

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 cross-country highways to be built from the taxes of traveling Americans. Billboard control has been included in this highway bill with the endorsement 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 steps now proposed 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 billboard control be recognized by Congress in our highway legislation. One such leader has already done so, Mr. President, both by action in his own State and by public statements. The distinguished Governor of our most populous State, Gov. W. Averell Harriman, endorsed billboard control in testimony before our Senate Roads Subcommittee. In an article in the Reporter magazine, Governor Harriman explained what has been done in New York State, particularly on the beautiful New York State Thruway, and what ought to be done everywhere. In concluding my remarks, I ask unanimous consent to include in the RECORD this article by Governor Harriman, from the Reporter of March 6, 1958.

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

A GREAT GREEN PATH ACROSS AMERICA  
(By Averell Harriman)

ALBANY.—It seems to me that the case for banning billboards on our new National System of Defense and Interstate Highways is both simple and irrefutable. We have mapped out and begun building what will be the largest superhighway system in the world. If we keep it free of billboards it can also be one of the most beautiful.

In the field of transportation, the American genius for the practical has created many objects of unique utility, ranging from the Yankee clippers to the Brooklyn Bridge, which have also been uniquely beautiful. The divided limited-access expressway, following the contours of the land rather than slicing through it, is in many ways our most impressive achievement yet. The gliding, effortless grace of these vast stretches of concrete sweeping along the American countryside has given a new dimension to travel, and thereby to life in the United States.

Three-quarters of the mileage of the Interstate System will be built over new rights-of-way, where no road has ever before existed. Since they can be entered only at 15- to 20-mile intervals, there will be none of the ribbon development that has grown up along our older roads. If the billboards are also kept away from our new superhighways the countryside will remain untouched; in constructing a military transportation system, we shall have built at the same time 41,000 miles of national park.

Legislation aimed at banning billboards from the Interstate System was defeated in Congressional committee last year. The same bill is up for action again this session, but if it fails again it may be too late. The

States, which are paying 10 percent of the cost and carrying out the actual construction, have already completed some sections. The billboards are already going up. Once they are up, there is little likelihood of their ever coming down.

Toward the end of last year's battle in Congress, Arthur Krock observed that the public didn't seem to care what happened. I think it might be more accurate to say that the public didn't know what was at stake. Perhaps it still does not. It may be we have shouted "colossal" at one another so often we have trouble recognizing something really big when it does come along. In much the way that space satellites were once looked upon by some as just another scientific gimmick, the Interstate System seems to be generally regarded as just another highway program.

It is a great deal more than that. The Highway Act of 1956 authorized the largest public-works program in history. We are not simply improving our road-transportation facilities, the way Indian trails were made into wagon routes which in turn became highways. We are creating an entirely new system to bind centers of population together in a vast network of four-lane, limited-access, and for the most part toll-free superhighways. In the age of the metropolises and the automobile, it will become the primary transportation system of the Nation. It will take at least 13 years to complete and will cost \$60 billion—three times the total capitalization of American railroads.

BLOCKING OUT THE CATSKILLS

Because what we are building is an entirely new system, it has become both more necessary and at the same time more possible for us to maintain our contacts with the strength and beauty of the American countryside. It is wrong to let the billboards spoil it all.

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 thruway, 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 highways in the world, giving the traveler magnificent views of the Hudson and Mohawk Valleys. Route 17 runs through equally lovely country in the Catskill Mountains and along the southern tier of New York counties. It is not yet part of the Interstate System, but it is being rebuilt to interstate specifications by 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 Catskills or distract the eyes from them.

As if that weren't bad enough in itself, we recently discovered that crews of workmen had been sent by unknown persons onto State property along a newly completed stretch of Route 17 to cut down stands of trees that were obstructing the view of some new billboards.

Banning billboards along the new Interstate Highways could scarcely 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 as many 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 exits, which are the only points where travelers can turn off the highways anyway.

The curious—and recently discovered—argument that billboards contribute to traffic safety by keeping people awake is an admirable bit 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 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 were the accident rates. As for the open highways, there is not one jot of scientifically documented evidence to prove billboards actually prevent accidents at any hour of the day, much less at night when most of them can't be seen anyway.

INDUCEMENT TO THE STATES

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 inducement to persuade the States to act. Last year I requested the New York State Legislature to extend the thruway prohibition against billboards to all of 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 have requested legislative action again this year.

Senator ALBERT GORE of Tennessee, chairman of the Senate Subcommittee on Public Roads, is vigorously supporting a proposal to increase by three-quarters of 1 percent the amount the Federal Government will pay toward construction in any State that prohibits billboards within 660 feet of the interstate highway. This would add nothing to the total cost of the highways but it would provide a substantial inducement to State legislators. And it is they, after all, who must make the final decision.

THE SENATE'S MAJORITY LEADER,  
LYNDON B. JOHNSON

Mr. PROXMIRE. Mr. President, I congratulate the distinguished majority leader on his leadership 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 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 I express the sentiment of 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 leadership.

CALE P. HAUN AND JULIA FAY  
HAUN—VETO MESSAGE (S. DOC.  
NO. 83)

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

ident of the United States, which was read, and, with the accompanying bill, referred to the Committee on the Judiciary, and ordered to be printed:

*To the Senate:*

I return herewith, without my approval, S. 674, entitled "An act for the relief of Cale P. Haun and Julia Fay Haun."

The bill would provide that, for the purpose of determining the individual liability for income taxes for the taxable year 1953 of Cale P. Haun and Julia Fay Haun, sole stockholders of River Grange Co., Inc., which was liquidated pursuant to a plan of complete liquidation adopted on December 24, 1953, the elections of Cale P. Haun and Julia Fay Haun to have the benefits of section 112 (b) (7) (A) of the Internal Revenue Code shall be considered to have been filed within 30 days after the adoption of such plan. The bill states that the mailing of such election was delayed, without negligence or fault on the part of such stockholders, beyond the 30th day following the adoption of such plan.

Section 112 (b) (7) of the Internal Revenue Code of 1939 provides a special rule in the case of certain complete liquidations of domestic corporations occurring within 1 calendar month for the treatment of gain on the shares of stock owned by qualified electing shareholders. The effect of this section is to permit deferral of tax upon unrealized appreciation in the value of the property distributed in liquidation. An election to be governed by section 112 (b) (7) must be filed by the shareholder or by the liquidating corporation with the Commissioner of Internal Revenue on or before midnight of the 30th day after adoption of the plan of liquidation. The bill would waive this requirement for the named taxpayers.

The records of the Treasury Department show that River Grange Co., Inc., adopted a plan of complete liquidation on December 24, 1953. The Internal Revenue Service began an examination of the return of this corporation on September 9, 1954, and a question arose as to whether the stockholders had filed an election under section 112 (b) (7). It was found that no such election had been filed. A representative of the taxpayers has advised that an election was mailed on or about September 10, 1954, which date was more than 7 months after the expiration of the statutory period for filing the election.

Except in the case of special circumstances, the enactment of special legislative relief for a taxpayer who has not made an election within the time prescribed by law constitutes an inequitable discrimination against other taxpayers similarly situated. The primary extenuating circumstance on which the taxpayers appear to rely in this instance is that a professional adviser, upon whom the taxpayers were accustomed to depend in legal matters, was incapacitated by illness 6 months prior to the adoption of the plan of liquidation so that the taxpayers were compelled to rely on other professional advisers. The circumstances of this case do not seem to justify special legislative relief.

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.

THE WHITE HOUSE, March 17, 1958.

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 a New Deal paper. It has been extremely critical of many of the big Government, big brother implications of the New Deal. With a sense of fairness which has always characterized the Journal, however, it points out that many Americans have 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.

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

DON'T BELITTLE 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 those New Deal agencies, which saved them from idleness and starvation. Furthermore, accomplishments of those depression-time, made-work programs are still with us today, 20 years after the agencies were liquidated.

What did the WPA (Works Progress Administration) and the PWA (Public Works Administration) do?

Between 1934 and 1943, the WPA and predecessor agencies pumped almost \$15 billion into the economy. Jobs were provided for more than 8 million Americans on 1½ million projects. There was some waste, some leaf raking. However, WPA contributed 643,000 miles of highways, roads, and streets; 77,000 bridges and viaducts; 54,000 new public buildings; 5,832 schools, libraries, auditoriums, and gymnasiums; 1,650 parks, 3,000 playgrounds; 285 new airports; 944 sewage treatment plants; and hundreds of flood and erosion control, irrigation, and conservation projects.

Here in Milwaukee, the WPA improved 900 miles of roads and streets, erected 43 bridges and viaducts, reconstructed 91 schools, installed 222 miles of street lighting, and built many miles of storm and sanitary sewers. WPA and CCC (Civilian Conservation Corps) labor developed and improved much of the county park system. It made Whitnall Estabrook, and Lincoln Parks the beauty spots they are.

The PWA constructed 34,524 projects, ranging in size from a 1-room school in Arizona to a \$60 million sewage disposal facility in Chicago. At its peak, it employed 650,000 men on construction sites and an estimated 1,200,000 off the sites. Total cost of PWA construction was \$6 billion, of which roughly a third was contributed by benefiting communities.

In the Milwaukee area, PWA helped build the filtration plant and the Cherry Street bridge, nearly \$4 million worth of school improvements, and \$3 million worth of sewer repairs and extensions. The Parklawn housing project was a PWA development. Most of the suburbs built schools, sewers, and streets with PWA aid.

To apply such words as "schemes" and "dubious activities" and "unsound" in blanket indictment of WPA and PWA seems uncalled for and unjustified.

It may be, of course, that Mr. Eisenhower didn't have an awareness of the need or accomplishment of WPA and PWA. All of that time he was sheltered in the Army, much of it serving as General MacArthur's aide in the far-off Philippines.

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, according to 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 describes 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 those of last year.

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 capital expenditures for the first 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