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COMMITTEE PRINT

ACTIVITY REPORT OF THE COMMITTEE
ON COMMERCE
88th Congress

REPORT

OF THE
COMMITTEE ON COMMERCE
UNITED STATES SENATE

ON
ITS ACCOMPLISHMENTS DURING THE
88TH CONGRESS

COMPILED UNDER THE DIRECTION OF
WARREN G. MAGNUSON, Chairman



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Senator Warren G. Magnuson, chairman of the Committee on Commerce, submitted the following report on the activities and accomplishments of the committee during the 88th Congress (1963-64).

Set in several niches in the walls of the Commerce Committee hearing room in the New Senate Office Building are models and exhibits symbolizing the committee's jurisdiction. Taken together, they form a colorful backdrop for the almost infinite variety of committee responsibilities.

Other exhibits remind us that the committee's jurisdiction extends to the interstate transportation not only of goods and people but, also, of words. So this modest collection necessarily includes a replica of the first telegraph key, an early network microphone and a glittering communications satellite.

These traditional matters continued to engage the energies of the committee during the 88th Congress, whether it was hammering out a legislative solution to the railroad work rules dispute which threatened to disrupt the essential transportation services of the Nation, seeking an equitable and coherent national transportation policy, exploring measures to restore a weakened domestic merchant marine, or even ministering to the sorry plight of the South Carolina shrimper who, having purchased a derelict hull for a song, labored long and lovingly to rebuild it, only to discover that the vessel, having initially been constructed in Nova Scotia, was ineligible to engage in the U.S. fisheries.

But the work of the Commerce Committee in the seventh decade of the 20th century ranges far afield from these time-honored responsi-

bilities: civil rights and public accommodations, the rise of the great food chains and their revolutionary impact upon farmer and consumer, and economic dislocation wrought by the changing face of the Nation's defense needs, and the choking of urban transportation in the modern megalopolis.

The committee bears a share of the responsibility, too, for the impact of modern science upon all our environments: oceanographic research to meet the challenge and promise of the unknown oceans; the economic and international impact of communications satellites in outer space; and the transformation of the atomic sword into a nuclear plow to furrow new interoceanic canals.

In its capacity as overseer of the great regulatory agencies, the committee must be alert to the consumer or merchant seeking protection against predatory practices or the businessmen afflicted by the arbitrary action of "big government." The Interstate Commerce Commission, the Federal Trade Commission, the Federal Power Commission, the Federal Communications Commission, the Federal Maritime Commission, and the Civil Aeronautics Board—each derives its legislative mandate through this committee, each is subject to continuing scrutiny by this committee, and each member must come before this committee, when nominated, to make certain that he will carry out the responsibilities of his office as Congress has directed. Hearings on such major nominations provide an excellent forum for close review of current agency policies and practices.

No summary of committee activities would be complete without at least a glimpse of the countless ways in which the committee staff serves the Senate in tasks not reflected in legislative statistics, perhaps to give counsel to a Member of the Senate on the vagaries of an agency decision or policy, or to ferret out an obscure point of commercial law or legislative history, or to explore and develop a new legislative proposal.

Committee functions are administered either by the committee as a whole or, where appropriate, by one of the four standing subcommittees, or by special subcommittees. During the 88th Congress, 276 bills and resolutions were referred to the Commerce Committee for processing. In processing these proposals, the committee and subcommittees held 240 days of hearings. Sixty-eight bills were reported to the Senate, of which 64 were approved by the Senate. Forty-three ultimately became public law and two, private law. The committee received 35 major nominations, recommended confirmation of 34, and processed 1,817 routine nominations, all of which were confirmed.

The constructive, even creative, accomplishments of the committee in the 88th Congress were achieved only through the uncommon effort of the subcommittee chairmen and the unparalleled cooperation of each and every committee member. This was—in the very best traditions of the Senate—a joint achievement.

MAJOR LEGISLATION

Civil rights—public accommodations.—Both major national political parties had, in 1960, acknowledged the need for securing to all persons the right of equal access to places of business held open to the public. Following transmittal by President Kennedy of the proposed public accommodations civil rights bill (S. 1732) on June 19, 1963, the

committee devoted its every resource to the consideration of the profound legal, constitutional, and policy questions raised thereby.

Twenty-three separate hearing sessions, testimony by 47 witnesses, and extensive executive consideration by the committee helped to build a firm foundation which subsequently paved the way for overwhelming acceptance by the Senate of the public accommodations section of the Civil Rights Act of 1964, Public Law 88-352.

Railroad work rules.—On July 22, 1963, the Nation stood on the brink of a nationwide rail strike arising out of the long-festering dispute over work rules. The procedures provided by the Railway Labor Act for resolving such disputes had been exhausted. The national interest could not tolerate the economic and social dislocations resulting from an extended nationwide rail strike.

President Kennedy sought the aid of Congress to end the impasse. The full committee went immediately into day and night session, including more than 9 days of public hearings on various proposed remedial measures.

The committee then favorably reported Senate Joint Resolution 102, which provided for limited arbitration on the two key issues in the dispute and collective bargaining on the remaining issues. It was particularly significant that the committee was able to fashion remedial legislation specifically designed to meet the current dispute—legislation which, because the disputants had previously agreed in principle to the acceptance of arbitration on these issues, did not set a general precedent either for compulsory arbitration or for congressional interference in labor disputes. Nevertheless, enactment of the committee proposal averted the strike and provided the mechanism which ultimately facilitated final solution of this dispute (Public Law 88-108).

Urban mass transportation.—During the past several years, it has become increasingly evident that mass transportation needs have outstripped the existing resources of the Nation's cities and States, that the continued vitality and growth of the Nation's urban areas was in jeopardy, and that only a nationwide program could solve the mass transportation crisis.

Pursuant to the instructions of the Senate, the committee was limited to 14 days within which to consider the transportation aspects of S. 6, previously reported by the Banking and Currency Committee, to authorize grants to aid States to develop comprehensive and coordinated mass transportation systems in metropolitan and other urban areas.

The Surface Transportation Subcommittee commenced hearings on March 19, 1963, and continued for 4 days, during which spokesmen for all divergent points of view were given opportunity to testify. The subcommittee met in executive session and completed its report to the full committee within 12 days, and the committee voted to report amendments to the bill 2 days later. S. 6, as subsequently passed by the Senate, substantially embodied the committee amendments. The House subsequently passed similar legislation. It was then accepted by the Senate and signed into law as the Urban Mass Transportation Act of 1964 (Public Law 88-365).

Second interoceanic canal.—As commercial and strategic developments pointed to the increasing need for a second canal linking the Atlantic and Pacific Oceans, the committee turned its energies to the

consideration of legislation to explore and promote the development of a new canal.

Following hearings during which alternate sites and alternate methods of construction, including nuclear excavation, were explored, Chairman Magnuson, and ranking minority member, Senator Cotton, together with the other members of the committee jointly introduced and the committee reported S. 2701, authorizing the President to appoint a commission to investigate and to determine the feasibility of, and the most suitable site for, the construction of a second canal and the best means of construction whether by conventional or nuclear means. S. 2701, having passed both Senate and House, was signed into law by the President (Public Law 88-609).

National Commission on Food Marketing.—During the past decade revolutionary changes have taken place in the marketing of food products. This period has been marked by the phenomenal growth of the corporate, voluntary, and cooperative food chains. Broad shifts in marketing power, the bypassing of traditional markets and vertical and horizontal integration have each had an incalculable impact on the varying segments of the food industry.

On April 1, President Johnson submitted to the Senate proposed legislation to establish a Commission on Food Marketing (S.J. Res. 71) to investigate and document the changing structure of the marketing system for farm and food products. The committee held 10 days of hearings, exploring, in depth, marketing conditions in the food industry and receiving testimony by the concerned Government agencies and major retailing and farm organizations, all in support of the proposed Commission.

Once the committee had completed its extensive hearings and expressed its unanimous approval of the proposed Commission in favorably reporting Senate Joint Resolution 71 to the Senate, the resolution moved swiftly through the Senate and House and was signed by the President (Public Law 88-354).

Four members of the Commerce Committee, Senators Magnuson, McGee, Hart, and Morton, were subsequently appointed by the President to serve as members of the Commission, thus insuring that the exploratory work done by the committee would be effectively utilized to facilitate the Commission's investigation.

MERCHANT MARINE

A variety of measures affecting the merchant marine were considered and approved by the committee. They include the following:

Dual rates.—Extends to April 3, 1964, the provisions of the law which requires the Federal Maritime Commission to approve, disapprove, cancel, or modify existing dual rate contracts in use in U.S. waterborne foreign commerce (Public Law 88-5).

Exempting cargo lumber from certain tariff filing requirements.—Permits American lumber shippers to secure more competitive rates for the transportation of lumber in foreign trade by facilitating the negotiation of spot rate reductions through the elimination of tariff filing requirements (Public Law 88-103).

Professional nurses, U.S. merchant marine.—Grants authority for registration of professional nurses as staff officers in the U.S. merchant marine (Public Law 88-128).

Rate of recapture of construction subsidy for domestic operation.—Authorizes the recomputation of the refund of construction differential subsidy required when a subsidized vessel operates in the domestic trade, in order to take account of the 25-year life of the vessel (Public Law 88-225).

Exemption of certain terminal leases from penalties.—Amends section 15 of the Shipping Act, 1916, so as to exempt from the penalty provisions of that section currently existing leases of terminals provided they are filed with the Federal Maritime Commission within 90 days from the date the bill is enacted into law (Public Law 88-275).

Merchant marine, construction differentials.—Continues to June 30, 1965, the current statutory limitation for construction-differential subsidy payments under the Merchant Marine Act of 1936 (Public Law 88-370).

Vessel construction.—Authorizes payment of excess costs resulting from allocation by the United States of vessel construction contracts for reasons of defense (Public Law 88-410).

Permitting the battleship "Alabama" to pass without tolls through the Panama Canal.—Permits the former battleship *Alabama*, now owned by the State of Alabama, en route from Bremerton, Wash., to Mobile, Ala., to be moored as a war memorial, to pass through the Panama Canal free of tolls (Public Law 88-420).

War risk insurance.—Permits U.S. citizen-owners of vessels built in U.S. shipyards with construction subsidies to obtain war risk insurance coverage by eliminating provision of existing law requiring vessel valuation reductions in the cases of vessels constructed under Government subsidies (Public Law 88-478).

Vessel construction reserve fund.—Extends to December 31, 1965, the period during which construction reserve funds must be expended or committed for new vessel construction (Public Law 88-595).

Admitting certain vessels to American registry.—The committee processed several bills to admit ships constructed abroad to American registry because of special circumstances justifying exception to the requirement that only domestically constructed vessels can be used in the domestic trade (Private Law 88-282; Private Law 88-156; S. 2776, passed Senate August 14, 1964).

Extension of Puerto Rican Jones Act suspension.—To continue for 2 years the current temporary authority of the Secretary of Commerce to permit the transportation of lumber to Puerto Rico in non-U.S. vessels should there be no domestic vessel reasonably available to transport such lumber (S. 2100, passed the Senate December 6, 1963).

Miscellaneous hearings and reports

The Merchant Marine and Fisheries Subcommittee initiated hearings on proposed legislation (1) to aid domestic shipping; (2) to help resolve interunion maritime disputes; (3) to provide that owners of vessels requisitioned by the United States should be accorded preference toward reacquiring such vessels when released by the Government; (4) to unify apportionment of liability in vessel collision cases; and (5) to alter the formula for the limitation of the liability of shipowners.

Following extensive hearings on legislation to authorize the admission of the vessel *City of New Orleans* to American registry and to permit the use of such vessel in the coastwise trade between Alaska

and the State of Washington, a motion to report the bill favorably was defeated in executive session.

The committee also issued special reports on the implementation of the cargo preference laws (S. Rept. 871) and the growing strength of the Soviet merchant fleet (committee print of July 10, 1964).

COAST GUARD AND COAST AND GEODETIC SURVEY

Perhaps the most significant committee action affecting the Coast Guard was its approval of legislation requiring an annual legislative authorization for major capital construction and procurement programs of the Coast Guard (Public Law 88-45).

Pursuant to this legislation, the Commerce Committee considered and reported the first annual Coast Guard authorization bill, reviewing and authorizing \$93,299,000 for new Coast Guard vessels, helicopters, and construction for fiscal 1965 (Public Law 88-281).

Other Coast Guard and Coast and Geodetic Survey legislation included:

Medical care for Coast and Geodetic Survey retirees.—Subject to regulations of the President, this bill entitles retired ships' officers and retired crewmembers of Coast and Geodetic Survey vessels to medical, surgical, and dental treatment, and hospitalization at facilities of the Public Health Service. (Public Law 88-71).

Anchor lights and fog signals.—Simplifies requirements for lights and fog signals for barges when anchored in specifically designated areas and provides uniformity in requirements for lights on anchored vessels (Public Law 88-84).

Retirement of enlisted men.—Removes the provision limiting voluntary retirements from the Coast Guard after completion of 20 years of service in any one year to 1 percent of total enlisted force, thereby removing a substantial impairment to Coast Guard efficiency and morale (Public Law 88-114).

Coast Guard officers.—Establishes a new officer promotion system in the Coast Guard and provides interim authority for involuntary retirement of Coast Guard officers in the grades of captain and commander to alleviate stagnation of promotion to those grades (Public Law 88-130).

Preventing collisions at sea.—Authorizes the President to proclaim regulations for preventing collisions at sea. Specifically this act authorizes the President to accept, on behalf of the United States, certain regulations formulated at the Fourth International Conference on Safety of Life at Sea, which are designed to update safety regulations to take advantage of advances in safety technology including the use of radar information (Public Law 88-131).

Navigation on inland waters.—Authorizes the lowering of lights, day signals, or other navigational appliances to prevent collision with highway bridges, thereby facilitating the construction of bridges with lower vertical clearances and, consequently, with lower cost (Public Law 88-163).

Coast and Geodetic Survey.—To authorize the appointment of the Director and Deputy Director of the Coast and Geodetic Survey from civilian life with the restriction that both positions not be filled simultaneously by either officers or civilians (S. 1004, passed Senate June 1, 1964).

FISHERIES AND WILDLIFE

The Committee on Commerce pursued a vigorous legislative program in support of the U.S. commercial fisheries and the protection and conservation of fish and wildlife, which included:

Penalties for illegal fishing by foreign vessels.—Provides, for the first time, enforcement procedures and penalties against foreign fishing vessels that engage in fishing within our territorial waters or take Continental Shelf fishing resources belonging to the United States. Heretofore, Federal authorities could do nothing but escort such vessels beyond the 3-mile limit (Public Law 88-308).

The Commercial Fisheries Research and Development Act of 1964.—Stimulates research and development projects by the several States in the development of the Nation's commercial fisheries, on a matching fund basis through a coordinated grant-in-aid program, and provides for assistance in the reestablishment of a commercial fishery that has failed due to a resource disaster arising from natural or undetermined causes (Public Law 88-309).

Fishermen's medical care.—Restores to self-employed U.S. fishermen eligibility which existed from 1798 to 1954 for medical care in hospitals, out-patient clinics, and other medical facilities of the Public Health Service in the event of illness or injury incurred while engaged in their hazardous and essential occupation (Public Law 88-424).

Fishing vessel construction subsidies.—Provides a 50-percent maximum vessel construction subsidy to stimulate the replacement of the predominantly aged and obsolete units of our fishing fleet with modern vessels capable of competing successfully on our historic, accustomed fishing grounds with the large, modern, efficient vessels of other nations (Public Law 88-498).

Participation by counties in revenues from national wildlife system.—Provides formula to return payments to counties as compensation for loss of taxable properties acquired by the Federal wildlife refuge system. This legislation will spur the program of wetland acquisition which had been impeded by State and county dissatisfaction with the earlier compensation formula (Public Law 88-523).

Protection of fish and wildlife from pesticides.—To increase the authorized annual appropriation for pesticide research by the Department of the Interior from \$2,565,000 to \$3.2 million for fiscal year 1965 and thereafter \$5 million annually (H.R. 4487, passed Senate September 3, 1964).

Fish survey.—To authorize and direct the Bureau of Commercial Fisheries to conduct a scientific and economic survey of the marine and fresh-water commercial fishery resources of the United States, its territories and possessions (S.J. Res. 174, passed Senate August 19, 1964).

Fisheries products in "food for peace."—The Subcommittee on Merchant Marine and Fisheries considered legislation to include surplus fisheries products within the "food for peace" program. Subsequently, the chairman of the subcommittee offered a similar proposal as an amendment to the Foreign Assistance Act of 1963. The amendment was adopted, thereby making it possible to meet requests by foreign governments for fish products under the food for peace program to the extent that such products are in surplus. The amendment placed fish on an equal footing with frozen beef, canned pork, canned ham, variety meat, and fruit.

International Fishery Conferences

As foreign fishing activity increases in U.S. coastal waters, international fishery problems continue to arise. The committee held hearings on North Pacific fishery problems with particular emphasis on the International North Pacific Fishery Commission recommendation that Japan be permitted to engage in the halibut fishery in the eastern Bering Sea. Chairman Magnuson and Senator Bartlett attended and constructively participated in several meetings of the North Pacific Commission and in meetings on renegotiating the North Pacific Fishery Treaty with Japan and Canada.

COMMUNICATIONS

The committee was active in the field of communications both in its legislative and oversight functions. Among the bills affecting communications considered and reported favorably by the committee were the following:

Petitions.—Requires that petitions for intervention in hearings for a broadcasting license be filed with the Federal Communications Commission within 30 days after publication of the issues in the Federal Register (Public Law 88-306).

Nonbroadcast operations.—Authorizes the Federal Communications Commission to grant special temporary authorizations for 60 days in those cases where an application for a special temporary authorization is filed pending filing an application for regular operation (Public Law 88-307).

Alien radio operators.—Amends provisions of the Federal Communications Act of 1934 dealing with operators and station licenses to permit the FCC to authorize alien amateur radio operators to operate their amateur radio stations in the United States, its possession, and Puerto Rico, provided there is in effect a bilateral agreement between the United States and the alien's government on a reciprocal basis (Public Law 88-313).

Suspension of equal time provisions.—To suspend section 315 of the Communications Act so as to permit debates between presidential and vice presidential candidates in the 1964 campaign (H.J. Res. 247; conference report rejected by Senate).

Communications satellites

The committee has closely supervised the progress of the communications satellite program, in particular, the implementation of the Communications Satellite Act of 1962.

During the 88th Congress the Subcommittee on Communications held hearings in February 1963, during which progress reports were received from various agencies and common carriers involved in this program. In addition, hearings were held on the confirmation of the 14 incorporators selected by the President to serve as directors of the Communications Satellite Corp. The policies of this organization, as they were then being developed, were carefully set forth in a public record.

The committee also voted to report and the Senate confirmed the three public members of the board of the Communications Satellite Corp.

Miscellaneous activities

The committee held a hearing in February 1963 on the procedures and the manner in which the FCC was regulating interstate telephone rates. This committee has also been interested in advertising and broadcast rating practices and the efforts of the Government in this area. Conferences with the appropriate agencies and industry representatives have been held and will continue in order to assure the establishment of acceptable and satisfactory procedures.

AVIATION

The principal aviation legislation with which the committee was concerned during the 88th Congress was the Federal Airport Act extension and international air rate legislation. The committee favorably reported a bill to extend the Federal aid to airport program for an additional 3 years, expiring June 30, 1967. The total authorization amounts to \$225 million for the 3-year period with \$75 million available annually. Aside from extending the program an additional 3 years, the committee amended the act in only one significant respect: namely, it included a provision requiring the Administrator of the Federal Aviation Agency to satisfy himself that reasonable effort, including enactment of zoning laws, has been made to restrict the use of land adjacent to airports so as to make it compatible with the operation of the airport (Public Law 88-280).

Responding to the international fare controversy that erupted during the summer of 1963, the committee conducted hearings on bills to amend the Federal Aviation Act so as to provide for regulation of rates and practices of U.S. and foreign air carriers in foreign air transportation. The committee reported and the Senate adopted legislation proposed by the administration to give the Civil Aeronautics Board discretionary authority to prescribe rates and practices and to suspend tariffs in international air transportation to and from the United States under the same standards now applicable in interstate transportation. This would have empowered the Board to require just and reasonable rates and practices in foreign air transportation (S. 1540, passed the Senate, November 26, 1963).

Other aviation bills processed by the committee include the following:

Law governing validity of documents of title in aircraft.—Creates a uniform Federal rule which provides that the validity of certain instruments, affecting title to or interest in aircraft, shall be governed by the laws of the State, District of Columbia, territory, or possession in which they are delivered. Designation of the place of delivery in the instrument would constitute presumptive evidence that the instrument was delivered at the place so specified (Public Law 88-346).

Grand Prairie Airport.—Authorizes the conveyance of certain real property of the United States to the city of Grand Prairie for public airport purposes as well as the conveyance to the United States of certain real property now owned by Grand Prairie. The purpose of this bill was to permit the city of Grand Prairie to relocate, without any cost to the Federal Government, its existing airport to a more suitable and uncongested site (Public Law 88-358).

Pricing of aviation charts.—Amends the law to conform the pricing of aviation and other charts published by the Coast and Geodetic

Survey to existing administrative practices. This act makes clear that the prices of such charts to the public shall include all expenses incurred in actual reproduction after original cartography, such as photography, opaquing, platemaking, etc. (Public Law 88-441).

Extensive hearings were conducted by the Aviation Subcommittee on the proposed U.S. commercial supersonic aircraft development program. All aspects of this program were thoroughly reviewed, including its feasibility, economics, and willingness on the part of industry to financially participate in the program. The committee may conduct further hearings with regard to specific legislation authorizing Federal participation in this program.

As a result of the decision of the Civil Aeronautics Board not to renew the authority of Northeast Airlines to operate south of New York, many congressional leaders expressed the view that air service to New England might be adversely affected. Consequently, the committee conducted hearings with the objective of insuring adequate and continued air service in the New England area.

SURFACE TRANSPORTATION

Together with the work rules dispute and urban mass transportation, the committee considered several matters of concern to our national transportation system. In particular, the committee responded to the deepening crisis in the supply of freight cars. In 1962, while 30,232 new cars came on line, 87,436 were scrapped; and during the first 4 months of 1963, the loss continued at a rate of over 3,000 units per month.

After extensive hearings by the Special Subcommittee on Freight Car Shortages, the committee concluded that it would face in 1964 "the most serious freight car shortage in this Nation's history," and reported legislation designed to insure the adequacy of the freight car supply by authorizing the Interstate Commerce Commission to prescribe car rental (per diem) charges sufficient to encourage acquisition and maintenance of freight cars (S. 1063, reported in the Senate July 16, 1964).

Among the other significant transportation bills approved by the committee were the following:

Repeal of the Inland Waterways Corporation Act.—Repeals the Inland Waterways Corporation Act, improving the position of the Federal bargelines, while protecting the interests of the Federal Government in both the continuity of common carrier barge service and the certainty of full payment under the terms of the contract of sale (Public Law 88-67).

Exemption for emergency towing.—Provides an exemption from part II of the Interstate Commerce Act for the emergency towing of any motor vehicle in interstate or foreign commerce, to enable garages, service stations, and other establishments to tow disabled motor vehicles without obtaining operating authority from the Interstate Commerce Commission (Public Law 88-208).

Hearings on Presidential transportation recommendations

The Surface Transportation Subcommittee held 20 days of hearings on proposals to revise national transportation policy. The testimony revealed that the railroads, motor carriers, and water carriers as well as their users has failed to resolve the continuing conflict as to

the appropriate policies and legislative framework to meet the present and future transportation needs of the nation. In particular, sharp and irreconcilable conflict arose concerning proposals to exempt from regulation minimum rates on certain commodities. The committee did not recommend legislation to the Senate.

Miscellaneous hearings

The subcommittee held hearings on S. 2075, to amend section 22 of the Interstate Commerce Act so as to assure that rates, fares, and charges established under that section for the U.S. Government are free from undue prejudice and preference; on S. 1161, to restore to the States authority over passenger train discontinuances; and on S. 684, requested by the Interstate Commerce Commission, to clarify certain provisions of the act involving unifications or acquisitions of control of freight forwarders. The latter measure was reported out of committee and, subsequent to floor consideration, recommitted to committee.

WORLD TRADE

In the early 1960's the committee conducted an exhaustive survey of the world trade posture of the United States, culminating in the publication of a study which has served both the Kennedy and Johnson administrations as a guidepost for the critical export expansion effort. Through the efforts of the committee, Congress launched the U.S. Travel Service and the imaginative program of mobile trade fairs.

Throughout the 88th Congress, the committee maintained close and continuing surveillance of the work of our commercial attachés abroad, of the sufficiency of the export credit facilities of the Export-Import Bank to maintain parity of opportunity for American exports and sought to appraise the commercial as well as the strategic impact of export controls on east-west trade.

As a part of its ongoing study of world trade patterns, the committee held hearings in Los Angeles, San Francisco, and Washington on developments in Pacific trade. In particular, the committee explored the potential for growth of agricultural exports in the Pacific.

FEDERAL TRADE COMMISSION

The committee, in the exercise of its general jurisdiction over Federal Trade Commission matters, considered several items of legislation relating to trade practices.

The committee considered and reported to the Senate an amendment to the Wool Products Labeling Act to authorize the exclusion of headwear from the labeling requirements of the act where such labeling is not necessary for the protection of the consumer (S. 1778, passed Senate July 31, 1964).

Following introduction of a number of bills to amend the Flammable Fabrics Act, the chairman initiated a review of the 11 years' experience under the act, requesting reports from the Secretary of Commerce and the Chairman of the Federal Trade Commission of their experience with the act, together with such changes as they deemed justified as a result of such experience. It is anticipated that this review will be completed early in the next session of Congress.

The committee also held 2 days of hearings on legislation to authorize the Commission to prescribe rules and regulations for the labeling of decorative wood and simulated wood products.

In addition, a special subcommittee held 10 days of hearings on the bill commonly known as the quality stabilization bill, which was ultimately considered in executive session by the full committee and tabled (S. 774).

FEDERAL POWER COMMISSION

Late in the 2d session of the 88th Congress, the committee held hearings on legislation to clarify the exemption of electric power cooperatives from Federal Power Commission jurisdiction. In order that Congress might have additional time to consider, with due deliberation, the issues involved in this and other areas of Commission jurisdiction, the committee reported to the Senate a bill which would have exempted cooperatives from Commission jurisdiction, through the close of the 1st session of the 89th Congress. In response to this committee action, the Commission took administrative steps to insure that no attempt would be made to exercise jurisdiction over the cooperatives before January 1, 1966.

The committee was also active in exercising its legislative oversight of the Federal Power Commission. A special subcommittee to study Federal Power Commission procedures was formed and conducted an extensive study of natural gas pipeline certificate procedures, culminating in a hearing in Rock Springs, Wyo.

SCIENCE AND TECHNOLOGY

The committee gave earnest attention to legislative proposals to facilitate and expand scientific research, education, and training. During the 88th Congress, the committee considered and reported favorably the following bills with a scientific or technological subject matter:

Changing candle to candela.—Redefines the act establishing units and standards of electrical and photometric measurements to provide that the candela shall be a unit of luminous intensity (Public Law 88-165).

Amendment of Standard Container Act.—Amends the Standard Container Act of 1928, to enable fruit and vegetable hamper and basket manufacturers to meet competition from other types of containers and to eliminate any confusion in differentiating between various sized hampers and baskets by authorizing five additional standard sized containers, while requiring the manufacturer to stamp the capacity in quarts or bushels on each container manufactured under the act (Public Law 88-516).

Meteorological services for State and local governments.—Authorizes the Secretary of Commerce to utilize funds received from State and local governments for special meteorological services (S. 970, passed Senate August 1, 1964).

Employment of alien scientists and technicians.—To authorize the Secretary of Commerce to employ aliens in a scientific or technical capacity (S. 1291, passed Senate July 9, 1963).

Weather Bureau appropriations.—Authorizes reimbursement between appropriations available to the Weather Bureau, similar to intrabureau reimbursement authority presently authorized for other agencies of the Government (S. 2315, passed Senate August 19, 1964).

Oceanographic research.—To facilitate oceanographic research by removing impediments which have been hampering the operation of research vessels, and particularly the large, new, modern scientific ships which have been and are being made available under the expanded national oceanographic program (S. 2552, passed Senate August 1, 1964).

The committee held hearings but took no final action on a bill to provide that the National Bureau of Standards conduct a program of investigation, research, and survey to determine the practicability of the adoption by the United States of the metric system of weights and measures (S. 1278).

GREAT LAKES-ST. LAWRENCE SEAWAY

A special subcommittee to study transportation on the Great Lakes-St. Lawrence Seaway held 7 days of hearings in several port cities to study the present status of transportation in the Great Lakes and to recommend such measures as may be necessary to improve the utilization of the seaway. A hearing was also scheduled on the economic impact of low water levels in the Great Lakes.

The committee favorably reported House Concurrent Resolution 45, which was subsequently passed by the Senate, to express the sense of Congress that the Administrator of the St. Lawrence Seaway Corporation should seek to enter into and carry out cooperative arrangements with Government authorities both in the United States and Canada to reduce oil pollution in the St. Lawrence Seaway and adjacent waters.

HIGHWAY SAFETY

The committee, during the 88th Congress as in the past, has been deeply concerned about the growing toll taken by highway accidents. Thus the committee considered and reported favorably the following three bills designed to aid highway safety:

Safety standards for seat belts.—Provides that seat belts sold or shipped in interstate commerce for use in motor vehicles shall meet certain safety standards. This measure was designed to protect the public by providing for the establishment of minimum Federal safety standards for automobile seat belts sold or shipped in interstate commerce (Public Law 88-201).

Safety standards for Government-purchased vehicles.—Requires that passenger-carrying motor vehicles purchased for use by the Federal Government meet certain safety standards. This legislation was enacted to accomplish two purposes: To help reduce the costs of motor vehicle accidents to the Federal Government; and to help encourage the development and manufacture of safer automobiles for sale to the public (Public Law 88-515).

Interstate safety compacts.—Includes the District of Columbia in the joint resolution approved August 21, 1958, granting the consent of Congress to the several States to negotiate and enter into compacts for the purpose of promoting highway traffic safety. This measure would permit the District of Columbia to enter into traffic safety compacts with Maryland, Virginia, and other States (Public Law 88-466).

ECONOMIC CONVERSION

During 2 days of hearings on a bill to establish a National Economic Conversion Commission, the committee explored recent changes in the pattern of defense spending and the economic consequences of such changes. Although the committee did not recommend legislation, the hearings were instrumental in stimulating a higher level of awareness and response by the administration to the challenge posed by economic conversion.

THE TEXTILE INDUSTRY

The special subcommittee to study the textile industry continued its close surveillance of this critical industry.

The committee hearings, during the 88th Congress, focused upon the problems of the woolen and worsted textile segments of the industry.

Following the hearings the subcommittee published its findings in a report (S. Rept. 524) in which it noted the progress in meeting some problems faced by the industry, summarized the major developments in recent years and set forth recommendations for further remedial action.

THE SOFTWOOD LUMBER INDUSTRY

In hearings held in Columbia, S.C., Atlanta, Ga., and Shreveport, La., the committee explored the impact of the administration's tax program, of Canadian lumber imports, of lumber standards, and of freight rates on the domestic softwood lumber industry. This completed an exhaustive study of the problems of the softwood lumber industry begun during the final session of the 87th Congress.

MISCELLANEOUS LEGISLATION

Nonnavigable waters.—Declares portions of Bayou Black and Bayou Terrebonne not to be navigable waters of the United States within the meaning of the law. The purpose is to permit the expansion of the water system of the city of Houma, La., and the easing of its traffic problems through the construction of a dam and causeways across the bayous and, in effect, to grant congressional approval required for such construction (Public Law 88-404).

Uniform time legislation.—To modernize and overhaul the 45-year-old Standard Time Act, and to achieve a greater uniformity and consistency in timekeeping practices across the Nation. The bill provides that time zones established by the ICC would be binding on all common carriers in interstate commerce, and would thus encourage States and local units of government to conform to the federally set time standards (S. 1033, reported in Senate June 25, 1963; rereported August 30, 1963).

Withholding tax, salaries.—To exempt the wages and salaries of certain employees of regulated interstate transportation carriers from withholding tax requirements of a State or local subdivision, unless such is the employee's residence (S. 1719, passed Senate June 19, 1964).

appropriations available to the Weather Bureau, similar to intrabureau reimbursement authority presently authorized for other agencies of the Government (S. 2315, passed Senate August 19, 1964).

Gifts and bequests to the Department of Commerce.—To authorize the Secretary of Commerce to accept gifts and bequests on a department-wide basis thus enabling the Commerce Department to make use of such gifts or bequests (Public Law 88-611).

Sale of firearms in interstate commerce.—The committee held 6 days of hearings on bills to amend the Federal Firearms Act to provide additional control over the sale of firearms in interstate commerce. In the light of the exceedingly complex and delicate problems involved, the committee postponed action in order that Congress might have the benefit of a study undertaken by the American Bar Foundation on firearms control.

Number of bills (Senate and House) and resolutions referred to committee	292
Number of bills reported and reports passed by committee	74
Number of bills passed by Senate	64
Number of Senate bills pending in House	16
Number of Senate bills reported by House	20
Number of Senate bills passed House	17
Number of conference reports	5
Number of meetings of conference committees	6
Number of bills signed by President	46
Number of bills vetoed by President	0
Number of routine amendments referred to committee and confirmed	1,804
Number of major amendments referred to committee	35
Number of major amendments confirmed	24
Number of executive meetings of full committee	41
Number of days of open hearings conducted by full committee	88
Number of days of open hearings conducted in subcommittees	110
Total number of full and executive meetings	105
Number of House bills passed by Senate	7
Number of bills left on Senate calendar	1

APPENDIX B

COMMITTEE JURISDICTION

All activities of the Commerce Committee are derived from the grant of jurisdiction contained in rule XXV of the Standing Rules of the Senate:

"Rule XXV

"STANDING COMMITTEES"

"The Committee on Commerce, to consist of seventeen Senators, to which committee shall be referred all proposed legislation, messages, petitions, memorials, and other business relating to the following subjects:

- "1. Interstate and foreign commerce generally.
- "2. Navigation, including railroads, buses, trucks, and pipelines.
- "3. Communication by telephone, telegraph, radio, and television."
- "4. Civil aviation, except as respects the National Aeronautics and Space Administration.
- "5. Merchant marine shipping.
- "6. Regulation of the carrying of goods and small boats.
- "7. Navigation, including shipping, including pilotage.
- "8. Rules and regulations for navigation to prevent collisions at sea.
- "9. Shipping, navigation, and commerce."
- "10. Matters relating to the regulation of common carriers by water and to the inspection, construction, repair, and maintenance of ships and signals, lifesaving equipment, and other matters of such nature."
- "11. Coast and Geographical Survey."
- "12. The Coast Guard, including lifesaving, buoys, lightships, lightships, and ocean derrick."

* Name changed from Committee on Interstate and Foreign Commerce to Committee on Commerce, April 12, 1961. (S. Res. 117—1st sess., 87th Cong.)

* This includes space communication via satellite. See order of the Senate entered on Feb. 8, 1962.

APPENDIXES

APPENDIX A

STATISTICAL SUMMARY

Number of bills (Senate and House) and resolutions referred to committee.....	292
Number of bills reported and reports submitted by committee.....	74
Number of bills passed by Senate.....	64
Number of Senate bills pending in House committees.....	15
Number of Senate bills reported by House committees.....	20
Number of Senate bills passed House.....	27
Number of conference reports.....	5
Number of meetings of conference committees.....	6
Number of bills signed by President.....	45
Number of bills vetoed by President.....	0
Number of routine nominations referred to committee and confirmed.....	1,864
Number of major nominations referred to committee.....	35
Number of major nominations confirmed.....	34
Number of executive meetings of full committee.....	41
Number of days of open hearings conducted by full committee.....	98
Number of days of open hearings conducted by subcommittees.....	110
Total number of full and subcommittee hearings.....	208
Number of House bills passed in lieu of Senate bills.....	2
Number of bills left on Senate Calendar.....	4

APPENDIX B

COMMITTEE JURISDICTION

All activities of the Commerce Committee are derived from the grant of jurisdiction contained in rule XXV of the Standing Rules of the Senate:

"RULE XXV

"STANDING COMMITTEES * * *

"(j) Committee on Commerce,¹ to consist of seventeen Senators, to which committee shall be referred all proposed legislation, messages, petitions, memorials, and other matters relating to the following subjects:

- "1. Interstate and foreign commerce generally.
- "2. Regulation of interstate railroads, buses, trucks, and pipelines.
- "3. Communication by telephone, telegraph, radio, and television.²
- "4. Civil aeronautics, except aeronautical and space activities of the National Aeronautics and Space Administration.
- "5. Merchant marine generally.
- "6. Registering and licensing of vessels and small boats.
- "7. Navigation and the laws relating thereto, including pilotage.
- "8. Rules and international arrangements to prevent collisions at sea.
- "9. Merchant marine officers and seamen.
- "10. Measures relating to the regulation of common carriers by water and to the inspection of merchant marine vessels; lights and signals, lifesaving equipment, and fire protection on such vessels.
- "11. Coast and Geodetic Survey.
- "12. The Coast Guard, including lifesaving service, lighthouses, lightships, and ocean derelicts.

¹ Name changed from Committee on Interstate and Foreign Commerce to Committee on Commerce, Apr. 13, 1961. (S. Res. 117—1st sess., 87th Cong.)

² This includes space communication via satellites. See order of the Senate entered on Feb. 6, 1962.

- "13. The United States Coast Guard and Merchant Marine Academies.
 "14. Weather Bureau.
 "15. Except as provided in paragraph (c),³ the Panama Canal and interoceanic canals generally.
 "16. Inland waterways.
 "17. Fisheries and wildlife, including research, restoration, refuges, and conservation.
 "18. Bureau of Standards, including standardization of weights and measures and the metric system."

As a standing committee, the Committee on Commerce must also exercise legislative oversight as directed by section 136 of the Legislative Reorganization Act of 1946:

"To assist the Congress in appraising the administration of the laws and in developing such amendments or related legislation as it may deem necessary, each standing committee of the Senate and the House of Representatives shall exercise continuous watchfulness of the execution by the administrative agencies concerned of any laws, the subject matter of which is within the jurisdiction of such committee; and, for that purpose, shall study all pertinent reports and data submitted to the Congress by the agencies in the executive branch of the Government."

APPENDIX C

COMMITTEE RULES

1. When a record vote is taken in committee on any bill, resolution, amendment, or any other question, a majority of the members being present, a member who is unable to attend the meeting may submit his vote by proxy, in writing or by telephone or through personal instructions.

2. That nine members shall constitute a quorum for official action of the committee when reporting a bill or nomination; provided, that proxies shall not be counted in making a quorum.

That for the purpose of taking sworn testimony a quorum of the committee and each subcommittee thereof, now or hereafter appointed, shall consist of one Senator.

3. Public hearings of the full committee, or any subcommittee thereof, shall be televised or broadcast only when authorized by the chairman and the ranking minority member of the full committee.

4. Subcommittees shall be considered de novo whenever there is a change in the chairmanship and seniority on the particular subcommittee shall not necessarily apply.

³ Par. (c) gives to the Senate Armed Services Committee jurisdiction over "Maintenance and operation of the Panama Canal, including the administration, sanitation, and government of the Canal Zone."

APPENDIX D

REPORTS OF COMMITTEE

[Listed by report number]

Bill No.	Title	Report No.
S. 1035.....	To extend the provisions of sec. 3 of Public Law 87-346, relating to dual-rate contracts.	79
S. 6.....	To authorize the Housing and Home Finance Administrator to provide additional assistance for the development of comprehensive and coordinated mass transportation systems, both public and private, in metropolitan and other urban areas, and for other purposes.	83
S. 978.....	To provide medical care for certain persons engaged on board a vessel in the care, preservation, or navigation of such vessel.	194
S. 1036.....	To amend the inland and western rivers rules concerning anchor lights and fog signals required in special anchorage areas, and for other purposes.	195
S. 583.....	To amend certain provisions of existing law concerning the relationship of the Coast and Geodetic Survey to the Army and Navy so that they will apply with similar effect to the Air Force.	196
S. 969.....	To provide medical care for certain Coast and Geodetic Survey retired ship's officers and crew members and their dependents, and for other purposes.	197
S. 1194.....	To remove the percentage limitations on retirement of enlisted men of the Coast Guard.	204
H.R. 79.....	To require authorization for certain appropriations for the Coast Guard, and Guard, and for other purposes.	205
S. 1032.....	To exclude cargo which is lumber from certain tariff filing requirements under the Shipping Act, 1916.	261
S. 1033.....	To establish a uniform system of time standards and measurement for the United States and to require the observance of such time standards for all purposes.	312
S. 1291.....	To authorize the Secretary of Commerce to employ aliens in a scientific or technical capacity.	335
S. 1064.....	To amend the act redefining the units and establishing the standards of electrical and photometric measurements to provide that the candela shall be the unit of luminous intensity.	336
S. 627.....	To promote State commercial fishery research and development projects, and for other purposes.	338
S. 1153.....	To amend the Federal Airport Act to extend the time for making grants thereunder, and for other purposes.	446
S.J. Res. 102.....	To provide for the settlement of the labor dispute between certain carriers by railroad and certain of their employees.	459
S. 1540.....	To amend the Federal Aviation Act of 1958 to provide for the regulation of rates and practices of air carriers and foreign air carriers in foreign air transportation, and for other purposes.	473
S. 1172.....	To amend Public Law 86-518 and sec. 506 of the Merchant Marine Act, 1936, to authorize the amendment of contracts between shipowners and the United States dealing with vessels whose life has been extended by Public Law 86-518.	474
S. 1033.....	To establish a uniform system of time standards and measurement for the United States and to require the observance of such time standards for all purposes.	475
H.R. 5623.....	To amend the provisions of title 14, United States Code, relating to the appointment, promotion, separation, and retirement of officers of the Coast Guard, and for other purposes.	476
H.R. 6012.....	To authorize the President to proclaim regulations for preventing collisions at sea.	477
H.R. 5781.....	To amend the act of Aug. 1, 1939, to provide that professional nurses shall be registered as staff officers in the U.S. merchant marine.	478
S. 1006.....	To amend the act of June 12, 1960, for the correction of inequities in the construction of fishing vessels, and for other purposes.	481
H.R. 82.....	To amend the Merchant Marine Act, 1936, in order to provide for the reimbursement of certain vessel construction expenses.	486
S. 1005.....	To amend par. (2)(G) of subsec. 309(c) of the Communications Act of 1934, as amended, by granting the Federal Communications Commission additional authority to grant special temporary authorizations for 60 days for certain nonbroadcast operations.	498
S. 1193.....	To amend sec. 309(c) of the Communications Act of 1934, as amended, to require that petitions for intervention be filed not more than 30 days after publication of the hearing issues in the Federal Register.	499
S. 1988.....	To prohibit fishing in the territorial waters of the United States and in certain other areas by persons other than nationals or inhabitants of the United States.	500
H.J. Res. 247.....	To suspend for the 1964 campaign the equal opportunity requirements of sec. 315 of the Communications Act of 1934 for nominees for the offices of President and Vice President.	501
S. 927.....	To amend title 12 of the Merchant Marine Act, 1936, in order to remove certain limitations with respect to war risk insurance issued under the provisions of such title.	523
	Problems of the domestic textile industry.....	524

¹ Pts. 1 and 2.

REPORTS OF COMMITTEE—Continued

Bill No.	Title	Report No.
S. 920.....	To amend secs. 303 and 310 of the Communications Act of 1934, as amended, to provide that the Federal Communications Commission may, if it finds that the public interest, convenience, or necessity may be served, issue authorizations, but not licenses, for alien amateur radio operators to operate their amateur radio stations in the United States, its possessions, and the Commonwealth of Puerto Rico provided there is in effect a bilateral agreement between the United States and the alien's government for such operation by U.S. amateurs on a reciprocal basis.	562
S. 2100.....	To continue certain authority of the Secretary of Commerce to suspend the provisions of sec. 27 of the Merchant Marine Act, 1920, with respect to the transportation of lumber.	568
H.R. 75.....	To provide for exceptions to the rules of navigation in certain cases.	569
S. 1698.....	To amend sec. 511(h) of the Merchant Marine Act, 1936, as amended, in order to extend the time for commitment of construction reserve funds.	663
H.R. 2906.....	To amend pt. II of the Interstate Commerce Act in order to provide an exemption from the provisions of such part for the emergency transportation of any motor vehicle in interstate or foreign commerce by towing.	664
H.R. 134.....	To provide that seat belts sold or shipped in interstate commerce for use in motor vehicles shall meet certain safety standards.	665
S. 1322.....	To authorize and direct the Secretary of the Treasury to cause the vessel <i>Eugenie II</i> , owned by J. C. Strout, of Milbridge, Maine, to be documented as a vessel of the United States with full coastwise privileges.	768
S. 2317.....	To amend the provisions of sec. 15 of the Shipping Act, 1916, to provide for the exemption of certain terminal leases from penalties.	770
S. 469.....	To admit the vessels <i>Fort Town</i> , <i>Maple City</i> , and <i>Windmill Point</i> to American registry and to permit their use in the coastwise trade.	811
S. 1732.....	Implementation of the cargo preference laws by the administrative departments and agencies.	871
S. 2701.....	To eliminate discrimination in public accommodations affecting interstate commerce.	872
S. 2049.....	To provide for an investigation and study to determine a site for the construction of a sea-level canal connecting the Atlantic and Pacific Oceans.	968
S.J. Res. 71.....	To authorize the Secretary of Commerce to accept gifts and bequests for the purposes of the Department of Commerce.	1019
S. 1004.....	To establish a National Commission on Food Marketing to study the food industry from the farm to the consumer.	1022
S. 1251.....	To authorize appointment of the Director and Deputy Director of the Coast and Geodetic Survey from civilian life, and for other purposes.	1024
H.R. 8462.....	To amend the act of Aug. 1, 1958, in order to prevent or minimize injury to fish and wildlife from the use of insecticides, herbicides, fungicides, and pesticides.	1053
H.R. 8673.....	To authorize the conveyance of certain real property of the United States heretofore granted to the city of Grand Prairie, Tex., for public airport purposes, contingent upon approval by the Administrator of the Federal Aviation Agency, and to provide for the conveyance to the United States of certain real property now used by such city for public airport purposes.	1055
S. 1336.....	To amend title V of the Federal Aviation Act of 1958 to provide that the validity of an instrument the recording of which is provided for by such act shall be governed by the laws of the place in which such instrument is delivered, and for other purposes.	1060
S. 1719.....	To provide that the price at which the Coast and Geodetic Survey sells radio aviation charts and certain related material to the public shall not be less than the cost thereof.	1061
S. 2318.....	To amend the Interstate Commerce Act and the Federal Aviation Act of 1958 in order to exempt certain wages and salary of employees from withholding for tax purposes under the laws of States or subdivisions thereof other than the State or subdivision of the employee's residence.	1076
S. 1363.....	To amend the joint resolution approved Aug. 20, 1958, granting the consent of Congress to the several States to negotiate and enter into compacts for the purpose of promoting highway traffic safety.	1079
H.R. 10053.....	To increase the participation by counties in revenues from the National Wildlife Refuge System by amending the act of June 15, 1935, relating to such participation, and for other purposes.	1096
S. 1063.....	To amend sec. 502 of the Merchant Marine Act, 1936, relating to construction differential subsidies.	1100
H.R. 11622.....	To amend sec. 1(14) (a) of the Interstate Commerce Act to insure the adequacy of the national railroad freight car supply, and for other purposes.	1192
H. Con. Res. 45.....	To permit the vessel U.S. ship <i>Alabama</i> to pass through the Panama Canal without payment of tolls.	1243
H.R. 9689.....	Expressing the sense of the Congress that the Administrator of the St. Lawrence Seaway Corporation should cooperate with other governmental authorities in the United States and with Canadian authorities to reduce oil pollution.	1244
S. 2995.....	Declaring a portion of Bayou Black and Bayou Terrebonne, La., nonnavigable waterways of the United States.	1245
S. 1778.....	To amend sec. 511(h) of the Merchant Marine Act, 1936, as amended, in order to extend the time for commitment of construction reserve funds.	1252
H.R. 6007.....	To amend the Wool Products Labeling Act of 1939 to authorize the Federal Trade Commission to exclude from the provisions of that act wool products with respect to which the disclosure of wool fiber content is not necessary for the protection of the consumer.	1253
	To permit the vessel <i>SC-1473</i> to engage in the fisheries.	1266

REPORTS OF COMMITTEE—Continued

Bill No.	Title	Report No.
S. 2552.....	To exempt oceanographic research vessels from the application of certain vessel inspection laws, and for other purposes.	1276
S. 970.....	To authorize the Secretary of Commerce to utilize funds received from State and local governments for special meteorological services.	1288
S. 2028.....	To amend the Federal Power Act, as amended, in respect of the jurisdiction of the Federal Power Commission over nonprofit cooperatives.	1363
S. 2776.....	To authorize and direct the Secretary of the Treasury to cause the vessel <i>Alta L.</i> , owned by Harold Bunker of Matineus, Maine, to be documented as a vessel of the United States with coastwise privileges.	1373
H.R. 9334.....	To amend the act of May 21, 1928, relating to standards of containers for fruits and vegetables, to permit the use of additional standard containers.	1429
S. 3068.....	To amend the Federal Firearms Act, as amended, to authorize the Secretary of the Treasury to relieve manufacturers from certain provisions of the act if he determines that enforcement would impair the national security.	1439
H.R. 1341.....	To require passenger-carrying motor vehicles purchased for use by the Federal Government to meet certain safety standards.	1440
S.J. Res. 174.....	To authorize and direct the Bureau of Commercial Fisheries to conduct a survey of the marine and fresh-water commercial fishery resources of the United States, its territories and possessions.	1469
S. 2315.....	To authorize the Weather Bureau to make appropriate reimbursement between the respective appropriations available to the Bureau, and for other purposes.	1470

MISCELLANEOUS REPORTS AND DOCUMENTS ISSUED BY COMMITTEE

Problems of the Domestic Textile Industry—Third Supplementary Report, dated July 18, 1963 (subsequently printed as S. Rept. 524).
 The Postwar Expansion of Russia's Fishing Industry, January 23, 1964.
 Implementation of the Cargo Preference Laws by the Administrative Departments and Agencies (subsequently printed as S. Rept. 871).
 The Growing Strength of the Soviet Merchant Fleet, July 10, 1964.
 Projections of Apple Production in the United States, August 27, 1964.

EXECUTIVE REPORTS

Nomination of Ashton C. Barrett, of Mississippi, to be a member of the Federal Maritime Commission (S. Ex. Rept. 2).
 Nomination of Virginia Mae Brown, of West Virginia, to be an Interstate Commerce Commissioner (S. Ex. Rept. 7).