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AREAS DIVERGENT

A U.N. mission which visited the territory in 1964 found that "among the local inhabitants no fully matured opinions on the future of the territory had emerged."

This is one of the three territories still under the U.N. trusteeship system. The others are eastern New Guinea and tiny equatorial Nauru Island, both administered by Australia.

New Guinea covers about 93,000 square miles and has a population of 1.5 million. Nauru covers only 8 square miles and has a population of 5,000.

Nauru may gain its independence within 2 years, but it probably will remain closely linked to Australia.

INDEPENDENCE SEEN

It is assumed that New Guinea and Papua, which are administered jointly, will eventually become an independent nation of some 2 million inhabitants.

But it is also likely that Indonesia, which got western New Guinea away from the Netherlands, will eventually lay claim to the eastern part of the big island.

The Trust Territory of the Pacific Islands includes three main groups—the Carolines, the Marianas (except Guam) and the Marshalls. It was mandated to Japan by the League of Nations. The United States occupied the islands in World War II. They were placed under U.N. trusteeship in 1947.

INCORPORATION URGED

Many of the islands are volcanic and picturesque; many are little more than coral reefs. Only 96 are inhabited. The population is mainly Micronesian. The eastern boundary of the territory lies about 1,800 miles west of Hawaii.

Senator HIRAM L. FONG, Republican, of Hawaii, has introduced a resolution to put Congress on record as favoring incorporation of the islands into Hawaii, but the United States is committed to a policy of allowing the residents to determine their own future.

American officials say it will be some time before the Micronesians will be ready for a decision. The slow progress toward self-government is attributed to dispersal of the population, lack of political education, and the difficulty of creating a Micronesian identity.

When the time does come to change the territory's status, the views of the population may be determined by any one of several methods.

CONGRESS ESTABLISHED

The United States has established a Congress of Micronesia as the first legislative organ of the territory. The congress might eventually ask for independence or for self-government within the framework of the United States. The territory also might be asked to express its opinion by voting under U.N. supervision.

The Trust Territory of the Pacific Islands is unique in that it has been designated as a strategic area and, under the U.N. Charter, the U.N. Security Council has the final say.

This means that the big-power veto would apply. The Soviet Union's demands for independence of all dependent territories might make it difficult to win approval of any proposal that did not offer independence.

REDUCTION OF FREIGHT RATES ON GRAIN INTO THE SOUTHEAST

Mr. TALMADGE. Mr. President, on September 10, the Interstate Commerce Commission approved the Southern Railway System's right to reduce rates on grain into the Southeast. This will mean much to the economy of the South. The South is a deficit area in both red meat and grain. It also means a lot to

the Midwest opening up new markets for grain with higher prices for the growers.

Each year, the South must import 1 billion pounds of beef and 1.3 billion pounds of pork to meet its needs. Also, each year the South imports 12 million tons of grain to meet its needs in producing poultry, cattle, and hogs that it now produces. This decision by ICC will be a stimulus to the livestock producers in the Southeast and will be of tremendous help in raising farm income.

I ask unanimous consent that this statement by Mr. D. W. Brosnan, president of the Southern Railway System, on the decision rendered by ICC, be printed in the RECORD.

There being no objection the statement was ordered to be printed in the RECORD, as follows:

SOUTHERN RAILWAY'S GRAIN RATES

The Interstate Commerce Commission on September 10 approved, upon reconsideration, Southern Railway system's greatly reduced freight rates for grain transported in the railway's Big John 100-ton cars. The reduced rates, which have been in effect since May 11, 1963, average 60 percent under rates formerly used. The Commission had previously ordered that the rates be increased by 16 percent.

President D. W. Brosnan, of Southern Railway, said "the Interstate Commerce Commission deserves the highest praise and thanks of the American people" for its approval today, after further study, of Southern Railway's greatly reduced rates for the transportation of grain. He added: "This is regulation in the public interest, benefiting all consumers, and particularly the grain-deficit South and farmers in the grain-surplus Midwest.

"This clears the way for the fast growth of our billion dollar baby, the South's livestock industry," Brosnan said. "Nourished by Southern's low grain rates livestock production in the South, now deficit by more than 2 billion pounds annually, will take off like a rocket and put some \$2 billion of new money in circulation in the area. The grain for this will come from the Midwest and will greatly benefit the farmers in that area. Incidentally, the savings to the public in present transportation costs alone from these rates add up to \$40 million each year."

In its report today, the Interstate Commerce Commission found Southern's rates just and reasonable, without prejudice to Tennessee River ports, and that they do not result in destructive competition against barge line protestants.

THE WATER SHORTAGE AND THE ST. CROIX NATIONAL SCENIC RIVERWAY

Mr. MONDALE. Mr. President, during the last 2 weeks, the Senate has acted on legislation of key significance to the preservation of fresh water as one of our most precious natural resources. The St. Croix National Scenic Riverway bill provides for the protection and preservation of the scenic and recreational aspects of that river.

And on Tuesday, September 21, the Senate adopted a conference report on the water pollution control bill, S. 4, which I cosponsored, which will enable us to begin now to take steps to preserve our water resources.

Two fine editorials in the St. Paul Pioneer Press on the subject of water pollu-

tion and on the St. Croix National Scenic Riverway bill are worthy of the attention of the Senate, and therefore I ask unanimous consent that they be printed in the RECORD.

There being no objection, the editorials were ordered to be printed in the RECORD, as follows:

[From the St. Paul (Minn.) Pioneer Press, Sept. 19, 1965]

MONDALE ST. CROIX BILL IS SOUND

The absence of antipollution standards and the lack of any comprehensive State policy on the preservation of Minnesota's heritage of natural beauty has brought the Federal Government into the picture on the St. Croix River.

The St. Croix is included in a clean water bill, authored by Representative JOHN BLATNIK, of Minnesota, which is almost certain to be enacted in this session of Congress. It will provide for the setting of antipollution standards and controls which will be imposed on interstate waters if the States themselves fail to act.

The House and Senate passed slightly different versions and the final bill was worked out in conference.

Another bill, passed by the Senate, affects the St. Croix more directly. Coauthored by Senators WALTER MONDALE, of Minnesota, and GAYLORD NELSON, of Wisconsin, the St. Croix Scenic Riverway Act would protect the scenic and recreational assets of the river.

The measure will go before the House next session, under sponsorship of Representative JOSEPH KARTH, of St. Paul, who, with MONDALE, eliminated through amendment many of the more objectionable features of the original legislation.

It is unfortunate that Federal legislation should be necessary. It is unfortunate that Minnesota and Wisconsin have not worked out air and water pollution standards for the river they share along with a plan for some sort of civilized development for the river valley. But they have not.

As it stands now, however, the Mondale-Nelson bill is a sound piece of legislation which should provide a suitable framework in which the States, counties, and local communities involved can work with the Federal Government in the development and preservation of the valley.

It is not completely satisfactory either to the dedicated conservationist or to those who have hoped for unabated industrial development along the river. But it does permit reasonable development of the river for commercial use while protecting valuable and irreplaceable recreational resources.

The act would apply to a quarter-mile strip on both sides of the river. The area north of Taylors Falls would be preserved as a "wild river," as would 90 miles of the Namekagon River. Federal land acquisition will amount eventually to about 34,270 acres, including 31,270 acres to be purchased ultimately from Northern States Power Co.

It no longer has application to land within cities and villages—as they were constituted as of last January 1—and does not affect existing industrial or commercial development.

It is in regard to the unincorporated areas along the river that some unhappiness remains. The bill calls for the adoption of zoning ordinances in areas outside of municipalities on the lower St. Croix. These would have to conform to standards set by the Secretary of the Interior, standards which would be consistent with the recreational purposes of the act.

Critics point out that the act spells out no specific standards. They are concerned that they might be imposed at the whim of the Secretary and exclude all new industrial and commercial development in these areas regardless of their character.

The bill's author should make some clarification of this point and produce a clear congressional intent, for the Interior Department is given enormous powers under this bill and Congress should leave as little interpretation as possible up to bureaucrats.

The Secretary of the Interior, for example, would have the power to condemn land for acquisition. This authority would be suspended in areas where proper ordinances in regard to standards are in force. Any attempts to breach the ordinances or to promote undesirable development would serve to reinstate the condemnation power.

Exempt from condemnation and acquisition are individual homes, cottages, and cabins used for residential purposes. The authors, along with exempting villages and cities in the amended bill, also eliminated any confusion about whether the new NSP plant on the St. Croix would be affected. It will not.

In urging passage of the bill in the Senate, MONDALE stated:

"We cannot allow the St. Croix to go the way of our other polluted, detergent-filled, sewage-filled rivers in the United States.

"The St. Croix River is the last major unpolluted river in the United States today. Its beauty is without question. It is a clean, large, swift-flowing waterway, within easy access to thousands of Minnesotans. But if we are to stop the flood of pollution and destruction of this river, we need the cooperation and assistance of the Federal Government."

One would think that this would be the fervent desire of almost everyone. We feel that this bill goes a long way in saving the St. Croix before it is too late.

It has been an extremely complicated undertaking, with attention given to both individual rights of entrepreneurs and to the rights of the public to have and keep a heritage that is priceless beyond measure. The authors are to be complimented.

[From the St. Paul (Minn.) Pioneer Press, Sept. 7, 1965]

WATER, WATER EVERYWHERE?

There is a certain sickening irony that should not be lost on Minnesotans in the fact that while New York City is turning into a dust bowl because of a water shortage, the mighty Hudson River continues to roll by it at a rate of 11 billion gallons of fresh water a day.

Almost every schoolboy knows why the Hudson River can't be used. It's a sewer, just like the Potomac River, just like about every major river in the United States including our Mississippi.

And at a time when large thinkers are contemplating the clean rivers and streams of Canada, and wondering if, like gods of some sort, they can make these streams flow backward, we sit and look at our own contamination and shrug. That, at least, is the general pattern. Some noteworthy results at cleanup have been obtained because of determined municipal-State action in some areas of the country. But these praiseworthy efforts are dwarfed by plans for further "development" along our rivers, which development, with our misused concept of progress, threatens further contamination.

How to bring this home, to make the people thoroughly angry at this misuse of their property seems to be the project of the hour. Fishermen get annoyed when industries and municipalities turn previously clear and clean streams into flowing garbage dumps. You would think that those who can remember when it was possible to swim in the Mississippi would become similarly annoyed at being chased out by the flow of sewage and industrial waste. You would think that Minnesotans would become quite concerned over what lies in the planning and on the drawing boards for the St. Croix River, the least of which is the generating plant to be

constructed on its banks by the Northern States Power Co.

Well, you might say we have plenty of water, good clean water. It may be difficult to worry about water when we are surrounded by lakes, when the lawn may still be soggy from the last rain. But New York didn't worry much about water, either, until suddenly New Yorkers were asked to ration themselves.

It is the same with air. There is always enough to go around, until, finally, there isn't.

It was on these two subjects—water and air pollution—that the legislature let Minnesotans down the hardest at the last session. And it is on these two subjects that the municipalities of the Twin Cities must devote themselves to energetic cooperative action, forgetting, for example, such apparent boosts to civic pride as one's own sewer system, and uniting on studies, standards, and enforcement policies on both air and water pollution. Waiting for the legislature seemingly is like waiting for the horse-drawn stages which used to operate here long ago: they don't run anymore.

VENEZUELA CELEBRATES BIRTH OF ALLIANCE FOR PROGRESS

Mr. FULBRIGHT. Mr. President, during the past several weeks, the anniversary of the birth of the Alliance for Progress has been celebrated in many places all over Latin America. One such celebration occurred in Venezuela on September 15.

Among the speakers at the event in Venezuela was Mr. Patrick F. Morris, Director of the Agency for International Development's operations in that country. Mr. Morris has directed the Venezuelan AID program since its inception and, I have it on good authority, there is a no more able or more dedicated Director than Pat Morris.

Mr. Morris is being transferred back to Washington to assume wider responsibility. I hope that he will have ample opportunity to use his abundance of skill and experience in his new assignment.

Mr. President, I ask unanimous consent to have Mr. Morris' speech printed in the RECORD. I bring his thoughtful speech to the attention of the Senate because it illustrates the kind of economic progress and institution building for which the Alliance for Progress was created.

There being no objection, the speech was ordered to be printed in the RECORD, as follows:

MOBILIZATION OF NATIONAL SAVINGS TO INCREASE HOME CONSTRUCTION IN VENEZUELA (Speech by Patrick F. Morris, Director of the Agency for International Development, in Venezuela)

It is a widely accepted fact that petroleum is the most important economic activity of Venezuela. Which should be the next most important? Iron? Petrochemicals? Manufacturing? Agriculture? All of these are important, but I believe that the construction industry should be considered very close behind the first industry.

I believe this because the construction industry makes such a major contribution to direct employment and, in addition, requires increased employment for the production of the many items and materials that are involved. From cement to tile, from plumbing fixtures to electrical fixtures and, in addition, after a structure is completed, furniture, rugs, and all of the things that are

needed to make a house a home. And the home is the foundation of any community and any nation. A man can have a job, be well clothed and well fed but if he does not have an adequate place in which to live and enjoy the material and spiritual values he is not a complete man. Yet, housing continues to be one of Venezuela's most critical problems. The lack of adequate housing contributes to other social and economic problems. The solution of the housing problem would, likewise, contribute to the solving of other problems. A large increase in home construction can do more to reduce unemployment than a similar investment in practically any other activity. Therefore, it is in the national interest that the construction industry grow even faster in the years ahead than it has in the past.

These are some of the reasons that the U.S. Agency for International Development has devoted the major portion of its loans to Venezuela under the Alliance for Progress to housing. Of \$55 million in loans, \$45 million have been to promote housing. I'd like to touch on the accomplishments Venezuela has made with the assistance of these moneys a little later.

First, however, I should like to address myself to other, indirect but extremely important programs that are underway or being explored that can be of very real importance to satisfying the grave housing shortage and contribute to an expanding construction industry.

These programs involve the application of home financing methods that permit the construction of many homes at one time, and with the economies that come with mass construction comes also the reduction in the price of each individual house making more and better homes available to a wider group of families.

I refer specifically to the housing investment guarantee program administered by AID. I am proud to say that we have four projects underway in Venezuela today that involve over \$21 million in guarantees of loans made by private investment sources in the United States. Financed by private U.S. sources, guaranteed by AID and built under the regulations and specifications of the Federal Housing Administration these 4 projects will result in the construction, for sale, of 2,392 houses and apartments with purchasers being able to buy the units with as little as 10 percent downpayment and having 20 years in which to repay the balance of the loan. The interest rate is the same as that administered by the Federal Housing Administration in the United States—5½ percent. In addition there is a guarantee fee of 2 percent.

Of the four projects one is located in Guacara, near Valencia, and the first families have moved in this month. The project, appropriately named Ciudad Alianza, contains, in the first step, 824 single-family houses that will sell for an average of Bs399,500 with 10 percent downpayment and average monthly payments of only Bs350 per month. Another project near Puerto Ordaz is under construction and will contain 540 units which will be sold under similar terms at prices ranging from Bs51,000 to Bs62,000. A third project is now underway in Caracas and will contain 9 apartment buildings ranging from 14 to 22 floors and having 772 apartments of 1, 2, and 3 bedrooms. These apartments will range from Bs34,600 to Bs70,300 and will also be sold with 20 years in which to repay the mortgage loans. A fourth project is in the final planning stage and will be located in Caracas. It will consist of four-story apartments for sale and will have 256 apartments.

We have, then, in Venezuela, projects of different types of construction from individual houses to many-storied apartment buildings, but all have in common a method of financing that permits low interest rates