the issue is squarely joined in the Senate to decide whether or not outdoor advertising companies are to be handed, as a gift from Congress, the bonanza of plastering their signs along the $40 billion worth of splendid new country highways to be built from the taxes of traveling Americans. Billboard control has been included in this highway bill with the consent of all of the present administration. I believe President Eisenhower himself has expressed the wish that control could be accomplished. Can we do less than the extremely moderate and partial approach prescribed to encourage and assist the States to act?

I hope that eminent leaders of the Democratic Party, such as ex-President Harry Truman, Gov. Adlai Stevenson, and others may find occasion to add their voices to the chorus demanding that the public interest in roadside billboards be recognized that the public interest in roadside billboards be recognized.

STATEMENTS

Mr. PROXMIRE. Mr. President, I congratulate the distinguished majority leader during the past week. Last week was indeed a positive and constructive week in the history of the Senate. Action was taken which will put to work hundreds of thousands of persons who are now unemployed.

Considering the few weeks the Senate has been in session, this accomplishment was very remarkable. Indeed, in verve and drive it has been compared by competent journalists with the first hundred days under President Franklin D. Roosevelt. It certainly ranks as a great landmark in Senate leadership. The majority leader deserves a world of credit for this.

As a Senator from Wisconsin, I feel certain that the sentiments of all the people of Wisconsin, especially those who are now out of work, who will be put to work by the accomplishments of last week. I express deep thanks for a remarkably able lead in that.

CALE P. HAHN AND JULIA P. HAHN—VEETO MESSAGE (S. Doc. No. 83)

The PRESIDING OFFICER (Mr. Clark in the chair) laid before the Senate the following message from the Pres-

the curious—and recently discovered—argument that billboards contribute to traffic by keeping people at an admirable level of best-defense-is-a-strong-offense strategy, but that is about all that can be said for it. To be sure, it has not yet been established that billboards actually cause accidents on the open highways, although a study made by the Minnesota Department of Highways in cooperation with the United States Bureau of Public Roads indicated that the greater the number of nonofficial signs at intersections, the higher the accident rates. Then, although there is not one jot of scientifically documented evidence to prove billboards actually cause accidents, the responsibility for protecting the beauty of our new highways is inescapably that of the Individual States that are designing and building them and will subsequently maintain them. Such is the power of the billboard interests, however, that it seems clear there will have to be some Federal document to persuade the States to act. Last year I requested the New York State Legislature to extend the highway prohibition against billboards in our interstate and limited-access highways. The bill passed the assembly by a thumping 124 to 19, only to meet a silent death in a senate committee. I requested legislative action again this year.

The Senate's Majority Leader, Lyndon B. Johnson

To understand the alternatives, one need only compare the New York State Thruway with Route 17, which connects with the thruway near my farm at Harriman 40 miles north of New York City. The throughway, running up the Hudson to Albany and from there west along the Mohawk to Buffalo and beyond, is one of the first major segments of the Interstate System to have been completed. In my opinion it is one of the most beautiful in the world, giving the traveler magnificent views of the Hudson and Mohawk Valleys. Route 17 runs through the Catskill Mountains and along the southern tier of New York counties. It is not yet part of the Interstate Highway, but it is being rebuilt with justifications specifications for many of the same engineers who built the thruway. The only difference is that a State law forbids billboards within 500 feet of the thruway whereas Route 17, which is not so protected, is being lined with billboards that either block out the Catskill or distract the eyes from them.

As that weren't bad enough in itself, we recently received news of workers who had been sent by unknown persons onto State property along 500 feet of the thruway. The only difference is that a State law forbids billboards within 500 feet.

Banning billboards along the new Interstate Highway would be called a heavy blow to the advertising industry. There are 3,400,000 miles of streets and roads in the Nation, most of which remain open to billboards as advertisers are willing to pay for. The Interstate System will add a mere 1.2 percent to the total mileage. Moreover, the small businesses such as motels and restaurants that use billboards to advertise their whereabouts can do so at the cost of only a fraction of what travelers can turn off the highways any-

D. Roosevelt. It certainly constitutes a great landmark in Senate leadership. The majority leader deserves a world of credit for this.

As a Senator from Wisconsin, I feel certain that the sentiments of all the people of Wisconsin, especially those who are now out of work, who will be put to work by the accomplishments of last week. I express deep thanks for a remarkably able lead in that.
The granting of special relief in this case would constitute an inequitable discrimination against other taxpayers similarly situated and would create an undesirable precedent which might encourage other taxpayers to seek relief in the same manner.

Under the circumstances, therefore, I am constrained to withhold my approval of the bill.

Dwight D. Eisenhower.


WPA AND PWA

Mr. Proxmire. Mr. President, the Milwaukee Journal points out in a recent article that no American wants to return to the days of the WPA and PWA, and that while this was an unhappy period in American history, President Eisenhower, in a recent statement by him was unnecessarily harsh in criticizing the spirit behind these agencies.

The Milwaukee Journal has never been such a case of critical judgment of a period of history.

Mr. President, I ask unanimous consent that this editorial be printed in the Record at this point following my remarks.

There being no objection, the editorial was ordered to be printed in the Record, as follows:

DOWNTIME WPA AND PWA

No American wants to return to the days of WPA or PWA. The very initials bring memories of an unhappy period in American history. Nevertheless, President Eisenhower was unnecessarily harsh in mention of WPA and PWA in his Saturday statement about the present recession.

Many Americans have a deep gratitude toward these New Deal agencies, which saved them from idleness and starvation, and provided in many cases a rich and invaluable investment in highways, bridges, libraries, schools, and erosion control and irrigation programs.

Mr. President, I ask unanimous consent that this editorial be printed in the Record at this point following my remarks.

ECONOMIC DECLINE

Mr. Proxmire. Mr. President, of course public officials do a great disservice to our country when they create a dangerous psychology of pessimism by exaggerating the seriousness of the economic decline.

On the other hand, they do a similar disservice by remaining silent or by exaggerating the optimistic trends in our economy.

I feel very strongly, Mr. President, that it is desirable for public officials to speak out and, on the basis of the most responsible and authoritative facts they can find, to indicate exactly what is the status of our economy. With this in mind, I call the attention of the Senate to two excellent articles which appeared recently. Mr. John G. Forrest, of the New York Times, reported yesterday that there are serious danger signals with regard to our Nation’s economic health. The Department of Commerce and the Securities and Exchange Commission have said, Mr. Forrest, that business spending this year would fall 13 percent, or $5 billion below that of last year.

Forrest also reports that at the same time, the Federal Reserve Board described in its latest survey of consumer spending a spreading pessimism about the economic outlook, and more seriously, a cutback by consumers in plans to buy major products. Forrest reports that home building last month dropped to the lowest annual rate since 1954. He calls attention to slumping exports and the prospect that these will be substantially below last year’s level.

In a similar article by Mr. Harold B. Dorsey in this morning’s Washington Post and Times Herald, Mr. Dorsey predicts that the annual rate of business expenditures for construction in the next 6 months of this year is likely to show a year-to-year decline, of at least 6 billion, and expresses his personal opinion that the decline will be much larger. He also points to the drop in the annual rate of exports of from $2 billion to $3 billion a year below last year, and expresses concern that Government moves...