

what he brought back is not off limits. We will consider it and evaluate it.

Q. I was wondering, does it add up to a favorable background of developments as the basis for the Manila Conference?

THE PRESIDENT. I think that he brought us a pretty objective review of what has taken place there. There are some things we are very pleased with, some things that we want very much to improve.

As I say, our military effort, we think, is going very well. We think our pacification effort can stand a great deal of improvement.

Is that a fair statement to make?

MR. KATZENBACH. Yes, sir; and I think it has to be improved.

Q. What has gone wrong with the pacification, Mr. President? What has gone wrong with pacification? Why has it taken a turn for the worse? Some months ago there seemed to be some bright hopes about how it was proceeding.

MR. KATZENBACH. The concept of pacification is absolutely a sound concept. I have no question about that. It is difficult to execute.

One of the things that I learned out there was how difficult it was to do it because of just the peculiar nature of this war. We have to make much better efforts to get secu-

rity into more areas and to get it effectively in there in order to make your programs of education, medical care, improved farming methods, and so forth, work.

But we have the prime problem of getting more effective security into these areas. That is primarily a Vietnamese responsibility. It has to be organized so that we can get it.

THE PRESIDENT. The big problem is to get it and to keep it. You can get it today and it will be gone next week. That is the problem. You have to have enough people to clear it out and enough people to preserve what you have done. That is the \$64 problem.

MR. KATZENBACH. It is to make it possible for people to sleep safely.

Reporter: Thank you, Mr. President.

NOTE: The briefing was already in progress in the President's office when the stenographic reporter arrived at 4 p.m. As printed, this item follows the text released by the White House Press Office.

During 1966 the White House made public the following items relating to the "other war" in Vietnam: July 2, summary of a report by Robert W. Komer on the revolutionary development program; September 14, letter to the President from Mr. Komer transmitting a progress report on civil side programs; November 7, report to the President by Mr. Komer on his trip to Vietnam following the Manila Conference. They are printed in the Weekly Compilation of Presidential Documents (vol. 2, pp. 890, 1289, 1673).

522 Remarks at the Signing Ceremony for Seven Conservation Bills.

October 15, 1966

Secretary Udall, Senator Mansfield, Senator Jackson, Senator Bible, Congressman O'Brien, Senators from the States involved, Members of Congress, Mrs. Johnson, ladies and gentlemen:

We have come here this morning to give part of our country back to its people.

When our forefathers came here they found nature's masterpiece. They found a

beautiful, rich, varied, fertile land, a whole continent to farm and to hunt on, and to explore.

As Robert Frost said, "The land was ours before we were the land's. She was our land more than a hundred years before we were her people."

Our pioneer fathers made this beautiful land a great nation. But when the wave of

settlement reached the Pacific, it turned back upon itself. America began to exploit the land. We chopped down its forests. We abused its soil. We built upon its beaches.

Some Americans realized our loss—Gifford Pinchot, John Muir, Theodore Roosevelt, Franklin Roosevelt, Harold Ickes. They saw that America could be great only as long as Americans could commune with the land. They were the architects of American conservation.

Today our crowded country thanks them—thanks them for their courage and for their vision, and for their generosity.

This year we reach a milestone in the history of conservation. This year, thanks to the 89th Congress, we will restore more land for more parks, for more playgrounds for our children to use, than we will lose to housing ventures, to highways, to airports, and to shopping centers.

We are creating recreation areas where they will do the most good for the greatest number, for all of our people—near our cities, where most of our people live. We are putting national parks and seashores where a man and his family can get to them.

The father that is the mechanic can load his five children in his car, and in an hour or 2 hours, or 3 hours, take them to a nearby playground.

The 89th Congress has done all of this. It has enacted 20 major conservation measures.

Today we pay tribute to that Congress.

Today we establish by act of Congress:

- The Guadalupe Mountain National Park in Texas. That is a great tribute to the Senator from Texas, Senator Yarborough, who has been the outstanding leader in conservation in that State.
- The Pictured Rocks National Lakeshore in Michigan.

—The Big Horn Canyon National Recreation Area in Montana.

—The Wolf Trap Farm Park in Virginia.

We increase the land in the Point Reyes National Seashore in California. And if we don't stop Mrs. Johnson going out there we will increase it some more, I am afraid.

I am also signing today the endangered species preservation act and the national historic preservation act. Both of these will help us to preserve for our children the heritage of this great land we call America that our forefathers first saw.

The bills that I will now sign help enrich the spirit of America.

These acts of Congress help assure that this land of ours—this gift that is outright from God—shall be the most precious legacy that we leave.

I want to express my gratitude to the leaders of the parks movements, the recreation areas, the State commissions and their executive directors, for their enlightened interest, for their support, and particularly for the presence of a good many of them this morning.

NOTE: The President spoke at 11:18 a.m. in the Cabinet Room at the White House. In his opening words he referred to Secretary of the Interior Stewart L. Udall, Senator Mike Mansfield of Montana, Senator Henry M. Jackson of Washington, Senator Alan Bible of Nevada, Representative Leo W. O'Brien of New York, and Mrs. Lyndon B. Johnson. Later he referred to, among others, Senator Ralph Yarborough of Texas.

As enacted, the bills signed by the President are as follows:

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| S. 491 (Bighorn Canyon National Recreation Area, Mont.) | Public Law 89-664 (80 Stat. 913) |
| S. 3035 (National historic preservation) | Public Law 89-665 (80 Stat. 915) |
| S. 1607 (Point Reyes National Seashore, Calif.) | Public Law 89-666 (80 Stat. 919) |

H.R. 698 (Guadalupe Mountain National Park, Texas) Public Law 89-667 (80 Stat. 920)

H.R. 9424 (Endangered species preservation) Public Law 89-669 (80 Stat. 926)

H.R. 8678 (Pictured Rocks National Lakeshore, Mich.) Public Law 89-668 (80 Stat. 922)

S. 3423 (Wolf Trap Farm Park, Va.) Public Law 89-671 (80 Stat. 950)

523 Remarks Upon Signing Bill Creating a Department of Transportation. *October 15, 1966*

Secretary Connor, Secretary Fowler, Senator Mansfield, Senator McClellan, Senator Jackson, distinguished Speaker McCormack, Chairman Dawson, Congressman Holifield, Mrs. Congresswoman Dwyer, other Members of Congress, ladies and gentlemen, distinguished Mayors:

We are deeply grateful for your presence in the East Room of the White House today.

In a large measure, America's history is a history of her transportation.

Our early cities were located by deep water harbors and inland waterways; they were nurtured by ocean vessels and by flatboats.

The railroad allowed us to move east and west. A thousand towns and more grew up along the railroad's gleaming rails.

The automobile stretched out over cities and created suburbia in America.

Trucks and modern highways brought bounty to remote regions.

Airplanes helped knit our Nation together, and knitted it together with other nations throughout the world.

And today, all Americans are really neighbors.

Transportation is the biggest industry we have in this country. It involves one out of every five dollars in our economy.

Our system of transportation is the greatest of any country in the world.

But we must face facts. We must be realistic. We must know—and we must have the courage to let our people know—that our system is no longer adequate.

During the next two decades, the demand for transportation in this country is going to more than double. But we are already falling far behind with the demand as it is. Our lifeline is tangled.

Today we are confronted by traffic jams. Today we are confronted by commuter crises, by crowded airports, by crowded air- lanes, by screeching airplanes, by archaic equipment, by safety abuses, and roads that scar our Nation's beauty.

We have come to this historic East Room of the White House today to establish and to bring into being a Department of Transportation, the second Cabinet office to be added to the President's Cabinet in recent months.

This Department of Transportation that we are establishing will have a mammoth task—to untangle, to coordinate, and to build the national transportation system for America that America is deserving of.

And because the job is great, I intend to appoint a strong man to fill it. The new Secretary will be my principal adviser and my strong right arm on all transportation matters. I hope he will be the best equipped man in this country to give leadership to the country, to the President, to the Cabinet, to the Congress.

Among the many duties the new department will have, several deserve very special notice.

—To improve the safety in every means of transportation, safety of our automo-