MR. COAR—Senator Thurmond, what do you think was the major legislative action taken by Congress during the past week?

SEN. THURMOND—Well, Bob, there were two major items debated on the Senate floor this week that attracted very much attention. One was the giant road-building program that was finally adopted Wednesday night. The other was the attempt on Tuesday to override the President's veto of the 8.8 per cent postal pay increase. This issue was decided by a vote of 54-39, which was a majority vote in favor of overriding, but it was less than the 62 that were required for a two-thirds majority vote. As you know, Bob, it takes a two-thirds majority vote to override any presidential veto.

MR. COAR—How did you stand on this question, Senator?

SEN. THURMOND—I voted to override the President's veto. In keeping with my 1954 pledge to our postal workers, I have voted three times this session in favor of a pay raise for them—their first raise since 1951. Another bill has now been reported to the Senate floor providing for an increase of 8.1 per cent. It is my sincere hope that this new bill will soon be approved by the Congress and the President so our faithful postal employees can receive a raise before adjournment. I plan to continue my efforts in their behalf.

MR. COAR—Senator, I believe you were a co-sponsor of the Gore
Democratic or road bill that passed the Senate Wednesday night. Is that correct?

SEN. THURMOND---That's right, Bob. That bill was written in our Public Works Subcommittee on Roads. It provides for constructing an expanded interstate highway system over a five-year period. It authorizes 12½ billion dollars in federal money for this construction program, with another 5½ billion dollars in matching funds from the states. During the five-year period, South Carolina would receive more than 165 million dollars in construction money under this program. If you remember, Bob, I had Senator Albert Gore of Tennessee, the chief author of this bill, on the program with me last week to discuss its main features.

MR. COAR---Senator, I understand you virtually pulled this bill out of the fire early in the week by offering an amendment that struck out a controversial section that had the bill stymied. How about telling our listeners how that came about.

SEN. THURMOND---I believe that was on Tuesday, and the controversial section was one I had also opposed in committee. It dealt with the right of the federal government to control advertising along the system of interstate highways. The section provided that the federal government would have this control by virtue of having the right to acquire an additional 500 feet of land on each side of the right of way. While I was gathering support for my amendment to knock this provision out, Senator Walter George of Georgia and one or two
other Senators took the floor and also opposed this provision. In fact, Senator George predicted that the bill would fail and had announced his intention not to support it when I arose to offer my amendment. My amendment won unanimous approval.

MR. COAR--- Well, Senator, just why did you oppose this feature of the bill?

SEN. THURMOND--- In committee, I reserved the right to oppose a few features on the Senate floor. I opposed this particular provision because it was an encroachment upon the rights of the states to control road-side advertising. I believe this is another of many matters that should be left up to the discretion of the states. In recent years there has been a growing tendency to centralize more and more power in the federal government at the expense of the states. This is a great danger to our system of constitutional government, and I believe we must always be on the alert to guard against further federal encroachment in any form.

I see our time is running out, Bob, and before closing I want to mention one other item of interest to our South Carolina listeners. Our Public Works Committee has approved my bill that would authorize a survey of our coastal areas at government expense to determine the best possible means of preventing loss of life and property damage as a result of any future hurricanes. You know, Hurricane Hazel caused quite a bit of
damage to our coastal areas last October. We want to do every¬
thing possible to prevent such widespread damage again.

THE END