAR on Sunday entitled "Broyhill Says Metro Hinges On New Bridge." This article is as follows:

"Rep. Joel T. Broyhill, R-Va., has warned President Nixon that construction of the regional subway system will grind to a halt unless work starts again on the Three Sisters Bridge.

In a letter sent to Nixon on Friday, Broyhill told the President he must intervene to obtain a renewal of bridge construction, or Congress "will refuse to appropriate any additional funds" for the Washington Metropolitan Area Transit Authority.

Broyhill, in the letter, accused the Department of Transportation and the District government of "stalling," in their failure to start bridge construction.

SUBWAY DEATH KNELL

During the last few days, Broyhill said, he has been told by members of the House Appropriations Committee that if the section of the 1970 Highway Act requiring work on the bridge to continue is not carried out, it will sound "the death knell for the subway . . ."

Transportation and the District government, Broyhill said, no longer have any legal reason to keep work on the bridge from starting again. Bridge construction was halted last year when citizen groups filed a suit against it.

Even though new design hearings required by the court as a result of the

suit were held in November, Broyhill told Nixon that District and DOT officials are attempting "another stall."

He revealed that DOT officials have ordered the Federal Highway Administration to build a 50-foot long scale model of a single span, double pier bridge testing that will mean "at least" another year's delay in construction.

"My colleagues in the House recognize it as the stall it is and do not intend to have the will of Congress thus thwarted," Broyhill told the President.

1969 NATCHER ACTION

This is the second time that controversy over the Three Sisters Bridge has held up subway money. Two years ago Rep. William H. Natcher, D-Ky., chairman of the House Appropriations subcommittee for the District, refused to release money to start subway building until the city agreed to construct the bridge and Nixon assured him that work on District freeways would continue.

Last year, Natcher refused to release \$34.2 million in District subway funds because of a lack of action in building the North Central Freeway.

When the 1970 Highway Act ordered a new study of the North Central, Natcher felt the District was then in compliance with congressional wishes and was ready to

release the subway money. But he changed his mind when he learned that there was no work done on the bridge. WMATA has not yet received the \$34.2 million.

Since the design hearings ordered by the court have been held, "there appeared to be no reason to delay construction of the . . . bridge," Broyhill said.

He blamed the delay on District and DOT officials "who will do anything to prevent the bridge from being built."

March 23, 1971

The city of Washington votes today for a non-voting delegate in the House of Representatives. This will be the city's first representation in Congress in 100 years. Six candidates are running for this office and it appears from reports that Walter E. Fauntroy, a Baptist minister, will be the winner. One of the candidates is a man by the name of Julius W. Hobson who is quite a rebel and trouble-maker here in our Nation's Capital. John A. Nevius is the Republican candidate running and he is a white man and a right good lawyer. Under ordinary circumstances Nevius could be the winner, but with 71% of the people black in our Nation's Capital, Fauntroy will probably win. One of the candidates is a man by the name of Franklin E. Kameny who is an independent and a homosexual

who has requested in all of his speeches that homosexuals be given more freedom in our Nation's Capital. The people here in Washington will be choosing a man to go each day to Capitol Hill to serve as their delegate in the House of Representatives. The last delegate elected was a man by the name of Norton Parker Chipman and his selection was the product of a governmental reshuffling in which the District was converted to a territory governed by a legislative assembly and a Governor appointed by President U. S. Grant. As a territory it became entitled, as were nine Western territories that are now States, to a delegate. Chipman won the Republican nomination over Frederick Douglass, the noted black leader, at a convention. Chipman took the oath of office on December 4, 1871, from Speaker James G. Blaine and at the time he was 36 years of age. He was born in Illinois and reared in Iowa.

The good old WASHINGTON POST in an editorial entitled "The Message in Today's Vote," goes on to say that anybody who lives in the colony of Washington and who resents being denied the full rights of self-determination automatically enjoyed by other Americans, must be at least a little frustrated by today's election of a lone delegate to the House of Representatives. The editorial also in the usual WASHINGTON POST's cynical manner says that there is no question

that today's limited political exercise granted by our overseers after nearly a century of waiting, falls far short of what the people in this community have been seeking and deserve.

As I have said previously several months ago, Mrs. Kay Graham, the publisher and owner of the WASHINGTON POST gave WTOP radio station to the black community and this station is now under the operation of Howard University. The value of the WASHINGTON POST is to me very much in question today and I presume that one of these days she will also give this newspaper to the black people here in our Nation's Capital. Her husband was the Editor and Publisher of the WASHINGTON POST for several years and still while a young man committed suicide. This man had a number of problems and one of them was the WASHINGTON POST and another was women.

March 24, 1971

Democrat Walter E. Fauntroy, the Baptist minister who ran on a theme of black and white together, won an impressive victory in yesterday's District of Columbia delegate election. He polled twice as many votes as his nearest competitor and was the winner in seven of the city's eight wards, loosing only in the predominately white third ward. The final unofficial result with 112,675 votes cast in the city's 128 precincts

showed Fauntroy with 65,905 or 58.5% of the vote; John A. Nevius, Republican, 28,349 votes or 25% of the vote, Julius W. Hobson, Statehood Party, 15,114, Franklin E. Kameny, Independent, 1,841 votes, Reverend Douglas E. Moore, Black United Front, 1,251 votes and James E. Harris, Socialist Workers Party, 415 votes.

At a victory party following the count Fauntroy said that as the city's first delegate to Congress in 100 years he would be calling on the people of the Nation through the voices of the people today to help free the District of Columbia. As delegate, Fauntroy will not have a vote on the Floor but will have all of the other privileges, powers and prerequisites of a Member of the House of Representatives, including the right to vote in Committee. He will serve on the House District of Columbia Committee.

The SST is up for a vote in the Senate today and it may be that the anti-SST forces will win this battle by a slim majority.

Yesterday the House cleared the legislation providing for a vote of 18 year olds 400 to 19. This is a constitutional amendment lowering the voting age to 18 for all elections and it is now on its way to the States for ratification. Five state legislatures acted

yesterday and ratified the amendment. Eighteen year olds have been voting in Kentucky now for about nine years.

President Nixon sent up a Supplemental Appropriations Bill request yesterday totaling \$7.7 billion. Again he has included the \$34.2 million for the District of Columbia's share of rapid rail transit notwithstanding the complete stall which is underway now in the District Building in regard to the Bridge and Freeways. This article is entitled, "Funds Include \$34 Million for D.C.'s Subway," and is as follows:

"President Nixon again urged Congress today to appropriate \$34.2 million for the District of Columbia so it can meet its share of costs for the metropolitan area mass transit system during the current fiscal year.

The District subway funds were part of a national supplemental appropriation request for fiscal 1971 totaling more than \$7.7 billion.

The bulk of the requested funds-- \$4.4 billion -- would go to meet pay increase costs for District government employes.

REQUEST BELOW AUTHORITY

The President told Congress that the total of the request is less than the amount of 1971 supplemental budget

authority estimated in the budget document sent to Congress for this fiscal year, which ends June 30.

A substantial part of the total supplemental funds would go for what the President called "mandatory payments," including \$1 billion for grants to states for public assistance, \$736 million for the Veterans Administration for compensation and pension payments and readjustment benefits for veterans, \$166 million to finance increased payments to retired military personnel due to increases in the cost of living, and \$116 million to the Civil Service Commission to finance retirement payments associated with recent pay increases.

D.C. FUNDS HELD UP

The District's share of Metro costs were held up after Rep. William H. Natcher D-Ky., chairman of the House District Appropriations subcommittee became dissatisfied with the pace of freeway construction.

But built-in to the compact of the Washington Metropolitan Area Transit Authority was a provision that any jurisdiction late with its share of subway costs would have to pay penalties for each day of delay.

The District has been paying at a dizzying rate of about \$2,000 per day in late penalties.

Schuyler Lowe, chief fiscal officer for WMTA, said if the District could come up with its share by early spring and then pay another \$38 million -- due for fiscal 1972 -- then it could erase its late charges. But he emphasized that all would have to be paid by August."

March 25, 1971

The Nixon Administration suffered a major defeat in the Senate yesterday when the vote of 51 to 46 against funding of the Supersonic Transport program took place. The House had already voted to deny further government investment and yesterday's Senate vote means that the project is dead unless some alternative way is found to finance construction of prototypes by the Boeing Company and General Electric which have been building the plane. The Senate vote was taken in an almost absolutely silent chamber with Vice President Agnew in the Chair ready to cast the deciding vote in case a tie developed. Senator Cook voted for funding of the SST and Senator Cooper voted against funding for this program.

It now appears that Walter E. Fauntroy is the duly elected non-voting delegate for the District of Columbia. He is a right positive little man and during his campaign said that it would take about two weeks for him to straighten me out. Time will tell as to whether or not this takes place.

March 26, 1971

President Nixon is suffering from a credibility gap. According to the polls he is running behind two of the Democratic hopefuls who want to be nominated for President next year and when the question is asked concerning credibility the majority of the people questioned say that the President and his Administration are not telling the American people the truth. It is worse now than it has been at any time since the Nixon Administration took over.

For instance, the retreat from Laos by the South Vietnamese was according to the President made after all of the purposes for the invasion were accomplished. According to the Press and television out of the 20,000 that were sent into Laos about 9,000 were killed and when American helicopters were sent in to remove the injured, hundreds of the able-bodied climbed aboard the helicopters and had to be kicked and knocked off so that the helicopter could take off. They ran out of Laos and several while hanging on to the landing bars of the helicopter lost their grip and dropped from the helicopter at 4,000 and 5,000 feet. It was simply a rout, and this to me is a good example of what will take place after our combat forces are removed from South Vietnam.

Here in Washington we hear from day to day that former President Lyndon B. Johnson may wind up supporting Richard M. Nixon for reelection in 1972. This especially applies according to rumors if the Democratic nominee is any one of the following: Senator Edward Kennedy, Senator George McGovern, Common Cause John Gardner, or New York City Mayor John V. Lindsay. Even the Democratic front-runner, Senator Edmund Muskie is not the apple of Lyndon Johnson's sharp Texas eye. Regardless of the action that the former President takes, he should be informed that after he announced that he was not a candidate for reelection he made no sincere effort to help Hubert Humphrey in his campaign and permitted the Democratic Party to acquire \$10 million in debts which are still unpaid. Certainly as a matter of common decency he should have seen that the debts of our Party were paid before he went out as President. This was the time to have made the move and not after the Republicans took over the White House.

March 29, 1971

The vote on the SST funding in the Senate placed a number of Senators in a position whereby they could get even with Senator Warren G. Magnuson of the State of Washington. As in all close political battles, the public pressures on the SST issue were played out in a subtle interplay of personalities and major interests

and issues. It seemed at least ironic that while skin cancer fears weighed against the SST, Senator Magnuson one of two Washington Democrats who pushed the SST campaign in the Senate was being opposed by tobacco State colleagues who resented his past efforts to publicize the hazards of smoking and to ban cigarette advertisements from television. For several years now Senator Magnuson who is from a State that produces no tobacco has taken great delight in pointing his finger at tobacco and maintaining very vigorously that this commodity is one of the principal causes of lung cancer and heart disease. As Chairman of the Interstate and Foreign Commerce Committee, he was the leader in stopping the advertisement of cigarettes on television and brought about the admonition which is now carried on cigarette packages to the effect that the use of cigarettes is harmful and dangerous. He rode this big white horse for years and years and now over 100,000 people are unemployed and walking the streets in Seattle and in other cities in the State of Washington.

Another development which took place in the Senate on the SST vote pertained to Senator Margaret Chase Smith, Republican of Maine. She was an opponent of the SST last December but seemed to be outraged at Senator Proxmire's introduction of the skin cancer issue into the debate which led a number of people to believe that she might vote for the SST

funding. Her undecided vote up to the very last, was one of the crucial votes. Shortly before noon, a hand delivered letter from President Nixon informed Mrs. Smith that an earlier decision to close the Portsmouth New Hampshire Naval Shipyard employing thousands of her constituents was being rescinded. But Mrs. Smith who is as feminine as she is Yankee in her unpredictable independence outfoxed the President. She promptly made public the letter thus committing the President to keep the yard open. Then, having made clear that her vote was not for sale, she once again voted against the SST. This is good ole Maggie Smith. In the Senate, the SST vote was 51 to 46 to cancel government support of the SST.

The top 200 in House Seniority contains the name of William H. Natcher who is now number 82. Emanuel Celler, Democrat of New York is serving his 25th term; Wright Patman, Democrat of Texas is serving his 22nd term; William Colmer of Mississippi is serving his 20th term and Les Arends, Republican of Illinois and George Mahon, Democrat of Texas are serving their 19th terms.

March 30, 1971

Lt. William L. Calley, Jr. was convicted by an Army jury yesterday of the premeditated murder of not less than 22 Vietnamese people three years ago at an obscure village called Mylai. This trial

has been underway now for sometime and Calley faces a sentence of either life imprisonment or death by execution. A point which the six Army officers on the jury must begin deliberating on Tuesday after listening to arguments and mitigation. The Army prosecutor is not expected to ask for the death penalty. If the jury chooses life imprisonment the Lieutenant would have to serve a minimum of seven years before he becomes eligible for parole. I have my doubts as to whether or not this trial should have ever started and the same applies to a number of trials that have been held following the termination of wars during the past 40 years. Orders are received and in many instances, carried out by officers who later can be and are punished. So far none of the Generals have been tried and only two demoted in rank and reprimanded.

The Manson trial which has been underway at Los Angeles now for several months ended yesterday with a jury verdict finding Charles Manson and his three female disciples guilty of premeditated murder and a sentence fixed of death in the gas chamber. This was a gruesome case and now we will see if the penalty of death is carried out.

March 31, 1971

President Nixon is receiving telegrams at the rate of 109 per hour demanding that he pardon Lt. Calley.

Following the verdict, Lt. Calley stood up before the six fellow officers who served as the jury and with tears in his eyes said that the jury stripped him of his honor, but that notwithstanding this fact and their actions, future soldiers should not be stripped of their honor. Faced with a sentence of either life or death, his voice dropped to a whisper and he said he will not beg for his life, but when it came between him and the enemy he had to value the lives of his troops and he believed that this was the only crime that he had committed. This statement to the jury has been carried on radio, television and throughout the newspapers for 48 hours now and the people in this country are really alarmed over the verdict of the jury. Certainly President Nixon should pardon this man.

April 1, 1971

In the Democratic Caucus yesterday after quite a battle a Resolution was adopted by a vote of 138 to 62 to bring the War in Vietnam to a close by January 1, 1973. We now have caucuses at least once a month and this is right unusual from the system that has been followed for a period of over 30 years. This Resolution goes along somewhat with the proposal that President Nixon made last year, and a motion to fix the date at December 31, 1971, was defeated.

Thousands of letters are going into the White House each day now demanding that President Nixon pardon Lt. William L. Calley, Jr. We are all receiving letters and telegrams every day concerning the jury verdict fixing his punishment at life.

After many months now Secretary Volpe through one of his assistants has admitted that his action to make loans and advancements for rapid rail transit is illegal. This, of course, has been my opinion for nine months and I was just wondering when one of his attorneys would inform him that no Secretary in the Cabinet has the right to make advancements, loans or grants. There is no law that provides for such action and I presume that in having the Assistant Secretary, James M. Beggs, make the announcement was somewhat embarrassing to Volpe.

The article in the EVENING STAR entitled "U.S. Can't Fund Metro Till D.C. Share Is Freed," is as follows:

"Secretary of Transportation John A. Volpe has found he cannot produce \$68 million in matching funds for Washington's subway system, in spite of his January statement that the money would be released immediately.

Undersecretary of Transportation James M. Beggs said yesterday the \$68

million in federal matching funds won't be released until Congress gives the District its share of rapid transit money.

In January, Volpe said he would release the \$68 million in matching federal funds immediately, even though the District's share of subway costs, totaling \$34.2 million, remained frozen in the House Appropriations Committee.

But yesterday Beggs said none of the \$68 million has been released by the Department of Transportation. He added that legally the Washington Metropolitan Area Transit Authority may not have the federal matching funds until the District's share of subway costs is actually appropriated.

Rep. William H. Natcher, D-Ky., chairman of the House District Appropriations subcommittee, has balked at agreeing to the District subway money appropriation because of his dissatisfaction over the state of freeway construction in the city.

Beggs made his comments after meeting for more than an hour with Rep. Joel T. Broyhill, R-Va., who had warned President Nixon that the Appropriations Committee would not release the District subway funds until construction of the Three Sisters Bridge resumes and work begins on other road projects, such as

the South Leg Freeway, as required by the 1970 Highway Act."

April 2, 1971

Yesterday President Nixon ordered that Lieutenant William L. Calley, Jr. be removed from the stockade at Fort Benning, Georgia and returned to his quarters while his case is under review.

The House voted a two year extension of the military draft yesterday after a three day debate that was its longest and most emotional on the Indochina war. The Vote was 293 to 99.

April 5, 1971

At long last John A. Volpe, the Secretary of Transportation, has admitted that his action to make a \$68 million loan was illegal and that no money would be turned over to the Washington Metropolitan Area Transit Authority at this time. An article was carried in the Washington papers entitled "Volpe Says He's Talking To Free Funds for Metro." This article is as follows:

"Secretary of Transportation John A. Volpe told a House subcommittee yesterday he is conducting secret negotiations in an effort to free the \$34.2 million in frozen District subway funds.

Testifying before the Transportation Appropriations subcommittee, Volpe also said he hopes work on the Three Sisters Bridge will resume quickly so the subway funds may be released.

He also revealed that a modernistic, demonstration rapid transit system planned to line Dulles International Airport with the Capital Beltway eventually may be extended into Washington, instead of to National Airport.

Under questioning by the subcommittee chairman, Rep. John J. McFall, D-Calif., Volpe said he could not divulge details of his subway negotiations, which he described as "delicate."

MAY HAVE DATA SOON

But he did say they involved the District government and members of Congress. He told McFall he hopes to have more information for the subcommittee within 10 days.

Rep. William H. Natcher, D-Ky., chairman of the District Appropriations subcommittee, has blocked release of the District subway funds because he does not believe the city has moved to comply with the 1970 Highway Act that orders construction of the bridge.

Volpe said the bridge problem still is in the hands of U.S. District Court, which stopped construction last year and

ordered new design hearings.

"I am determining what steps to take to most quickly commence construction" of the bridge, he said.

Volpe also confirmed the Tuesday revelation by his undersecretary -- James M. Beggs -- that he cannot produce \$68 million in subway funds for the Washington Metropolitan Area Transit Authority, despite his January statement that the money would be immediately released.

Volpe told the subcommittee he would be violating the law by permitting WMATA to spend \$68 million in matching funds before Natcher releases the District's \$34.2 million.

WMATA, however, may seek bids for construction contracts that would be paid from the \$68 million even though the money may not be spent and the contracts not awarded until Natcher releases the District's funds, he said.

After Volpe's testimony, Beggs told newsmen that he was misquoted in The Star report of what he said Tuesday and contended that Volpe's statement shows the money "is available" to WMATA.

Beggs added that The Star and Washington Post reports of the area transit crisis are liable to kill the subway. He said reporters don't understand government.

IMPRACTICAL, HE SAYS

Volpe also told the subcommittee that a proposed extension of the area subway system to Dulles is impractical because airport users don't want to carry their luggage in a conventional rapid transit car.

He said his plans for an air-tracked cushion vehicle rapid transit line between the Beltway and Dulles would include provisions for separate handling of baggage.

When he announced plans for the \$20 million demonstration project, Volpe said the system eventually would be extended to National Airport. However, he told the subcommittee another option would be to run it from the Beltway into the District.

The extension from the Beltway toward Washington could be constructed along the median strips of the planned Interstate Route 66, Volpe said."

April 6, 1971

It is very seldom that I agree with an editorial in the WASHINGTON POST, but I do agree with the editorial which appeared in the Sunday paper entitled "The Calley Case and The President." This editorial is as follows:

"Those are familiar voices crying out for clemency for Lt. William Calley,

shouting "scapegoat" and "free Calley" and seeking to transform a convicted murderer into some sort of symbol -- all but heroic -- of all the inequities (for us) in a war gone terribly, tragically wrong, trying to turn us away from the brutal realities. Unless our ears deceive, these are in large part the people who gave us the first hard-nosed Vietnam war speech by President Nixon in November, 1970; who gave us Spiro T. Agnew, if you will, and the long equivocation on racial desegregation, and the incendiary law-and-order theme of the 1970 Congressional election campaign, and Judge G. Harrold Carswell -- and Richard Nixon in the White House. In short, while these are not the only voices (as the letters on the opposite page today and yesterday amply demonstrate), what we are hearing loud and clear and what the President is heeding to the exclusion of all else is in large part his own constituency. And because Mr. Nixon (like all Presidents, it is only fair to say) is most acutely sensitive to sharp twinges of pain from his own constituency, it does not seem too much to conclude that this is why he intervened on behalf of Lt. Calley's comfort and personally ordered him transferred from the stockade to his own private quarters, under guard, there to be visited upon by governors and showered with telegrams and gifts and good wishes. It was no big deal, except that the President himself did it; it

could have been done as well by the base commander who had the necessary authority on his own; or the same could have been accomplished by discreetly passing the word. But it was done with fanfare from the White House, so you have to assume the President must have wanted his hand to show in it because he thought it made political good sense.

And you have to assume the same thing, only more so, about the President's announcement yesterday that he will personally review Lt. Calley's conviction specifically for the purposes of including "nonlegal, nontechnical" consideration in the final decision. Since nobody had doubted the President's inherent right to ultimately review the case, why assert it now, with appeals still pending if not to acknowledge and accommodate to the public outcry for clemency?

And that is what is wrong about the President's intervention; it only makes sense -- the way it was done -- politically. In every other way, in a time of national trauma over Vietnam, it makes no sense -- it is in fact a calculated public intrusion at the highest level into a process that should have been allowed to run its course. It is a running away from the very things we are going to have to face up to, not as one constituency but as a nation, if we are to heal the self-inflicted wounds of Vietnam. Because the fact of the matter

is that Lt. Calley is a convicted murderer. True, his case is on appeal -- which is all the more reason not to trifle at this point with the processes. But the fact remains that after a painstaking trial, and after long anguishing by a court composed of distinguished combat veterans of Vietnam, it has been adjudged that Lt. Calley gave way to the cruel pressures of the New War and cold-bloodedly shot to death old men, women and tiny children who were in custody. Those are facts that not even Mr. Joseph Alsop could ignore in his meandering search for extenuating circumstances in a column on the opposite page the other day.

And while it is argued that William Calley is a genuine victim of the war, there were at least 22 others who he stands convicted of murdering. There may have been several hundred wrongful deaths at Mylai that day, and there may be as many as 300,000 or more South Vietnamese, innocent bystanders who have been caught up in the indiscriminate shooting and bombing, who have died. Where is the brandishing of telegrams, the show of White House compassion, for them?

That is part of what is wrong with official encouragement of this one-sided outpouring of sympathy for Lt. Calley. It lies in what this says to our own people and to the world about how the American government values human life.

Another part of what is wrong with it has to do with justice. For what the President is saying to the Army is that at the end of the ongoing judicial processes, now unfolding so belatedly and involving not only Lt. Calley but his superiors, there is a President who will respond to the pressures of politics and the loudest shout. What it says is that while the trials proceed and the fixing of the blame is broadened, nobody is really going to pay because we are not going to have scapegoats, we are going to consider the circumstances and there will be clemency.

Perhaps there should be clemency, in the end; Lt. Calley is a pathetic figure, a victim, we would agree, of a war for which he was ill-prepared and into which both he and his fellow soldiers and citizens were never honestly led. But that is not to say that he is necessarily exceptional, that he should become, alone, a national political pawn, to be paid court to in his private quarters by George Wallace.

There is, among other things, the Army to consider; it made a miserable beginning in its handling of this affair; 18 months went by while an atrocity was concealed and when a newspaperman revealed it, bit by bit, suspicions darkened and attention heightened as they always do when you don't know how big whatever it is that is unfolding will turn out to be.

It is to the Army's credit that when it finally had to face it, belatedly, it did so by the book; it has been trying, we would judge, to deal with the Calley case and the Mylai massacres as they should have been dealt with from the start. Except that it has been forced to do so under the bright light of intense -- and morbid -- public scrutiny. And now, to this anguishing process, has been added a political intervention by the President, and the Army, under new pressure, has felt itself impelled to explain in a "fact sheet" its conduct of the trial in the midst of a public outcry which Mr. Nixon has seen fit to encourage and to cultivate. What we have gotten is government by Western Union when what is vitally needed is presidential leadership."

April 21, 1971

We are now in the process of concluding Hearings on the Second Supplemental Appropriations Bill for Fiscal Year 1971. Again the District officials are requesting \$34,178,000 for the District's share for rapid rail transit construction. An editorial appeared in the WASHINGTON POST on April 19th entitled, "The Bonds For Metro." This editorial is as follows:

"The decision of President Nixon to ask Congress for legislation placing a federal guarantee behind Metro's revenue

bonds demonstrates once again his willingness to help this area get its rapid transit system. If Congress agrees, and the indications are that it will since Representative McMillian is favorably disposed toward the idea, one of the major problems in financing Metro will disappear. The local governments in the area will have to raise \$150 million more than they have already pledged but that ought to be feasible given the public response three years ago when bonds for three times that amount were authorized.

The big remaining problem of Metro is the failure of the District of Columbia to make its last two payments of \$17 million each on time. The District's money has been tied up by Representative Natcher in the battle over the local freeway program and the District has been in arrears since last July. At this point, Metro is able to keep operating only because the suburban communities have made their payments on time. We can't help wondering how these taxpayers will feel if July 1 rolls around again and the District is a full year behind. Beyond that, however, it is worth noting the cost of the delay created by the inability of Mr. Natcher and the City Council to agree on freeways. Not only does it delay Metro's progress -- and each delay will increase total costs -- but the District must pay interest on its debt. The result is that the District now owes more than \$35 million, instead of the \$34 million it was

supposed to pay, and the bill runs upward at about \$40,000 a week."

I have a beautiful painting in my office by Ray Harm. This man has become right famous for his paintings of birds and animals. He is a former Texan and has been a cowboy, a hobo, and a little of everything. For several years now he has lived in Bardstown in the Second Congressional District and has recently divorced his third or fourth wife. They have one or two small children and this is a right pitiful case. An article appeared in the LOUISVILLE COURIER-JOURNAL entitled, "Fuss and Feathers." As a Member of the Board of Visitors at West Point, the Superintendent and some of the others were simply taken in. This article is as follows:

"There are some mighty ruffled tail-feathers here over a bizarre incident involving a gift to the U.S. Military Academy of a picture of the bald eagle, painted by the Kentucky naturalist, Ray Harm.

So far, a U.S. Senator has asked for an inquiry, a trio of generals and a brood of colonels have defended the academy and the office of the secretary of the Army has taken the whole matter "under advisement."

The troublemaker -- from the point

of view of Harm's defenders -- is Ralph I. Stewart, 36, a Vero Beach, Fla., art dealer, circuit court clerk and accountant who says the bald eagle gift is part and parcel of an unsavory commercial scheme on the part of Harm's distributors, a scheme to exploit the name of the military academy and market more than a quarter of a million dollars worth of prints.

Since March, Stewart has peppered official Washington with protests and volleyed complaints by certified mail, to the President, the U.S. attorney general and a shotgun grouping of lawmakers and generals.

And so far at least Stewart has convinced Florida's U.S. Sen. Lawton Chiles that the Army may be acquiescing in an impropriety and has wangled from the academy an admission that Harm's commercial backers have been "overzealous" and have inadvertently stepped beyond their bounds."

Frame House Gallery, Inc., the Louisville concern that has exclusive commercial rights to Harm's work, shrugs off the whole affair. "Stewart's just a nut," said a spokesman for Frame House. "He's sour."

And Harm, almost bewilderedly says, "I swear on my mother's head, I just wanted to give the picture to the academy, and that's that."

It all began last fall when Harm delivered a lecture at West Point on art and the wildlife that he paints in a style reminiscent of John J. Audubon's. After lamenting the virtual disappearance of the bald eagle--the ferocious looking bird spread across the Great Seal of the United States -- Harm offered an original watercolor of the bird to the academy. Academy officials were delighted.

In the next weeks the affair expanded. Not only would Frame House agree to give Harm's picture to West Point -- a picture that can command \$10,000 to \$20,000 in the marketplace -- but it offered a special crested series of 1,000 prints of the picture to cadets, their families and others with close ties to the academy.

The prints would be offered at \$60 each, and Frame House offered to donate the entire proceeds of the sale \$60,000, to the academy's art funds.

What did Frame House get out of the deal?

A "tremendous amount of publicity and good will which the West Point promotion will engender," wrote Frame House in a confidential memo to its dealers around the country.

And in the same memo it spelled out the remainder of the deal. The remaining

4,000 prints of the eagle would be parceled out to dealers; 500 of them signed and numbered at \$75 each; 3,500 of them signed at \$60 each.

Even after the gift of the painting and the \$60,000 of the academy, Frame House could gross \$247,500 on the academy eagle.

With the help of West Point, Frame House has set about promoting the picture. The superintendent of the academy along with West Point's top ranking cadet showed up at a Louisville preview of the painting at the Frame House Gallery on Feb. 21. So did the then commanding general at Ft. Knox, Gov. Louie B. Nunn and a Courier-Journal reporter.

But the reporter later was berated to his editor by Ken Meeker, Frame House's public relations director, who complained in a letter that the reporter had missed "the entire purpose and intent of the project." The reporter's story had focused on comments of the West Point superintendent about a backlash to the Vietnam War and campus unrest, and had said very little of the painting and the Frame House gift to West Point.

On April 6 on the West Point campus there was a brass-encrusted formal presentation of the picture to the academy.

Stewart, meanwhile, was boiling. His own efforts to sell to the academy prints of a college mascot had been rebuffed. And so he began his series of letters -- each accompanied with a sample of one of his gallery's artists. At first he complained that the academy had not asked for bids on its eagle print venture, and then he complained that Frame House was using the name and apparent endorsement of the U.S. Military Academy to sell its remaining 4,000 Harm prints.

Furthermore, he said in an interview Frame House would use the West Point promotion to sell the work of its other licensed artists. "As a taxpayer, I just don't see why I have to go along with that kind of thing," he said.

Sen. Chiles, meanwhile, had asked the Army to make an inquiry into the whole matter. He first received a terse reply from West Point saying that they saw nothing wrong with the gift. "Ray Harm's 'Bald Eagle' is an unsolicited gift, and as such has been processed in accord with applicable Army regulations," wrote the academy's chief of staff.

"I see nothing wrong with the acceptance of this gift," Chiles wrote back, "except that it is becoming apparent that the Frame House Gallery may be using it as the basis for a sales promotion which could possibly have implications that may cause embarrassment in the future."

On April 2 Maj. Gen. William A. Knowlton, superintendent of the academy, replied to Chiles in a four-page letter:

"In this case Frame House, by their own admission, inadvertently stepped beyond their bounds," Knowlton said. "Their notice to their dealers about the new Harm print was, of course, not meant for public eyes. Even so the wording was indiscreet and could imply--erroneously--our endorsement of their product. In subsequent conversation they have, I am pleased to report, been totally candid and apologetic in admitting their over-zealousness. And I am confident there will be no further expression of that kind."

"There is no doubt that Frame House while acting as a foundation for conservation projects, enhances its good name," the general continued. "But careful checking on our part has convinced us that these people are highly principled and much more than just commercially oriented."

The academy, he concluded, would accept the painting and the proceeds of the prints series with pride.

Other branches of the Army meanwhile have been replying to the flurry of Stewart replies. Letters have come from the general staff, from the office of the judge advocate general, from offices

of training and manpower -- all defending the Army's acceptance of the painting.

The office of the secretary of the Army in a spasmodic bureaucratic reaction, has placed the affair "under advisement."

Harm? 'I'm just sorry about all this. I just think this fellow Stewart is trying to sell some of his own stuff on our coattails. We tried to do something for the academy; to help people be aware of the danger to the American eagle, and we run into all this."

Stewart: "As soon as I get my income tax finished, they'll be hearing more out of me," he promised. "You don't think I'm a nut, do you?"

The Soviet Government on Monday of this week put a new satellite called Salute into earth orbit. The Russians called it a scientific station but said nothing about any men being orbited. If the satellite is unmanned, it could be joined by a manned spacecraft that would link up. There have been rumors for a week that the Soviets were preparing for a manned shot and there may be another launching this week. The goal it appears of the Soviet Union is the establishment of orbital space laboratories but so far their space officials have made no announcements concerning the date for such a move.

The Supreme Court now has under consideration the case of Muhammad Ali - Cassius Clay. A Federal Court handed down a five-year sentence for failure to report for induction into the Armed Services and this case is now before the Supreme Court. There is some question about wiretapping and other matters which may produce a decision in favor of Muhammad Ali. This type of decision certainly will not meet with the majority of the people in this country.

We have in Washington today several thousand Vietnam veterans who are marching back and forth up the Hill with long hair and dressed in all kinds of garb. They have been to Arlington Cemetery and the Supreme Court has approved of an order barring the veterans from the Mall at 4:30 this afternoon. The ones that I have seen are certainly no honor to the uniform of this country and I presume that when they received their discharge, in the main, not only the military service was delighted but all of those people who have had to put up with these men while they were in service. Some of these veterans have legs off and they are pitiful, but others are simply rebels and are not only unemployed but simply do not want to go to work.

The Rev. Walter E. Fauntroy was sworn in as the Non-voting Delegate for the District of Columbia yesterday, and you would have thought that there was a presidential inauguration on the steps of the Capitol.

April 22, 1971

Daily we have confrontations here in our Nation's Capital. Yesterday several thousand protesting Vietnam veterans defied the full United States Supreme Court when they bedded down on the Mall last night. After an early rain the veterans crawled under ponchos and other make-shift shelters several hours after the Supreme Court affirmed the order Tuesday of Chief Justice Warren E. Burger banning overnight camps as a violation of Interior Department regulations. There were approximately 1,000 who bedded down and some 600 spent the night on the Mall.

April 26, 1971

Last week the Supreme Court in a unanimous decision held that busing of children to break down the pattern of racial segregation in schooling was legal in every respect. This, of course, is another construction of the Civil Rights Act of 1964 and certainly has caused the Southern States to object.

Last week Jean Claude Duvalier (Papa Doc), life-time President of Haiti died. Just prior to his death he secured enactment of a law naming his fat, nineteen year old son life-time President. This move may not be accepted and the air is very tense in Haiti this morning.

The three Soviet Cosmonauts were sent into earth orbit on Friday and prepared to rendezvous with the unmanned scientific station "Salute" launched four days prior to that time. After spending three days in orbit the cosmonauts safely landed back in Russia.

Over 200,000 peace marchers marched here in our Nation's Capital on Saturday. The demonstration sponsored by the National Peace Action Coalition was the seventh mass antiwar rally held here since November 1965.

Our new Chairman of the Senate District of Columbia Appropriations Subcommittee, Daniel K. Inouye of Hawaii is really issuing statements as to what he intends to do. Without a budget he proceeded to hold hearings and has held hearings now for some four weeks. The District of Columbia budget was not received by Congress until Monday of last week but the good Senator proceeded on. He is making a number of commitments that he will be unable to carry out and one of them is mentioned in the article which appeared in Saturday's WASHINGTON POST entitled "Inouye Pledges D.C. Aid." This article is as follows:

"Chairman Daniel K. Inouye (D-Hawaii) of the Senate District Appropriations Subcommittee pledged yesterday to push for release of \$34.2 million in overdue contributions by the city toward Metro subway construction.

The money, sought by the District government to pay its share of costs for the current 1971 fiscal year, has been blocked in the house because of a continuing controversy over delays of local segments of the interstate freeway system.

Jackson Graham, general manager of the Washington Metropolitan Area Transit Authority, testifying before Inouye, said he regards congressional authorizations for both the freeway and the subway programs as "the law of the land."

"We believe both programs should go forward," Graham said. "Neither should be hostage to the other."

Earlier this week, Metro officials testified in closed session before the House District Appropriations Subcommittee to argue for the same \$34.2 million. What transpired has not been revealed.

The House unit headed by Rep. William H. Natcher (D-Ky.), who blocked the money last year, insisting that the subway construction be accompanied by work on interstate freeways.

Work on several road projects, including the Three Sisters Bridge across the Potomac River near Georgetown, has been delayed by legal and administrative hurdles, creating doubts about Natcher's willingness to free the \$34.2 million.

The money is included in a supplemental appropriations request for the current fiscal year, which ends June 30. Unless it is appropriated, a federal contribution of \$68.4 million, already conditionally released by the U.S. Department of Transportation cannot be spent.

The freeze on the federal funds and the failure to appropriate the District funds would result, Graham said, in the Metro being able to commit only \$225 million this fiscal year, contrasted with the \$376 million that it planned to commit.

Under present plans, construction of the 98-mile Metro rail system is to be completed by 1979. If pending work on the project is delayed a month or two, Graham said in response to a question by Inouye, the cost would be increased by a "fairly modest" \$10 million to \$20 million. A year might cost an extra \$100 million, Graham said.

Inouye made his pledge to support the Metro program at the outset of Graham's testimony apparently in anticipation of a confrontation with Natcher in a conference committee if the House rejects the money and the Senate approves it. He said the situation creates problems, but they are "not all insurmountable."

Inouye also pressed the Metro general manager for a commitment that disabled passengers using crutches and wheelchairs will be able to use the subway system. Inouye lost his right arm in World War II.

Inouye said extra facilities should be added "even if this is going to cost a few extra dollars."

Graham said Metro hopes to install inclined or verticle elevators at its stations in addition to the escalators that will be used by most patrons. He said an application for a federal grant to build and test a prototype inclined elevator is now being prepared, and he hopes the first will be installed at the Judiciary Square subway station."

April 28, 1971

The Non-voting Delegate from the District of Columbia was baptised yesterday. The District of Columbic Committee brought out a bill extending the K-9 Corps here in our Capital City. The Non-voting Delegate, Walter E. Fauntroy, made his first speech and it was a vigorous speech against continuing the K-9 Corps because he said the people in Washington that he represented did not want the K-9 Corps. The K-9 Corps consists of one policeman and a police dog and at one time we had 100 men - dog teams here in the District. Fauntroy and others requested a roll call vote

and the vote was 303 to 70 for extending the K-9 Corps.

Secretary of the Treasury, John B. Connally, the former Governor of Texas and up to the time of his appointment, a strong Democrat, is really taking swings at the Democrats. Yesterday he launched a free-swinging attack on aspirants for high office and politically oriented economists as he described them. He was chiding the private sector, business, finance and labor for their opinions which he maintains are not helping President Nixon and their Government at this time.

April 29, 1971

Some three or four thousand anti-war protestors are still in Washington and yesterday they made a march on the Selective Service headquarters here. There was quite a disturbance and before the day was out some 200 were arrested.

Beginning next Monday the protestors say that they will block the bridges coming into Washington and the arterial highways so that the Government will be brought to a standstill. Judging from the leeway that has been given these troublemakers during the past few weeks, I presume that they will block the bridges and highways. This Administration is leaning over backwards to pacify these people and this to me is the wrong system.

A nineteen-year-old girl said by the Government to have been named by an undercover informant has been arrested here as a material witness with personal knowledge of the March 1 bombing of the U.S. Capitol. This girl was identified as Leslie Bacon, a member of the May Day anti-war protest group which is in Washington this week. FBI officials said she was arrested on top of a roof top trying to allude agents who had raided a commune where she lived at 1747 Lanier Place, N.W. This girl is a white girl and is being held on \$100,000 bail for an appearance before a Federal Grand Jury in Seattle, Washington which is investigating the bomb and other matters relating to national security.

Representative John Dowdy of Texas has received another postponement of his bribery-conspiracy trial due to the fact that the doctors at Bethesda Naval Hospital saying that he is neither physically nor mentally capable of standing trial at this time. Dowdy is charged with accepting a \$25,000 bribe.

April 30, 1971

In a televised press conference last night, President Nixon said he shared the goal of those who are demonstrating for peace in Washington at this time, but that neither he nor Congress would be intimidated by demonstrations.

The President said that his responsibility was to bring peace and not just peace in our time but peace in the demonstrators time which would bring peace for our children and their children. The President emphatically stated that he would not set a date for total withdrawal of U.S. forces from South Vietnam because this would destroy the American bargaining position. Our goal, the President said, would be achieved only when we got our Prisoners of War back and when the South Vietnamese developed the capability to have a chance to defend themselves against a Communist takeover, and if necessary, if the North Vietnamese refused to release the American Prisoners of War, a U.S. residual force will remain in South Vietnam for an indefinite period of time no matter how long it takes. To me this could be for years and years and certainly this action will not be approved by the American people.

May 3, 1971

There are thousands of peace demonstrators in Washington this morning. Yesterday morning about six o'clock the Metropolitan Police suddenly took over down in West Potomac Park and notified some thirty or forty thousand that they would have to move out by noon. This came as a surprise and it appeared for hours yesterday afternoon that this action would disburse most of them and

that we would have no trouble this week. This morning, instead of coming through the Park, I drove down Connecticut to Pennsylvania and then on to the Capitol. I left early enough so that I would not have any trouble. Along the way trash cans were dumped in the middle of the streets and thousands of bottles and broken glass were in the street all up and down Connecticut. At Dupont Circle Underpass they had stuffed the sewer outlets with paper and set the paper on fire. At each end of the tunnel the smoke was coming out but this did not stop traffic. I got here soon enough to miss most of the disturbance. It will continue now for several days and several thousand will be arrested. My guess is that they ~~are~~ really having trouble at the Pentagon this morning.

The EVENING STAR yesterday carried an editorial entitled "Rescue Mission" which said that the rapid transit free-way impasse must be solved. This editorial is as follows:

"Senator Inouye's pledge to seek the release of a \$34.2 million District transit appropriation -- crucial to Washington's regional subway system -- has a special significance because of the strategic position he occupies in the Senate.

In working for the transit money, the man whom Inouye will have to work on

is his direct counterpart in the House, Representative Natcher. Each heads the subcommittee chiefly responsible for city appropriations. The two thus will have plenty of opportunity to get together in the normal course of formulating a workable budget. There may be a number of areas of compromise which might lead to shaking the Metro money loose.

Inouye's manner of doing business, furthermore, ought to command Natcher's respect. While sympathetic to the District's plight, Inouye is no softie, as District officials have learned on more than one occasion to their chagrin.

The best hope now, as far as subway funds are concerned, is that in that same direct manner Inouye and Natcher may join forces in a rational new congressional mandate to break the District freeway impasse which has led to the holdup of subway funds.

Wherever one's sympathies rest in the controversy over highways, the fact is that city and administration officials have engaged in a vast amount of double-talk, not to mention foot-dragging, which has solidified Natcher's determination to hold up the transit dollars. Up to this point, while House and Senate leaders have disagreed strongly on the propriety of that action, the Washington area on each occasion has wound up the loser.

What's needed now is not a confrontation between Inouye and Natcher, but a single House-Senate position, which the two men could evolve, as to exactly what needs to be done to free the transit funds."

May 4, 1971

Thousands of police backed by additional thousands of federal troops arrested about 7,000 anti-war demonstrators yesterday. Although the anti-war demonstrators, known as the Mayday Movement, had threatened to shut down the Federal Government it appeared there were more workers on the way than at any time in weeks. So many were arrested that several thousand had been taken to the Washington Redskins practice football field near the Armory. Some 2,000 attempted to push the fence down around the practice field and were stopped with tear gas.

It makes you feel right sad to see armed soldiers standing on all of the bridges and all along all of the main arterial sections coming into Washington. Just to think that we have reached the point when we have thousands of men and women, especially beatniks, who have made up their mind that the best way to stop the war is to stop the operation of our work here in Washington.

May 5, 1971

Police arrested nearly 2700 anti-war demonstrators in Washington yesterday. Most of those arrested were causing trouble down at the Department of Justice. We still have 8,600 federal troops and national guardsmen patrolling in Washington. Again I say this is a sad day for our Nation's Capital and for our country generally.

May 6, 1971

Our full Committee on Appropriations met this morning on the final supplemental appropriations bill for Fiscal Year 1971. One of the items discussed was the \$34,178,000 item which represents the District of Columbia's Fiscal Year 1971 share for construction costs for the rapid rail transit system now under construction in our Capital City. Some of the interests downtown succeeded in securing the services of Representative Giaimo who sits directly next to me on the Subcommittee and he in turn offered the amendment at the full Committee meeting to restore the \$34,178,000 which our Subcommittee deleted. After some 35 minutes of debate, the Committee voted and Giaimo received three votes. We have 55 Members on our Committee and after the full Committee meeting was over a number of the Members on both sides of the aisle complimented our Subcommittee on the action

that we took and it was really a pleasure to see the great majority of our Members stand with the Subcommittee.

The Hearings on the Supplemental Bill were released yesterday and the good old WASHINGTON POST carries an article in today's paper entitled, "Natcher Maintains Metro Opposition." This article is as follows:

"Rep. William H. Natcher (D-Ky.) apparently is prepared to recommend today that Congress continue to refuse payment of the District's overdue \$34.2 million share of Metro subway costs, a hearing transcript indicated last night.

Mayor Walter E. Washington, appearing April 20 at a closed-door hearing of Natcher's House District Appropriations Subcommittee, warned that a continued withholding of the city's Metro contribution would jeopardize "the very existence of the project itself."

Twice last year -- in considering the regular fiscal 1971 D.C. money bill and a later supplemental bill -- Natcher prevailed in insisting that the city should not get the funds because work has lagged on interstate freeway projects needed to create a "balanced transportation system."

According to the transcript of the April 20 hearing, Natcher flatly accused

"the District officials of . . . making every effort to stall the freeway system" required by congressional acts on 1968 and 1970.

Natcher did not reply directly to the mayor's protest that "the District has attempted to proceed within the bounds of its understanding" although at times "we may have faltered" in dealing with the controversial program.

Natcher also suggested that a \$450 million increase in the earlier \$2.5 billion estimated cost of the 98-mile system might void the 1969 congressional authorization under which the appropriation is being sought.

The Appropriations Committee is scheduled to act today on recommendations made in secrecy by its subcommittees on \$7.7 billion in supplemental requests from federal agencies and the District.

Natcher did not say flatly at the hearing that he would oppose the subway outlay. However, exchanges with the mayor and with Jackson Graham, general manager of the Washington Metropolitan Area Transit Authority, followed the pattern that preceded the earlier rejections.

Graham testified that the Maryland and Virginia suburbs have contributed \$103 million to the Metro project, including \$55.8 million for the current fiscal year.

The Metro has awarded \$180 million in contracts, most of that for construction of the first subway line now being dug downtown Washington, Graham said.

He said the pending request for \$34.2 million would "permit the District of Columbia to meet its contractual obligation to the (Metro transit) authority" for payments that fell due last July 1 and Jan. 1.

Graham told a reporter yesterday that a congressional refusal to release the money would cause a chain reaction depriving the Metro of considerably more than the \$34.2 million.

The Metro hoped to obligate \$376 million this fiscal year, Graham said, but was unable to attempt the sale of \$106 million of its own revenue bonds for lack of a federal guarantee recently endorsed by President Nixon.

Lacking bond money, the District's contribution and related federal matching funds, Graham said, the program was slashed to \$225 million. Part of that was made possible by a \$57 million federal loan, which must be repaid.

Graham told Natcher that the President is preparing to submit legislation to Congress that would grant the bond guarantee and increase the questioned authorization.

Among Natcher's new complaints was the failure of the District and the Department of Transportation to begin a year-long restudy of freeway projects, including the North Central Freeway to Silver Spring, as was required by the Highway Act of 1970.

A Transportation spokesman said yesterday that departmental reviews of the situation are complete and the selection of a consultant to make the study is expected soon."

To still carry on the feud this newspaper in the same issue carries an editorial entitled, "Metro: Another Sudden-Death Playoff Today." This editorial is as follows:

"By now, those of us who try to keep a running score on the fate of Washington's subway system are running out of scorecards, patience and hopes -- to say nothing of comprehension. Nonetheless, it is again time to advise you that Metro is scheduled for another grim test in Congress this morning.

There's really no satisfactory way to encapsulate this serious situation, for the factors that feed Washington's incredible transportation dilemma seem to compound at every turn. But what is in the immediate offing is a session of the House Appropriations Committee, which plans to pass judgment today on the city's

urgent request for \$34.2 million to keep the subway alive.

Now, that may sound overly dramatic but it should not be read as false alarm. Metro cannot afford another delay from Congress, however valid one may find the arguments for punishing the city on other counts -- which has been the case up to now. It is this make-or-break perception of the matter that must govern the committee's consideration of the request this morning.

First, this relatively small request is the one that was already sought and denied by Congress twice last year. It is the District's share (all other seven participating suburban jurisdictions have paid in full) for the fiscal year that ends next month. It is also the amount to which \$68 million more in federal funds is tied (of which \$57 million has been temporarily and somewhat shakily covered by a loan from the Department of Transportation.)

Furthermore, the sale of bonds and future suburban support both depend on assurances that the project is proceeding; without such assurance by July 1, Metro could collapse financially. Neither the suburban taxpayers nor the bond investors can stand any more risk, even with a pending proposal from President Nixon for a federal guaranty of the bonds.

Up to now, Rep. William H. Natcher (D-Ky) as Chairman of the Appropriations Committee's District subcommittee, has been able to convince a majority of the Congress to uphold his actions in delaying subway money for a variety of reasons and objectives that deserve fresh examination in the light of Metro's grave condition.

Mr. Natcher -- and many of his colleagues -- are annoyed at the District government's responses, or lack of them, to the various highway acts. The city's failure to carry out congressional freeway orders promptly is interpreted on Capitol Hill as flagrant disregard for the law of the land, as grounds for withholding subway money.

This time, Mr. Natcher, is saying further that the entire subway system "must now be reauthorized" because the over-all cost exceeds the money ceiling originally authorized. Is he telling us that those holes already in the ground need to be "reauthorized"? Should we forget the subway system for this reason?

Of course not. What committee members should consider today is too serious to be confused by this technically questionable threat or by attempts to drag freeway problems into the subway crisis in the name of "balanced transportation." To continue to toy with subway money is also to punish the suburbs

for things beyond their control. Even to deny the money now and negotiate with the Senate later would be irresponsible.

Mayor Washington, calling the subway system "the lifeblood of the national capital region for the future," laid it on the line last month in testimony before the Natcher subcommittee:

"I believe if this nation's capital does not survive, a great deal of America has a grave problem, if not the world. I want to be among those who see it prosper, see it move ahead. I think this is important to all of us, important to the nation today. That is why I made this plea so impassionate." "

May 7, 1971

On Tuesday of next week our Committee on Appropriations will bring up the Supplemental Appropriations Bill for 1971. Representative Giaimo who sits next to me on the Subcommittee on the District of Columbia Budget will, according to his statement to the media, offer an amendment to restore the \$34,178,000. An article appeared in today's WASHINGTON POST entitled "Metro Funds Fight Set." This article is as follows:

"A House floor fight to restore \$34.2 million for Metro subway construction was promised yesterday by four members of the House Appropriations

Committee after the Committee again refused to release the money.

The dissenters, led by Rep. Robert N. Giaimo (D-Conn.), defended the District government against accusations that it has lagged in congressionally ordered freeway construction.

They declared that the Metro "is a sound and profitable investment" for the federal government and the Washington region and should be built on schedule.

Their dissent was the first such move by prosubway committeemen in the five years since Rep. William H. Natcher (D-Ky.) and his District Appropriations Subcommittee began an intermittent withholding of subway funds over disputes involving construction of freeways in D.C.

Natcher recommended again yesterday, for the third time in this fiscal year, that the \$34.2 million -- the District's share of current Metro construction costs -- be refused. The voice vote was taken behind closed doors.

The subway money is included in a supplemental money bill providing \$6.9 billion to numerous federal agencies and the District.

Giaimo ranks just behind Natcher on the District Subcommittee and was expected

to succeed to the chairmanship this year until Natcher decided to stay on. Giaimo announced plans for the floor fight next Tuesday as he emerged from the session.

He said the dissenting report asking the House to restore the money was signed by two freshman members of the District Subcommittee, Reps. David R. Obey (D-Wis.) and Louis Stokes (D-Ohio), and by a senior member of the full committee, Rep. Silvio O. Conte (R-Mass.).

They clearly face an uphill fight in a House that is usually reluctant to challenge the powerful Appropriations Committee. Recently, however, the House decisively refused funds that were proposed for the supersonic air transport.

The basic strategy of the dissenters, one insider said, is to crack the facade of solid support previously enjoyed by Natcher in withholding the subway money. This, he added, could make it easier for Senate conferees to prevail when the money bill goes to a House-Senate conference.

There is no controversy in the Senate over releasing the \$34.2 million.

However, Sen. Daniel K. Inouye (D-Hawaii), Natcher's counterpart in the Senate, was reliably reported yesterday to be worried that a defeat of prosubway

forces on the House floor might make it harder for him to prevail in conference.

The Appropriations Committee's majority report on the subway money, submitted by Natcher, said the Committee will be willing to reconsider the rejection "at a later date . . . in anticipation that the current highway-subway impasse will be resolved."

Giaimo's minority report dealt directly with this point. "The District must, of course, comply with congressional directives," it said, "and we feel that it is in substantial compliance with appropriate directives of the Highway Acts" of 1968 and 1970.

The 1968 act required, among other projects, prompt construction of the Three Sisters Bridge. Work began but was halted by court order pending additional administrative steps that are now being taken.

The 1970 act called for a year-long restudy of three other interstate freeway projects, including the North Central Freeway to Silver Spring. This week, a Department of Transportation spokesman said a study consultant soon will be hired.

Carlton R. Sickles, board chairman of the Washington Metropolitan Area Transit Authority, said the continued

refusal of Congress to provide the District funds threatens to erode solid suburban support for the Metro and otherwise destroy the program's complex financial program."

May 10, 1971

The big battle on the freeways and subway impasse takes place tomorrow. An article appeared in Saturday's Evening Star entitled, "Metro Proponents Challenge Natcher." This article is as follows:

"A last-ditch effort to override Rep. William H. Natcher, D-Ky., and release District subway funds is being made in the House of Representatives.

Several members of the House District Appropriations subcommittee have challenged Natcher, chairman of the subcommittee, who has successfully blocked release of \$34.2 million in subway funds on two previous occasions.

Rep. Robert N. Giaimo, D-Conn., the second-ranking Democrat on the subcommittee, has promised a floor fight to amend the District supplemental appropriations bill to include the funds.

Gude Backing Effort

And Rep. Gilbert Gude, R-Md., has written his 434 House colleagues, seeking

support for Giaino's efforts.

"We urge you to support Rep. Giaino tomorrow (Tuesday) in his effort to amend the supplemental appropriations bill to include the \$34.2 million--the District of Columbia's share in subway construction funds," Gude wrote.

The letter, to reach each House member tomorrow, continues:

"There is no sensible basis for holding up these funds any longer, particularly in view of Congress' earlier commitments (1966 and 1969) to fund the subway program. . .

Highway Work at Crux

"It appears that the District government has complied with all elements of the law and we fear that any further delay in the release of the \$34.2 million will endanger the very life of this vital project."

The matter is being taken to the floor after a split voice vote in committee again upheld Natcher's contention that the city is not moving to comply with certain highway construction plans.

Natcher told the committee he is not opposed to the subway but feels the District should build the freeways and Three Sisters Bridge authorized in var-

ious highway acts.

Giaimo, along with Reps. David R. Obey, D-Wis., and Louis Stokes, D-Ohio, signed a minority report urging that the subway money be appropriated.

Subway officials have said they are not merely threatening--that the subway's very future depends on the District's share of the funds.

They have pointed out that other jurisdictions which are a party to the Washington Metropolitan Area Transit Authority compact--created by Congress--dutifully have contributed their share of funds.

The District presently is incurring late fines of about \$2,000 daily because of its non-payment.

Subway officials also believe that the Metro's shaky position on the New York bond market--causing President Nixon to ask Congress to approve a federal guarantee of bonds--may be due in part to Natcher's hostage tactics.

The minority report said the city is ready to build the Three Sisters Bridge but the U. S. Department of Transportation has failed to certify the safety of bridge designs without further testing.

Transportation Secretary John Volpe has attempted to shake loose the federal share of the District's matching funds only to learn that it cannot be done without strings until the District's share is in hand."

In the same issue of the Evening Star an editorial appeared entitled "Subway Revolt". This editorial is as follows:

"Finally, after all these years, something new has been added to the congressional fight over Washington's subway funds.

Last Thursday, following Representative Natcher's lead, the House Appropriations Committee once again voted to keep a \$34.2 million D.C. subway appropriation in deep-freeze pending a further break in the city's freeway impasse. But this time, breaking with past practice, four committee members have filed a minority report aimed at directly contesting that action.

Thus, the stage is set for a House floor fight--possibly a major fight--when the issue is called up next Tuesday. We hope the revolt succeeds and the transit money is freed, for that would be the best way out of a very serious dilemma.

The continued withholding of this appropriation has by now endangered the

entire subway program. While other local governments of the Washington area have without exception been meeting their contractual fiscal obligations to the transit system, the District of Columbia has been unable to do so through no fault of its own. This is a grievous inequity, quite apart from the severe threat it poses to the Transit Authority's delicate fiscal schedule.

Furthermore, the unavailability of these local funds precludes the use of a much larger sum in federal matching money already appropriated. And the net effect of this, as the minority report notes, is to place Congress in the anomalous position of "supporting with one arm what it is opposing with the other."

Yet, for all the truth of those concerns, next Tuesday's revolt will be an uphill struggle, and it would be dishonest to pretend otherwise. Natcher has gone to the mat in House debate on this issue before, and he has not been repudiated yet. Whether the outcome is different this time, therefore, is apt to depend not so much on the need for the subway, which everyone accepts, as on the debate over Natcher's contention that city and federal officials have failed to comply in good faith with Congress' freeway-building demands.

To restate our position, we urge

the House to clear the subway funds immediately, and to couple that action with a clear-cut new demand for action on the highway construction previously ordered.

In its brief report rejecting the subway funds this week, the full House Appropriations Committee expressed an "anticipation that the current highways subway impasse will be resolved." That language is more conciliatory than the committee has used in the past, and it strongly suggests that with a little more effort on the part of Mayor Washington and the White House, an agreement can be reached."

May 11, 1971

Today we will have the Second Supplemental Appropriations Bill on the Floor of the House. The big fight will be over the \$34,178,000 which our Committee on Appropriations deleted.

An article appeared in yesterday's WASHINGTON POST entitled, "Metro Delays Scored." This article is as follows:

INOUE SAYS WHITE HOUSE IS TO BLAME

Sen. Daniel K. Inouye (D-Hawaii) blamed the White House yesterday for Rep. William H. Natcher's continued refusal to release money for the Metro subway system.

Inouye, chairman of the Senate Subcommittee on the D.C. Budget, said the White House had not mustered "the push that's necessary" to convince Natcher, the Kentucky Democrat who is Inouye's House counterpart, to release the funds.

The Senator, in an appearance on WRC-TV's "Dimension Washington," also disclosed that he plans to cut about \$30 million in construction funds from city spending requests now before his Committee.

Inouye would not specify which projects would be cut, but he said the trim would not include the \$34.2 million in Metro money that Natcher has withheld.

Inouye said he would continue to press for release of the subway funds, but said he could understand Natcher's position.

"In some ways I agree with him," Inouye said. "I can't help but feel that certain people in the Department of Transportation have not been pushing this the way they should.

"If the White House had come out forthrightly and assured those for a highway system that it would be built, I'm certain the Metro would be built," he said.

Natcher's House Appropriations Subcommittee on the District last week again

refused to approve \$34.2 million for Metro subway construction because of dissatisfaction over progress on city freeways.

A floor fight is expected when the full Committee makes the recommendation to the full House.

At the root of the problem, Inouye explained in a telephone interview yesterday, is that the Transportation Department "has been a little slow" in proceeding with the congressionally ordered one-year restudy of the North Central Freeway.

"Someone has been dragging his feet, and it's noticeable to many, not just to Mr. Natcher," Inouye said.

Administration officials had been predicting for some time that Natcher would release the subway money.

Transportation Secretary John A. Volpe said last month that he had talked to Natcher.

"When we get down to the crunch . . . once we are able to lay all the facts before Congress, I'm very hopeful that they will be convinced that we mean business and release the money," the secretary said.

Volpe also had said his department was committed to carrying out the freeway

orders mandated by Congress.

An aide to Volpe, who asked not to be identified, said yesterday that Volpe's position has not changed, but that the department would have nothing official to say until they studied a transcript of Inouye's remarks.

The aide cautioned, however, "All the facts are not in yet."

Some \$30 million in construction requests will be cut, Inouye said, because the city failed to follow proper budget procedures.

The city's requests were made in a plea for more funds for the current year. Inouye said such supplemental requests must meet one of three presidential criteria in order to be considered:

They must have urgency, must have been unforeseen, or must be necessary to forestall rising costs. If not, the city should include the requests along with the regular full budget for next year, he said. He advised the city to do so with the construction projects.

Included in the city's request is money for transferring Washington Technical Institute to a permanent site elsewhere on its tract at Connecticut Avenue and Van Ness Streets NW; more classrooms for D.C. Teachers College; a water

pollution control plan at Blue Plains; a second youth center at Lorton Reformatory and planning funds for a new police station."

According to an article in this morning's WASHINGTON POST, a fight is on to get Metro funds. It appears that my friend, Representative Robert N. Giaino, will win. This article is as follows:

"When the House votes today on whether to give Washington more money for its subway, the roll call will test both the attitude of the 92nd Congress toward the nation's capital and the ardor of the White House for the transit program here.

Rep. Robert N. Giaino (D-Conn.) will lead the first challenge on the House floor against five years of subway fund-withholding tactics by Rep. William H. Natcher (D-Ky.) Giaino was reportedly optimistic that the \$34.2 million being withheld by Natcher will be restored.

"You don't go into these battles if you're going to lose," a Giaino aide said yesterday, ticking off efforts by sympathetic House members and national conservation groups.

On the eve of the District's first legislative battle of the 4-month-old congressional session, however, it appeared that a crucial element of backing for Giaino's move -- support from the Nixon administration -- was missing.

The White House press office did not respond to inquiries on what steps, if any, the administration is taking. A spokesman for the Department of Transportation said that agency "certainly wouldn't get into anything that would infuriate the Appropriations Committee," which voted last week to withhold the subway money.

An aide to House Minority Leader Gerald R. Ford Jr. (R-Mich.) said he would support the Appropriations Committee's refusal to grant the money.

Even the Washington Metropolitan Area Transit Authority, whose program is threatened by the fund freeze, steered clear of involvement. Legally and officially it's a District government problem, Jackson Graham, Metro general manager, explained.

The city government has also kept its involvement quiet, although Deputy Mayor Graham W. Watt has been in on strategy decisions. The city government reportedly is seeking to persuade some undecided Republican congressmen to include the subway funds.

Mayor Walter E. Washington left town yesterday for a Bermuda trip on his first vacation since taking office.

"I don't think the kind of clout we need is going to come from downtown," said the aide to one congressman who has

repeatedly predicted an early solution to the dispute and the release of the subway money. "It's pathetic."

Yet, in many respects, the campaign to release the money is following a blueprint that could become the model for future congressional disputes affecting the city.

Giaino is seeking not only the backing of liberal Republicans and Democrats, whose support should be nearly automatic, but also the support of nationally based pressure groups. Giaino apparently has succeeded in convincing conservation groups that a subway will cut pollution and is therefore an environmental issue.

The Democratic Study Group (DSG), which claims a membership of more than 100 House liberals, put the Metro debate on its "special alert" list. Also, Rep. Gilbert Gude (R-Md.) planned to contact fellow members of the Wednesday Morning Club, a group of about 30 GOP liberals.

Gude was joined in a letter to fellow members by Rep. Donald M. Fraser (D-Minn.), past president of the DSG, urging restoration of the funds.

"Any further delay . . . will endanger the very life of this vital project," the letter warned.

Spurred by Del. Walter E. Fauntroy (D-D.C.), the 13-member House Black Caucus is lending its backing. Fauntroy also called the White House to solicit support.

A nationwide campaign for restoration of the subway money was launched by the Sierra Club, a conservation group, and its newly formed affiliate, the Highway Action Coalition, which favors mass transit over freeways in urban areas.

Following the same tack, the Friends of the Earth wrote congressmen saying the vote on the subway money was an "important environmental issue" that will be publicized in reports to chapters and members around the country.

Robert Waldrop of the Sierra Club's Washington office said other like-minded groups around the country were asked to send telegrams to hometown congressmen.

Waldrop worked from a list of lawmakers who voted to scrap the supersonic transport program, which was bitterly fought by environmental protection groups.

"The very name of Natcher increases the pulse rate among antifreeway people across the country 10 times or so," Waldrop said.

Natcher's position in withholding subway money intermittently over a five-year period, has been that the District

has lagged in building interstate free-ways and bridges required by acts of Congress.

Natcher and Giaimo almost surely will clash on the question of whether the city has complied. Giaimo allies also will raise the specter of suburban defection from support for the \$2.98 billion Metro program.

Rep. David R. Obey (D-Wis.) one of three who have joined Giaimo in signing the dissenting report, said the subway is not foremost in his mind.

"I'm much more interested in hospitals and schools," he explained, "but I don't want to see the subway lost in a phony controversy. If they have some other objection, let them get it out in the open." "

May 12, 1971

The vote was 219 to 170. Billions of dollars were at stake and I was amazed at some of the shenanigans that I learned had taken place before the vote and while we had the Amendment on the Floor under the Five-Minute Rule. Some are mad and some are happy but we still are of the opinion that the High-ways Acts of 1968 and 1970 must be complied with in full. In other words, the law must be complied with by the District of Columbia.

The WASHINGTON NEWS on its front page carried a statement which reads: "Did House Vote For Trackless Waste? Metro: 'Only Enough Money For Tunneling'. The story is as follows:

Metro! Only Cash For The Tunnels

"Congress' refusal to release \$34.2 million in Metro construction funds today leaves subway builders here with money in the bank to finish five miles of tunnel, but without funds to put anything in it.

According to Metro spokesman Cody Fanstiehl, contracts have been let for construction of the first five miles of tunnel, but -- in the unlikely event that Congress continues or refuses to fund the project -- there would be no money for tracks, trains, or the communications system that keeps a subway moving. The project would grind to a halt, Mr. Fanstiehl said, in about 2½ years.

The District's delegate to Congress, Walter E. Fauntroy, today accused the Nixon Administration of failing to push for Congressional passage of the defeated \$34.2 million bill.

Instead of giving the Metro funding a green light, the House bowed to the objections of Rep. William Natcher, D-Ky., chairman of the District Appropriations subcommittee, and backed him 219-170.

Mr. Fauntroy said in an interview: "If we had had strong administration support we would have won." Altho both President Nixon and Transportation Secretary John Volpe have repeatedly said they support the proposed 98-mile system, many Republicans, including Minority Leader Gerald Ford and Rep. William Scott of Virginia voted against releasing the money--the city's 1971 share of costs. That means \$68 million in federal matching funds is also tied up.

The Senate is expected to approve the \$34.2 million and the next major battle by the prosubway forces will be fought behind closed doors in a conference between House and Senate members. Senators will argue for release of the money but House conferees will probably include Rep. Natcher and Rep. George Mahon, D-Tex., who will oppose the measure.

Mr. Fauntroy says he is going to study that list of 219 colleagues who voted against releasing the money and send around some of his "citizen-lobbyists" to see if they can change a few minds.

Rep. Natcher was the star performer in yesterday's heated debate, accusing District officials of "refusing to obey the law" by not moving ahead on the freeway construction Mr. Natcher wants. He repeated that he does not oppose the

subway but wants a balanced highway-rail system.

But Rep. Samuel Stratton, D-N.Y., argued, holding up the funds "shouldn't be the decision of one member." And Rep. Robert Giaimo, D-Conn. sponsor of the amendment to break the money loose, said: "How difficult it is to do something for the District we think is right."

Thruout the two-hour debate many Natcher supporters argued District officials had deliberately flouted the will of Congress by not building the highways Congress ordered.

Rep. Wayne L. Hays, D-Ohio, said: "I'm up to my ears in crocodile tears about the citizens of the District. I say you build a balanced system or you don't build anything. There is a band of faceless people downtown saying we'll build what we want to build."

Joining Mr. Fauntroy in a rare moment of accord, was Rep. Joel Broyhill, who said: "Any delay will be extremely costly."

And there were a few congressmen still opposed to building the subway at all even tho construction has started.

"It's a great waste of federal money," said Rep. Clarence D. Long, D-Md. "An underground SST. If you want to use alliteration you could call it a subterranean SST."

Yesterday's no vote -- the third one this fiscal year -- means that \$68.4 million in matching federal money will not be released, and it means that the suburbs, which have already paid up their share of construction bills, may threaten to hold up further funding.

Jay E. Ricks, a member of the Arlington County Board and first vice chairman of the Washington Metropolitan Area Transit Authority board of directors, said yesterday, "I feel that unless this thing is straightened out by July 1, I cannot recommend to our country that we put up the \$4.5 million that is due." "

The EVENING STAR front page headline is as follows: "D.C. Loses On Metro, But Wins A New Ally," This story is as follows:

"The fight in the House was bitter and nearly two hours long. When it was over, the District again had lost its subway money. But rapid transit for the area gained a forceful new friend in Rep. Robert N. Giaimo, D-Conn.

Without Giaimo at the head of the revolt against Rep. William H. Natcher, D-Ky., yesterday, the vote against the funds would not have been as close as the recorded teller count of 219 to 170.

The House establishment -- the committee chairmen, the Democratic and

Republican leaders -- stood in unwavering ranks behind Natcher, chairman of the District Appropriations subcommittee.

The Natcher subcommittee and the full Appropriations Committee have refused to recommend appropriation of the \$34.2 million that represents the District share of subway construction costs for this year.

As the second-ranking Democrat on the subcommittee, Giaino never before had bucked Natcher in public "I like to work within the system . . . but after two years of no subway money . . . the time has come," Giaino explained. If the Senate, as expected, approves the subway money, the matter must be resolved in a House-Senate conference. Yesterday's vote will prevent the House conferees from telling their Senate counterparts that the House solidly opposes the subway money.

Natcher told the House the District should not have the funds until it agrees to follow congressional road-building orders. We've been "fooled" before by the District, Natcher said.

He explained that he will consider the money again while holding hearings on the District budget for the new fiscal year that begins in July.

Rep. John Klyczynski, D-Ill., chairman of the House Roads subcommittee, was

more specific. He said the city may have the funds in 30 days if the U.S. Department of Transportation moves to do its part in resuming construction on the Three Sisters Bridge.

Giaino urged his colleagues to "act like men" and remain aloof from the local freeway squabbles.

"The ping-pong game played with transit in the District of Columbia" makes Chinese ping-pong diplomacy "look anemic," added Rep. Silvio O. Conte, R-Mass., in support of the funds.

But Rep. Wayne Hayes, D-Ohio, seemed to speak for many subway fund opponents when he arose and said he's "up to my knees in crocodile tears for the people of the District . . . you got a bunch of faceless people downtown . . . agents for people who are going to make a bundle . . . who say we'll take your money, but we'll make the decisions."

District Del. Walter E. Fauntroy, Democrat, closed his eyes in anguish as he heard Hayes.

Rep. Joel T. Broyhill, R-Va., and Gilbert Gude, R-Md., spoke in favor of the funds. They and Rep. Lawrence J. Hogan, R-Md., voted for the money. The other area congressman, Rep. William L. Scott, R-Va., spoke in support of Natcher and voted against the funds.

Giaimo said the pro-subway fund forces might have won if the Nixon administration had actively solicited votes for the measure. He credited much of his support to those concerned about the environment and who view rapid transit as a way to prevent air pollution caused by emissions from automobile engines."

The good ole WASHINGTON POST right in the middle of the front page carried the following headline: "Subway Fund Bid Defeated - House Floor Vote Upholds Rep. Natcher."

"The District lost its battle on the House floor yesterday to win immediate release of an overdue \$34.2 million to continue Metro subway construction, but the vote of 219 to 170 was closer than either side expected.

Action on a teller vote followed 90 minutes of spirited debate that centered, as in the past, on the relationship between the Metro and the increasingly controversial interstate freeways and bridges in the District of Columbia.

Final passage of the bill, without the subway funds, is expected today. The action would send it to the Senate where the subway money appears certain to be restored. The showdown will follow in a joint Senate-House conference committee.

Rep. Robert N. Giaino (D-Conn.), who led the first challenge on the House floor against five years of intermittent subway-fund withholding tactics by Rep. William H. Natcher (D-Ky.), predicted that the vote would strengthen the hand of the Senate conferees.

Natcher, the chairman of the House District Appropriations Subcommittee, and Giaino, its next ranking member, agreed that the disputed freeway and bridges should be built in the District.

"We can work out the highway problems, but let us not hold the subway hostage . . . stopping construction that already is under way," Giaino pleaded.

"I am for a rapid rail system and I am for a freeway system," responded Natcher, "but at the same time let's not destroy the freeway system . . ."

Giaino won some of his staunchest support from three Washington area colleagues, Reps. Joel T. Broyhill (R-Va.) and Gilbert Gude (R-Md.) and Del. Walter E. Fauntroy (D-D.C.).

The push for the subway funds, the District's first legislative battle of the 92nd Congress, failed to win backing from the Nixon Administration or the Democratic and Republican leaders of the House.

It gained most support from House liberals of both parties, spurred by last-minute lobbying by national conservation organizations.

In a surprise action, Rep. William L. Scott (R-Va.), whose Eighth District includes most of Fairfax County outside the Capital Beltway, supported Natcher.

For lack of freeways, Scott said, his constituents find it frustrating to have to "find some side road to come into the District of Columbia to get to work."

The only out-and out attack on plans for the 98-mile Metro system was made by Rep. Clarence D. Long (D-Md.), whose Second District includes the north-eastern suburbs of Baltimore. He called the subway "a disaster" and said federal offices should be moved from Washington to the suburbs to reduce traffic congestion.

Giaimo and Rep. John C. Klyczynski (D-Ill.), chairman of the House Roads Subcommittee and an ally of Natcher, agreed that the vote in favor of restoring the subway money was greater than anticipated.

Giaimo said he would have considered 130 votes a strong showing, and noted that a future swing of 25 votes would change the outcome. "I think the

result of it is that we are going to get this thing resolved." he told a reporter.

Klyczynski said he was surprised that the challenge mustered more than 90 to 100 votes.

The whole freeway-subway impasse could be ended within 60 days and the money released, Klyczynski said, if Secretary of Transportation John A. Volpe were to take a strong hand.

Later he told a reporter that his Roads Subcommittee agreed in December to give the District and the Transportation Department a year to study the North Central Freeway and other projects. Volpe has the issue pending in his department and has not acted, Klyczynski said.

The Public Works Committee met privately with Volpe on Monday, Klyczynski disclosed. Volpe and his aides "showed up with maps and pointers and all that to give us a briefing," Kluczynski said, "and I told him that I've seen enough maps; I said give us some action."

In past controversies that have delayed or sidetracked Washington freeway projects, notably the Three Sisters Bridge, most of the congressional criticism was directed at the District government. That was almost entirely lacking yesterday.

The \$34.2 million involved in the debate is only a small portion of the ultimate \$2.98 billion cost of the Metro system. But it represents the District's share for the current fiscal year and is now months overdue. The suburbs have already contributed their share.

Without the \$34.2 million, the Metro cannot qualify for \$68.4 million in matching federal funds that already has been appropriated, making a total of \$102.6 million that would be available for construction.

Three times this fiscal year -- in the regular fiscal 1971 D.C. appropriation bill; in a supplemental money bill in December, and in another supplemental bill last week -- the Appropriations Committee has sided with Natcher in voting to withhold the money.

The latest such action produced the challenge led by Giaimo with support from three Appropriations Committee colleagues.

In his minority report challenging Natcher, Giaimo warned that the continued withholding of the District share might cause the suburbs to stop contributing money.

The first explicit threat of such suburban resistance was voiced following yesterday's vote by Jay E. Ricks, a

member of the Arlington County Board and the first vice chairman of the Washington Metropolitan Area Transit Authority board of directors.

"I feel that unless this thing is straightened out by July," Ricks said, "I cannot recommend to our county that we put up the \$4.5 million that is due (for Metro)."

Natcher, during debate, said his Subcommittee will consider the \$34.2 million along with \$48 million for fiscal 1972 when hearings begin soon on the 1972 District budget.

Natcher lost one key ally yesterday when Broyhill, a strong supporter of the Three Sisters Bridge, urged the House to provide the funds now.

Although he called resistance to laws requiring bridge and freeway construction in the Washington area "a national disgrace," Broyhill declared that the subway system should be disengaged from that issue because it is "essential to the economy of the area." He and Gude said the subway will cost more if delayed."

May 13, 1971

I should write the story of the rapid rail transit - freeway impasse

when this matter is finally resolved. The story to a great extent would be quite interesting when all of the facts are set forth concerning bonds, big companies that are involved, law firms in New York City, Connecticut, Massachusetts, and Washington, D.C. and certain other right interesting matters. At least so far we are trying to make them be honest and to put all of the facts on the table where the people can see just what is taking place.

The vote of 219 to 170 still rankles some of the people. An editorial appeared in today's EVENING STAR entitled "Back To Volpe." Some of this editorial is unfair and this is quite unusual from the standpoint of the EVENING STAR and some of the editorial is fair to all parties concerned. The EVENING STAR apparently is not selling as many papers as it desires and has switched over a little to the tactics of the good old WASHINGTON POST. The editorial is as follows:

"This region's thanks are due Representative Robert Giaimo, and 169 of his colleagues, for a courageous assault on the House of Representatives' power structure last Tuesday on behalf of Washington's beleaguered subway system.

The switch of a mere 25 votes, among nearly 400 cast, would have broken Representative Natcher's strangle hold on

the District's subway appropriations. That result would have been achieved, as numerous members have noted, had the House leadership of either party given this effort the slightest support. For what consolation there may be in the thought, Tuesday's 219-to-170 vote demonstrated that a larger ratio of the House membership than anyone imagined has become thoroughly fed up with Natcher's tactic of holding subway funds hostage to construction progress on freeways. Those of us who believe that the transit system is vital to Washington's future may also take heart that so many House members obviously agree.

But despite those considerations, Natcher did prevail. The leadership ranks on both the Democratic and Republican sides of the aisle did not crack, but refused, as so often in the past, to repudiate the prestigious House Appropriations Committee. And the net effect of all this is to leave the subway program in no less precarious a position than it was in before.

There is little doubt that the Senate, in acting on the supplemental appropriation bill, now will vote to restore the \$34.2 million in District transit funds deleted by the House. And there is some thought, in view of the surprising House vote, that when the issue arises in a House-Senate conference the House conferees may roll over and play

dead in the absence of any further developments in the freeway controversy. But that, in our view, is wishful thinking.

The House debate made it amply clear that an agreement on the subway funds will materialize as soon as the administration provides some tangible evidence of a willingness to start working honestly in behalf of a very modest amount of freeway construction, ordered by Congress to supplement the rapid-transit system. While we think it is wrong to hold the subway funds hostage, for any reason, the demand for a showing of good faith on freeway commitments is entirely reasonable.

Transportation Secretary John Volpe should stop dragging his feet, and comply with that demand."

An article appeared in today's issue of the EVENING STAR entitled "Metro Officials Plan New Offensive for Funds." This article is as follows:

"Officials of Washington's fledgling subway system -- wounded, but not fatally, by this week's setback in the House -- are planning a new offensive.

The House voted 219-170 Tuesday to, in effect, back Rep. William Natcher, D-Ky., in his fight to force the District to begin construction on the Three Sisters

Bridge and certain freeways before releasing the District's \$34.2 million share of subway funds.

But the appropriations bill now goes to the Senate and subway officials said they are virtually certain that the \$34.2 million will be reinstated.

DOT AID SOUGHT

This will throw the question into a conference of the House and Senate. But even more important, it will give subway officials time to mount a new offensive.

In the interim -- expected to be about two or three weeks -- efforts will be made to enlist the aide of the Department of Transportation.

DOT has balked at approving the start of the bridge pending testing of a model of one of the designs -- a graceful span without center supports.

But DOT's own engineers have publicly stated that the two designs approved for the bridge will require certain basic work which could be begun now.

So if DOT approves beginning construction, this will undermine Natcher's most telling argument against release of District subway funds just in time for the House-Senate conference.

Also subway officials are painfully aware that the White House did nothing to help persuade any of the 117 Republicans who voted with Democrat Natcher to shake loose the District's share. The District's share also is the key to federal matching money promised by Transportation Secretary John Volpe.

FRIENDLIER ATTITUDE

Indicative of the friendlier attitude toward the Metro on the Senate side is this comment yesterday by Senate District Committee Chairman Thomas F. Eagleton, D-Mo.: "It is my fervent hope that someday the subway can be given a sense of being a continuing project.

"It's difficult to go to the New York bond market with a situation like we have here. One moment the future of the subway may look secure and then the next moment prospects may look dim. This makes bond sales difficult."

Some effort may be made to enlist White House support similar to the effort made at winning an endorsement from President Nixon of a federal guarantee of subway bonds.

MAY BECOME SKITTISH

At this point, the chief fear among officials of the Washington Metropolitan Area Transit Authority is that the House defeat may cause a psychological stampede among suburban jurisdictions.

The suburbs dutifully have produced their shares of subway funds as prescribed under the WMATA compact, but there is evidence that some may become skittish.

Jay E. Ricks, a WMATA board member representing Arlington, said he may not recommend that Arlington contribute its \$4.5 million shares unless the funding crisis is resolved.

But he said reports that he is talking about recommending a complete pull-out are erroneous.

For the moment, the House setback will delay the award of some additional design and construction contracts, said Schuyler Lowe, comptroller of the subway agency.

"But we're not out of business by any means," he said, noting that WMATA still has \$499 million to keep the project moving.

TACTICS CRITICIZED

Lowe pointed out that Natcher has maintained from the outset that he is not opposed, per se, to the subway -- merely to what he feels are the dilatory tactics of the District in not following existing law as outlined in the 1968 and 1970 Highway Acts.

Lowe said subway officials also have emphasized repeatedly that the \$2.98

billion subway system is designed to complement the freeway system rather than stymie it.

Rep. Joel T. Broyhill, R-Va., suggested that President Nixon may be the only one who can rescue the subway.

Broyhill, in a statement yesterday, said: "I am appealing to the President . . . to provide the necessary leadership to move the subway, freeway, bridge controversy off dead center . . .

"We also have been assured of full funding for the subway system by the overwhelming majority of the Congress if we will proceed with the construction of" the freeways and the Three Sisters Bridge.

POTENTIAL OF VOLPE

Some observers feel that Volpe -- with one telephone call -- could virtually resolve the crisis by ordering construction to begin on Three Sisters without awaiting results of model tests to begin in July.

One reason the White House did not involve itself in the subway crisis may be that Nixon feared alienation of a Democratically controlled House over an issue as sensitive as the power of the purse.

There were reports that Natcher, and others, already were rankled by Volpe's unilateral attempt to release the federal share of the District's matching subway funds. Some congressmen interpreted that move as "an end run around the House."

May 14, 1971

Senator Daniel Inouye of Hawaii is a new member on the Committee on Appropriations in the Senate. This is his first year to serve on this particular Committee and shortly after he was selected to serve on the Appropriations Committee, he was designated as Chairman of the District of Columbia Budget Subcommittee. This Subcommittee, of course, is a right controversial Subcommittee and since I have been Chairman on the House side, I have had the distinct honor and pleasure of serving with a number of chairmen of this right famous Subcommittee. It just so happens that none of the other Members of the District of Columbia Budget Subcommittee would serve as Chairman of that Subcommittee, so they were placed in the position of naming a new member of the full Committee to serve as Chairman of the Subcommittee. For some eight weeks now Senator Inouye has issued a number of very profound statements in the newspapers and received a great deal of publicity.

We will be discussing a number of matters before the year is over and I hope that we do not have the same experience that we have had with one or two other Chairmen. In today's WASHINGTON POST we have a picture of Senator Inouye and under the picture is his name and in parenthesis under the name appears the words "to meet with Natcher." This article is entitled, "Senate Unit Approves Funds for the Metro." The article is as follows:

"The Senate Appropriations Committee drew the battle lines yesterday for a showdown with the House by voting \$34.2 million to continue building the Metro subway system.

The bill approved by the Committee, which contains \$69.9 million in supplemental city spending requests, now goes to the Senate.

If, as expected, the funds are approved on the Senate floor, it would mark the third time in the past fiscal year that the Senate has voted for the \$34.2 million. Twice before, the Senate yielded to the House in a joint conference and agreed to drop the money.

Earlier this week, the House again upheld Rep. William H. Natcher's (D-Ky.) insistence that the subway money be withheld until the city government commits itself to move ahead with all freeway projects.

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Sen. Daniel K. Inouye (D-Hawaii), Natcher's Senate counterpart as chairman of the District Appropriations Subcommittee said he plans to meet with Natcher for "preliminary discussions" on the subway funds.

Inouye noted that controversy over money to continue development of the supersonic transport plane that is included in the same catch-all supplemental might delay a resolution by a House-Senate conference committee of the subway dispute.

Also included in the bill was a \$21 million federal payment that had been authorized last year in the 1970 D.C. Revenue Act. The Appropriations Committee approved spending the funds for increases in the welfare caseload, pay raises enacted in the past two years, growth in the number of prison inmates and higher cost of the school transit subsidy.

More than \$2 million will go to Washington Technical Institute and Federal City College, both forced to cut back their operations because of reductions in last year's budget request.

The Committee cut nearly \$30 million requested by the city government, most of it for construction projects. The department of sanitary engineering's entire request for \$290,000 to pay for overtime was rejected because "the Committee is not satisfied with the management

of resources presently available" to the department.

An additional \$13 million, which the city has held in a reserve fund to pay for already enacted salary increases, was also approved."

One of my favorite newspapers that I always like to read on the eighth day of each week is the good old WASHINGTON POST. In today's issue of the WASHINGTON POST we have an editorial entitled "Metro: Where Was the White House?" This editorial is as follows:

"At the conclusion of the hearty, meandering House debate over Washington's rapid rail system (and selected other short subjects of varied relevance), members were given a symbolic choice of cards on which to cast their teller votes -- green to let Metro move ahead, red to withhold the District's overdue share of money in the regional project. It came out red, but a lot paler than subway supporters had feared.

In fact, there's some reason to hope that a yellow caution light may have flashed before the senior Appropriations Committee forces who keep punishing Metro, the suburbs and the city because of a side dispute with downtown over freeways. A switch of only 25 votes, with a push from the White House, would have overturned the House establishment -- in

this case, the committee leaders, the leadership of both parties and all the other members who were too timorous to break ranks.

Still, by 219 to 170, Rep. William H. Natcher (D-Ky.), chairman of the Appropriations Subcommittee on the District, carried the day -- and the House said no to Metro. It is not the absolute end of the line, but without some dramatic efforts from the administration, through Transportation Secretary John A. Volpe, the entire financial structure of the system is headed for collapse. It will not be enough to sit back and assume that the full Senate will vote for the funds -- already approved by its Appropriations Committee -- and then win out in conference with the House.

For one thing, the Senate has tried before -- twice this fiscal year, on the same \$34.2 million request -- and has wound up conceding to the House. While the latest House vote should encourage Mr. Natcher's counterpart, Sen. Daniel K. Inouye (D-Hawaii), to argue all the more insistently for release of the money, it is but one item in a big bill containing all sorts of other controversies, including the SST.

Assurances are desperately needed from Mr. Volpe that something is being done to demonstrate good faith on the freeway questions, even though we strongly disagree with the tactic of holding the

the subway hostage to a freeway dispute. In addition, the White House must lobby among Republican House members, something it failed to do for this latest vote. Only then is there a chance that the rapid transit project will not fall apart at the seams."

May 17, 1971

Senator Mansfield has an amendment pending in the Senate which provides for the withdrawal of half of our troops in Europe. We now have 300,000 men stationed in Europe under our commitment with NATO and other organizations and passage of this amendment to me would be a serious mistake, especially at this time. Former Presidents Johnson and Truman have joined with President Nixon in his fight against this particular amendment.

The American dollar has acquired a new-found unpopularity abroad. We are again faced with a balance of payments deficit and even though this condition has existed off and on now for some 12 years, this is the first time that the American dollar has been under attack abroad.

We still have the rapid rail transit - freeway matter before the Committees on Appropriations and I believe that we will resolve the \$34,178,000 that is in the Supplemental Appropriations Bill by maintaining the action of the House.

An article appeared in this morning's WASHINGTON POST entitled "Freeway Report Pledged." This article is as follows:

VOLPE HOPES TO RESOLVE SUBWAY FIGHT

Secretary of Transportation John A. Volpe plans to report to Congress soon on the steps his department is making to comply with congressional orders to build freeways here, a department official said yesterday.

Undersecretary James M. Beggs said Volpe will make his report before House-Senate conferees meet to decide whether the District will receive \$34.2 million in Metro funds the House has voted to withhold. Volpe wants to persuade the conferees to release the money.

Rep. William H. Natcher (D-Ky.), who recommended that the funds be withheld, said he did so because he was dissatisfied with progress on freeway construction. The Senate is expected to vote to release the money anyway, which would send the issue to the conferees.

Beggs' comments, made in an interview yesterday, follow statements Volpe made Friday -- after the House voted to deny the money -- in which he said he still hoped the money would be released.

"I believe in the not very distant future -- the very near future as a matter of fact -- I'm very hopeful that

this subway-highway impasse in the District of Columbia will be resolved once and for all, and we'll be able to proceed both with the subway and with those freeways that we believe ought to be built," Volpe said.

In an appearance on NBC-TV's "Today" show Volpe said the courts have control over the Three Sisters Bridge controversy, but that "there are also other problems that we're working on" and that "I'm hopeful that something might be worked out even before" the Senate votes on the Metro funds.

Beggs yesterday listed those "other problems" whose solution Volpe believes will release the money as the Three Sisters Bridge, the North Central Freeway and the South Leg Freeway near the Lincoln Memorial.

"What he's trying to do," Beggs said of Volpe, "is to get all of these issues resolved" before the conference.

About the Three Sisters Bridge, on which work has stopped by court order, Beggs said Volpe will show that the administration has complied with all court and congressional orders.

The U.S. District Court here ruled last August that work on the Georgetown-Arlington span must stop until public hearings are held on its design and until that design is tested.

HEARINGS HELD

The hearings were held and, according to Transportation officials, the Portland Cement Association is testing the design at its laboratory at Skokie, Ill., and it is building a model of the bridge that is one-tenth the size of the proposed span.

"I'm not sure that Bill Natcher was completely aware of all we've done on Three Sisters," Beggs said.

The second item that ruffled congressional feathers is the North Central Freeway to Silver Spring. Congress ordered a one-year restudy of the road last year. Members complained that no progress had been made on the study.

Transportation officials said it is close to awarding the contract for the study to a consortium headed by DeLieuw Cather, a Chicago firm that did the planning for the Metro system.

On the South Leg, officials said differences between the Transportation Department and the National Park Service had not been resolved over its location.

The Transportation Department favors a proposal made by the District government that would place the road as one tunnel about 1,300 feet long under the Lincoln Memorial Plaza. The Park Service favors a plan for two 1,300 foot tunnels, a plan that provides more preservation of

West Potomac Park and cuts down fewer trees.

But critics of the Park Service proposal attacked a planned 2300-foot depressed roadway with retaining walls that would connect the two tunnels. They said it would be ugly.

The Nixon administration was widely criticized last week for its alleged failure to intervene strongly enough on Metro's behalf."

May 19, 1971

Art Buchwald is one of the humorists who has an article appearing in a number of papers, including the WASHINGTON POST. Off and on he has written articles concerning the subway and some of them are right hilarious. The one that appeared in yesterday's newspaper entitled, "Sick Transit: Communist Sub(way)version" is as follows:

"My colleague Russell Baker of The New York Times wrote a couple of weeks ago that the reason the Soviets were digging large new holes around Moscow is because they believed that American pot holes were really dug for our new missile sites.

For the first time since I've known him, Baker was wrong. It isn't our pot holes that the Russians are worried about, it's our subways.

I discovered this the other day sitting on a park bench across from the White House with a Soviet spy named Nicolai. He told me the reason the Soviets were digging their large holes is because we were doing the same thing in Washington.

"Nicolai, how can you sit there and say that we are installing missiles in the Washington area?"

"Ha," said Nicolai. "Why are there large holes all over Washington?"

I started to laugh. "Nicolai, you Communist fool. Those holes are being dug for our new subway."

"Lies, all lies," Nicolai said angrily. "You are not building a subway in Washington. Everyone knows that."

"Of course we are. The plans have appeared in all the newspapers."

"Then what is this?" Nicolai demanded, taking a newspaper clipping out of his tobacco pouch. He read, "The House today defeated a bill to release funds of \$34.2 million for the District of Columbia subway construction project now going on in Washington. Without these funds Metro officials said they would not be able to continue the work."

"Nicolai, you naive Red idiot," I laughed. "The reason the House won't fund the subway is because the District of Columbia refused to proceed with a highway program at the same time. You see, there is this guy Natcher from Kentucky, and he's mad because he wants Washington to have more highways, and he says if the District won't build them, he won't release the money for the subway."

"Who is this Natcher?"

"He is a congressman from Kentucky."

"Why would a congressman from Kentucky have anything to say about a subway for Washington?"

"Because," I said, "in Washington everybody from every place in the country has something to say about Washington except the people who live here. Would you believe we have a congressman who lives in South Carolina who has more power than the mayor?"

"You are a capitalist liar," Nicolai said. "No one in the Kremlin would believe that story. Your defense people are very clever. First they have Congress announce they are going to build a subway. Then when you get your holes dug just the right size for your missiles, Congress announces it will not give any money to complete the subway."

"Nicolai," I said nervously, "I know it doesn't make sense for Congress to let people start building a subway and then refuse to give the money to complete it. But that's the way it is done in the District of Columbia, and you have to believe me."

"My report to the Kremlin still stands," Nicolai said. "If you can prove to me that Washington will have a subway in the next 10 years, I will be happy to change my intelligence."

"I can't prove it, Nicolai," I said, perspiring. "We may or may not have a subway, depending on what happens in the Senate on the subway appropriations bill."

Nicolai declared, "We will continue digging holes in Moscow until you people stop digging holes in Washington. Your subway story was a good try, but it never fooled us. We were onto it from the beginning."

I left Nicolai and ran to the nearest phone and called Congressman Natcher's office. "For God's sake," I pleaded, "release the subway funds before the Russians install a whole new generation of intercontinental nuclear missiles."

"Russian missiles?" the person on the other end of the phone said. "We're sorry. That's not our committee." "

John Blatnik, the Chairman of the Public Works Committee in the House has finally decided to come out from under the bush. He succeeded, George Fallon of Maryland who was defeated last year in the primary and during our fight on the Floor a week ago, just simply vanished. He maintains that he is with me all the way since I am receiving all the blows which should be directed to his Committee. Time will tell just whose side this man is on. An article appeared in the EVENING STAR yesterday entitled "Blatnik Joins Fight To Free Metro Fund." This article is as follows:

"Rep. John Blatnik, D-Minn., chairman of the powerful House Public Works Committee, is attempting to resolve the District's subway-freeway impasse.

In a surprise move, he announced late yesterday that he has entered the controversy with the dual aim of obtaining release of \$34.2 million in frozen subway funds and action on construction of freeways.

"This impasse must be resolved, and resolved rapidly," said Blatnik, who became public works chairman in January after George Fallon of Maryland, the former committee chairman, lost his bid for re-election.

The House has refused to appropriate the subway money. Rep. William H. Natcher D-Ky., chairman of the District appropriations subcommittee, would not agree to

its release because he is dissatisfied with the pace of construction of freeways, including the Three Sisters Bridge.

However, the Senate Appropriations Committee has recommended that the subway funds be released.

Blatnik said his interest in the controversy stems from several factors. One is the 1970 Highway Act which orders that the freeways be built as part of a "balanced transportation" system for the city. He said he believes a balanced system must contain an "extensive" mass transit system.

The other factor is his interest in District affairs. A spokesman said he is an advocate of home rule for the city.

His announcement said he hopes for a breakthrough in the impasse after discussions with Natcher, Secretary of Transportation John A. Volpe, District officials and the chairmen of the House and Senate Appropriations Committees.

Sources said Blatnik hopes Volpe will agree to order some visible action on freeway construction to show Natcher that a serious intent to build the roads exists.

The freeways and rapid transit system have much in common, Blatnik said.

He cited the current \$1.3 million renovation of the Taylor Street Bridge as a project resulting from rapid transit and freeways -- in this case the controversial North Central Freeway.

The bridge must be renovated so the transit system and planned freeway may use the right of way along the Baltimore & Ohio Railroad tracks. About \$300,000 of the bridge project money comes from subway funds, the rest from the freeway funds."

We were in session last night until about 9:30 with the Emergency Railroad Strike legislation. Ten thousand striking signalmen decided to go out on strike and, of course, this brought all of the railroads to a complete halt. We passed a bill that provides that the men shall go back to work and the back-to-work order was coupled with a 13½% pay raise. This pay raise proposal in the Emergency Railroad Strike legislation always bothers me. Of course, I believe in arbitration and the right to strike but the idea of Congress including an automatic pay raise in such legislation to me is wrong.

They have just concluded a right important Mayor's primary race in Philadelphia. Former police commissioner Frank L. Rizzo coasted to an easy victory in a three cornered struggle for the Democratic nomination. With all but three percent of the votes counted the

tough-talking former policeman held a comfortable 45,000 vote lead over his nearest rival, Representative William J. Green, a Member of Congress and Hardy Williams, Philadelphia's first black major candidate for Mayor. In fact Rizzo received more votes than his two opponents put together. He ran strictly on a law and order platform and Green, who is one of our younger Members in Congress, ran on an ultra-liberal platform that carried little promise of enforcement of the law in Philadelphia. The people in Philadelphia like in our Nation's Capital should have law enforcement and now it is more important than any other time in the last 10 years.

The Supplemental Appropriations Bill will be up for a vote in the Senate this afternoon and it now appears that we will go to Conference tomorrow afternoon. Everything looks good and after the Conference, if things work out like I believe they will, there will be some hollering.

May 20, 1971

It now appears that we will either go to Conference today on the Second Supplemental Bill for 1971 or the Senate must pass the continuing resolution which was passed in the House several days ago. An article appeared in this morning's WASHINGTON POST entitled "Hope Seen For Metro Fund Action." This article is as follows:

"The District's efforts to win release of Metro subway money will suffer an almost certain setback in congressional deliberations today, but a central figure predicted success "in the very near future."

A reliable source said House-Senate conference committee members will agree to refuse \$34.2 million in delayed city funds for the subway. The conference is necessary after the Senate voted 94 to 0 late last night to release the money. The House earlier had refused to appropriate the money.

However, Chairman Daniel K. Inouye (D-Hawaii) of the Senate District Appropriations Subcommittee, said he viewed possible future delay as temporary, declaring that the freeway-subway dispute that has stalled Metro funds for the past year will soon be worked out.

The key to resolving the current deadlock, sources close to the negotiations say, now rests with Transportation Secretary John A. Volpe.

It was disclosed yesterday that Volpe met last Friday with Interior Secretary Roger C. B. Morton in an effort to settle one aspect of the controversy.

An aide to Morton said the two Cabinet members discussed questions of proposed freeway construction through land

in the District and Arlington controlled by the Interior Department's National Park Service.

The aide said the talk included the status of the Three Sisters Bridge and a freeway tunnel beneath the Lincoln Memorial.

William H. Natcher (D-Ky.), chairman of the House District Appropriations Subcommittee, has refused three times this fiscal year to release the money until work advances on the city's program of interstate freeway and bridge construction.

The Senate now has voted for the money all three times, but twice in the past it has yielded to Natcher in conference.

Inouye, Chairman of the Senate District Appropriations Subcommittee, would not comment on the likely action at today's scheduled conference.

But Inouye said he has been talking to Natcher and feels "confident that the matter can be resolved in the very near future."

If the money is not included by the time Congress takes final action on the conference agreement, sources said it could be provided later in separate legislation, or, as Natcher himself has suggested, in the city's regular money bill for fiscal 1972.

The \$34.2 million is the District's contribution toward subway construction in fiscal 1971, which ends June 30. If provided, it would release an additional \$68.4 million in federal matching funds that have been conditionally appropriated by separate legislation.

Transportation Department officials said earlier this week that Volpe soon plans to tell Congress of steps being taken to comply with provisions of the Highway Acts of 1968 and 1970 dealing with District freeways.

Under Secretary James M. Beggs had predicted that Volpe would report before the Senate-House conferees act, but apparently this deadline cannot now be met.

The conferees are expected to reach a final decision today. Inouye plans to leave town Friday for two weeks.

Those close to the negotiations among Natcher, Inouye, the city government and the Transportation Department, stressed yesterday that a simple status report on freeway projects from Volpe will not be enough to win Natcher's agreement to release the subway funds.

"Volpe has got to offer something hard and dramatic, possibly on the Three Sisters Bridge," one source said.

Prompt construction of the bridge, along with three other freeway projects, was required by the 1968 Highway Act. Only after President Nixon intervened personally and work began did Natcher release funds to start digging the sub-way in 1969.

However, civic groups won an injunction that halted the work pending a public hearing and administrative decisions now pending in Volpe's department.

Some insiders feel Volpe could move to renew work on the bridge's piers, since they apparently would be useful to either of two difference designs. This, however, would probably invite new legal steps by the groups trying to kill the project.

Sen. William B. Spong (D-Va.) said in a statement last night that if the sub-way money is not freed soon, he will introduce an amendment either to the city's 1972 budget or its revenue bill that would prevent any local highway funds from being spent.

A similar approach has been considered twice before by the Senate District Committee but has never been acted on by the Senate.

May 21, 1971

Yesterday the House and Senate conferees on the Second Supplemental

Appropriations Bill for Fiscal Year 1971 agreed unanimously to leave out of the bill the rapid transit funds totalling \$34,178,000. I had no difficulty whatsoever in securing approval of all of the conferees to leave this money out. After all of the signs and predictions during the past several weeks, you would have thought that I had no chance whatsoever in deleting this money until the Highway Acts of 1968 and 1970 were complied with by the District officials and the Department of Transportation.

In today's Washington News, Post and Evening Star you get all kinds of interpretations about just what transpired. The Evening Star article is entitled, "Natcher Relents--Subway Block Is Removed." This article is as follows:

"Rep. William H. Natcher, D-Ky., chairman of the House District Appropriations subcommittee has agreed tentatively to release the \$34.2 million in District subway funds within four weeks.

He told the House last night that for the first time in a year the city and federal government has moved to carry out congressional orders to build the controversial freeways, including the Three Sisters Bridge.

Natcher has opposed appropriation of the subway money because of his

dissatisfaction with the pace of freeway construction in the District.

However, he said Secretary of Transportation, John A. Volpe, now has assured him that steps will be taken immediately to resume construction of the bridge and begin a second study of a route for the North Central Freeway.

House-Senate conferees voted unanimously yesterday to keep subway funds out of the last appropriations bill for the current fiscal year.

But last night the House approved a report from the conferees which said the subway funds will be included in the next regular District appropriation as long as progress on the freeways continues.

Natcher said he would begin holding hearings on the District budget next week and expected to bring a District appropriations bill before the House in three or four weeks.

Although the Senate has voted three times to appropriate the subway money, he has won his fight against the release of the funds.

He told the House he has received a letter from Volpe assuring him that the 1968 and 1970 highway acts provisions for District freeways will be carried out.

Among the steps Volpe will take, Natcher said, is to certify to the U.S. District Court that the design of the Three Sisters Bridge is safe and that its construction will have no adverse environmental effects.

The court suspended construction of the bridge when citizen groups filed a lawsuit. It then ruled construction might resume when design and environmental study requirements have been met.

The 1970 Highway Act ordered the new study of the North Central Freeway, which would clear homes from its path to Silver Spring through Northeast Washington."

May 24, 1971

If Secretary Volpe complies with the Highway Acts of 1968 and 1970 I intend to again recommend that rapid rail transit money be released. I made the same recommendation in 1966 and a suit followed. Again in 1969 I made the recommendation that the money be released and after the rapid rail transit money was released, a suit was instituted.

An article appeared in the Saturday EVENING STAR entitled "3 Sisters Model Awry." This article is as follows:

"Out in Illinois, they're having trouble with the Three Sisters Bridge.

District and federal highway officials confirmed yesterday that something had gone awry in the construction of an 81-foot model by a research institute in Skokie, Ill., of the controversial bridge planned for Washington.

The Cement and Concrete Research Institute is building the model to assure the safety of the single-span design recommended by the Fine Arts Commission.

Like the unbuilt bridge itself, the model has had its critics:

Rep. Joel T. Broyhill, R.-Va., at one point claimed it was being used as a reason for delaying construction of the bridge.

Rep. William H. Natcher, D-Ky., chairman of the House District Appropriations subcommittee, said in a speech on the House floor Thursday there had been some kind of snafu in construction of the model. Natcher also referred to a delay in an earlier speech this month, saying it would take "several months" to repair flaws in the model.

While conceding that something had gone wrong, District and federal officials differed yesterday on just how serious it was.

District Highway Director Thomas F. Airis said that a ~~section~~ section of the model

had been knocked loose while being cast and that a recasting was required. But he termed this a "very minor thing," which only caused a few days' delay.

A U.S. Department of Transportation spokesman, while basically agreeing with Airis on what went wrong and saying it did not involve a flaw in the bridges' design, said he understood the problem had caused a month's delay.

He said the model, originally to be finished in July, would not be ready until August.

Airis agreed that August was now the target date for the bridge, but said this was due to the builder's requirement for more testing of the structure, not to the problem with the casting.

Natcher, meanwhile, also told the House on Thursday that for the first time in a year, the city and federal government have moved to carry out congressional orders to build controversial freeways in the area, as well as the bridge.

The congressman, who has blocked appropriation of District subway funds because of his dissatisfaction with the pace of freeway construction agreed tentatively to release the \$34.2 million in District subway funds within four weeks."

An editorial appeared in the same issue of the EVENING STAR entitled, "Subway Release." This editorial is as follows:

"For the first time in a year, Washington's chances of getting its hostaged subway appropriations from Congress actually look bright. The likelihood of an end to this absurd impasse, within the next few weeks, was announced to the House on Thursday by no less an authority than the man responsible for withholding the funds, Representative Natcher.

But before anyone floats away on a cloud of euphoria at that happy prospect, it is well to remember that it hasn't happened yet.

Natcher, as everyone must be aware, has kept \$34.2 million in deep freeze on grounds that the District of Columbia and the administration have deliberately avoided a responsibility to comply with two acts of Congress directing progress on several city freeway projects. Now, however, on the basis of a five-page letter he received from Transportation Secretary Volpe, Natcher says he thinks that for the first time in a year "they are making a sincere effort to carry out" the acts' provisions. Accordingly, he said, he "wants to be in a position" within three or four weeks to recommend clearance of not only the \$34.2 million, but another \$38.3 million requested in the pending fiscal 1972 District budget. That action also would free, immediately, an additional \$145 million in federal dollars for the subway.

What makes Natcher's welcome assertion less rosy than it might be is that a portion of these funds is urgently required right now. The subway program, with its delicately balanced fiscal structure, has, in fact, been brought virtually to a halt by the money blockage. And Natcher was in a position to greatly alleviate that damage by freeing at least the \$34.2 million last Thursday. Why, then didn't he?

Representative Waldie of California, demanding an answer to this question on the House floor, got it when he asked whether the situation was that the city and federal officials, good intentions aside, has not yet "complied sufficiently" to lift the ban. Replied Natcher: "The gentleman is correct. In other words, if they continue as they have started in the last week they will put the Appropriations Committee in the position where only one thing can happen: And that is the recommendation that both amounts be approved."

It is not our intention to dash cold cold water on the brightened prospects, to raise doubts where none should exist, or to advocate holding the subway funds up for another moment. Indeed, they should never have been held hostage in the first place. The content of the Volpe letter, not yet disclosed, has obviously broken the ice, for which the secretary is to be strongly commended.

But Volpe could make no graver error now than to assume that the ball game is won, or to imagine, for that matter, that Natcher does not have a majority of the House membership squarely behind him.

The truth is that the administration, and to a lesser degree the city government, are largely responsible for having reduced the freeway program to a state of total confusion. It is within Volpe's power to unravel the snarl if he will."

An article appeared in the Sunday WASHINGTON POST entitled, "Natcher On The Road To Metro Accord." Some parts of this article are right humerous to say the least. The article is as follows:

"Mr. Mahon: Mr. Speaker, I will yield to my friend, the gentleman from Kentucky (Mr. Natcher), to make it crystal clear what was done with regard to the District of Columbia subway.

House debate

To those accustomed to wondering whether anything would ever run in those holes on G Street, last week's events in the continuing hassle over subway money for Washington were about as clear as a highway department map of proposed freeway routes.

When the talk ended on the House floor, Rep. William H. Natcher (D-Ky.), the man who has variously withheld and released millions in subway funds over

the past few years, had apparently promised to release the District's 1971 share sometime soon, but not in the appropriations bill being acted on.

The reason, he said, was that Secretary John A. Volpe had given him assurances -- in a private letter -- that the city will comply with Congress' last two highway acts.

Most members of Congress aren't sure what the District was ordered to do in those highway acts. To many of them, and to many others who do know the unending details of Washington's freeway problems, what it all really came down to was a matter of saving face.

Natcher, known as a man of unfailing courtesy and awareness of the prerogatives of the U.S. Congress, is the chairman of a subcommittee of the powerful House Appropriations Committee. In the past, other committees ordered the District to build certain bridges and roads; all the bridges and roads were not built and Natcher withheld the subway money.

He was not, Natcher told his colleagues several times, going to ask the House to countenance the District's noncompliance with an act of Congress. The House always agreed.

The week before last, the House barely agreed -- 219 to 170 -- to sustain Natcher for the third time this fiscal year.

To Natcher, the vote must have been, as one congressional mixer of metaphors put it, both the handwriting on the wall and the "sound of 170 sets of footsteps." One of the 170 was Rep. Joel T. Broyhill (R-Va.), formerly a staunch supporter of Natcher, who had come to the conclusion that the subway is the wrong hostage.

The vote was a signal that -- for a variety of reasons -- Natcher might lose a future vote. In the politics of the House, overturning Appropriations Subcommittee chairmen on the floor is not an everyday occurrence, and it was considered a courageous act for Rep. Robert N. Giaino (D-Conn.) to force the issue to a vote.

Natcher, by all accounts, is not a man who would like to stand on the House floor and watch his colleagues vote him down the next time.

Another factor signaling the shifting of political winds was the intervention last week of Rep. John A. Blatnik (D-Minn.) Blatnik is the new chairman of the House Public Works Committee -- the committee that wrote the 1968 and 1970 highway acts. The previous chairman former Rep. George H. Fallon (D-Md.), had been Natcher's closest ally in tying together the issues of highway legislation and subway funds.

Blatnik, saying he had "not been committed one way or the other" in past

subway-freeway fights, was trying to get Volpe and Natcher together to work out a way for the money to be released. All that was needed, Blatnik said, were some necessary assurances from Volpe.

Finally, sitting across the conference table from Natcher last week was Sen. Daniel K. Inouye (D-Hawaii). Like other Senate District Appropriations Subcommittee chairmen before him, Inouye had included the subway money in the Senate version of the bill.

While publicly repeating his confidence that the subway funds would be forthcoming, Inouye kept a low profile during the negotiations. He privately referred several times to the concept of "face," and once pointed out that there was a vast difference between a headline that said "Natcher Gives In" and one reading "City Complies with Highway Law, Subway Funds Released."

Whatever specifics were contained in Volpe's five-page letter, the transportation secretary apparently did not propose anything extraordinary and did not order immediate construction of the North Central Freeway.

It was believed to say that a contract to restudy the North Central Freeway (ordered in the 1970 Highway Act) would be signed and that a report would be sent to U.S. District Court saying the court's order halting work on the Three

Sisters Bridge (required in the 1968 Highway Act) had been complied with.

Volpe might also have admitted, in the letter or orally, that his department has been guilty of some footdragging and that he promised to do better.

In any case, the letter was enough to enable Natcher to tell the House Thursday night: "For the first time in over a year, the Department of Transportation and the District of Columbia officials, in my opinion, are making a sincere effort to carry out the Highway Act of 1970 and the Highway Act of 1968." "

An editorial appeared in the Sunday WASHINGTON POST entitled, "Metro: Believe It -- Or Not?" This editorial is as follows:

"At last, it looks -- repeat, looks -- as if there's a flicker of something at the end of the subway tunnel: something like the money to build it. At least that's how the wise men on Capitol Hill now read the tea leaves, and they happen to hold the bag.

Unfortunately, however, the denouement of this prolonged, congressional induced subway-freeway impasse remains hard to nail down, for this "break-through" (if it is one) reads like an ABM-SALT communique. Apparently, Rep. William H. Natcher (D-Ky), who has to be satisfied by the city and the administration that highway acts are being obeyed,

has come to an agreement with Transportation Secretary John A. Volpe that conditions are now favorable for fruitful negotiations on rapid transit funding.

"For the first time in over a year," Mr. Natcher told his colleagues in the House, "The Department of Transportation and the District government are making a sincere effort to carry out the 1968 and 1970 (Highway) Act." He added later, "That's all they have to do." Put this way, it does sound rather simple -- even if nobody but Mr. Natcher and Mr. Volpe know exactly what this means. You see, it hinges on a five-page report from the Secretary to the Subcommittee Chairman that hasn't yet been shared with the public. We're told that Mr. Volpe has promised to try to resume court-halted work on the Three Sisters Bridge, and to expedite a restudy of missing links in the city's freeway network.

Now, Mr. Natcher commands tremendous respect among his fellow lawmakers as a man of his word: it's just that his word is so difficult to interpret. Still, his counterpart in the Senate, Daniel K. Inouye (D-Hawaii), says chances for release of this Metro money in the coming weeks are excellent.

We'd better believe it, for in a very few weeks, we enter a new fiscal year. The suburban jurisdictions, who paid their shares for this fiscal year,

will be hard-pressed to kick in their fiscal 1972 funds if the District doesn't come through with its '71 and '72 money almost immediately. And until they really and truly see these appropriations from Mr. Natcher, they're going to be tempted to stop the project cold. In short, then, this is a climactic moment one way or another. The city and the administration have groveled to comply with years of congressional conditions and positions. Undoubtedly, we haven't seen the end of the highway dispute -- but we cannot afford the end of the Metro system."

Virginia and I are very much interested in antique furniture. She knows quite a bit about antiques and I know nothing. However, I love beautiful furniture and we have some real nice pieces. I am glad that Virginia was not at the sale which took place in New York on Saturday of last week at the time a carved mahogany highboy was auctioned for \$102,000. This was a world record for a piece of American furniture and a record for any piece of furniture sold in the United States. This highboy was made in the late 18th century by John Goddard of Newport, Rhode Island, cabinet maker, whose works are now rare. The Chippendale-style highboy was bought by a New York dealer Malcolm Vallance. The Parke-Bernet galleries held the sale.

The WASHINGTON POST is very much disturbed over the election of Frank L.

Rizzo, former police commissioner of Philadelphia. Mr. Rizzo was nominated on the Democratic ticket for Mayor and in fact, received more votes than all of his opponents put together. He made a campaign on the basis of law and order for Philadelphia and this, of course, disturbs the WASHINGTON POST.

The biggest bipartisan political assemblage since the 1969 presidential inauguration converged on Austin, Texas on Saturday to participate in the dedication of the Lyndon Baines Johnson Library and School of Public Affairs. President and Mrs. Nixon were present along with nearly all of the former cabinet members in the Johnson Administration and a great many of his old friends. This is an \$18 million complex and it will contain the 31 million papers covering 40 years of Lyndon Johnson's career as a public official. In his short speech, former President Johnson said it will all be here: the story of our time -- with the bark off.

Secretary of the Army Stanley R. Resor resigned last week and he now says that he is still unsure as to whether or not the Vietnam War was worthwhile and to the best interest of our country. After six long years as Secretary of the Army, he has been under attack constantly and any statement now that he makes is of great interest to the paper. He believes that there is a good chance that the South Vietnamese can stand on

their own feet and if we can recover domestically he says, from our discouragement and divisiveness, then on balance it may turn out to be a good thing.

Former Senator Thruston B. Morton turned over 296,352 items comprising his official records in public life to the University of Kentucky Library. The papers were delivered in 77 crates and according to the Lexington Herald will be the largest 20th Century collection housed in the Special Collections Department. I have often wondered what happened to all of Senator Barkley's records.

"Yes, Virginia, there is a Santa Clause," -- Virginia O'Hanlon Douglas, the Virginia who at the age of eight wrote a letter to the NEW YORK SUN and received an answer from the Assistant Editor, Francis P. Church, died last week at the age of 81 in Valatie, New York.

May 25, 1971

I assumed that for at least a week our Committee could think of something else except rapid rail transit versus freeways. The WASHINGTON POST apparently wants the fight to continue daily since it has been going on now since 1958. It appears that we will have to accommodate the good old WASHINGTON POST. By the way, according to a notice in the EVENING STAR, the WASHINGTON POST is

offering for sale \$35 million worth of debentures. The article went on to state that Mrs. Kay Graham was the publisher and owner and that she would take five percent of the issue. This is an indicator of future events.

In this morning's WASHINGTON POST appeared an article entitled "New Lag In Metro Forecast." As usual we have certain distortions and this is another reason why I have not talked to the reporters on the Washington newspapers for several years. The article is as follows:

FUND RELEASE MAY NOT COME UNTIL AUGUST

Rep. William H. Natcher (D-Ky.) has backed away from his forecast that Metro subway money will be released "in the next three or four weeks," quietly substituting a timetable that could stretch the fund delay into August.

The schedule disclosed yesterday for hearings on Washington's city budget by Natcher's House District Appropriations Subcommittee diluted much of the optimism that followed the "three to four weeks" estimate on the House floor just five days ago.

As announced yesterday, the hearings will start June 7 and may last three to four weeks. Final House and Senate action could consume another month, perhaps longer.

Jackson Graham, general manager of the Washington Metropolitan Area Transit Authority, said the construction schedule for Metro's first 4½-mile section is so tight that every day's delay in financing will bring a day's delay in providing initial service.

It now appears, Graham said, that service now officially scheduled to begin in December, 1973, cannot now start until March, 1974, "at the most optimistic." The entire 98-mile system is scheduled for completion in 1979.

Natcher has intermittently held up subway funds over a five-year period in efforts to force progress on the District's interstate freeway and bridge construction program.

At his urging recently, the House -- and later a joint Senate-House conference committee -- agreed to omit \$34.2 million in over due District payments for fiscal 1971 from a supplemental money bill.

If the U.S. Department of Transportation and the District government fulfill their publicly undisclosed promises on the roads, Natcher told the House last Thursday, he hoped "to bring back to this House in the next three to four weeks" a bill providing \$72.5 million in District subway contributions for both fiscal 1971 and 1972.

Natcher added that he expected "to begin hearings in the next few days" on the District's proposed \$977.2 million budget for fiscal 1972, which includes a subway request.

The Congressional Record distributed the next morning was edited to put the start of hearings "a few weeks" into the future and to omit the "three to four weeks" reference entirely.

Natcher could not be reached for comment. One congressional source said Natcher was "a bit over optimistic" about the hearing and bill-processing schedule when he made his off-the-cuff remarks last Thursday.

Sen. Daniel K. Inouye (D-Hawaii), Natcher's Senate counterpart, could not be reached in Honolulu for comment. Inouye had predicted that Natcher's release of the funds would get Metro "back on the track very soon" Graham said. Metro officials are especially worried that Natcher might hold the appropriation bill until the House District Committee holds separate hearings and acts on the city's proposed revenue bill. The city chiefly wants a \$51.6 million reciprocal income tax and an increase of \$27 million in the federal payment. Hearings have not been scheduled.

Metro's forecast of a minimum four-month delay in initial train service includes delays already caused by the fund shortage, Graham said.

May 26, 1971

A cartoon appeared in several of the newspapers in this country following the dedication of the Lyndon B. Johnson Library. The cartoon shows a young gentleman inquiring of one of the guards at the door of the Library as to where he would find statistical information on the total number of lives lost in Vietnam during Mr. Johnson's administration. The war in Vietnam, of course, is the major factor which will be used by historians in giving our former President his place in history. Our former President is very much concerned over just where the historians will place him, and in joining with President Nixon in defeating Senator Mansfield's amendment on the cut-back of our forces in Europe, the former President again was showing his support of the present administration. History has placed both of these men in a position where they can do a great deal for each other and their success in joining together might bring about a change as to just what will be said in favor of each administration in the history books which are released years from now. President Johnson succeeded in enacting more constructive domestic legislation than any President during the 20th Century. Most of this will be forgotten by virtue of our engagement in the most unpopular war in the history of this country. The cartoon that I mentioned before is a

right mean cartoon and the information sought by the young gentleman is the major factor as to just why President Johnson will not go down in history as a great President.

Demands are being made daily concerning the need for J. Edgar Hoover to resign as Director of the FBI. The more demands that are made, the firmer Mr. Hoover becomes in his statements that regardless of his age, he has no intention of resigning at this time. Former Attorney General Ramsey Clark and others have joined the forces in demanding the resignation of the Director but it seems that President Nixon will remain by his original statement that he has no desire to see Mr. Hoover resign.

May 27, 1971

Several days ago one of the Associated Press reporters called me and said that he wanted to write a story about my Journal. At the time he looked at the Journal, he indicated that he would like to have a picture of the Journal. Several days later I decided that Mrs. Margaret Riley, who types my Journal and is typing this page, had better appear in the picture because she is a whole lot prettier than I am. The AP photographer came over and took a picture of Mrs. Riley and of my Journal and some of the stories have started appearing

in the newspapers. An excerpt appeared in yesterday's WASHINGTON POST entitled "His Own Record." This short story is as follows:

"There is the Congressional record and there is Natcher's Record.

The Congressional Record is published after every day Congress is in session and records the debates of Congress, the votes, letters the lawmakers find interesting, newspaper articles—anything in fact that strikes the fancy of a congressman or senator.

Natcher's Record contains much of the same thing, but it's meant only for the eyes of Rep. William A. Natcher's children and grandchildren.

"So I will have served posterity," he says.

Natcher, chairman of the D.C. Appropriations Subcommittee has been in the House of Representatives for 17-plus years. He's been keeping his journal that long, and the total now is 24 volumes, each bound in leather. The first entry is dated Jan. 6, 1954.

The Kentucky Democrat uses the most expensive white bond paper, dictates generally without notes and insists his secretaries use the same typewriter and the same color new blue ribbons. He permits no erasures, insists the typing be perfect.

It is not a diary. Natcher doesn't write daily -- only when he feels he has something to be recorded for history.

"I express myself," Natcher says. "I am not bitter or ugly but I say what I think. When I believe the President is wrong I say so in the journal and tell what I think. I give my opinion about members of Congress, including the leadership. It's best that the journal be private.

Natcher, who has never missed a roll call, thinks he is the only member of the House who keeps such a record. He pays all the costs. The first 300-page volume cost \$21 for binding. The last was \$46."

Herblock, the WASHINGTON POST cartoonist, is one of the best cartoonists in this country. From time to time he really has a cartoon that tells an unusual story. In today's WASHINGTON POST we have a cartoon with a man standing at a podium introducing President Nixon who is seated directly behind him holding a compass in one hand and a weather vane in his other hand. Beside of the President on the floor of the speaking platform are two grips with one marked -- Housing projects in the suburbs would be forced integration, and the other -- Southern friends, I have contempt for those hypocritical Northerners. The gentleman at the podium has just announced -- "Ladies and Gentlemen, the

President of the Various Sections of the United States." This cartoon appeared following President Nixon's dedication of the Tombigbee River Project in Alabama. The President received a hero's welcome in Alabama on Tuesday and he told the people in Mobile and Birmingham exactly what they wanted to hear. With Governor George Wallace smiling at his side, he said that the South had made significant progress in school desegregation and then he assailed the North which he accused of making no progress during the last two years. Where upon, he called for a new spirit of national unity. Ensign David Eisenhower, the President's son-in-law who accompanied the President, remarked rather aptly that it seems as though the presidential campaign is already underway.

On Tuesday of this week we had the primary race for Governor in Kentucky. Former Governor Bert Combs announced early last year thinking that this would be all that was necessary but he was answered almost immediately by Wendell Ford our present Lt. Governor. Wendell Ford announced and then Happy Chandler decided to run on the Independent Ticket. The Republican Party announced Tom Emberton of Edmonton, Kentucky as their candidate and a man by the name of Host for Lt. Governor. Much to the surprise of Bert Combs, Wendell Ford won Tuesday with the total Democratic vote being 543,322. This, of course, was a very light vote in a Gubernatorial race.

Ford carried the 2nd Congressional District 44,311 to 24,626 and this was the largest majority he obtained in Kentucky. The District that he carried with the second largest majority was the First District with the vote being 51,768 for Ford and 32,982 for Combs. Ford received 235,769 votes in Kentucky and Combs received 192,865. Julian Carroll was nominated for Lt. Governor, Ginger for Public Instruction, Butler for Commissioner of Agriculture, Davis for Treasurer, Hancock for Attorney General, Faust for Auditor, Mills for Court of Appeals, and Stovall for Secretary of State.

At nine o'clock Tuesday night Bert Combs conceded. The polls that were taken showed the race to be close but certainly Bert Combs never expected to be defeated by Wendell Ford.

In Bert Combs' first race for Governor he was defeated by Happy Chandler. In his second race he was defeated by Harry Lee Waterfield. At the time Combs served as Governor, Wendell Ford was his Administrative Assistant.

I believe that Wendell Ford has a chance to go all the way, but I had my doubts as far as Combs was concerned. I had to cast an absentee ballot due to the fact that we had a roll call vote coming up on election day and since I have not missed a vote this was the only

method I could use to cast my vote and still be here in Washington. I know that the counters in the Warren County courtroom enjoyed looking at my ballot. I voted for Wendell Ford for Governor and, in fact, was real lucky in the other state offices because I only lost two votes. Casting an absentee ballot as a Member of Congress, of course, is not good but I was forced to take this action.

May 28, 1971

From time to time Chief Justice Warren Burger and other outstanding judges and lawyers call attention to the fact that one of the reasons why defendants in serious criminal cases are found not guilty is due to the conduct of the prosecutor and the courts. Some of their statements and actions which were agreed to before the trial bring about acquittals in serious cases which are never understood by the people.

I definitely am of the opinion that a number of our judges and attorneys occupying high positions have conducted themselves in a shameful manner. This has brought disrepute on the legal profession and certainly has not been of assistance to citizens who have served on juries and have to make serious decisions concerning guilty or innocent. We all know that all judges were once lawyers. Judge Julian Hoffman of the Federal District Court who handled the

Chicago Seven Trial is a lawyer, and in reading the record concerning this trial you find situations which are simply unbelievable. Abe Fortas is a famous lawyer, but when he was briefly a member of the Supreme Court, he was receiving income from a foundation set up by the family of a federal prisoner who had an appeal pending in federal court. Justice William O. Douglas is a lawyer who has long received income from a foundation that derived revenue from a Las Vegas Hotel and casino holdings. This is the man who signed a petition vilifying Congress and those who believe that the Highway Acts of 1968 and 1970 must be enforced. If the case now pending in federal court which goes back and forth from the District Court to the Circuit Court of Appeals finally lands in the Supreme Court, I wonder what action Douglas will take when he has not only signed a petition, but has made statements which clearly shows that he does not believe that Congress has the right to enforce constitutional laws. John Mitchell, the present Attorney General, is a right pious man about strict law enforcement from the standpoint of the criminals that are roving throughout the 50 States, and at the same time, his law firm finally pushed out a number of other lawyers and took over as attorneys for the Washington Metropolitan Area Transit Authority that is now constructing a rapid rail transit system that ultimately will cost over \$4 billion. The Mudd Firm

of New York City which is the Attorney General's old law firm and the one that he says he will return to is the firm that now represents the Authority. The juiciest plum hanging in any tree within the memory of man in so far as our Capital City is concerned, just happens to fall in the lap of the law firm that John Mitchell and President Nixon were associated with in New York City. This, of course, is generally known and frowned upon by some people. Not enough people.

President Nixon is a lawyer and when Charles Manson was arrested and charged with murder in California, the President said Manson was guilty even before the trial started. Later he issued a certain type of a retraction but the statement was right unusual coming from a lawyer much less the President of the United States. Of course, Manson was guilty, but this fact did not justify the statement of the President.

The Black Panthers were turned loose after the longest trial in the history of this country. A hung jury and then a dismissal by the judge due to the fact that a conviction could not be obtained he said after receiving reports from the prosecutor who by the way was condemned for certain actions that he took before the trial and during the trial.

Lawyers today and especially those holding positions as prosecutors and judges must not only uphold the law but conduct themselves in carrying out their duties in such a manner as to stop any belief that they are unfair or avoiding the facts just to obtain their point. They must never in my opinion attempt to make the law look like power or expediency. This is why so many of our people are confused today. We all know that if there is no order there will be no right and no justice. With crime rampant today we must take another look and correct actions that have taken place in the past, still enforcing the law as it should be, but in the proper way.

The John F. Kennedy Center for the Performing Arts held its opening night gala last evening and the guest list included 3500 from over the country and around the world who helped raise the money to construct this Center. I presume that the taxpayers who really made the money possible for this Center will be at the next performance. The Kennedy daughters were there, one wearing hot pants and taking up quite a bit of space. Mrs. Rose Kennedy was there along with Senator Edward Kennedy and most of the family. We still should keep in mind that after all, the taxpayers in this country paid for most of the cost. Covering 17 acres of federal land which Congress made available in 1958, the sum

of \$43.4 million of taxpayers money went into the \$68 million building. Of the remaining \$24.6 million, some \$17 million was contributed by private foundations and business firms. The rest came from foreign governments in the form of gifts. Italy gave us the marble valued at more than \$1 million, Austria gave us a crystal chandelier and other lighting fixtures, Canada is furnishing the woolen stage curtain for the theater, Denmark will decorate the North Lounge, Germany is presenting us with bronze panels, and so on. Those present last night, of course, were on the special guest list and those present were treated to a view of 182 red, white, and blue tablecloths designed by Boussac of Paris, 1800 red carnations donated by six carnation growers in California. Junior hostesses clad in burgundy dresses with bare shoulders and full skirts fashioned by Miss Ann Fogarty. The Second Eagle Rock Group, surely the first ever to perform in white tie and tails, were present. Certainly there was nothing like it since France's Second Empire celebrated the opening of its great cultural achievement, the Paris Opera House. Those of us on the Hill who have been interested in this Center all along will be delighted when the real opening takes place on September 8, when the people are admitted.

At long last the Justice Department decided yesterday to bring widely abused stimulant drugs commonly known as speed,

and bennies, under the same type controls that govern codeine, morphine, and methadone. The Hearings before the Subcommittee on Labor-H.E.W. Appropriations this year will disclose the fact that I questioned at some length the Director of the National Institutes of Health concerning the use of tranquilizers and other drugs by mothers to children from ages of six to ten just because the child is full of life. Sometimes the teachers have complained and the parents have bowed down and started giving tranquilizers. More of this exists today than the Director of NIH knows anything about and in our report to the full Committee on Appropriations, we intend to talk about this matter. Just because the teacher is a little tired or the mother a little nervous certainly should not mean that the child's health is impaired.

Senator Hubert H. Humphrey was 60 years old yesterday and at a meeting given for reporters he said that he was licking his chops and looking forward to making another run for the presidency. He went on to say that he had his sails up and he was tasting the water. According to my good friend, Hubert, "I'm not salivating, but I am occasionally licking my chops." The Minnesota Senator said he may enter the presidential primaries in California and New York next year if earlier primaries fail to produce a clear front-runner.

The Gallop Poll two weeks ago showed Edward M. Kennedy leading. Up to this Poll, Senator Muskie was in the lead. Muskie of Maine, McGovern of South Dakota, Hughes of Iowa, Bayh of Indiana and Jackson of Washington are all making noises like candidates and some have now for well over a year. None of these men have attracted much attention and I would not be surprised at all to see a confused convention with the delegates deadlocked over Humphrey and Senator Edward F. Kennedy. Senator Kennedy maintains his position that he is not a candidate, but his every action indicates otherwise.

Here we go again. The Rayburn Building cost a little over \$100 million and created quite a scandal. Originally it was to cost \$46 million. We now have the old Cannon Building, named after Speaker Cannon, the Longworth Building, named after Speaker Longworth, and the Rayburn Building named after my friend, Sam Rayburn. The land just east of the Cannon Building on Indiana Avenue was set aside several years ago for an extension to the Library of Congress. We have appropriated money for a foundation for this building which has been officially named the Madison Library. Notwithstanding the fact that the foundation is now underway with a contract let totaling approximately \$7 million, our new Speaker, Carl Albert of Oklahoma, chairman of the Building Commission, has requested that all work on

the \$90 million Madison Library, a long-sought addition to the Library of Congress, be halted. Albert said he wants the work stopped pending a study of the need for a fourth House Office Building, a need he said has become acute with increases in congressional staffs. The Speaker also said that he was opposed to construction of the Madison Library on the designated site at First and Indiana Avenue, S.E., where excavation already has started. Foundations have been excavated along the area bordering First, Indiana, Second, and C Streets, S.E. The official Building Commission is composed of the Speaker, Representative Emanuel Celler, who is the dean of the House, and Representative W. H. Harsha, Republican of Ohio. Capitol Architect George White said that a \$7 million contract has been let to Henry Knott, general contractor of Baltimore for excavating the foundation work for the Library. He said excavation is expected to take six months and would continue because according to the Architect, we will need a hole there no matter what we build.

I presume that our new Speaker has in mind the name McCormack or Albert and regardless of which it turns out to be, the people will object.