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## CONGRESSIONAL RECORD — SENATE

September 22

BILLS AND JOINT RESOLUTION  
INTRODUCED

Bills and a joint resolution were introduced, read the first time, and, by unanimous consent, the second time, and referred as follows:

By Mr. HARTKE:

S. 3200. A bill to amend title 23 of the United States Code to increase to 60,000 miles the total mileage of the National System of Interstate and Defense Highways; to the Committee on Public Works.

(See the remarks of Mr. HARTKE when he introduced the above bill, which appear under a separate heading.)

By Mr. MCGEE:

S. 3201. A bill for the relief of Anna Maria Heiland; to the Committee on the Judiciary.

By Mr. HARTKE:

S. 3202. A bill to provide for the issuance of a special series of postage stamps in honor to the memory of Ernie Pyle; to the Committee on Post Office and Civil Service.

(See the remarks of Mr. HARTKE when he introduced the above bill, which appear under a separate heading.)

By Mr. BEALL:

S. J. Res. 205. Joint resolution to provide for the coinage of a medal in recognition of the distinguished services of Dr. Alfred Blalock; to the Committee on Banking and Currency.

(See the remarks of Mr. BEALL when he introduced the above joint resolution, which appear under a separate heading.)

## RESOLUTION

TO PRINT AS A SENATE DOCUMENT  
A REPORT ON THE IMPLEMENTATION  
OF THE HUMPHREY AMENDMENT  
TO THE FOREIGN ASSISTANCE ACT

Mr. HUMPHREY submitted a resolution (S. Res. 371) to print as a Senate document a report on the implementation of the Humphrey amendment to the Foreign Assistance Act, which, under the rule, was referred to the Committee on Rules and Administration.

(See the above resolution printed in full when submitted by Mr. HUMPHREY, which appears under a separate heading.)

EXTENDING THE FEDERAL HIGHWAY  
PROGRAM

Mr. HARTKE. Mr. President, as we approach the halfway mark in the completion of the Federal-State highway program, the Nation is already reaping enormous benefits. Those benefits are both economic and human, in savings of money and savings of lives. I have previously advocated—as I did with my bill (S. 662) in the 87th Congress—speeding the construction of the Interstate Highway System, in order to achieve the maximum possible savings, both in terms of economic advantage and in terms of accident prevention.

Today, I introduce a bill which calls for enlargement of the 41,000 miles, now partially completed, to a total of 60,000 miles. Such an expansion is not unreasonable, in view of the great number of miles for which proposals have had to be rejected. A memorandum dated June 10, 1963, and addressed to regional and division engineers by E. H. Swick, Direc-

tor of Rights-of-way and Location, in the Bureau of Public Roads, makes this clear. Even then, well over a year ago, Mr. Swick wrote:

We have on file proposals from the various States totaling almost 20,000 miles, including over 12,000 miles that did not receive favorable action in the 1957 system expansion.

The year 1964 bids far to be the auto industry's first 8-million-car year. The number of two-car families, and even three-car families, is mounting rapidly, with ever more congestion. As of June 30, 16,963 miles of the Interstate System were open to traffic. Savings due to Interstate System travel were estimated in July by the Bureau of Public Roads to amount to over \$2 billion for passenger cars this year; and almost three-quarters of a billion dollars for commercial vehicles. Even without additional mileage, the savings in 1973, the first scheduled year of full mileage operation, are estimated at a total as large as the entire recent income tax cut—\$11 billion.

But of even greater importance than the dollar savings are reductions in traffic injuries and fatalities which the four-lane system provides. Traffic deaths in 1963 reached an alltime high of 43,400. It is estimated that because of travel on sections of the Interstate Highway System already open to traffic, 3,000 persons, who today are alive, might otherwise have been added to the 1963 death toll. When the system is completed in 1972, with savings estimated at 200 lives annually per 1,000 miles open to traffic, 8,000 lives a year will be preserved by the four-lane system, as compared with comparable accident rates per million miles of travel on two-lane roads. My bill to add 19,000 miles to the system would save an additional 3,800 lives a year, at the same rate. Economic savings, projected at the same rate as the figures cited above, would be an additional sum above \$5 billion.

The accident rate and the need for safety are particularly compelling to me. In my own State of Indiana, we are adding 100,000 new drivers each year from the ranks of those who turn 16 and become eligible for drivers' licenses. By 1971, Indiana alone will have 1 million new drivers. How many of these youths will be killed in traffic accidents? How many lives can we save by additional roadbuilding of the quality we know how to achieve? According to a Bureau of Public Roads publication:

Accident rates on freeways are one-third of those on other roads with comparable traffic.

A study recently completed shows that the Interstate Highway System portions now open have a traffic-accident fatality rate of 2.8 per 100 million vehicle-miles, while the rate is 9.7 per 100 million vehicle-miles on the older highways in the same "traffic corridors" which formerly carried most of the new roads' traffic.

The cost of financing an additional 19,000 miles for the Interstate Highway System is not a compelling argument against such an extension. As automobile use increases, the income for the

Federal program from the present so-called dedicated taxes rises also. Revenue for the fiscal year 1964 topped \$3½ billion. But the figures I have already cited show savings this year of \$2¾ billion from only the portions already completed. The \$11 billion a year savings to users, upon completion after 1972, will return the entire cost of the system within 4 years. Continuation of the taxes, which are paid only by highway users, and already are fixed and accepted by the traveling public, will finance the further program I propose on the same basis as that under which it now operates.

Mr. President, in order to save lives and economic resources, we need the extension I am proposing by means of the bill I now introduce. I hope Congress will see the wisdom of this proposal, and will agree with me that we need to make this exceptionally sound investment for the increased welfare of the Nation.

The ACTING PRESIDENT pro tempore. The bill will be received and appropriately referred.

The bill (S. 3200) to amend title 23 of the United States Code to increase to 60,000 miles the total mileage of the National System of Interstate and Defense Highways, introduced by Mr. HARTKE, was received, read twice by its title, and referred to the Committee on Public Works.

## IN MEMORY OF ERNIE PYLE

Mr. HARTKE. Mr. President, I introduce for appropriate reference, a bill to provide for the issuance of a postage stamp to honor the memory of Ernie Pyle. On April 18, 1965, it will be 20 years since this great yet modest man, who saw World War II along with the average GI soldier and reported his sensitive observations as did no other war correspondent, died under enemy fire on the little island of Ie Shima in the Ryukyu Islands. Ernie Pyle was a native of Indiana, and my bill, which is parallel to a bill introduced in the House of Representatives by Congressman ROUDEBUSH, of Indiana's Sixth Congressional District, would provide for first-day sale in Dana, Ind., where Ernie Pyle was born on August 3, 1900.

Even though Ernie Pyle made Arizona his home for his last 10 years, he was a Hoosier the greater part of his life. As a student at the Indiana University he was editor of the Daily Student and of the senior yearbook and, although not himself an athlete, won his "I" as the first student-manager of football as a senior in 1922. His first reporting job was with the La Porte, Ind., Herald, which he left to become a reporter and deskman on Washington and New York papers, serving 4 years as Scripps-Howard aviation editor and for 3 years as managing editor of the Washington Daily News.

The syndicated travel column which he began in 1935 in the years before the war took him 200,000 miles in a coverage of five continents and developed the personalized style which marked his writing.

But it was his reporting of the war, as millions still recall those columns of his