

UNITED STATES



OF AMERICA

Congressional Record

PROCEEDINGS AND DEBATES OF THE 91st CONGRESS
FIRST SESSION

VOLUME 115—PART 5

MARCH 7, 1969, TO MARCH 19, 1969

(PAGES 5499 TO 6920)

of living—which is forcing its values and demands on a society not equipped to cope with them. This kind of dislocation, this gap between realities and custom, is characteristic of revolutionary historical periods. To pursue this analogy, the insulation and barrenness of the modern suburb are counterparts of the misery that enveloped the mid-nineteenth-century factory, and Mayor Daley is as one with the Southern agrarian in defending a system that history will find not to have been an unmixed evil. Without judging the efforts of men like Marshall McLuhan to abstract a single, seminal cause from the complexities of social change, we can agree with many that the ascendancy of technology is a principal feature of modern society. To that we must add growth, both of population and of our physical artifacts, such as houses, factories, and roads. The problem, however, is not technological but ideological. We are threatened not by our creations but by our beliefs. In another place, I have written, "All nations . . . are governed on the basis of ideas and values . . . which are not derived either from the necessities of nature or the command of God. If a man snatches his hand from a hot stove, that is not ideological. If he then decrees there shall be no more hot stoves in order to prevent burning, he has imposed an ideology (and one wholly alien to our own)." There is, for example, nothing in the development of the automobile which makes the clogging of our cities and the poisoning of our air logically inevitable. It is simply that we have preferred these consequences—perhaps without anticipating them—to restrictions on the use of automobiles.

No one has more bluntly stated the inward passion of the time than Lewis Strauss, who summed up the faith of two centuries when he was asked if nuclear physics might not have overstepped itself. "No," he answered. "I would not wipe out any part of it, not the bomb nor any other part of it, if I could. I believe everything man discovers, however he discovers it, is welcome and good for his future. In me this is the sort of belief that people go to the stake for." This is not a reasoned formula but an affirmation of an ideological belief verging on the mystical. Guided by such a belief, our society has developed virtually no mechanism for weighing technological change against the social consequences and enforcing its judgment. Only the great religious institutions engage in a similar process, and then, as in the case of Pope Paul and the pill, they are condemned because the values they seek to defend have lost their hold on men. This is not the place to pursue such philosophical abstractions. Yet they are at the heart of the problem. In political terms, we are barred from much effective action because we have not regarded human values—except for those related to survival, civil liberty, and prosperity—as appropriate objects of public protection. This reluctance to allow government to become concerned with the quality of individual life has its historical roots in a healthy fear of the state and a desire to insure secular liberty. It now works against us, having been outdistanced by our material circumstances. Thus, traditional principles of private enterprise join with modern construction technology to create suburban blight. But there is no inherent reason a builder should not be under as much compulsion to provide open spaces, parks, and community centers as he is to provide safe wiring and sound structures. We can also maintain that clear air and freedom of movement are as important to us as the economic advantages of urban concentration. On a broader scale, we need to re-examine all our institutions in order to determine whether what they do for people is worth what they do to them. This is not an easy job, especially since we must often match abstract or felt values against the

formulations of logic and numbers. How, for example, does one explain an instinctive revulsion against the idea of a national computer center to store all the available information about every citizen, except to say that neatness and system and organization can be oppressive in themselves, and to draw upon our experience of human weakness to assert that increasing the capacity for control will increase the likelihood of control?

This kind of ideological reformation will not be easy for a people as little inclined to theory as our own. It will come, if it does come, in the context of relieving particular afflictions. Still, there is no other way that we can guide ourselves between the twin perils of uncontrollable turbulence and repression. We will be strengthened by the fact that such change corresponds to deeply felt human wants, many of which are manifesting themselves in our present disorders.

"WELL DONE"—PEARL HARBOR NAVAL SHIPYARD

Mr. FONG. Mr. President, after fire and explosions rocked the aircraft carrier U.S.S. *Enterprise* during flight operations in Hawaiian waters last January 14, causing 28 deaths and many injuries, Pearl Harbor Naval Shipyard was assigned its biggest repair job since World War II.

It is gratifying to be able to report that the shipyard has not only completed its task but completed it well ahead of schedule.

As a result the *Enterprise* was returned to service within 7 weeks—an accomplishment which has earned well-deserved praise for the shipyard and all personnel connected with the repair job.

The Shipyard Log, published at the Pearl Harbor Naval Shipyard, has printed in its March 7, 1969, issue an article and messages of "well done" from Adm. T. H. Moorer, Chief of Naval Operations, and Adm. John J. Hyland, commander in chief, Pacific Fleet.

I wish to add my personal commendation for the outstanding accomplishment. Pearl Harbor Naval Shipyard has again lived up to its reputation as a most efficient, dependable, and strategically important naval establishment.

I ask unanimous consent to have the article and messages printed in the RECORD.

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

[From "Shipyard Log" Mar. 7, 1969]

"WELL DONE"—U.S.S. "ENTERPRISE" BEGAN SEA TRIALS ON WEDNESDAY

We did it.

Every Shipyarder was entitled to throw his chest out with pride . . . and at the same time . . . to heave a sigh of relief on Wednesday morning, as the U.S.S. *Enterprise* moved away from the 1010 dock for her sea trials.

Despite the first estimates that the repairs on the *Enterprise* would take upwards of three months; and in spite of our revised estimates that the work would take ten weeks, the repairs were completed only six and a half weeks after we started the job.

Each of us has every reason to feel proud of our Shipyard's accomplishment.

Top credit, of course, goes to the men on the waterfront, who cheerfully worked 12 hours a day, seven days a week, to get the work done. Each of them earned praise for their spirit, initiative and craftsmanship.

Despite the long hours and the pressure of the work, Shipyarders aboard the *Enterprise* found time to work safely. The accident rate was 75 per cent lower than the Yard's overall rate.

Laurels should also go to members of all the Shipyard's departments—Design, Supply, Q&RA—who supported the workmen aboard the ship.

We didn't do the work singlehanded, however. Our achievement required the support of the entire Naval Ship Systems Command. Material had to be ordered and expedited, manpower loaned, design work provided.

Enterprise today has steel in her hull that was still iron ore on the day of the fire. It took almost the entire Navy industrial establishment, the United States Steel Company, and a huge assist from the Air Force, to get it here.

At one time or another, 101 workmen from the Puget Sound Naval Shipyard were employed on the *Enterprise*, as well as 45 from Hunters Point, 25 from Long Beach, 30 from Boston and six from the Public Works Center here.

A special tip-of-the-hat is due the ship's company. Without their whole-hearted assistance, the job could have never been done as rapidly.

There will be many more surface ships and submarines to repair and send back to the Fleet. But, no matter what the extent of the jobs the Shipyard is assigned in the future, for years there'll be men to boast, "I worked on the *Enterprise*."

"WELL DONE" CNO MESSAGE

The repair of *Enterprise*, returning her to service in only seven weeks—well before the original estimated date, is an accomplishment which is a source of great pride. This happy result could not have occurred without the wholehearted cooperation of our great Navy team, and I wish to particularly commend the Pearl Harbor Naval Shipyard and *Enterprise*. I also fully appreciate the efforts of the Commander in Chief Pacific Fleet, the Chief of Naval Material, the Commander Naval Ship Systems Command and all those subordinate echelons who contributed to this outstanding accomplishment. Well done to all.

T. H. MOORER,
Admiral, U.S. Navy.

CINCPACFLT MESSAGE

It was with great personal pleasure that I observed *Enterprise* depart Pearl Harbor. The successful and rapid repairs to this valuable ship were the result of a great team effort by Pearl Harbor Naval Shipyard and the *Enterprise* crew backed up by outstanding support from the material commands. I share the pride expressed by CNO and convey my own well done to all who contributed to this outstanding accomplishment.

Adm. JOHN J. HYLAND.

SCHOOL DESEGREGATION

Mr. MONDALE. Mr. President, I recently read a lengthy interview with Secretary Finch, on the Department of Health, Education, and Welfare, published in the U.S. News & World Report, and came away confused about a program which I have made a studied effort to understand. After rereading the interview, I frankly still believe I understand the title VI program and how the court decisions relate to it. But I seriously question whether Secretary Finch was fully informed when he granted the interview.

A few days ago, I placed in the RECORD

an editorial from the Atlanta Constitution and expressed my hope that the recent comments by the Secretary and the President could be interpreted to mean that there would be no further vacillation or indecision in the administration of the title VI school desegregation program. The U.S. News interview has again raised serious questions in my mind about this administration's commitment to the title VI program.

The tone of this interview is very defensive—almost as if the Secretary has been handed a program in which he has very little enthusiasm but which he will reluctantly administer because he is forced to do so by acts of Congress and decisions of the courts. One would like to believe that the Secretary of Health, Education, and Welfare would enthusiastically embrace this program, which, after all, is designed to help assure equality of educational opportunity for all American youngsters.

Any program devised by man can stand improvement, and I am sure that this one is no exception. But I question whether it is helpful for Secretary Finch to deprecate the conscientious efforts of those who worked in the title VI program before his arrival with statements that they have not been concerned about education. I am getting a little tired of his comments about "pushing additional buttons," the "chemistry" of each community, the "meat axes," the "sledge hammers" and all the rest.

I wish the Secretary would recognize—if he has not—the fact that black children are being cheated of their right to an equal education and focus upon this national disgrace instead of apologizing for why he must administer the title VI program. It is, after all, almost 15 years since the Supreme Court ruled that the dual, racially segregated school system is unconstitutional. And it's almost 5 years since the adoption of title VI as part of the Civil Rights Act declaring that Federal funds should not be used to support programs or activities which discriminate on the basis of race, color, or national origin.

Secretary Finch's predecessors—whether he recognizes it or not—have constructed a solid foundation upon which we should now be building in order to improve the title VI compliance program. The Secretary can count upon my support to help in bringing about improvements to hasten the day that equality of educational opportunity is a reality for all American youngsters. But, by the same token, he can count upon my opposition if he insists in dealing in clichés and failing to recognize the real issues in his discussions of this very important civil rights compliance program.

ADJOURNMENT UNTIL MONDAY, MARCH 17, 1969

Mr. BYRD of West Virginia. Mr. President, I move, in accordance with the previous order, that the Senate stand in adjournment until 12 noon on Monday next.

The motion was agreed to; and (at 5 o'clock and 20 minutes p.m.) the Senate

adjourned until Monday, March 17, 1969, at 12 o'clock meridian.

NOMINATIONS

Executive nominations received by the Senate March 13 (legislative day of March 7), 1969:

DEPARTMENT OF LABOR

Lawrence H. Silberman, of Hawaii, to be solicitor for the Department of Labor.

U.S. INFORMATION AGENCY

Henry Loomis, of Virginia, to be Deputy Director of the U.S. Information Agency.

DEPARTMENT OF COMMERCE

Larry A. Jobe, of Illinois, to be an Assistant Secretary of Commerce.

Myron Tribus, of New Hampshire, to be an Assistant Secretary of Commerce.

EQUAL EMPLOYMENT OPPORTUNITY COMMISSION

William Hill Brown III, of Pennsylvania, to be a member of the Equal Employment Opportunity Commission for the term expiring July 1, 1973, to which office he was appointed during the last recess of the Senate.

U.S. ATTORNEYS

William F. Clayton, of South Dakota, to be U.S. attorney for the district of South Dakota for the term of 4 years, vice Harold C. Doyle.

George W. F. Cook, of Vermont, to be U.S. attorney for the district of Vermont for the term of 4 years, vice Joseph F. Radigan.

James L. Trece, of Colorado, to be U.S. attorney for the district of Colorado, for the term of 4 years, vice Lawrence M. Henry.

Harold O. Bullis, of North Dakota, to be U.S. attorney for the district of North Dakota for the term of 4 years, vice John O. Garaas.

Daniel Bartlett, Jr., of Missouri, to be U.S. attorney for the eastern district of Missouri for the term of 4 years, vice Veryl L. Riddle.

Richard Van Thomas, of Wyoming, to be U.S. attorney for the district of Wyoming for the term of 4 years, vice Robert N. Chaffin.

Victor R. Ortega, of New Mexico, to be U.S. attorney for the district of New Mexico for the term of 4 years, vice John F. Quinn, Jr.

Herbert F. Travers, Jr., of Massachusetts, to be U.S. attorney for the district of Massachusetts for the term of 4 years, vice Paul F. Markham.

CONFIRMATIONS

Executive nominations confirmed by the Senate March 13 (legislative day of March 7), 1969:

DEPARTMENT OF STATE

Walter H. Annenberg, of Pennsylvania, to be Ambassador Extraordinary and Plenipotentiary of the United States of America to Great Britain.

Jacob D. Beam, of New Jersey, a Foreign Service officer of the class of career minister, to be Ambassador Extraordinary and Plenipotentiary of the United States of America to the Union of Soviet Socialist Republics.

John S. D. Eisenhower, of Pennsylvania, to be Ambassador Extraordinary and Plenipotentiary of the United States of America to Belgium.

INTERNATIONAL MONETARY FUND, INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT, AND INTER-AMERICAN DEVELOPMENT BANK

David M. Kennedy, of Illinois, to be U.S. Governor of the International Monetary Fund for a term of 5 years, U.S. Governor of the International Bank for Reconstruction and Development for a term of 5 years, and a Governor of the Inter-American De-

velopment Bank for a term of 5 years and until his successor has been appointed.

ASIAN DEVELOPMENT BANK

David M. Kennedy, of Illinois, to be U.S. Governor of the Asian Development Bank.

DEPARTMENT OF TRANSPORTATION

James D. Braman, of Washington, to be an Assistant Secretary of Transportation.

Paul W. Cherington, of Massachusetts, to be an Assistant Secretary of Transportation.

Secor D. Browne, of Massachusetts, to be an Assistant Secretary of Transportation.

DEPARTMENT OF COMMERCE

Kenneth N. Davis, Jr., of New York, to be an Assistant Secretary of Commerce.

James T. Lynn, of Ohio, to be General Counsel of the Department of Commerce.

Andrew E. Gibson, of New Jersey, to be Maritime Administrator, Department of Commerce.

INTERSTATE COMMERCE COMMISSION

Donald L. Jackson, of California, to be an Interstate Commerce Commissioner for the remainder of the term expiring December 31, 1973.

OFFICE OF EMERGENCY PREPAREDNESS

James D. O'Connell, of California, to be an Assistant Director of the Office of Emergency Preparedness.

U.S. TRAVEL SERVICE

C. Langhorne Washburn, of the District of Columbia, to be Director of the U.S. Travel Service.

CORPORATION FOR PUBLIC BROADCASTING

Albert L. Cole, of Connecticut, to be a member of the board of directors of the Corporation for Public Broadcasting for the remainder of the term expiring March 26, 1974.

DEPARTMENT OF TRANSPORTATION

James M. Beggs, of Maryland, to be Under Secretary of Transportation.

FEDERAL HOME LOAN BANK BOARD

Proston Martin, of California, to be a member of the Federal Home Loan Bank for the remainder of the term expiring June 30, 1970.

DIPLOMATIC AND FOREIGN SERVICE

The nominations beginning Lloyd C. Burnett, to be a consular officer and secretary, and ending Robert B. Bannerman, to be a consular officer, which nominations were received by the Senate and appeared in the CONGRESSIONAL RECORD on March 6, 1969; and

The nominations beginning Alfred L. Atherton, Jr., to be a Foreign Service officer of class 1, and ending Joseph L. Romanelli, to be a Foreign Service officer of class 6 and consular officer, which nominations were received by the Senate and appeared in the CONGRESSIONAL RECORD on January 9, 1969; and

The nominations beginning Gilbert F. Austin, to be a Foreign Service information officer of class 1, and ending Mary C. Smith, to be a Foreign Service information officer of class 6, which nominations were received by the Senate and appeared in the CONGRESSIONAL RECORD on January 9, 1969; and

The nominations beginning John E. McGowan, to be a Foreign Service information officer of class 1, a consular officer and a secretary, and ending Jean Elizabeth Mammen, to be a Foreign Service information officer of class 6, a consular officer and a secretary, which nominations were received by the Senate and appeared in the CONGRESSIONAL RECORD on January 19, 1969.

ENVIRONMENTAL SCIENCE SERVICES ADMINISTRATION

The nominations beginning Eugene A. Taylor, to be captain, and ending Newell W. Wright, to be ensign, which nominations were received by the Senate and appeared in the CONGRESSIONAL RECORD on March 10, 1969.