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THE PRESIDENT'S VISIT TO
ST. LOUIS, MO.
Monday, January 5, 1976

J. CANNON

9:10 am AF1 dpts. en rte
EST St. Louis.
[F.T. 2 hours]
[T.C. -1 hour]

10:10 am AF1 arvs.
CST Board G&S Bus
in mtrcd.

10:15 am Mtrcd dpts en rte
Kiel Auditorium.
[D.T. 25 mins]

10:40 am Mtrcd arvs.
You will be escorted to
special seating area.

11:45 am You will be escorted
to recep room.

12:20 pm Board mtrcd as
on arvl.

12:30 pm Mtrcd dpts en rte
Bel Air Hilton.

- 2 -

[D. T. 5 mins]
12:35 pm Mtrcd arvs.
Proceed to Staff Ige
(Rm 1712).

12:50 pm You will be escorted
to Gov. Bond's
private luncheon.

2:20 pm Proceed to Gallery Rm
for Presidential
Interview.

3:15 pm Proceed to Staff Ige
(Rm 1712).

3:25 pm Proceed to mtrcd
for bding as on arvl
Kiel Auditorium.

3:35 pm Mtrcd dpts en rte
Lambert Field.
[D. T. 25 mins]

4:00 pm Mtrcd arvs.
Bd AF1 as on arvl.

4:05 pm AF1 dpts en rte AAFB.
 [F. T. 1 +40]
 [T. C. +1 hour]

6:45 pm AF1 arvs.
EST

Transportation will
be provided to your
destination.

THE WHITE HOUSE
WASHINGTON

Travel
Voucher

~~Budget Office~~
2220



no reimbursement 7-8pm

12/31 /75
3:30 pm

PROPOSED SCHEDULE

THE PRESIDENT'S VISIT TO
ST. LOUIS, MISSOURI

Monday, January 5, 1975

- 8:50 am The President boards Helo on South Lawn.

 HELO DEPARTS South Lawn en route Andrews AFB.

 [Flying time: 15 minutes]
- 9:05 am HELO ARRIVES Andrews AFB.

 The President boards Air Force One.
- 9:10 am AIR FORCE ONE DEPARTS Andrews AFB en route
 Lambert Field, St. Louis, Missouri.

 [Flying time: 2 hours]
 [Time change: -1 hour]
- 10:10 am AIR FORCE ONE ARRIVES Lambert Field,
 St. Louis, Missouri (TWA Ramp).

 OPEN PRESS COVERAGE
 CLOSED ARRIVAL

 The President will be met by:
 Governor Christopher Bond (R-Mo.)
- 10:15 am The President boards motorcade.

 MOTORCADE DEPARTS Lambert Field en route
 Kiel Auditorium.

 [Driving time: 25 minutes]

10:40 am MOTORCADE ARRIVES Kiel Auditorium
(Stage Door Entrance).

PRESS POOL COVERAGE
CLOSED ARRIVAL

The President will be met by:
William J. Kuhfuss, President AFBF

10:43 am The President, escorted by Bill Kuhfuss, proceeds
to holding room.

10:55 am The President, escorted by Bill Kuhfuss, departs
holding room and proceeds to off-stage announce-
ment area.

10:58 am The President arrives off-stage announcement area.

11:00 am Announcement.

11:00 am The President, escorted by Bill Kuhfuss, proceeds
onto Kiel Auditorium stage and is seated.

OPEN PRESS COVERAGE
ATTENDANCE: 5,000

11:02 am Introduction of Governor Bond by Mr. Kuhfuss.

11:05 am Welcoming remarks by Gov. Bond.

11:10 am Introduction of the President by Bill Kuhfuss.

11:13 am Presidential remarks.

FULL PRESS COVERAGE

11:38 am Remarks conclude.

The President remains standing.

11:39 am Thank you by Mr. Kuhfuss.

11:41 am The President, escorted by Bill Kuhfuss, departs stage through audience en route reception room.

11:50 am The President arrives reception room. AFBF State Presidents proceed by the President for pictures.

PRESS POOL COVERAGE
ATTENDANCE: 50

12:00 noon The President proceeds to reception area and mingles with AFBF State Presidents.

NOTE: The President may wish to offer very brief informal remarks followed by Questions & Answers.

12:25 pm The President departs reception room en route motorcade for boarding.

12:30 pm MOTORCADE DEPARTS Kiel Auditorium en route Bel Air Hilton.

[Driving time: 5 minutes]

12:35 pm MOTORCADE ARRIVES Bel Air Hilton.

PRESS POOL COVERAGE
CLOSED ARRIVAL

The President will be met by:
Norman Probst, Bel Air Hilton
General Manager

12:40 pm The President proceeds to Suite.

12:45 pm The President arrives Suite.

PERSONAL TIME: 10 minutes

12:55 pm The President departs Suite en route Gallery Room.

1:00 pm The President arrives Gallery Room and informally greets A.F.B.F. Executive Committee.

PRESS POOL COVERAGE
ATTENDANCE: 20

1:10 pm The President proceeds to head table and is seated.

1:11 pm Luncheon begins.

NOTE: The President will offer informal remarks after dessert is served.

1:50 pm Luncheon concludes.

1:55 pm The President departs Gallery Room en route Suite.

2:00 pm The President arrives Suite.

PERSONAL/STAFF TIME: 25 minutes

2:25 pm The President departs Suite en route Media Meeting Room.

2:30 pm The President arrives Media Meeting Room and informally greets assembled Midwest Media members.

OFFICIAL PHOTO COVERAGE
ATTENDANCE: 20

3:15 pm The President thanks Midwest Media members and departs Media Meeting Room en route Suite.

3:20 pm The President arrives Suite for private discussion with two PFC Leaders from Missouri.

3:30 pm The President departs Suite en route motorcade for boarding.

3:35 pm MOTORCADE DEPARTS Bel Air Hilton en route
Lambert Field.

[Driving time: 25 minutes]

4:00 pm MOTORCADE ARRIVES Lambert Field (TWA Ramp).

OPEN PRESS COVERAGE
CLOSED DEPARTURE

4:05 pm The President boards Air Force One.

AIR FORCE ONE DEPARTS Lambert Field en route
Andrews AFB.

[Flying time: 1 hour, 40 minutes]
[Time change: +1 hour]

6:45 pm AIR FORCE ONE ARRIVES Andrews AFB.

The President boards Helo.

6:50 pm HELO DEPARTS Andrews AFB en route South Lawn.

[Flying time: 15 minutes]

7:05 pm HELO ARRIVES South Lawn.

Jim Cannon

THE WHITE HOUSE

WASHINGTON

THE PRESIDENT'S VISIT TO
ST. LOUIS, MISSOURI

Monday - January 5, 1976

Departure: 8:50 A.M.

From: Terry O'Donnell *TD*

WEATHER REPORT: Very cold - temperature in the high teens. Possibility of snow flurries.

BACKGROUND

WASHINGTON DEPARTURE/ST. LOUIS ARRIVAL

The helicopter departure on the South Lawn will be at 8:50 a.m. Your guests aboard Air Force One for the 2-hour flight to St. Louis will be Secretary Earl Butz, Senator Carl T. Curtis (R-Neb.), Senator Mark O. Hatfield (R-Ore.), Senator James B. Allen (D-Ala.), Assistant Secretary of Agriculture Richard Bell, J. Foltz, Department of Agriculture - Congressional Relations, J. Widert, Secretary Butz's Administrative Assistant and Alan Greenspan.

Governor Christopher Bond and State Attorney General John Danforth will be on hand at Lambert Field to greet you upon arrival. Governor Bond will accompany you in your limousine for the 25-minute ride to Kiel Auditorium.

AFBF ADDRESS

William J. Kuhfuss, President, American Farm Bureau Federation, will meet you at Kiel Auditorium and escort you to a holding room for 10-minutes personal time. Mr. Kuhfuss will also introduce you for remarks before the expected attendance of 5,000 members of the AFBF. The capacity of Kiel Auditorium is 10,000; however, only the ground floor and first tier will be used for the annual meeting since the peak registration is expected to be approximately 5,500.

President Kuhfuss invited you to speak before this annual meeting by letter on July 16, 1975. In January 1974, you addressed the AFBF Convention in Atlantic City. Congressman Al Ullman (D-Ore.) is slated to speak Monday morning prior to your arrival.

The Farm Bureau is the world's largest voluntary general organization of farm families. 2,505,258 U.S. families joined nearly 2,900 county Farm Bureaus in 49 states and Puerto Rico in 1975. It has 10 times as many members as each of the other three U.S. general farm organizations.

The 49 state Farm Bureaus are federations of county Farm Bureaus. The American Farm Bureau Federation (AFBF) is a federation of state Farm Bureaus.

AFBF lists as its objective: "To correlate and strengthen state Farm Bureaus... to promote, protect, and represent the business, economic, social and educational interests of the farmers of the Nation and to develop agriculture."

AFBF was created in 1919. Traditionally, and more so since 1945, it has avidly fought for conservative answers to problems. It opposed big government, favors sharp division of governmental powers, vigorously defends self-determination, encourages citizen participation, strongly supports competitive free enterprise, believes property rights and human rights are inseparable, and abhors any trend toward the "welfare state."

Increasing, AFBF is urging members to work and vote for candidates for office that reflect Farm Bureau's philosophies and views.

Serving as a resolutions committee, State Farm Bureau presidents met in December 1975 to review the resolutions passed at the 1975 annual meetings of state Farm Bureaus and to draft language that some 200 AFBF voting delegates, meeting at St. Louis in January 1976, will act upon as they formulate the organization's 1976 policies.

Farm Bureau's membership strength centers in the Mid West and the South. Since World War II Mid West philosophies and leaders tended to dominate AFBF. But in the last decade sharp increases in membership in Southern states has enabled the south to exert major influence on AFBF's programs, positions, and destiny.

The current AFBF President is William J. Kuhfuss, an Illinois farmer. The president is elected by the organization's voting delegates and serves a two-year term. He may be re-elected. The president of AFBF also serves as its executive head.

Management of the organization is vested in its board of directors consisting of 20 members (state Farm Bureau presidents) with its president and vice-president serving as ex-officio members. The Board of Directors is elected by the voting delegates.

AFBF headquarters are in Chicago, although it supports one other office, that being in Washington, for legislative purposes. Secretary-treasurer Roger Fleming heads the Washington office.

Excluding secretaries, AFBF has a total staff of about 65 professionals. Its total income approximates \$3,750,000 a year (\$1.50 per member). Annual dues to county farm bureaus vary from about \$10.00 per family to a high of more than \$100.00 per family in a few counties.

AFBF has vigorously supported the general goals of the present Administration. However, it complained bitterly about the recent temporary holdup of grain shipments to Russia and Poland, and opposes the recent grain agreement that the United States negotiated with the Kremlin.

AFBF RECEPTION

Following your remarks in Kiel Auditorium, Bill Kuhfuss will escort you to a Reception Room where you will meet and be photographed with each of the 49 State Presidents (Alaska has no chapter) and then spend approximately 30 minutes mingling with the State Presidents and, at your option, take questions from them in an informal Q and A format. Following this reception, you board your limousine with Bill Kuhfuss and proceed to the Bel Air Hilton Hotel where you will spend 15-minutes personal time in your suite prior to the luncheon.

AFBF LUNCHEON

At 12:55 p.m., Bill Kuhfuss will arrive at your suite to escort you to the Gallery Room for the 1-hour luncheon with the 12 members of the AFBF Executive Committee and Secretary Butz.

While this is in progress, Governor Bond will host another luncheon for your Congressional guests. Also, a third luncheon for the media representatives with whom you will meet later will be hosted by Dick Cheney, Alan Greenspan, Ron Nessen, Assistant Secretary Bell and Margita White.

Following your luncheon with the AFBF Executive Committee, you will return to your suite for 25-minutes personal time.

EDITORS/PUBLISHERS INTERVIEW

At 2:25 p.m., you will depart your suite en route the Gallery Room for a 45-minute interview with approximately 20 regional editors and publishers representing Missouri, Kansas, Iowa and Southern Illinois. Additional background on the meeting with newspaper executives, including the guest list, is enclosed.

PFC PRIVATE MEETING

Following your interview with newspaper executives, you will return to your suite for a 10-minute meeting with Dave Owens, PFC Great Plains Coordinator, and Gene McNary, Missouri State PFC Chairman.

#

After this brief meeting you will depart the hotel for Lambert Field where you will board Air Force One for the 1 hour, 40 minute flight to Andrews AFB.

You will arrive on the South Lawn at 7:05 P.M.

SEQUENCE - WASHINGTON DEPARTURE/ST. LOUIS ARRIVAL

8:50 a. m.

Board helicopter on the South Lawn and depart en route Andrews AFB.

9:05 a. m.

Arrive Andrews AFB, board Air Force One, and depart en route Lambert Field, St. Louis, Missouri.

PRESIDENTIAL GUESTS

Secretary Earl Butz
Senator Carl T. Curtis (R-Neb.)
Sen. Mark O. Hatfield (R-Ore.)
Sen. James B. Allen (D-Ala.)
Assistant Secretary of Agriculture Richard Bell
J. Foltz, Dept. of Agriculture - Congressional
Relations
J. Widert - Secretary Butz's Administrative
Assistant
Alan Greenspan

(Flying Time: 2 hours)
(Time Change: - 1 hour)

10:10 a. m.
CST
Advanceman:
L. Eastland

Arrive Lambert Field, St. Louis, Missouri, where you will be met by Governor Christopher Bond (R-Mo.) and State Attorney General John Danforth (R-Mo.).

OPEN PRESS COVERAGE
CLOSED ARRIVAL

NOTE: Attorney General Danforth will be the State's representative at General Sverdrup's funeral at 11:30 a. m. You might wish to ask him to personally convey your condolences to Mrs. Sverdrup - You did send her a telegram on Saturday.

10:15 a.m.

Board limousine with Governor Bond and depart Lambert Field en route Kiel Auditorium, St. Louis. (25-Minute Drive)

AFBF ADDRESS

10:40 a.m.

Arrive Kiel Auditorium where you will be met by William J. Kuhfuss, President of the American Farm Bureau Federation (AFBF) who will escort you to your holding room.

10:45 a.m.

Arrive holding room for 10-minutes personal time alone.

10:55 a.m.

Escorted by Bill Kuhfuss, depart holding room and proceed to off-stage announcement area.

Announcement.

11:00 a.m.

Escorted by Bill Kuhfuss, proceed onto Kiel Auditorium stage and take your seat. (Seat assignments not yet designated).

OPEN PRESS COVERAGE
ATTENDANCE: 5,000

11:02 a.m.

Introduction of Gov. Bond by Bill Kuhfuss.

11:05 a.m.

Welcoming remarks by Gov. Bond.

11:10 a.m.

Introduction of Sec. Butz by Bill Kuhfuss.

11:12 a.m.

Brief remarks by Sec. Butz.

11:15 a.m.

Introduction of you by Bill Kuhfuss.

11:18 a.m.

PRESIDENTIAL REMARKS.

FULL PRESS COVERAGE

11:43 a.m.

Remarks conclude. Remain standing at the podium while Bill Kuhfuss thanks you.

11:45 a.m.

Escorted by Bill Kuhfuss, depart stage through audience en route Reception Room.

AFBF RECEPTION

11:50 a.m.

Arrive Reception Room and proceed to the photo area for photo session with each of the AFBF State Presidents.

NOTE: The AFBF State Presidents will be introduced to you individually, and pause for a photograph. Congressional guests will be included in the photograph and greeting with their respective State AFBF President.

OFFICIAL PRESS COVERAGE

ATTENDANCE: 60

12:00 Noon

Proceed to Reception area and informally mingle with AFBF State Presidents, following the conclusion of the photo session.

PRESS POOL COVERAGE

After 10-minutes of mingling, you may wish to offer brief informal remarks and accept questions, in which case, Bill Kuhfuss will introduce you at an informal stand-up microphone in the room.

12:25 p.m.

Escorted by Bill Kuhfuss, depart Reception Room en route motorcade for boarding. Kuhfuss will ride with you.

NOTE: The members of the AFBF Executive Committee who will join you for lunch will ride in the motorcade in the staff bus.

12:30 p.m.

Depart Kiel Auditorium en route Bel Air Hilton Hotel.

12:35 p.m.

Arrive Bel Air Hilton Hotel where you will be met by Hofman Probstein, Bell Air Hilton General Manager, and Ruth Ward, Bel Air Assistant Manager.

Proceed to Suite for 15-minutes personal time.

AFBF LUNCHEON

12:55 p.m.

Escorted by Bill Kuhfuss, depart Suite en route Gallery Room and informally greet AFBF Executive Committee members.

OFFICIAL PRESS COVERAGE

ATTENDANCE: 14

1:05 p.m.

You and the other guests are seated for luncheon.

PRESS POOL COVERAGE

NOTE:

While you are at the AFBF luncheon, the media representatives with whom you will meet with later will be lunching with Dick Cheney, Ron Nessen, Alan Greenspan, Asst. Sec. Bell and Margita White.

1:55 p.m.

Luncheon concludes. You thank the luncheon attendees and depart Gallery Room en route Suite for 25-minutes personal time.

EDITORS/PUBLISHERS INTERVIEW

2:25 p. m. Depart Suite en route Gallery Room for Media Interview.

2:30 p. m. Arrive Gallery Room for Media Interview, informally greet assembled Midwest Media members, and take your seat as interview begins.

OFFICIAL PHOTO COVERAGE
ATTENDANCE: 20

3:15 p. m. Thank Midwest Media members and depart Gallery Room en route Suite.

PFC PRIVATE MEETING

3:20 p. m. Arrive Suite where you will meet briefly with Dave Owens, PFC Great Plains Coordinator, and Gene McNary, Missouri State PFC Chairman.

OFFICIAL PHOTO COVERAGE

3:30 p. m. Depart Suite en route motorcade for boarding.

3:35 p. m. Motorcade departs Bel Air Hilton Hotel en route Lambert Field.

4:00 p. m. Arrive Lambert Field.

OPEN PRESS COVERAGE
CLOSED DEPARTURE

4:05 p. m. Board Air Force One and depart Lambert Field en route Andrews AFB.

PRESIDENTIAL GUESTS

Secretary Butz
Senator Curtis
Senator Hatfield
Senator Allen
Richard E. Bell
J. Foltz
J. Widert
Alan Greenspan

(Flying Time: 1 hour, 40 mins.)
(Time Change: + 1 hour)

6:45 p.m.

Arrive Andrews AFB. Board helicopter
and depart en route the South Lawn.

7:05 p.m.

Arrive South Lawn.

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THE WHITE HOUSE

WASHINGTON

MEETING WITH NEWSPAPER EXECUTIVES

Monday, January 5, 1976
2:30 p. m. (30 to 45 minutes)
The Bel Air Hilton Hotel
Mayan Room
St. Louis, Missouri

From: Margita E. White

I. PURPOSE

To participate in an informal dialogue on issues of interest to some 20 newspaper editors from Missouri, Kansas, Iowa and Southern Illinois.

II. BACKGROUND, PARTICIPANTS AND PRESS PLAN

- A. Background: This will be your tenth regional meeting with news executives. Only newspaper executives (mostly editors and a few publishers) will be represented. A small number of executives from the largest papers attended past media sessions in Minneapolis and South Bend, but for all the editors from Kansas and the vast majority from the other states, this will be their first meeting with you.

The editors have been invited to a 1:00 p. m. luncheon/briefing with Ron Nessen, Dick Cheney, Alan Greenspan, Assistant Secretary of Agriculture for International Affairs and Commodity Programs Richard E. Bell, and Margita White.

- B. Participants: A list of participants is at Tab A. Editorial profiles of the key papers represented are at Tab B.
- C. Press Plan: The meeting is on the record for participating news executives but not open for coverage. White House official photographs.

III. FORMAT AND TALKING POINTS

- A. Format: Upon your arrival, you will make a brief tour among the tables to shake hands with the participants. They will be seated at tables for six, with Administration representatives serving as hosts at each table. You will then be escorted to the Nessen table to begin your informal Q & A session.
- B. Talking Points:
 - 1. I appreciate this opportunity to meet with newspaper executives from this region. As you know, we have had similar meetings with your colleagues in most other areas of the country. I have found these very valuable discussions on the issues and believe they assist us in carrying out our joint responsibility of keeping the public fully informed.
 - 2. I will be happy to answer any questions you may have and also welcome your comments and views.

(Ron Nessen has provided you with briefing material and a Q & A on local and regional issues which may raised by the editors.)

IOWA

J. Alan Swegle
Farm Editor
Cedar Rapids/Marion Gazette
500 Third Avenue, S.E.
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(319) 398-8211

Forrest Kilmer
Editor
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President & Publisher
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*Everts A. Graham, Jr.
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+ Tentative
* Attending the luncheon only

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Glenn Williams
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Edward H. Armstrong
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*John Shuff, Jr.
President & Publisher
Belleville News-Democrat
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Belleville, Illinois 62222
(618) 234-1000

*Richard Connor
Editor
Belleville News-Democrat
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* Attending the luncheon only

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Ed Borman
Political Editor
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Quincy Herald-Whig
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+Ralph Benton
Associate Editor
Rock Island Argus
1724 Fourth Avenue
Rock Island, Illinois 61201
(309) 736-6441

* Attending the luncheon only
+ Tentative

EDITORIAL PROFILES

MISSOURI

A. St. Louis Globe-Democrat

REAGAN: "President Ford's campaign swings across the country probably helped him with the party regulars but the reaction of others appeared negative because it seemed too early for the President to be campaigning so heavily... His abrupt firing of Secretary of Defense James R. Schlesinger and CIA Chief William Colby, coupled with an announcement from Vice President Nelson Rockefeller that he wouldn't be a candidate for the vice presidency next year, must have cost the President heavily...There might have been some important achievements made during the talks with Communist China's leaders. But, if there were, they remained a well-kept secret...Mr. Ford also appears far less decisive than the former California governor even though he has been taking a much tougher stand against deficit federal spending in recent months...The President still has plenty of time to recoup. If the economy continues to improve, this could be a factor heavily in his favor as the convention approaches. But, for now, Mr. Ford needs a new 'game plan.' He probably needs to consult himself a lot more than the advisers who urged him to fire Schlesinger." December 13

ANGOLA: "...the Russian intervention could trigger not only a confrontation with the United States but a war engulfing all of Africa. Secretary Kissinger belatedly has acknowledged the seriousness of the situation as he warned the Russians...But Kissinger still isn't speaking as forcefully as Moynihan who has been slugging toe-to-toe with the Soviets since he first blew the whistle on the African invasion...President Ford will have to confront the Russians before they conclude the U.S. no longer has the will to protect its own interests in the world, or the interests of the free nations of the world as well." December 16

B. St. Louis Post-Dispatch

CAMPAIGN: "Not only was it disclosed that the Republican National Committee will not make available to the President its mailing list of contributors but a Gallup Poll reported that Mr. Reagan has moved well ahead of Mr. Ford among both Republicans and independent voters...Mr. Ford will retain certain advantages over his challenger, but his loss of control over the GOP hierarchy dramatically reduces the handicap under which Mr. Reagan will operate... As to the poll, its results must be viewed with some caution. Not only was the size of its sample unusually small, but with the nearest primary months away Mr. Ford has ample time to try to turn the situation around... Mr. Ford inevitably will be associated with the low road, no matter who walks it on his behalf, and by sticking to the issues Mr. Reagan can cut heavily into one of the President's last reserves of political capital, his image of decency."
December 16

ANGOLA: "The amount of military aid presently under discussion may not be enough to guarantee victory for the anti-Communists, but it is certainly sufficient to ensure the prolongation of a conflict that has already cost the lives of as many as 30,000 Angolans in this year alone. By joining the war as an active, if indirect, participant, moreover, the U.S. only invites the Soviet Union to make the same claims as those advanced by Mr. Kissinger: that the Soviet Union is only responding to a blatant case of aggression by the U.S....Pressure can and should be applied on the Soviet Union, of course, to the end that its interventionist activities be stopped. An announcement by the Ford Administration, for example, that it was reconsidering the terms on grain and other trade agreements -- would serve as a forceful reminder to the Soviet Union of its very real stake in detente."
December 12

TAX CUT VETO: "By insisting on the spending ceiling, Mr. Ford hoped to leave Congress with as little elbow room as possible in dealing with his budget for fiscal 1977, which will no doubt seek to de-emphasize social welfare programs. The scheme didn't work, so the President vetoed the tax cut bill, preferring to let the economic recovery slow rather than yield on a contrived issue. The puzzle is that 157 members of the House were willing -- by voting to sustain the veto -- to support his irresponsible act of spite."
December 19

Post-Dispatch (cont.)

FORD DOCTRINE: "Without intending to be unfair to President Ford, it strikes us as increasingly evident that he has been striving almost desperately of late to appear presidential...with one exception (possible friendly relations with Hanoi) Mr. Ford's Pacific Doctrine is a platitudinous reiteration of the status quo in U.S. Far Eastern policy...On balance, the Ford doctrine is hardly significant foreign policy. It has a name, which Mr. Ford can bandy about as he seeks to persuade Americans that his leadership should be retained. Indeed there is so little of substance to the document that it is tempting to conclude that this alone was its purpose." December 9

IOWA

Des Moines Register

ENERGY COMPROMISE: "President Ford and Congress have been at odds for 10 months over energy policy. Both knew that they would have to get together, and at last they seem on the point of doing so...The country may have a national energy program some day soon -- or month or year." November 15

CIA: "Bush's lack of familiarity with intelligence should not disqualify him from the CIA post. He is an able person with a record of accomplishment in business and public life...But an official with an interest in advancing the political goals of an administration in power do not necessarily coincide with the country's interests. Politically-oriented CIA directors could convince themselves that what is good for the occupant of the White House is good for the country...The country needs to avoid both politics and the appearance of politics in the operation of the CIA." November 10

Des Moines Register (cont.)

SCHLESINGER: "A U.S. president's power to discharge is unlimited. He does not have to give a justified reason -- that is, unless he wants to be re-elected."

November 4

NEW YORK: "New York officials have grossly mismanaged the city. The extravagance and waste in the operation of the city's affairs account for most of the opposition in and out of Congress to federal assistance for New York. But the apparent magnitude of the New York debacle may make the federal government the only entity capable of straightening out the mess. Even such a determined opponent of a federal 'bailout' as President Ford could not avoid including elements of a bailout in his plan."

November 1

Note: In a poll conducted in early October and published on November 9 in the Register, 52% of the State's adults thought Mrs. Ford should feel free to comment on controversial topics; 38% opposed the practice.

WITHDRAWAL SHEET (PRESIDENTIAL LIBRARIES)

FORM OF DOCUMENT	CORRESPONDENTS OR TITLE	DATE	RESTRICTION
Itinerary	Detailed Guest and Staff Schedule for the President's visit to St. Louis, Missouri on January 5, 1976 (11 pages).	1/4/1976	B

File Location:

James M. Cannon Files, Box 55, "President's Visit to St. Louis, 1/5/1976" SMD - 6/9/2015

RESTRICTION CODES

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THE WHITE HOUSE

WASHINGTON

January 2, 1976

MEMORANDUM FOR: JIM CANNON

FROM: RED CAVANEY

SUBJECT: THE PRESIDENT'S VISIT TO
ST. LOUIS, MISSOURI
Monday, January 5, 1976

You are manifested on Air Force One and requested to board Army One on the South Lawn at 8:45 am for flight to Andrews AFB. Air Force One is scheduled to depart at 9:10 am and will return at approximately 6:45 pm.

WEATHER REPORT: Overcast and cold. Temperature in high 30s with a 40% chance of snow.

ATTIRE: Business Suit

Breakfast will be served on board from Andrews AFB to St. Louis, Missouri, and snacks and finger sandwiches will be served from St. Louis, Missouri to Andrews AFB.

A Detailed Guest & Staff Schedule will be handed out on board Air Force One.

COMMITTEES

STANDING COMMITTEES OF THE SENATE

[Democrats in roman, Republicans in *italics*]

Aeronautical and Space Sciences

(Suite 231, phone 46477, meets Tuesday)

Frank E. Moss, of Utah.
Stuart Symington, of Missouri.
John C. Stennis, of Mississippi.
Howard W. Cannon, of Nevada.
Wendell H. Ford, of Kentucky.
Dale Bumpers, of Arkansas.

Barry Goldwater, of Arizona.
Pete V. Domenici, of New Mexico.
Paul Laxalt, of Nevada.
Jake Garn, of Utah.

Robert F. Allnutt, Staff Director

(No Subcommittees)

Agriculture and Forestry

(Suite 324, phone 42035, meets first and third Wednesdays)

Herman E. Talmadge, of Georgia.
James O. Eastland, of Mississippi.
George S. McGovern, of South Dakota.
James B. Allen, of Alabama.
Hubert H. Humphrey, of Minnesota.
Walter Huddleston, of Kentucky.
Dick Clark, of Iowa.
Richard (Dick) Stone, of Florida.
Patrick J. Leahy, of Vermont.

Robert Dole, of Kansas.
Milton R. Young, of North Dakota.
Carl T. Curtis, of Nebraska.
Henry Bellmon, of Oklahoma.
Jesse A. Helms, of North Carolina.

James Webster, Chief Clerk

SUBCOMMITTEES

ENVIRONMENT, SOIL CONSERVATION, AND FORESTRY

James O. Eastland, of Mississippi, Chairman
Jesse A. Helms, of North Carolina, Ranking Minority Member

AGRICULTURAL CREDIT AND RURAL ELECTRIFICATION

George S. McGovern, of South Dakota, Chairman
Carl T. Curtis, of Nebraska, Ranking Minority Member

AGRICULTURAL PRODUCTION, MARKETING, AND STABILIZATION OF PRICES

Walter Huddleston, of Kentucky, Chairman
Milton R. Young, of North Dakota, Ranking Minority Member

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John L. McC
Warren G. M
John C. Ster
John O. Past
Robert C. B
Gale W. Mc
Mike Mansf
William Pro
Joseph M. N
Daniel K. In
Ernest F. H
Birch Bayh
Thomas F. E
Lawton Chil
J. Bennett J
Walter D. H

Milt

Charles

Edwa



STANDING COMMITTEES OF THE HOUSE

Democrats in roman; Republicans in *italics*

Agriculture

(Suite 1361, phone 52171, meets first Tuesday)

Thomas S. Foley, of Washington.
W. R. Poage, of Texas.
E (Kika) de la Garza, of Texas.
Joseph P. Vigorito, of Pennsylvania.
Walter B. Jones, of North Carolina.
Ed Jones, of Tennessee.
John Melcher, of Montana.
Dawson Mathis, of Georgia.
Bob Bergland, of Minnesota.
George E. Brown, Jr., of California.
David R. Bowen, of Mississippi.
Charles Rose, of North Carolina.
Jerry Litton, of Missouri.
John Breckinridge, of Kentucky.
Frederick W. Richmond, of New York.
Richard Nolan, of Minnesota.
James Weaver, of Oregon.
Alvin Baldus, of Wisconsin.
John Krebs, of California.
Tom Harkin, of Iowa.
Jack Hightower, of Texas.
Berkley Bedell, of Iowa.
Matthew McHugh, of New York.
Glenn English, of Oklahoma.
Floyd J. Fithian, of Indiana.
John W. Jenrette, Jr., of South Carolina.
Norman D'Amours, of New Hampshire.

William C. Wampler, of Virginia.
Keith G. Sebelius, of Kansas.
Paul Findley, of Illinois.
Charles Thone, of Nebraska.
Steven D. Symms, of Idaho.
James P. (Jim) Johnson, of Colorado.
Edward R. Madigan, of Illinois.
Peter A. Peyser, of New York.
Margaret Heckler, of Massachusetts.
James M. Jeffords, of Vermont.
Richard Kelly, of Florida.
Charles E. Grassley, of Iowa.
Tom Hagedorn, of Minnesota.
W. Henson Moore, of Louisiana.

Fowler C. West, Staff Director

SUBCOMMITTEES

LIVESTOCK AND GRAINS

W. R. Poage, of Texas, Chairman
Keith G. Sebelius, of Kansas, Ranking Minority Member

TOBACCO

Walter B. Jones, of North Carolina, Chairman
William C. Wampler, of Virginia, Ranking Minority Member

COTTON

David R. Bowen, of Mississippi, Chairman
W. Henson Moore, of Louisiana, Ranking Minority Member

DAIRY AND POULTRY

Ed Jones, of Tennessee, Chairman
James M. Jeffords, of Vermont, Ranking Minority Member

FAMILY FARMS AND RURAL DEVELOPMENT

Charles Rose, of North Carolina, Chairman
Peter A. Peyser, of New York, Ranking Minority Member

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ST. LOUIS AIRPORT

- Q. What steps is the Administration taking to resolve the issue on the need for and location of a new St. Louis Airport?
- A. As you know, there has been considerable debate on the St. Louis Airport question over the past several months. There has been discussion both in terms of the need for this type of airport expansion, as well as discussion on the most appropriate location. This matter is currently before Secretary of Transportation William Coleman. Secretary Coleman has recently met with Congressional delegations of Illinois and Missouri to discuss the issues surrounding the airport question. In addition, the Secretary has scheduled a public hearing in St. Louis on January 13 to provide additional opportunities for those of you most closely involved in this issue to express your opinions. Prior to the conclusion of that public hearing and assimilation of the facts, it would be inappropriate for me to comment any further other than to say that I think there is an adequate process underway through which input on this decision can be received and evaluated.

Note for the President:

Additional background material on the airport issue along with some additional Q & A's is attached.

SGM
1/2/76



ST. LOUIS AIRPORT ISSUE

Issue

In early 1972, the St. Louis Metropolitan Area Authority filed an application with DOT for preliminary funding of a new airport. The proposal is to locate the airport at Columbia-Waterloo, Illinois, which is 15 miles south of East St. Louis. Strenuous opposition to this proposed airport has been raised largely by the Missouri side of the St. Louis area.

Background

St. Louis is currently served by the Lambert-St. Louis Airport. Since this airport is bounded by industrial and residential areas, its capacity to serve the St. Louis area is limited. During the early 1970s, when traffic projections were at their peak, it was predicted that the airport would reach capacity by the early 1980s. Alternative sites were studied and Columbia-Waterloo was selected by the Bi-State Authority and the application for development was filed. Since strong opposition was voiced immediately, neither Secretaries Volpe nor Brinegar acted on the application. —

Subsequently, air carrier traffic projections have declined and the issue now revolves around the allegation that the current airport can accommodate air traffic into the year 2000. To do so, the airport would need major improvements.

Secretary Coleman pledged that he would evaluate the situation and make a decision on the application by early 1976.

Implications of Approval/Disapproval

If the grant is approved, land acquisition for a major new airport will begin. During the next decade, an estimated \$450 million will be expended on its development. The objective is to make St. Louis a major hub for airport traffic and thereby generate much needed economic development. In all likelihood, the Lambert field would not undergo major improvements during the decade and would continue to operate after 1985 as a general aviation airport.

If the grant is disapproved, it is likely that the Lambert/St. Louis Airport Authority will apply for an airport development grant for upgrading the current facility. Costs are estimated to be about \$150 to \$200 million. It is now expected that after improvement, Lambert would reach capacity some time after the year 2000. It is argued that Lambert would not provide the same economic stimulus to the area. Illinois may still attempt to purchase the Waterloo land in the hopes of future reversal of the decision (land-banking).

Agenda

Secretary Coleman will hold a public hearing in St. Louis on this issue on January 13. (This hearing was originally scheduled for December.) He expects to make a decision by late February.

Political Sensitivity

Political support and opposition is consistent with State representation. Governor Walker and Senators Percy and Stevenson are for the new airport; Governor Bond and Senators Symington and Eagleton are against.

Possible Questions

1. Q: Will the White House be involved in Secretary Coleman's decision?

A: There is a local perception that Bond has applied pressure to the White House. Coleman has indicated that the decision will be his and he will make it based upon the recommendation of his staff after the public hearing. He has also indicated that there is no obvious "political" answer to the problem given the public officials involved (Percy-Bond).

2. Q: Why would the Federal Government even consider spending money on a new airport when Lambert will serve the needs and is wanted by the people around it?

A: There is a legitimate question of the capacity of the Lambert airport and the effect of increased operation on the surrounding area. (There are many variations on this theme which can all be answered by indicating Secretary Coleman will be interested in hearing these concerns during his public hearing and will address them before a decision is made).

3. Q: Why did Secretary Coleman cancel his hearing in December? Does this mean a decision has been made? Isn't it just another successful delay tactic on the part of Governor Bond?

A. Coleman was involved in railroad legislation and did not feel he could leave town. This was the only reason for the cancellation and he rescheduled it as early as practicable for the parties involved.

MISSISSIPPI RIVER DEVELOPMENT

Question

Do you support such Mississippi River development projects as the replacement of the Alton Lock and Dam 26 on the Mississippi? (This project is favored by business interests but opposed by environmentalists and the railroads, which feel it will give river transportation a competitive price advantage).

Answer

I am aware of the need for repair of the Lock and Dam, and I am told that the size of the present Lock creates a traffic bottleneck. I am also aware that any project of this type does have the potential of adverse environmental impact.

At the present time, the Secretary of the Army is preparing a detailed study of the project, along with an expanded Environmental Impact Statement, and will shortly make his recommendations to the Congress for their action.

I am confident that the Secretary's recommendation will give proper attention to the environmental effects of the project as well as to the economic considerations involved.

Background

The question of the replacement of the Alton Lock and Dam 26 is a very important one. The present facility needs major repairs, and the Lock is too small for existing river traffic as well as for projected requirements.

Under 1909 legislation, the Secretary of the Army authorized a replacement and enlargement project. In a court suit brought by environmental and railroad interests, an injunction was obtained and the judge raised two major points:

1. The Environmental Impact Statement was deficient and must be expanded.
2. The Secretary exceeded his authority; the Congress should appropriately make the decision on replacement.

Without conceding that he had acted beyond his authority, the Secretary ordered that a new Environmental Impact Statement and a complete survey of the project be prepared. This is currently being done. Upon completion of the studies, the Secretary will submit them to the Congress, along with his recommendations, thus allowing them to make the decision.

MERRIMAC PARK RESERVOIR

- Q. Are you going to continue the Merrimac Park Reservoir project of the Corps of Engineers?
- A. This is an on-going project designed to afford flood control and recreational facilities. Since this decision has major budget implications, I would prefer to reserve any announcement of a decision until I make my final budget recommendations later this month.

Background

The Merrimac River project of the Corps of Engineers would dam the river and create a large water recreation area, while providing water storage for release during periods of low-flow to improve water quality, along with basic flood control advantages. Environmentalists argue that:

1. Recreation is just as well served by a free-flowing river.
2. Water quality needs would be met by enforcing P.L. 92-500 requiring industrial and municipal treatment facilities.
3. Creation of an artificial lake removes valuable lands and animal habitats, including the home of the Indiana Bat, a species nearing inclusion as an endangered species.

ERDA SELECTION OF A SITE NEAR NEW ATHENS, ILLIONOIS (NOT FAR FROM ST. LOUIS) FOR ITS FIRST COAL CONVERSION DEMONSTRATION PROJECT - COALCON.

- . On November 17, 1975, ERDA Administrator Bob Seamans announced the selection of a site near New Athens, Illinois for the construction of the first major coal conversion demonstration project.
- . The selection of the New Athens site has been received very well in the area.
- . The project involves a facility - currently estimated to cost \$237 million - which will conver 2600 tons of sulfur bearing coal per day into 3900 barrels of low-sulfur boiler fuel and 22 million cubic feet per day of synthetic natural gas.
- . The Coalcon Company of New York is the prime contractor for the project and will contribute one half of the cost of constructing and operating the demonstration plant. ERDA will pay the other half of construction and operating costs. ERDA pays all design costs. Coalcon's share is about \$100 million.
- . Coalcon is committed to purchase the Government share of the plant upon completion of approximately 3 years' operational testing. The plant is designed for a 20 year life.
- . If the project is successful, Coalcon expects to build a full scale plant at the site.

GASOLINE PRICES

Question

Now that you have signed the compromise energy bill, what will happen to retail gasoline prices

Answer

Because of the new price controls on domestic crude oil, retail gasoline prices may go down by as much as 1¢ per gallon. Without the new controls, these prices may have gone up about 3¢ per gallon.

For the longer run, the bill Congress gave us will permit crude oil prices to rise gradually so that there will be an incentive to increase domestic petroleum production. This means, of course, that retail prices will also go up over the next few years.

ADEQUATE FUEL FOR AGRICULTURE

Question

When you signed the compromise energy bill (Energy Policy and Conservation Act, S. 622) on December 22nd, you indicated that you will begin immediately to remove all current price and allocation regulations except those on crude oil prices.

Does this mean that we can expect higher retail prices and reemergence of shortages that plagued agriculture before the allocation and price control systems were put in place?

Answer

I do not expect serious shortages or rapid price increases as a result of removing allocation and price regulations on the petroleum industry. (Retail petroleum prices may go down as much as 1¢ per gallon as a result of new crude oil price controls.)

Over the past few months, supplies have been more than adequate for most petroleum products (with the possible exception of propane). In fact supplies have been sufficient so that competition for customers has held down retail price levels for petroleum products in many areas -- below the price control levels set by the Government.

We must move ahead rapidly with the removal of unnecessary price and allocation regulations because those controls have created distortions and inefficiencies that have hampered efforts to increase domestic energy production. We must end this government interference if we are to solve our nation's energy problem.

We will move carefully to minimize problems that could come from rapid removal of regulations.

PROPANE PRICES

Question

What are you doing about the high prices for propane?

Answer

Propane prices are currently subject to price controls set by the Federal Energy Administration and Frank Zarb has told me that prices have been set at the minimum levels that FEA has found necessary to assure the required production.

Also, as a near term measure, FEA has used its allocation authorities to limit the diversion of propane supplies from the traditional users -- such as agricultural uses (e.g., crop drying) and rural residential heating -- to industrial and utility purposes.

For the longer term, the answer is to bring forth enough natural gas and alternative fuels so that the undue pressure on propane supplies can be relieved. We are awaiting action by the Congress on the deregulation of new natural gas prices, which will be a major step in the right direction.

GRS 1/2/76

SOLAR ENERGY RESEARCH INSTITUTE (SERI)

Question

Has the location for the Solar Energy Research Institute (SERI) already been decided, or is there a chance that we can compete successfully for it in our area?

Answer

No conclusion has been reached on the location or locations for a Solar Energy Research Institute (SERI). The Energy R&D Administration (ERDA) has work underway to determine how such an institute can best contribute to our objectives of assisting in the development of economical solar energy applications.

In the very near future (probably February), ERDA will issue criteria that guide decisions about the proposed Institute. ERDA then expects to receive proposals from the many areas that have an interest and then to make a decision about the proposed institute.

Background only

- . ERDA has been very slow in developing an acceptable statement of what kind of an "institute" is really needed to support solar energy objectives. Until the real needs are identified, meaningful decisions about the size, organization and location or locations of the institute are virtually impossible. An ERDA statement is now expected before the end of January.
- . Meanwhile, dozens of groups located in almost every state are developing proposals in the hope of capturing the prize.

GRS 1/2/76

WATERWAY USER CHARGES

- Q. What is the status of the proposed placement of user charges on inland waterways?
- A. As you know, the question of waterway user charges has been discussed in Secretary Coleman's "A Statement of National Transportation Policy" issued in September of 1975. The question at hand is whether the major users of transportation facilities should assume a portion of the cost of construction and operation. Currently, users of the inland waterways do not pay a special charge for the use of facilities. At the same time, competing modes of transportation such as airlines, railroads and trucks do pay some kind of tax or fee for the use of their facilities. Therefore, we must decide whether, for purposes of equity and competition, waterways should assume some of the cost presented. I recognize that there is strong opposition to these charges, and I assure you that before a final decision is made we will take these comments into account as well as the impact that user charges may have on barge companies and the general public.

SGM
1/2/76

REGULATORY REFORM

- Q. Mr. President, you have submitted to Congress legislation to reform the current regulations affecting railroad, airline and truck transportation in this Country. What would be the effect of this legislation, particularly on the less densely populated areas in the Midwest?
- A. I have submitted legislation to reform current regulation because I believe that our transportation system today suffers from excessive regulation that has over the years hampered effective competition and efficient operation. As a result, our current system does not provide the full range of services that the marketplace seeks, and, in some cases, charges rates above what the competitive market would establish. The legislation I have put forth does not eliminate Federal regulation totally, but reforms the current structure. It is my belief that we need to speed up the regulatory process in this Country, as well as to allow greater flexibility in the types of service, the markets that are served and the fees that are charged for rail, air and truck service. The changes we have proposed would take place over a five-year period in order to minimize the disruption that might occur to current operations. In terms of the impact in smaller areas, such as those you have in the Midwest, I believe that services would improve because the goods and passenger service that does exist in this area would become more attractive to the private sector transportation carriers.

SGM
1/2/76

RAILROAD LEGISLATION

- Q. What is the status of current railroad legislation, and, specifically, what do you propose to do to assist the railroads of the Midwest.
- A. Passage of railroad legislation has been a major objective of my Administration. Under separate messages, I have sent to the Congress proposals for reforming the current Federal regulations, endorsed a Final System Plan for the restructuring of the bankrupt Northeast railroad freight system, and finally proposed a plan for assistance for Northeast Corridor passenger service. Both the House and the Senate have combined these individual pieces of legislation into an OMNIBUS rail bill. As currently passed by both Houses, I've indicated that the bill is unacceptable because its price tag is too high, because it does not distribute the Federal funding appropriately, and finally because it does not allow for proper safeguards of the public investment. Members of my Administration and the Department of Transportation are currently working with the House and the Senate to attempt to reach a settlement on this key legislation. I am hopeful that acceptable legislation can be reached. With regard to the assistance offered to the Midwestern railroads, legislation does include for rehabilitation assistance to help in the improvement of the existing rail systems, as well as to streamline freight lines that have over-time become used or unnecessary.

SGM
1/2/76

FEDERAL HIGHWAY LEGISLATION

- Q. What is the status of the current Federal Highway Legislation?
- A. Early in 1975, I submitted to the Congress new legislation to restructure our Federal highway program. In this legislation, I asked for such changes as consolidation of the many separate programs that currently exist, for expanded flexibility to allow States and localities to apply highway funds to their priorities, and I asked that a special priority be given to the completion of key links in our interstate system. Both the House and the Senate have passed their versions of highway legislation and we will have to await the results of the conference committee to determine precisely what the final Congressional version will be; but in both cases they represent extensions of our current highway programs. As a result, I do not believe they adequately meet the long-term issues that face our Federal highway.

SGM
1/2/76



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