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for the majority of teenagers (already several teachers have announced open support of the campaign, according to Thomas) indicates that something beyond ignoring the normally quiet, "average" teenager should result.

Excise Taxes To Eliminate Junkyards

EXTENSION OF REMARKS

OF

HON. JOHN P. SAYLOR

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 10, 1966

Mr. SAYLOR. Mr. Speaker, in testifying before the Senate Committee on Interior and Insular Affairs, prior to his confirmation as Director of the Bureau of Mines last week, Dr. Walter R. Hibbard, Jr., noted that very promising progress is being made on the Bureau's research project for the use of automobile scrap in modern steelmaking. In view of the numerous steps that are in the making to contend with the auto junkyard problem, I feel that every Member of Congress should familiarize himself with all facets of the subject.

The Highway Beautification Act of 1965 provides that the establishment and use and maintenance of junkyards in areas adjacent to the Interstate System and the primary system should be controlled in order to protect the public investment in such highways, to promote the safety and recreational value of public travel, and to preserve natural beauty. Among the provisions are Federal participation in junkyard removal, landscaping and screening, as well as a reduction in federal highway funds to states which fail to provide effective controls.

Also during the last session of Congress, I proposed that 1 percent of the auto excise tax be used by the Federal Government to dispose of auto junkyards, with as much as half of the income to be put into research to determine whether the junked cars have further economic use. Numerous recommendations have come from the general public as well as from interested businesses in response to this suggestion, and meanwhile considerable development toward economic disposal of scrapped cars has taken place. I have received correspondence from representatives of the scrap industry who are convinced that research thus far clearly indicates that the time is near when through proper crushing and incineration old cars can be dismantled and the steel salvaged profitably. Meanwhile Secretary of the Interior Stewart L. Udall has invited universities, nonprofit organizations, business firms, and individual citizens to submit constructive recommendations and proposals to the Bureau of Mines for expanded research on disposal of scrap autos and other solid mineral wastes.

The Bureau's own scrap-auto research is described as follows:

Bureau research on the scrap-auto problem is directed toward overcoming presently known economic and technological barriers

—such as chain steel making and automobile manufacturing practices—that have caused once-sizeable markets for these discarded cars to disappear. Out of the Bureau's research have come two promising metallurgical processes, both of which are scheduled for early testing in large-scale demonstration plants.

One process involves the conversion of all the iron and steel in auto body scrap to a high-grade iron ore for which there is a ready market. With this process the scrap can be used as a reductant for low-grade, nonmagnetic taconite that is abundant in the United States. This is done by carefully controlled roasting of the scrap and the taconite in a rotating kiln, which converts both the iron in the taconite and the iron and steel in the scrap to magnetic iron oxide. After roasting, any unconverted scrap is screened for recycling, and the iron oxides are concentrated by magnetic separation into a high-grade form of iron oxide. All nonferrous materials in the scrap, as well as the gangue in the taconite, are rejected in the process. By changing the roasting conditions, the process can be made to operate without taconite. In this variation iron in the scrap is obtained as an oxide, which can be separated magnetically from nonferrous contaminating elements in the scrap.

In the other process being developed by the Bureau, cylindrical shaped bales made from cannibalized automobiles, less engines and transmissions, will be run through a rotary kiln at a temperature high enough to burn the combustible materials and melt the nonferrous metal parts. The kiln gases will be cleaned to prevent air pollution. Resulting clean scrap, upon discharge from the kiln, will be compacted to any desired density for steelmaking charges. After the technique for burning and separating nonferrous metals from baled automobile hulls is developed in a pilot plant, a larger demonstration plant including a modern electric steelmaking furnace with necessary accessories will be built for demonstrating the economic feasibility of the thermal treatment technique. The objective is to show that many types of steel can be produced from thermally treated automobile scrap only, and that almost any type of steel can be economically produced from thermally treated scrap and directly reduced iron ore.

Mr. Speaker, as these efforts continue, the number of junked cars to blight suburbs and countryside rises annually. More than 5 million were dumped onto the heaps last year. The president of General Motors predicted on January 17 that the average annual demand for cars and trucks in the United States could exceed 11 million by 1970, thus blazing the way for bigger and bigger junkyards.

While the unsightly cars are piled higher, adjacent land tracts—whether they are business, residential, or farm areas—suffer correspondingly. Regardless of how attractive your own plot of ground may be, its beauty is quickly marred if a neighbor is unconcerned about the trash in his yard. In our particular region of Pennsylvania, the Pennsylvania Electric Co., has long practiced beautifying to the fullest possible extent the properties on which its facilities are located, including the rights-of-way for power lines. Trees are planted and carefully nurtured, and the company takes pride in helping to keep our State beautiful.

Responsible mining companies needed no laws to insist upon reclamation of stripped properties. For years they have

been turning earth from which coal has been extracted through surface operations into attractive forest, farm, and recreational areas.

These operations by the utilities and coal companies have been carried out at their own expense, without cost to Federal or State government. By the same token, it would seem reasonable for auto manufacturers and consumers to provide the means for proper disposal of cars that are no longer usable, and the use of a portion of the excise tax would appear to be the least injurious or objectionable means of absorbing the cost.

The Bureau of Mines projects are commendable and should receive high priority, but once a satisfactory method of economic disposal of auto bodies is developed, the Federal Government should retire from this activity and permit commercial growth of the industry. I am hopeful that such plans will be achieved prior to July 1, 1970, in order that it will not be necessary for Federal and State governments to finance removal and screening of auto junkyards, as provided in the Highway Beautification Act of 1965.

Newspaper Columnist Joe Crump has observed:

Making junked automobiles commercially profitable is a sure way to remove them from the scene.

With a portion of the excise tax available in support of the junked car disposal program, there is all the more reason to assume that research can and will make it a profitable undertaking.

While some development engineers are confident that small disposal plants—even portable facilities—can dispose of junked cars economically, the consensus would appear to favor—at least in the early stages—large centers to which the steel shells would be hauled from points within a wide periphery. In the latter event, I would hope that automobile transportation firms will be ready to assume a role in the operation without delay. Stackback and piggyback railroad cars as well as the two-deck auto-carrying trucks that move from assembly centers with new vehicles snuggled closely together should quickly be converted for hauling remnants from scattered junkyards to points where giant incinerators have been established.

We are obviously making headway in our battle to eliminate the ghastly auto junkyard. Let us give it a boost by applying 1 percent of the excise tax to this crusade.

A Citizen's Views on Vietnam

EXTENSION OF REMARKS

OF

HON. MORRIS K. UDALL

OF ARIZONA

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 10, 1966

Mr. UDALL. Mr. Speaker, I know that we all receive a great deal of mail these days on Vietnam. This, to me,

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indicates a great concern and uneasiness throughout the land. My own mail reflects the obvious differences in opinion and comes from people in all walks of life. The expression and understanding of the writers varies greatly but recently I received a letter from a constituent which so cogently states some of the underlying questions in people's minds, that, with the permission of the House, I would insert it in the RECORD. We have all heard from many sources the arguments for and against our policy in Vietnam; and while I do not agree with all the writer's views, his letter is, I believe, an eloquent effort by a citizen to reason things out for himself.

SIERRA VISTA, ARIZ.

February 1, 1966.

DEAR SIR: I, as an American citizen and veteran, deplore the ambiguous, indecisive, vicious policies of the administration in regard to Vietnam.

If our objective is to merely stem Communist aggression, why are we unable to enlist wider allied support?

If we wish to be the power in Asia, won't it be necessary to "acquire territories and bases?"

If we are striving for a military victory, why did we engage in a bombing pause or throw ourselves on the mercy of the United Nations?

If we desire peace through the United Nations, why are we bombing North Vietnam?

If the problem is so complex, why do the alternatives of policy, to bomb or not to bomb, sound so simple?

We stand in violation of the Geneva accords and the United Nations' Charter, yet we claim to be prepared to wage a 6-year war to the tune of half a million American men.

Along with an ineffective buildup of strength and a relatively ineffective bombing of North Vietnam, we are to assume that Red China and the Soviet Union will stay out of the conflict in the field.

To disagree with our current policy is not to endorse the righteousness of either the Vietcong or North Vietnam. It is rather to realize that the time for sending living, productive citizens to die for an ambiguous and strange point of honor has passed us by.

And this conflict does hinge on a strange point of honor. Senator JOHN STENNIS has said it was a mistake to enter this conflict, but now that we are committed we cannot back down or withdraw. The commit your policy and your sons to a stubborn position such as this is strange indeed. History will label it not only strange but vicious.

I suspect that since the war is a reality (undeclared and unconstitutionally executed) your mail is divided 10 to 1 in favor of our policy. However, sir, if on the eve of our now vast commitment it had been put to a vote, I wonder if our President would have enjoyed such odds.

Finally, I resent this administration's muzzling of debate. Let me remind you, sir, a conference with 21 congressional leaders is not debate, any more than a public statement announcing the resumption of bombing is debate after this bombing has already occurred.

When you read the opinions of your constituents into the CONGRESSIONAL RECORD, I would feel far less helpless if you could express mine in the halls of what was once a vital forum for debating and forming policy—the Congress of the United States of America.

Sincerely yours,

TIMOTHY W. GARGIULO.

The New GI Bill of Rights

SPEECH

OF

HON. JOHN W. WYDLER

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Monday, February 7, 1966

Mr. WYDLER. Mr. Speaker, I have repeatedly urged, supported and voted for the new GI bill of rights—H.R. 12410.

This bill authorizes a program of education and training for veterans of military service discharged after January 31, 1955.

The serviceman has met his responsibilities to the Nation. It is the Nation's responsibility to prepare the serviceman returning from service to take his place in civilian life.

I only regret that the benefits of this bill do not come up to those of the Korean war bill. I supported such increased benefits. The administration opposed them and made clear that any attempt to raise benefits would end chances for Presidential approval of the legislation.

ANALYSIS

Education: Provides a permanent program of educational assistance for individuals serving in the Armed Forces, discharged after January 31, 1955. College-level and below-college-level training in trade, vocational, and technical schools is provided. Part-time training is permitted. Eligibility accrues at the rate of 1 month of training for 1 month of service, not to exceed 36 months. Persons serving on active duty for training do not accrue eligibility. The education and training allowances provided are as follows:

Type of program	No dependents	1 dependent	2 or more dependents
Institutional:			
Full time	\$100	\$125	\$150
Three-quarter time	75	95	115
Half time	50	65	75
Cooperative	80	100	120

Fees and tuition are paid for less than half-time training. Education must be completed within 8 years from the date of discharge or 8 years from the effective date of the act, whichever is later. Training is provided for active-duty members of the Armed Forces who have served at least 2 years, a portion of which occurred after January 31, 1955. These active-duty members may receive payments for fees and tuition. Administrative provisions of the GI bill for veterans of the Korean conflict and the war orphans' training program are applicable to this proposed program. Schools will be approved by State approval agencies of the various States, and these agencies will be responsible for extending supervision to approved schools.

Guaranteed and direct home loans: Benefits of both the guaranteed and the direct home loan programs are extended to veterans discharged after January 31, 1955. The guarantee of a loan by a private lender in the amount of \$7,500 is extended to this group and, in areas established as direct loan areas where guaranteed financing has not generally been available, a maximum direct loan of \$17,500 is authorized. The Administrator of Veterans' Affairs is authorized to regulate interest rates, consistent with the ceiling established for Department of Hous-

ing and Urban Affairs. A fund is established for the Administrator to offset losses under this program, by requiring the veteran to pay 0.05 percent of his loan at closing.

Non-service-connected medical care: At the present time, veterans serving after January 31, 1955, are eligible for medical care in Veterans' Administration facilities only for service-connected disabilities. This group is made eligible under the provisions of this bill for treatment of non-service-connected disabilities on the same basis as war veterans. Eligibility for treatment of non-service-connected disabilities is based on availability of a bed and the signing of a statement of inability to pay for treatment elsewhere, as is required of veterans of earlier conflicts.

Preference in Federal employment: Preference in employment in Federal service is extended to the group of veterans discharged after January 31, 1955, on the same basis as is currently applicable to war veterans. This benefit is not extended to those on active duty for training.

Presumption of service connection of chronic and tropical diseases: This presumption of service connection of numerous chronic and tropical diseases, as listed in section 301, title 38, United States Code, now applicable to war veterans, is extended to those veterans with service after January 31, 1955.

Burial flags: The bill will permit the Veterans' Administration to furnish a flag for draping the casket of deceased veterans of service after January 31, 1955, as is now provided war veterans.

Job counseling and job placement assistance: Places veterans discharged after January 31, 1955, on the same basis as veterans of earlier conflicts for assistance through the Department of Labor in job placement and counseling.

Soldiers' and sailors' civil relief: Amends the Soldiers' and Sailors' Civil Relief Act by increasing protection for individuals who are renting homes when called to service from \$80 monthly rental to \$150 monthly rental.

Recommendations of the Governor's Conference on Natural Beauty and Natural Resources

EXTENSION OF REMARKS

OF

HON. JOHN BRADEMAS

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 2, 1966

Mr. BRADEMAS. Mr. Speaker, under unanimous consent I insert in the RECORD the text of a letter to me dated January 31, 1966, from the Honorable Roger D. Branigin, Governor of the State of Indiana, setting forth the recommendations of the recent Governor's Conference on Natural Beauty and Natural Resources.

Governor Branigin's letter follows:

STATE OF INDIANA,

DEPARTMENT OF NATURAL RESOURCES,

Indianapolis, January 31, 1966.

Hon. JOHN BRADEMAS,
House of Representatives,
Washington, D.C.

DEAR SIR: We had a very enthusiastic response to the Governor's Conference on Natural Beauty and Natural Resources, and now must see that every recommendation from