

EXTENSIONS OF REMARKS

PROPOSED EXPERIMENTAL CITY IN MINNESOTA

HON. JACOB K. JAVITS

OF NEW YORK

IN THE SENATE OF THE UNITED STATES

Friday, July 11, 1969

Mr. JAVITS. Mr. President, the crisis of our cities is both complex and challenging, and many proposals have been offered to improve urban life. I wish to bring to the attention of my colleagues in the Senate a new and exciting approach to solving the ills of urban America.

A group of distinguished Americans, including university, city, and industry officials, have begun to plan the construction of an experimental city in Minnesota to commemorate the 200th birthday of the United States in 1976. I can think of few better ways to celebrate this historic occasion than by designing the city of tomorrow to serve the citizens of today.

The public and private sectors should cooperate in designing and building a city which will demonstrate to all Americans that our cities can, and will, be as viable a part of our Nation's future as they have been throughout our country's first 200 years.

Mr. President, I ask unanimous consent that a speech by Otto A. Silha, chairman of the steering committee of the experimental city project, and executive vice president and publisher of the Minneapolis Star and Tribune, be printed in the RECORD.

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

HOW A CREATIVE PARTNERSHIP OF THE PRIVATE AND PUBLIC SECTORS CAN COMBINE TO CONSTRUCT AN EXPERIMENTAL CITY IN MINNESOTA BY 1976 TO COMMEMORATE THE 200TH BIRTHDAY OF THE UNITED STATES

(Address by Mr. Otto A. Silha)

I'm delighted today to discuss a project which is completing its first stage at the University of Minnesota.

In the beginning, some people considered it "far out."

Now, many consider it one of the most significant, far-reaching undertakings ever launched in America.

I'm speaking about an Experimental City for the United States.

In order to focus this project clearly in your mind I would like to review briefly the 1968 nomenclature of "the cities."

You are familiar with the *Model City program*. Formerly called the Demonstration City program, the Model City plan, as it was passed by the last Congress, is basically much-needed extension of what we have come to know as Urban Renewal, a super coordination effort involving the many departments of government which deal with the problems of the city. Minneapolis has a model city program.

Let me emphasize that the Model Cities program basically involves tearing out slum areas, replacing them with new construction, and attempting to deal at the same time with the "people problems" which are overwhelming in these areas of dense urban population.

A second designation for urban development which has come into the vocabulary in the past three or four years is the New Town. There are now in construction or on drawing boards, more than 250 "New Towns" in the United States. The two with which you are probably most familiar are Reston and Columbia, both of them in the greater Washington, D.C., area. Jonathan in Carver County is the nearest thing we have in this part of the country.

Actually, in oversimplified terms, the New Town is a real estate development. They are all primarily in the private sector and many of them are spearheaded by large corporations. In each case, the project usually begins with the acquisition or optioning of large acreage, ranging from 200 to 17,000 acres, and proceeds from there.

Interestingly enough, almost all of these planned "New Towns" are located around the "rims" of the United States. You can trace the concentration starting from the Boston area in New England down along the East Coast into Florida, across the Gulf Coast into Texas, through Arizona and then up the West Coast of California. Very few of them are mapped out for the Midwest.

I want to make the distinction now between the Model Cities, the New Cities and the subject to which I address myself today—the Experimental City. The key phrase which I prefer to use in describing the Experimental City is that it will comprise an *overleap* in research and in seeking more alternatives in dealing with the problems of the city.

This experimental overleap would offer an opportunity, in some degree, to start anew rather than to have to deal with the entangling restrictions of every sort—in power, transportation, sewer lines, to name a few—which are present when we attack the established city or even the environs of the established metropolitan area.

You might be interested in a brief résumé of the genesis of the Experimental City.

First and foremost, of course, is Dr. Athelstan Spilhaus, our former University of Minnesota Institute of Technology dean, who is now president of Franklin Institute, Philadelphia. Dr. Spilhaus first proposed an Experimental City formally in a 1966 report made to the White House by the American Academy of Sciences Committee on Pollution, of which he was chairman. That report indicated it was almost impossible to find the best solutions to urban pollution problems because the pollutants cannot be manipulated or controlled in a manner which would diminish them substantially or combine them for positive results.

The second generating spark for the city project came through Dr. John Clegg, president of North Star Research and Development Institute. Several years ago he suggested that North Star might do some research in the private sector on the subject of enclosure, dealing with an area as large as 200 acres. Investigations proved this commercially infeasible.

The third impetus came from California when Wayne Thompson resigned as city manager of Oakland to come to Dayton as a vice president. He had been working with the Tempo Advanced Research Division of General Electric on a New City concept for the Oakland area and the Tempo group in Santa Barbara had done considerable work on the enclosure idea and in the transportation field.

In brief, it was possible for me to bring all of these forces together here in Minnesota. The University's proposal for the first phase of research was presented to the Departments

of Housing and Urban Development (HUD), Health, Education and Welfare (HEW), and Commerce in June, 1966, with the strong support of Vice President Humphrey, the entire Minnesota Congressional delegation and, of course, from Governor LaVander.

The proposal called for preparation of a plan for a systems engineering analysis and design of the Experimental City;

Investigation of the social implications—dealing with the grave "people problems";

Exploration of the possible techniques for implementing the whole plan.

As a starting point for concept discussion, we have talked in terms of a city population of 250,000 and a location 100 to 150 miles from the Twin Cities.

Phase I of the work is almost completed at the University. The objective has been to achieve a comprehensive definition of the project through a survey of the literature and experience and through delineation of the problem areas by convening a series of conferences and workshops, bringing together the top experts, the best brains in the world for each area of investigation.

You will be interested in the succeeding phases as outlined:

Phase II would evaluate untried concepts and systems in laboratory environment, experimentation with small scale models, and investigation of anticipated problems. (Guestimate on cost: \$4 million.)

Phase III would include construction of pilot model.

Phase IV: design for the actual city.

Phase V: construction and occupation—conceivably 10 years from the beginning of research.

Phase VI: continuing evaluation, modification and development.

Who are the 22 members of the steering committee.

The University of Minnesota principals are:

President Malcolm Moos;

Walter Vivrett, Professor of Architecture and Planning, who is serving as Project Director;

Dr. Walter Heller, professor of Economics; Dr. Gaylord Anderson, professor of Public Health.

You will also recognize many of the rest of the names:

Walter M. Beattie, Jr., School of Social Work, Syracuse University, top ranking sociologist;

Harrison Brown, the Cal Tech geo-chemist;

Dr. James C. Cain of the Mayo Clinic;

R. Buckminster Fuller, Engineer, Southern Illinois University; Max L. Feldman, General Electric TEMPO (Center for Advanced Studies); T. Keith Glennan, Vice Chairman of the Urban Coalition; Dr. Martin Marty, University of Chicago School of Divinity and Associate Editor of *Christian Century*;

Joseph A. Pechman, Director of Economic Studies, Brookings Institution;

Harvey S. Perloff, Resources for the Future, Washington;

Roger Revelle, Head, Center for Population Studies, Harvard;

Bernard Schriever, General, U.S. Air Force (retired);

Athelstan F. Spilhaus, President, The Franklin Institute, Philadelphia;

William L. C. Wheaton, Director of the Institute of Urban and Regional Development, University of California;

Paul N. Ylvisaker, Commissioner, Department of Community Affairs, State of New Jersey (formerly Director of Public Affairs, Ford Foundation);

O. Meredith Wilson, Director, Center for the Advanced Study of the Behavioral Sciences, Palo Alto;

Whitney Young, Executive Director of the Urban League;

Finally, Wayne Thompson and your speaker as chairman.

Fifteen workshops have been held in Minneapolis, each with attendance ranging from 10 to 18 leading national experts in the various fields of inquiry. Here are the subjects for the workshops:

City Building Technology;
Enclosure at City and Community Scale;
Waste Management Systems and Pollution Control;

Transportation of People and Goods;
Communications-Information;
Planning, Developing and Marketing;

Human Institutions: Living Patterns and Residential Structure;

Health, Medical and Rehabilitation Services; Environmental Health;

Energy and Energy Transmission;

Manpower, Immigration and Motivation;

Policy Considerations—Governmental and Political;

Governmental Organization for MXC;
Economic Development; and

Area Linkages and Economic Development.

I have met with or attended all but four of the workshops and I can testify that the participation has been arduous and enthusiastic.

The steering committee for the Experimental City project has held five meetings in Washington, Minneapolis, New York and Princeton, New Jersey.

Dr. Kenneth Clark, social psychologist and Executive Director of Metro Applied Research Center, New York, met with the steering committee in January at Princeton and commented at some length on the relationship between the urban ghetto problems and the Experimental City. Prior to that conversation with Dr. Clark, the steering committee toured the Central Ward of Newark and received full-scale briefing through the excellent arrangements made by Paul Ylvisaker.

Needless to say, all of these deliberations have produced some exciting concepts and possibilities for intensive investigation. The problem of the Phase I final report will be to select some 100 to 150 of these major areas for massive Phase II research and/or development:

Here, then, are some of the ideas which have thus far been generated:

The concept, for the first time in the history of man, of building a city from an ecological base.

Can free public mass transportation be built into The City the way an elevator is built into a building?

The possibility exists for co-ordinated testing and experimentation with MXC ideas in the near-term future. We find an emerging interest in conducting experiments wherever possible in existing communities, including our central cities. For example, certain experimental ideas may be suggested for the Model City area of Minneapolis. We may be able to begin some experimental work in the para-medical field at Rochester, Minn., before the end of this year. Certain ideas may be planned in connection with the new town of Jonathan near the southwest edge of Minneapolis. The Ford Foundation has funded a "micro-city" study involving Professor Edward Henry of St. John's University. Certain experimental ideas designed ultimately for the Experimental City may be tried in smaller communities such as St. Cloud. The campuses of the University of Minnesota conceivably might serve as experimental areas.

This concept will make it possible for the Experimental City to begin producing worthwhile solutions for certain urban problems in 1969. The ultimate experiment, of course, is to put all of these ideas together in one great urban community—the Experimental City.

The whole concept of research on "the new" and people's capacity to absorb new

ideas and new things. The "marketing" aspects of new ideas constitute a whole new field for concentrated research.

A "situation room" or an "information transfer" room may be constructed for use in the planning and design stages of The City, but also as an experiment for early application in existing cities.

Development of the first air world transportation center for the U.S.

The educational possibilities of the project itself. Can a new kind of university "without walls" be built into the project as it unfolds? We believe so.

What new horizons can be explored in supplying food to a city?

Members of the President's Bi-Centennial Commission have shown considerable interest in the Experimental City project as one possible national activity for 1976 when the United States will celebrate its 200th birthday.

Again, these are only some of the interesting thoughts which have developed in the first planning stage of MXC. Many more will be discussed in the formal project report soon to be released.

I might say a word about enclosure because this is a subject which intrigues most people.

Enclosure will be a part but only one portion of the experiment. It could be, however, an important part of the experiment.

One possibility would be to enclose a medical complex to secure maximum health administration benefits from a controlled climate.

In such a complex might be contained a general hospital, a specialized hospital like the Variety Club Heart Hospital, a so-called secondary care hospital, nursing homes, a motel-like structure with private house-keeping facilities, but some nursing care, and finally, individual homes for people who should live for a period near a major medical complex.

It is now technologically possible to enclose a diameter of two miles, more than 2,000 acres. This would be the Houston Astrodome multiplied by a factor of more than one hundred.

Such a procedure, would make it possible to create "Arizona" in Minnesota. And if you wished you could live in a structure which would have its front door in "Arizona" (or "Hawaii") and your back door in Minnesota so that you could ice skate or ski in the back and play golf in the front. This emphasizes that enclosure would be experimentally desirable for a recreation area.

There are many facets of current research which will be conducted throughout the country by businesses as well as by educational and scientific institutions which need a place for testing in actual use.

Transportation will, of course, be an important phase of the experiment. Possibly there will be no automobiles in the central city itself. My Upper Midwest friends here today may have seen a recent proposal to link the St. Paul and Minneapolis campuses of the University by a small-car automatic transport system. This would be an electrically powered continuous series of four-passenger vehicles which would move people in an orderly manner between the campuses and between various parts of the campuses.

One of the reasons it will be extremely difficult to proceed promptly with this plan here in the Twin Cities is that there are a multitude of restrictions and hurdles which must be jumped in order to secure the right-of-way and all of the other approvals necessary, wholly apart from the expense factors involved. If such a system were operating in an Experimental City it would be much simpler to demonstrate to people the convenience and economic desirability of such a plan.

We desperately need an Experimental City to demonstrate the advantages of progress so we can enjoy those advantages, which are

technically feasible and fiscally desirable in our lifetime.

As you can see from this brief overview, the private sector of the economy—the business community—has already played an extremely important role in the conception and development of this project. Each of the three Federal agencies involved has provided a grant of \$80,000. To this \$240,000, private industry added \$120,000.

Major Minnesota companies have joined the University in providing the additional funds needed for the first phase. The following have each contributed \$10,000 toward the initial research:

The Dayton Company, The H. B. Fuller Company, Honeywell, Inc., IBM, Minneapolis Banks' Clearing House Association, Minneapolis Star and Tribune, Northern Natural Gas Company, Northern States Power Company, Northwestern Bell Telephone Company, Polaroid Corporation, Boise Cascade, and Control Data.

Ultimately, in the final stages involving construction of the Experimental City, major investments will have to be made by business leadership. Why will these investments be worthwhile?

In the first place, many American industrial firms are in the same position as our urban centers—research and the technology are far ahead of the ability of management to transform that research into reality through the construction of a new kind of plant or facility. In the same way that our cities face all of the impediments on the road to change, so, too, the industrial firm is confronted with regulations and restrictions and codes and customs and practices which make it almost impossible to try anything new, to break with the past, to really experiment with a new technique that might produce a breakthrough for a whole industry.

The Experimental City would offer the ideal location for such a new plant or facility where the "fresh start" could be pre-planned in concert with the surrounding other plants and service facilities so as to maximize the possibility of success.

What will be the ultimate cost of the Experimental City? All one can say today is that it will surely be a multi-billion dollar program and that much of the expense will be borne by American business and industry.

To put any numbers into context, it is well to remind ourselves that the supersonic transport, if it proceeds, will cost about \$4 billion.

Thus far our nation has spent about \$30 billion in our program aimed toward landing a man on the moon. The space program expenditures have been at the rate of about \$5 billion a year.

It would seem sound and logical for business and labor to join with the Federal government and the citizens of the United States in an Experimental City project designed to produce a laboratory for urban living which might help us solve so many of the knotty problems we face right now in everyday life.

I would like now to point out the similarity between the Experimental City project and the development of taconite, the low-grade ore which now is being utilized by the steel industry. More than 40 years ago on the campus of the University of Minnesota experiments began in the minds of men and in the laboratories which later developed into the iron ore processing procedure which has made taconite an important part of the world's economy.

The taconite research had Federal support and state legislative support and University support, but in the final stages of its involvement into its place in the economy, it required massive investment from the private sector along with a spirit of understanding and co-operation demonstrated by

officials of government, members of the legislature and ultimately the people of Minnesota.

In order for the Experimental City project to proceed to its final objective—construction of the city—much the same process will have to take place. Ultimately, American business and industry will finance major investment in the Experimental City.

I'm sure that 40 years ago most people would not have guessed that taconite would develop into a vital industrial process on both American continents and other places in the world. The Experimental City is approximately in that position today and the need for the successful conclusion of the experiment, in many ways, is much greater.

I will quote one member of the project steering committee anonymously. He has dealt with major problems of our nation and around the world. His statement was this: "Next to national security, this has to be the most important and challenging problem facing the country."

Incidentally, the city itself will probably be built by a new type of corporation, perhaps patterned after Communications Satellite Corporation but with surprising innovations.

I might add at this point that we have had considerable encouragement from many quarters on the project—members of the House and Senate have demonstrated their interest. Other Cabinet departments—Department of Defense, Interior, Transportation, Agriculture—will be briefed. The Edison Institute, American Gas Association and Bell Labs have all met with us and are preparing plans for Phase II. Major corporations and institutions like Chase Manhattan Bank, Westinghouse and Daniel, Mann, Johnson and Mendenhall are studying the project.

It is important to point out that members of the Legislature are working with us and the Governor's office and the Attorney General's office on the legal and governmental aspects of organization, including the monumental problem of land acquisition.

Obviously we are now seeking the financing of Phase II which will begin January 1, 1969, extending through June, 1970. Although all the proposals are not yet completed, we feel that about \$4 million will be needed to finance the necessary research. About \$2 million of this will probably come from the private sector, including foundations.

The prospect is bright for substantial project support from the private sector. Major corporations who helped finance Phase I have indicated continuing interest. The American Gas Association has pledged manpower and money; specific projects are in planning. Similar meetings are in progress with Edison Electric Institute. General Electric has proposed a large-scale communications experiment at the University.

The University of Minnesota will again be the prime contractor for Phase II, along with North Star Research and Development Institute. Planning for the ultimate corporate entity has also begun.

In conclusion let me quote an editorial in the Washington Post:

"The move toward planning and construction of an entirely new city in the open spaces of Minnesota is one of the most exciting ideas of the year. The project is, of course, highly experimental. But it is an experiment that may have a profound influence on the future of this and other countries.

"The opportunity of beginning a new city from scratch, free from all the handicaps of congestion, blight, obsolescence, and so forth, should itself be an extraordinary stimulus. The appeal to new industry, business, workers and residents will be very substantial.

"Our new frontier may well be the open space of today where new cities will rise in the decades ahead."

Barbara Ward, writing in *The Economist*, stated the case for the Experimental City most eloquently:

"There are new insights into urban planning. There are new technologies available to give the plans a solid base in fact and extrapolation. There are a myriad inventions—in power, in traffic control, in automation—waiting to be applied to urban problems. And there are the resources which will in any case be spent. What is lacking so far is the unifying vision of the whole urban order as a proper field of coordinated inquiry and action. Until it is achieved, men may well remain more visionary about their outer space than their inner space and give themselves a rougher landing in the city than on the moon."

As the final Phase I report nears completion, it is clear to me that the Experimental City project is well on its way toward ultimate construction of The City. With the kind of support and enthusiasm we have seen demonstrated over these past months, it is abundantly clear that a project of this magnitude and of this importance to the United States and to the other countries of the world cannot fail to reach its goal.

RAILROAD'S INDIFFERENCE TO TRAVELING PUBLIC

HON. JAMES F. HASTINGS

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 10, 1969

Mr. HASTINGS. Mr. Speaker, on June 4, the Erie-Lackawanna Railroad announced that it was discontinuing passenger service on trains No. 5 and 6, traveling between Hoboken and Chicago. The trains, one eastbound and the other westbound, constitute for most of the cities throughout the southern tier of New York State, the only passenger service available.

We may wax sentimental about the disappearance of the passenger train and the romance associated with an earlier era when a ride on the train was one of life's thrilling experiences. But I can assure you that the rapid demise of passenger train service to these communities is no subject for deep nostalgic reminiscence. It is a subject of supreme concern. The Erie-Lackawanna says it is discontinuing its services because of lack of passengers and that by doing so it will be able to save yearly some \$1.7 million which it says it can apply to improved freight service. I suggest that this is the source of the railroad industry's plight with its passenger service. I can sympathize with their plea of financial distress because people are not riding the trains any more but I wonder if the railroads are not pointing the accusing finger in the wrong direction.

Railroading is a \$10.2 billion a year business and 90 percent of that comes from freight. I cannot help speculating how those figures might be changed if the railroads had, over the past years, paid more attention to its passengers.

Recently, I, along with several of my colleagues, introduced a bill which would establish tougher tests in determining if a railroad was justified in discontinuing passenger service to a community, especially when that service was the only

one available. I am more convinced now than ever of the merits of that proposal. Railroads, instead of giving up on passenger service, must launch a program catering to the public.

For one thing, they could clean up the unkempt coaches, and another, get to their destinations on time. Reporter Kevin Doran, of the Hornell Evening Tribune, who conducts a column called Kevin's Korner, recently wrote an article for that newspaper, which we think, briefly but pointedly, underscores the railroad's indifference to the public. Under unanimous consent I include it in the RECORD:

END OF PASSENGER SERVICE LAMENTED

(By Kevin Doran)

So the Erie-Lackawanna wants to make it official—no more passenger service. It seems that the railroad has been trying for years to discourage people from using its "services" and now, it has succeeded to the extent that officials feel they can approach the Interstate Commerce Commission with "proof" that not enough people use their passenger service to make it worthwhile.

What a shame! It's too late now but there was a time when the railroad might have made passenger travel so attractive that people would have been lining up for railway tickets.

Ever ride on a train west of the Mississippi? What a difference!

Their conductors are polite—as are the ticket sellers. When you call for information they are something like the airlines—pleasant, courteous and, they even make you feel like they want your business.

There is a real effort to arrive and depart on time and the coaches are modern, attractive and clean. If only the Erie-Lackawanna would have tried to imitate some of the western railroads.

A couple of years back—when there was still train service from Buffalo to Hornell—I tried to take the E-L home. I called the Buffalo office and the conversation went something like this.

"Do you have a train leaving for Hornell today?"

"Yes, but I don't think you'd like to travel it."

"Why not?"

"It has no diner—no drinking coach—and it takes a long time."

"I'll eat before I get on—I don't want a drink and I haven't any car."

"Well, if you really want to."

Maybe the girl was trying to do me a favor but I had the distinct impression that she didn't want to sell me a ticket.

GEN. DWIGHT DAVID EISENHOWER

HON. THOMAS J. MESKILL

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 10, 1969

Mr. MESKILL. Mr. Speaker, the death of Gen. Dwight David Eisenhower on March 28, 1969, brought sadness to the entire Nation. The general was undoubtedly a great soldier, a true humanitarian, and a distinguished President.

General Eisenhower will long be remembered in history for his outstanding leadership of the Allied Forces in Europe in World War II. He demonstrated that he was a man of great courage and wisdom. Every serviceman who had the privilege of serving under his command will testify to his leadership and genius.

But it was Dwight David Eisenhower's humanitarian concern which brought him back to the United States to serve as the President of one of this Nation's most distinguished universities. His service to Columbia University and to the role of education in our society tells us much about the depth of this man's personality.

As President of the United States for two terms, General Eisenhower made some of his most outstanding contributions to the world community. He was a true statesman who was fully dedicated to bringing peace and stability to the conduct of affairs between Nations. President Eisenhower was a peacemaker first, last, and always. He set the tone for his administration by concluding the Korean war and followed through by maintaining peace in a troubled world.

All Americans owe a debt of gratitude to this man who, throughout his life, served as an example of everything that we strive for in America.

SMUT PEDDLERS—PART IV

HON. THADDEUS J. DULSKI

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 10, 1969

Mr. DULSKI. Mr. Speaker, California can claim many firsts, including the lead in State population—much to the chagrin of we New Yorkers who have led the States for years.

There is one first of which California rightfully is not proud. That is the conclusion by many that California is the pornography capital of the United States.

Californians, as well as others of us, are trying to do something about the flow of smut through the mails. It is not an easy task simply because of the difficulty in acting without infringing upon the right of we Americans to certain privacy.

So the battle against the smut kings is not an easy one. It requires the cooperation of everyone and we cannot rely on legislation. There are things which we can do and they have been spelled out by Max Rafferty, a Californian, in an article in the November 1968 issue of *Reader's Digest*.

Mr. Rafferty served as a public school teacher, principal, and superintendent in California for 22 years before being elected in 1963 as the State's superintendent of public instruction.

Following is his article:

CRACK DOWN ON THE SMUT KINGS

(By Max Rafferty)

I'm a Californian. I've lived in the Golden State nearly all my life, and I'm proud of her. She has so many "firsts" in such fields as industry, agriculture, education and entertainment that it's not easy to find another state to compare her with.

But one of those "firsts" I'm not proud of: California is the pornography capital of the United States. On my desk as I write are stacks of books, magazines, movies, tapes, photographs and picture postcards. All of them portray, in meticulous detail and in living color, acts of sodomy, bestiality, lesbianism, sadism and masochism that turn the stomach—and pander to the rottenness

that all of us have a little of. All of them were made, processed and distributed in California.

Before me is a pocket book with the title *Memoirs of Josephine M.* It's purportedly the diary of a prostitute, and it chronicles 192 pages of alleged sexual activities from the time the authoress was five. Over and over she mouths the same Anglo-Saxon words, does the same things with a succession of carboncopy males, and experiences the same highly unlikely marathon ecstasies. There are only a relatively few ways in which the sex act can be performed, and after you've read about them or seen them pictured once, a constant succession of unreasonable facsimiles loses its allure, except for the mentally defective and the childish. Any adult with an I.Q. above 65 must find *Memoirs of Josephine M.* as boring as an endless recital of identical corned-beef-hash recipes. It was sold by an outdoor bookstore in a sunny San Fernando Valley suburb.

On another corner of my desk is a reel of color film which portrays a so-called Hollywood sex orgy. All the actors and actresses are nude (which gets to be pretty depressing in itself); all of them are apparently sexual athletes; and all of them take turns doing the same thing to each other. The photography is good. The lighting is excellent. The plot leaves something to be desired. This film came from a downtown Los Angeles smut store.

Then there are the slides and the picture postcards from San Francisco. These show men and women all tumbled about in postures which would challenge a contortionist, and all wearing nothing but interchangeable leers.

The production of pornography is a \$19-million annual business in my state. Nationwide, the production and sale of pornography is perhaps a \$500-million industry. I estimate that more than 50,000 Californians participate in some way in the filth racket. Out of our state's school population of almost six million children, half a million have been mailed, sold, handed or shown the kind of sordidness I have been describing.

Here are some sad facts about my home state:

Los Angeles is the home of the undisputed top publisher of "girlie" and "nude" magazines. Each month, more than 700,000 copies of sex-oriented magazines are printed here, and pour out across the land.

California's eight major publishers of dirty paperbacks turn out 1,500,000 books a month. In 1967, four of the nation's six major publishers in the bondage-flagellation-fetish field were located in Los Angeles and San Diego.

The sale of mechanical sex devices is centered in Los Angeles, with more than 100 firms engaged in the mail-order business.

Obscene photos and films bring a million-dollar profit to California each year. The still photos sell at \$2 a six-pack, usually in "twilight" bookstores, sex-oriented theaters, and arcades. The movies—ordinarily 200 feet of 8-mm. film with a running time of 12 minutes—wholesale for \$2 and retail at around \$10 each. Female participants are usually prostitutes, who get paid \$50 per film; the male participants don't get paid.

Made as a sideline by cameramen, technicians and processors already employed in the vast motion-picture industry, the films and stills bear the unmistakable hallmark of Hollywood know-how—the gloss, the technical excellence which have made the California label a byword for quality around the planet. It's as though the hard-won research findings and marketing techniques of top pharmaceutical companies were suddenly put to use in packaging deadly poison for distribution among the children of the nation.

For the pornographer victimizes juveniles especially. Juveniles are his natural prey. They're curious, they're naive, they want to

pose as adults, they have plenty of money. Often the slime salesman uses youthful pushers to do his dirty business of merchandising the stuff; sometimes it's sold in the classroom, almost under the nose of the teacher. What helps the smut seller most is the pervasive climate of parental permissiveness and downright indifference to what young sons are doing.

If I read the future aright, the most damnable after-effects of the Sick Sixties may be the young lives that have been wrecked and shattered by the refusal of mothers and fathers to direct their children's lives and to supervise their daily activities. Parents today should take considerably more interest in where Jimmy is and what he is doing in his spare time. It's a disheartening thing to have to say, but it's true: Jimmy just isn't safe anymore on the loose.

Veneral disease among our California youth has more than doubled in five years. Premarital pregnancies are running off the top of the graphs. Sex crimes, especially against children, are proliferating in such ghastly profusion that many California parents are afraid to send their youngsters to the grocery store. Law-enforcement officers in my state tell me that they find stacks of printed nastiness in the possession of almost every juvenile sex offender they pick up. If you doubt this, I suggest that you ask your own police chief.

No, I can't prove definitely that pornography causes such tragedies, any more than I can prove beyond peradventure that fleas cause a dog to scratch. But the evidence is overwhelming. For almost 30 years I've been an educator and worked among the young, and never have I seen a direr, dirtier danger to our youth than this avalanche of obscenity that is now burying us. In its own way, this material is as dangerous for them as a diet of strychnine.

Besides showing more concern as parents, what can we do to dethrone the smut kings?

First, encourage judges to hand down more severe penalties for producing and peddling commercial pornography. As it is now, the fines are so light and the jail sentences so nearly non-existent that the smut salesman has almost no roadblocks.

Second, elect a President of the United States who will appoint Justices of the Supreme Court who recognize pornography as such when they see it. (Happily, the Court recently upheld a decision that stricter standards can be applied in determining what is and is not salable to minors.)

Third, pick city and county prosecutors who will put the obscenity racket high on their target lists, and who will track down the sex racketeers through bush, brake and mire.

Fourth, support such national organizations as Citizens for Decent Literature (5670 Wilshire Blvd., Los Angeles, Calif. 90036). CDL wars ceaselessly on the dirt mongers.

Finally, lead neighborhood boycotts of stores and newsstands that sell this vileness. Placard them, agitate, protest.

And don't get sidetracked by sneers that you are showing an "unhealthy interest" in pornography, that you are interfering with "freedom of artistic expression," or that a "new morality" abroad in the land has outmoded your own repressed Puritanism. Horsefeathers! Money is the only god the pornographer has, the only thing he has ever been interested in. He couldn't care less about avant-garde literature, artistic expression, or morality of any kind, new or old.

The stakes are too high to be lost sight of in a cloud of semantics. The issue is more than a temporary loosening of our moral fiber. The issue is our children. And our grandchildren. They are our responsibility, nobody else's. They are worth fighting for, worth saving. And nobody can do the fighting but you.

DR. JOHN STOKES MARTIN

HON. CHARLES H. GRIFFIN

OF MISSISSIPPI

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 10, 1969

Mr. GRIFFIN. Mr. Speaker, last week, Dr. John Stokes Martin took the oath of office as superintendent of the Jackson Municipal Separate School District. The State of Mississippi welcomes this distinguished educator to her capital city. Dr. Martin, who began his career in education in 1951, comes to Jackson from his post as assistant superintendent for the Atlanta public schools.

Jackson has one of the most progressive school systems in the South. I am confident Dr. Martin will continue its development.

At this point, I include in the RECORD the remarks of Mr. C. H. King, president of the board of trustees, in presenting Dr. Martin at the installation ceremonies on July 1:

PRESENTATION OF DR. JOHN S. MARTIN
(By C. H. King)

Ladies and Gentlemen: We are here this morning at the beginning of another fiscal year, on this first day of July, 1969, to install Dr. John S. Martin as superintendent of schools for the Jackson Municipal Separate School District.

Dr. Martin, your entrance upon your duties comes at a propitious time in the history of this school system. As we view it you are the right man in the right place at the right time! We entrust to your capable hands a cooperative, competent administrative staff that has brought this school system to this good hour. We also tender you a cadre of some 1700 professionals and another thousand individuals in supportive roles. This collective team stands ready to respond to your leadership as you assume office.

You and your associates should know that business of this school board will be transacted in open meeting with you present, and that these trustees will consider all school business at announced meetings of the board. Further, we want you to know that we shall avoid commitments through personal interviews that might tend to hamper or embarrass the board or prejudice decisions when matters come before it for action.

Specific powers and duties of the board of trustees are defined in the school laws of this state. The board is empowered to prescribe and enforce rules and to set up the administrative machinery whereby policies and regulations are enforced in the administration of the school program. This board has properly exercised its prerogative by employing you as superintendent of schools and assigning to you the responsibility of administering the schools in this system in conformity with the state laws and the policies adopted by this board. The board has created the unit-executive type of organization which means that the board delegates completely the executive activity to you and that you will be held fully responsible for the execution of all school policies.

Let us emphasize that your duties are to:

(a) Facilitate the instructional process by maintaining the adopted educational policies of our state and of the board of trustees;

(b) Appraise these policies in accordance with existing needs;

(c) Supply the board with the means for informing the people of conditions in the schools;

(d) Furnish creative leadership to the teaching staff; and

(e) Act as professional adviser to the board of trustees.

To assist you in the proper discharge of your duties, a central administrative office has been established by the board and a staff of assistants to the superintendent has been employed whose responsibilities are to carry out administrative, consultative, and supervisory functions as delegated by you. These officers are directly responsible to you, and you in turn are responsible to the board, not only for your actions but for the actions of all school employees.

These comments may sound somewhat formal and austere, but they are made for the purpose of making clear to you the scope and magnitude of your assignment, and reiterate to trustees and staff the stated position of this school board as to the administration of this excellent school system. These written policies will be found in the *Administrative Services Handbook*—sometimes referred to by your associates as *The Gold-lettered Book*.

This community has an unbroken record of enthusiastic support for its public schools. There has been measured progress and improvement in educational services to youth and adults and we are fully confident that you and your staff will give further impetus and acceleration to the improvement of this school system.

You have the goodwill and best wishes of your staff and of all citizens of this school district as you begin your work with us.

We call upon you now to execute the *Oath of Office*.

COMMONSENSE

HON. JOSEPH M. GAYDOS

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 10, 1969

Mr. GAYDOS. Mr. Speaker, in recent years gun control legislation has been the subject of much controversy and heated debate. Sportsmen's clubs across the country quickly rose opposing legislation which would restrict their right to own and use firearms. And rightfully so. They should not be penalized for the actions of those who use firearms for breaking the law.

A recent editorial from the *McKeesport Daily News* states the case very clearly. I submit it for the RECORD at this time:

COMMONSENSE

The traditional right of individual American citizens to own firearms has become a controversial issue as a result of the acts of berserk assassins and the rise of violence.

So far, law-abiding citizens have not become the victims of the extremists who would like to outlaw ownership of guns and subject the citizen to something approaching police state surveillance.

In our deep concern over lawlessness, it would be easy to fall prey to needless and futile repression—futile since curbing the liberty of law-abiding citizens has little bearing on the acts of law violators.

Fortunately, evidence is growing that common sense is beginning to enter the picture of firearms control. Rather than saddle the law-abiding citizen with onerous restrictions, a number of states have enacted or have pending measures which would impose mandatory penalties for the misuse of firearms in a crime.

Many groups such as veterans' organizations and sportsmen's clubs are adopting resolutions urging our lawmakers and courts

to provide for stiffer sentences for crimes with firearms instead of forcing those who obey the law into some kind of federally controlled firearms registration and licensing program.

These are constructive steps and they are encouraging because they contrast so sharply with the kind of extremist approach which holds that the cure for almost any problem lies in granting the federal government increased police powers over the affairs of nonlawbreakers.

The American people have never taken kindly to this kind of oppression. So far as most of them are concerned, that kind of police state approach went out with the American Revolution.

CLEANING UP A RIVER

HON. JAMES G. O'HARA

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 10, 1969

Mr. O'HARA. Mr. Speaker, I want to report today on a massive volunteer effort being organized in the city of Sterling Heights, Mich.

The citizens of this young city, incorporated only last year, are preparing to mobilize 5,000 volunteers in August to clean up the Clinton River, which flows through Sterling Heights.

The Sterling Height project is a sequel to a "Clean Up the Clinton" campaign earlier this year in an area downstream, near the city of Mount Clemens.

Mr. Speaker, the organizing committee and its chairman, Sterling Heights Councilman Al Martin, are to be commended for their work in planning the project.

I know that the people of the city will respond to the call for volunteers, and that the "Sterling Heights, Clinton River Cleanup" will be a success.

Mr. Speaker, I hope that Americans everywhere will hear of this project—a truly community effort to clean up a badly polluted waterway—and use it as a guide for similar campaigns in their own areas.

An outline of the project and news reports concerning the Sterling Heights Clinton River cleanup follow:

STERLING HEIGHTS CLINTON RIVER CLEAN-UP COMMITTEE

GENTLEMEN: This is to inform you that a Sterling Heights Rotary Club Spearhead Committee for the Clinton River Clean-Up was formed May 22nd, 1969, with Councilman Al Martin as Chairman.

The purpose of the Spearhead Committee was the formation of a community wide Sterling Heights Clinton River Clean-Up Committee. This large committee is composed of representatives from all local service clubs, civic organizations, governmental agencies, and interested individuals. One representative from each organization and Co-Chairmen of the twelve committees make up the "Sterling Committee" which is the policy making body for the Clean-Up project.

The task will be monumental, requiring 5000 volunteers from this community as well as the surrounding communities. The venture will be promoted as a citizens or community wide project with the people and organizations setting out to accomplish an extremely worthwhile project for the City, County and State. It is a united effort project whereby citizens and members of many

organizations will rub shoulders when working together to do something worthwhile for the community instead of waiting to see what the community can do for them.

The Sterling Heights Clinton River Clean-Up Committee will have several purposes or goals to accomplish and they are as follows:

1. To make the river a cleaner river by removing debris and encouraging strict pollution control.

2. To be instrumental in making the river an adequate water channel to drain the area.

3. To encourage development of badly needed recreational facilities. (a) Land use could include picnic areas, hiking, biking trails and parks. (b) Water use could include canoeing, boating, fishing and wildlife.

4. To encourage and assist in similar river clean up projects up and down stream from Sterling Heights—observers from throughout the nation will be invited to attend the clean-up and take back ideas and information to their organizations.

5. To encourage appropriate legislation and pollution controls in the recreational and natural resource areas.

6. To encourage the naming and funding of a governmental agency to control, develop and maintain the Clinton River.

Sterling Heights Clinton River Clean-Up Committee was formally organized on June 4, 1969, at Stevenson High School at which time there were about 100 officials from County and various civic organizations, including Mr. Tom Welsh, Macomb County Drain Commissioner, who supported the project and stated all facilities at his office were at the committees disposal. Other officials from the U.A.W., Teamsters Union, Department of Natural Resources, the Huron Clinton Metropolitan Authority, the Rochester-Utica Recreational Area, Dodge Park #8, the Detroit Sportsmen's Congress, the lower Michigan Paddling Council and many others also publicly stated their full support of this project.

Mr. Martin remained Chairman of the newly created Committee and created 12 subcommittees and appointed Co-Chairmen to these respective committees. The list of the Committees are as follows:

- Public relations.
- Equipment.
- Right of way and access.
- Communications.
- Work coordinating.
- Refuse disposal.
- Food and comfort.
- First aid.
- Volunteer recruitment.
- Finance.
- Survey and photography.
- Secretarial.

Mr. Michael David Schwartz has volunteered to be Mr. Martin's legal counsel.

A survey trip of the river by canoe will have been undertaken by June 14th, at which time the concentration of debris will be noted on maps and designated as working areas. Also, during this trip photographs and movie film footage will be shot for the express purpose of developing slide and movie presentations for making presentations to any interested organization who may wish further information regarding the clean-up project. The volunteer clean-up committee will give these presentations and you may call at this office for this service.

The target dates for the clean-up have been set for the weekend of August 16th and 17th and it is hoped that Governor Milliken will be the project kickoff speaker at Dodge Park #8 on the 16th of August.

In order to raise funds for the projects operational expenses, a "Send a Dollar" program will be instituted immediately. A slogan such as the following will be instituted—"Get in the action—now's the time to fight pollution. For a better recreational solution tomorrow—send your dollar to the Clinton River Clean-up today." All other funds that

are received over and above the operational expenses will be specially ear-marked to develop a Canoe Livery and for the development of water and land recreational facilities along the Clinton River. Also on schedule for August 30th is an Awards and Recognition picnic to be held at Stoney Creek Metropolitan Park at which time another well-known dignitary will speak and he will be assisting in making awards to those that have participated or contributed to this clean-up project. Sports figures and other celebrities will also be invited to attend.

At this function two newspaper tabs will be awarded to the participants. The tabs will contain the complete story of the Clinton River Clean-Up project from May 22nd thru the actual completion of the Clean-Up. It will carry action pictures, names of all participants and contributors, and pictures of all working crews will also be included. Our intent is to recognize all organizations and individuals who have donated their time, equipment and funds to make this a successful project.

With all the above goals in mind, the full support and assistance of your organization is respectfully requested and any contribution of manpower, equipment, or monetary donations will be greatly appreciated. In case of monetary donations, please make check payable to: "The Sterling Heights Clinton River Clean-Up Committee" and send to Al Martin, 12159 Fairview Drive, Sterling Heights, Michigan.

It is urged that businesses and other organizations consider making a definite pledge as to whatever donation of manpower, equipment and/or funds that they may consider donating to the success of the project.

Best regards and thank you in advance for your cooperation, support and assistance that you may consider for this united community effort.

Very sincerely,

AL MARTIN,
Chairman, Sterling Heights Clinton River
Clean-Up Committee.

[From the Clinton (Mich.) Sentinel,
June 17, 1969]

CLINTON CLEAN-UP COMMITTEE INCORPORATES;
MARTIN PREXY

(By Bob McCormick)

Incorporation of the Sterling Heights Clinton River Clean-Up Committee and the residents who will serve as officers was announced by Councilman Al Martin during a meeting of the group Monday night. Martin said the incorporation is necessary for insurance purposes and local attorney Michael D. Schwartz has volunteered to serve as the committee's legal counsel for this and other legal work.

Martin will be president of the corporation, Schwartz vice-president, and James Boehmer will serve as treasurer, Ernest Belcher as secretary, and Richard Mancini, Ugo Padovini and Thomas Chaplow will complete the board of directors.

Martin also announced the Oakbrook Homeowners Association has pledged 25 men to help in the clean-up operation on Aug. 16 and 17 and that the Macomb Action Program will send 25 boys from the Neighborhood Youth Corps, and three staff members to supervise them, to aid in the project. Frank Bouchard, director of the group, attended Monday's meeting.

Chuck Hoffman, president of the National Campers and Hikers Association, and several representatives of the organization also attended the meeting and pledged their help in the massive clean-up program.

Martin said that financial contributions have been received from the Sterling Heights Rotary Club, Michael Schwartz, Phillip Runkel, Judge Gordon Havey, Ugo Padovini, Raymond Larson, John Sikos, Don Fox and Charles B. Mark.

Residents or businessmen wishing to make

contributions to the clean-up program may do so by sending a check to the Sterling Heights Clinton River Clean-Up Committee in care of Al Martin, 12154 Fairview, Sterling Heights 48077.

A "send-a-buck" campaign has also been started by the committee and Martin said they have already received many contributions from residents. The first donor to send a dollar was Charles Mark, who also volunteered other assistance for the project.

Attorney William Donovan, co-chairman of the Right of Way and Access Committee, reported good progress in receiving licenses and sees no problem in having all the necessary clearance by July.

Tom Chaplow, co-chairman of the Volunteer Recruitment Committee, said anyone interested in providing "muscle power" for the program may call him at 731-3300 for further details.

Martin said there is also a need for secretarial help and any volunteers for this kind of work may call Naida Ayadi at 731-1000 or 264-2651.

He reminded residents that the clean-up committee now has a headquarters trailer set up at the Sterling Shopping Center, Van Dyke and 17 Mile, and the phone number there is 268-1070.

**SURVEY CREWS FIND ENORMOUS CLEAN-UP
NEEDED ON CLINTON**
(By Bob McCormick)

Old tires, baby carriages, washing machines, junked cars, oil drums, pop and beer bottles and tons of all kinds of rubbish and garbage from the suburban "civilization" surrounding the once-beautiful Clinton River greeted members of the Sterling Heights Clinton River Clean-Up Committee as they took a survey canoe trip on Saturday to look at the massive problem up close.

Twelve canoes and 25 people took part in the four-hour trip organized by Councilman Al Martin, chairman of the clean-up committee, and the Sterling Heights Rotary Club who activated the campaign last month. Ray Filipchuk, president of the Rotary Club, and members of the Rotary spearhead committee also participated in the ten-mile journey down the swift-moving and swollen river.

A police rowboat, with Lt. Eugene Lane, Sgt. Elijah Boffa and Officer Harry Morgan, followed the canoeists down the river in case of any accidents or other problems.

"This was my first trip down the Clinton and I was amazed by its beauty," said Councilman Martin. "Even in its clogged condition it compares favorably with the Au Sable and has great potential for future recreation programs," he added.

Martin said he anticipated the need for special roads to be constructed to go into the area so heavy objects like dead trees and other debris could be moved out to the trucks that will carry it to the dumping sites.

A meeting of the clean-up steering committee will be held at 8 p.m. tonight at Stevenson High School and all interested citizens, and members of service clubs and other organizations wishing to participate in the project, scheduled for mid-August, are urged to attend, Martin added.

Donations and pledges of equipment and labor continue to come in as the campaign picks up steam. Donald Clark, a long-time Sterling Heights resident of 40815 Utica Road, contributed \$20 to Martin while the canoe group paused at Dodge Park No. 8 for lunch and also promised his help in getting right-of-way permission from residents in his area.

Charles Mark, another Sterling Heights resident, became the first citizen to contribute a dollar in the "send-a-buck" campaign started by Martin last Friday.

Canoes for Saturday's trip were furnished by Herman Gentry, of Clinton River Canoe Rentals, Mt. Clemens, and the Lower Michigan Paddling Association who had also

cleaned up parts of the river in May to make way for a trip by its members.

Anyone interested in complete information about the project to clean up the Clinton River may stop at the committee's trailer in the Sterling Shopping Center or call 268-1070.

Members of the survey party also saw many drains pouring polluted water into the river and the main outlet from the Sterling Sew-

age Plant on Clinton River Road. In some areas the river was so clogged with green scum, garbage and rubbish that the water was barely moving although the main current was rather fast.

It was obvious that many Sterling Heights residents considered the river as their own personal dumping ground and didn't hesitate to use it for getting rid of garbage, construction debris, grass cuttings, old car parts

and the residue from picnics and backyard barbecues.

Although some of the main obstructions, mostly submerged tree trunks and newly fallen trees, had been cleared away last month, there were still many places where the survey group had a rough time getting through. Recent storms had blown down many trees and moved submerged objects to the surface of the river.

HOUSE OF REPRESENTATIVES—Monday, July 14, 1969

The House met at 12 o'clock noon.

Rev. Jack P. Lowndes, Memorial Baptist Church, Arlington, Va., offered the following prayer:

We do not lose heart because we look not to the things that are seen, but to the things that are unseen; for the things that are seen are transient, but the things that are unseen are eternal.—II Corinthians 4: 16, 18 (RSV).

For our Nation and all she stands for, we give Thee thanks, our Father. Looking about us, we can see that we have been blessed beyond measure.

For our form of government and this body of our Government, the U.S. House of Representatives, and the dedicated men and women who serve here, we are grateful.

In the midst of our material blessings, help us not to forget the unseen spiritual values that have helped to make us great.

Let those who make decisions here, as well as all of us, be inspired to new heart and hope, remembering that love cannot be defeated by hate, nor truth by error, nor life by death. In the name of the Prince of Peace, we pray. Amen.

THE JOURNAL

The Journal of the proceedings of Thursday, July 10, 1969, was read and approved.

MESSAGE FROM THE PRESIDENT

A message in writing from the President of the United States was communicated to the House by Mr. Leonard, one of his secretaries, who also informed the House that on the following dates the President approved and signed bills of the House of the following titles:

On July 8, 1969:

H.R. 265. An act to amend section 502 of the Merchant Marine Act, 1936, relating to construction-differential subsidies; and

H.R. 4297. An act to amend the act of November 8, 1966.

On July 9, 1969:

H.R. 8644. An act to make permanent the existing temporary suspension of duty on crude oil roots.

MESSAGE FROM THE SENATE

A message from the Senate by Mr. Arrington, one of its clerks, announced that the Senate had passed with amendment in which the concurrence of the House is requested, a bill of the House of the following title:

H.R. 6508. An act to provide assistance to the State of California for the reconstruction

of areas damaged by recent storms, floods, and high waters.

The message also announced that the Senate had passed bills of the following titles, in which the concurrence of the House is requested:

S. 1075. An act to establish a national policy for the environment; to authorize studies, surveys, and research relating to ecological systems, natural resources, and the quality of the human environment; and to establish a Board of Environmental Quality Advisers.

S. 1686. An act relating to age limits in connection with appointments to the U.S. Park Police; and

S. 2173. An act to amend an act entitled "An act to prescribe penalties for certain acts of violence or intimidation, and for other purposes," approved April 11, 1968.

DISTRICT OF COLUMBIA INTEREST RATE BILL, H.R. 255

(Mr. PATMAN asked and was given permission to address the House for 1 minute, to revise and extend his remarks, and include extraneous matter.)

Mr. PATMAN. Mr. Speaker, at one time in these United States, there was a money lender who sought to achieve the distinction—and he considered it an honor—of being the richest man in the cemetery. He soon achieved his "distinction" and the good citizens got together and agreed upon an epitaph for his monument.

It was as follows:

Here lies old Sixteen Percent,
The more he got, the more he lent,
The more he made, the less he spent,
He's gone. We don't know which way he went,
But if to heaven his soul has went
He'll own the place and charge them rent.

Mr. Speaker, I note that the calendar lists H.R. 255 as a bill to "deduct interest in advance on installment loans."

Mr. Speaker, we would be more accurate if we retitled this legislation the "Usury Act of 1969" or the "Bankers Poverty Act of 1969" and referred it to the Office of Economic Opportunity for special attention.

These District of Columbia bankers are coming in here asking for 16 percent interest on installment loans obviously because they feel they are suffering—apparently in grave danger of being another statistic in our poverty program.

Only last week, Mr. Speaker, I noted that one of these banks—Riggs National—had a profit increase of 23 percent for the first half of 1969—23 percent more than they made in the first half of 1968.

After paying taxes and stock dividends, the bank had \$4,586,000 in profits for the first 6 months.

And another one of these banks—American Security & Trust Co.—reported an increase in net earnings of 12 percent in the first 6 months of 1969—12 percent more than they made in the same period of 1968.

This bank's take-home pay—profit—was a cool \$4,214,118 in the first 6 months.

It is my understanding, Mr. Speaker, that all of these District of Columbia banks that are poor-mouthing it here today are enjoying similar profits—way up from their 1968 net earnings.

So, unless we are setting some new and fantastic figure on poverty levels, I think it is obvious that these banks do not need this special legislation to protect their earnings. They are raking in a bonanza in profits as it is now without this Congress giving them any more help.

BILL AFFECTS INTEREST RATES NATIONWIDE

Mr. Speaker, I realize that this bill—H.R. 255—affects only a handful of the Nation's 13,000 banks and only a small percentage of the total population. But, Mr. Speaker, what we do here today concerning the interest rates charged in the District of Columbia will affect every citizen in every congressional district across the land.

We cannot stand here today and endorse 16 percent bank interest in the District of Columbia and then tell our constituents that we are for low interest rates.

The banks and the legislatures across the land will interpret our actions here today as a new mandate—a new standard on usury—on interest rates. Passage of H.R. 255—with its 16 percent interest rates—will hamstring any action this Congress might want to take later to control interest rates across the country.

Mr. Speaker, many Members of this House have spoken in strong terms against the commercial banks' latest increases in the prime interest rates. Others have spoken to me privately and expressed deep concern about the prime rate and I have seen many of the letters that Members have written to their constituents pledging a fight for lower interest rates.

Today is an opportunity for the House of Representatives to go on record against high interest—against 16-percent rates for bank loans. It is our first opportunity since the banks raised their rates on June 9.

Mr. Speaker, it is foolish for this Congress to stand up and talk against a national prime interest rate of 8½ percent and at the same time vote for a 16-percent rate under the guise of a District of Columbia bill.