Copper Strike

Mike Mansfield 1903-2001

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December 1, 1967

CONGRESSIONAL RECORD — SENATE

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By Mr. DURKIN.


By Mr. FULBRIGHT:

Letter to the editor, written by Mr. Arthur Holbrook and printed in the Northwest Arkansas Times of November 27, 1967.

THE COPPER STRIKE

Mr. MANSFIELD. Mr. President, in response to our request to the President that a Special Board of Inquiry be appointed to look into the copper strike, now in its fifth month and with no end in sight, the President asked Secretary of Labor Willard Wirtz, Secretary of Commerce Alexander Trowbridge, and Assistant Secretary of Defense Thomas D. Morris, representing the Department of Defense, to meet with us.

As a result of this meeting, it is our suggestion that the Secretaries give consideration to the setting up of a Board consisting of four members of industry and two members from the unions and then, if that is acceptable, for those four members to go on to select the public members. We feel that this is one way of getting a dead center, which is where the situation between the unions and the companies is at the present time and getting down to "bedrock" to find ways and means to bring this most unhappy and critical situation to some sort of a satisfactory conclusion.

This Board, we think, should be a fact-finding board empowered to look into the situation and to make recommendations to the three Secretaries as to how this strike could be settled.

If the parties representing labor and industry agree to serve on this Board but are unable to agree on three public members, their selection should then become the responsibility of the Secretary of Labor, the Secretary of Commerce, and the Secretary of Defense. In my mind, the companies and the unions will give the most serious and immediate consideration to this suggestion. If they do, my colleagues from Oregon (Mr. MERCALF), and I feel quite certain that they will receive the full cooperation of the three Secretaries in the Cabinet.

OVERSEAS MILITARY CEMETERIES AND MEMORIALS: A FITTING TRIBUTE TO AMERICA'S HONORED DEAD

Mr. BENNETT. Mr. President, a perceptive young correspondent for a Salt Lake City newspaper, Deseret News, has recently returned from a trip to Europe, where among other things he visited our military cemeteries and memorials.

The writer, Mr. Gordon Eliot White, in an article dated November 7, describes what he found at these now-sacred sites where once faced the enemy and ultimately—the world hung in the balance.

I commend Mr. White's article to the reading of Senators, believing that it will not fail to evoke memories of those fateful years. I ask unanimous consent that it be printed in the Record.

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

(By Gordon Eliot White)
(NOTE.—Mr. White recently has returned from a month in Europe. This article was written overseas, at one of the World War II American Cemeteries in Normandy.)

HENVIC-CHAPELLE, BELGIUM.—Despite its troubles at home and abroad, the United States can be unhappily proud of one of its overseas programs: its military cemeteries and memorials. The Henri-Chapelle Cemetery here is a quiet, peaceful triumph of American architecture, technology and organization, paying continuing, fitting tribute to 7,900 Americans who gave their lives during the 1944-45 advance into Germany.

I visited similar burial sites in Normandy and at Belleau Wood, and spoke to other Americans who had been at the Margraten Cemetery in Holland, at Neuville, in Belgium, and at Luxembourg, and Cambridge.

All of us agreed that our countrymen who fell in both wars and lay in foreign soil were being treated with proper respect due the honored dead.

We saw American memorials which did not approach the American cemeteries for peaceful good taste. Only in the United States, such as St. George's Chapel at Biggin Hill Royal Air Force Base and in St. Paul's and Westminster Abbey, where the U.S. military monuments matched.

Here, on this low hill, 18 miles from Liege, in the Siefried Line which once defended Hitler's crumbling empire, the curving lines of white crosses over 57 green trees stand as monuments.

The men and women buried here died during the Counter-offensive of the Bulge and later during the advance into Germany through the Siegfried fortifications and the first barrier of the Rhine. Among the graves are sixty-seven in which brothers lie side by side. The highest ranking officer here is Brigadier General Frederick W. Castile, USAF, who died when his B-24 was shot down on Christmas Eve, 1944, while leading the greatest formation of bombers in military history.

Unmarked headstones show the graves of 96 unknowns. Of 460 missing are inscribed on the marble pylons of the colonnade.

The site of the cemetery coincidentally marks the point of deepest penetration of advance units of von Rundstedt's counterattack which threatened the Bulge. The highway which leads to the Memorial is now lined with linden trees, and the colonnade, monuments crowned with Hawthorn, boxwood and rhododendron.

The marble and granite buildings also are set off by four towering willows in calm and pleasant groupings.

The grass of all the cemeteries we saw was an incredible green, closely cropped, and beautifully tended. The headstones sit above a prepared terrace of cypress beams over gravel, arranged to prevent settling and tilting of the markers. Special reservoirs have been built to ensure a constant supply of water for the lawns and plantings through the most severe drought. A small army of gardners tends and cares for, under the direction of at least two American officials from the Battle Monuments Command.

The Normandy cemetery was the most impressive we saw. It sits atop the sandy cliffs which saw Americans die on June 6, 1944, on the beach known as Omaha. The memorial honors 9,386 who died in the landings, the beach drop, and the first few days of the invasion. Names of 1,557 missing are inscribed on a semicircular wall surrounding the Memorial.

This cemetery directly overlooks the invasion beaches though most of the debus of the battle 25 years ago is gone now. In contrast to the newness of Normandy and Henri-Chapelle, the Belleau Wood Cemetery is nearly a half-century old now. It was created after World War I, on the site of the first military action of that war. Belleau Wood itself, stormed by U.S. Mariness, is a memorial park. The trees still to remember the scars through the trenches are virtually gone now.

TRANSPORTATION AND ECONOMIC OPPORTUNITY

Mr. JACKSON. Mr. President, the efforts of the Department of Housing and Urban Development to develop general urban mass transportation programs with the critical social problems of our cities are noteworthy.

In Waits, on Long Island, in St. Louis, and Nashville, Tenn., HUD is using its mass transit demonstration and capital grant programs to effectively bring people to jobs, President Lyndon B. Johnson.

HUD's mass transit program has been spearheaded by HUD Assistant Secretary Charles Hi, Mr. Edgington. He has written a most timely and interesting article entitled "Transportation and Economic Opportunity" which appeared in the October issue of The Quaiet, please to call it to the attention of my colleagues, and ask unanimous consent that Mr. Haar's article be printed in the Record.

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

TRANSPORTATION AND ECONOMIC OPPORTUNITY

(By Charles M. Haar)
(NOTE.—Mr. Haar, one of the country's eminent authorities on urban growth, has been Assistant Secretary for Metropolitan Development of the new Department of Housing and Urban Development (HUD) since February 1966. Before this appointment, he was a professor of law at Harvard University. He was Chairman of President Johnson's 1964 task force on the preservation of national beauty and served on the 1965 task force on urban affairs and housing. He is an expert of a task force which prepared the 1964 report on the effectiveness of metropolitan planning. He is Chairman of HUD's Committee on Government Operations, and an advisor on urban problems for President Kennedy, for Senator John F. Kennedy, for Senator Robert F. Kennedy, for Governor Jimmy Carter, and for President Nixon.

Mr. Haar is in charge of the Land and Facilities Development Administration and Programs of Planning Standards and Coordination.)

"We must open new opportunities to all or people so that everyone, not just a fortunate few, can have access to decent homes and schools, to recreation and culture.

For most Americans transportation calls to mind vast distances and evokes images of transcontinental railroads, river steamers, highways, and motor or truck travel, and the jet planes and interstate highways of today. Yet anyone who has spent more time in the city than in the country may recognize the air between cities knows that spanning long distances is not the current challenge. And although we may find it harder to cope with the unique problems posed by the travel needs within our cities, and have been doing it for some time, the travel congestion problem, our approach more often reflects our technological successes in the past than the social need or the economic reality of the present.

Specifically, transportation in an urban environment cannot be regarded solely in