

Whereas, the Meridian House Foundation is vitally interested in seeing that adequate provision is made at the Visitor Center for the thousands of visitors from abroad who come to our Capital each year;

Now, therefore, be it resolved that the Foundation expresses its strong support for a Visitor Center and for adequate space, facilities and staff to give the visitors assistance through referral to organizations and others in obtaining specialized information and communication with American business, the professions, and the arts; and

Be it further resolved that the Foundation, through its International Visitors Service Council of Greater Washington Organizations (IVIS), and its professional and volunteer staff and resources will be available to work with the Visitor Center in implementing the above stated goals and purposes.

In conclusion, we believe that the Foundation, through the International Visitors Service Council (IVIS), with its fine professional and Volunteer staffs can be of assistance in planning for the National Visitor Center and in providing services to international visitors who would be received there. We shall look forward to working with appropriate Government officials on this project in the months ahead.

CAPITOL HILL SOUTHEAST CITIZENS ASSOCIATION, INC.,
Washington, D.C., September 20, 1967.

HON. KENNETH J. GRAY,
Chairman, Subcommittee on Public Works and Buildings and Grounds, House of Representatives, Washington, D.C.

DEAR MR. GRAY: Last spring the Capitol Hill Southeast Citizens Association voted in favor of placing a Visitors' Center in the Union Station.

Under your proposed bill, the Association agrees as to the amount to be spent by the railroads and also by the government.

The main concern of this organization is that the Union Station is included under the Model Cities plan. Model City is a fancy name for Low Cost Housing. Unless Union Station and up to H Street, N.E. can be gotten out of the Model City Plan, it means there is no safety on the streets guaranteed for the Union Station visitors. On the streets down to Massachusetts Avenue, N.E., the visitors can be attacked or robbed by residents of the Model City that includes Urban Renewal N.W. Project I, from North Capitol south to Mass. Avenue, N.E., to and from Stanton Park; east on Maryland Avenue, N.E. from Stanton Park.

Union Station whose northern boundaries from North Capitol to Mass. Avenue should be moved to H Street, N.E. in order to protect it so visitors can come and go from the Nation's Capital in safety.

Even with the change, the area south and west must be carefully policed to Pennsylvania Avenue, N.W. If you plan wisely, the section surrounding the Union Station will be protected.

Please include the above suggestions in order to bring security to such a large investment of money in the project.

The Capitol Hill Southeast Citizens Association sends this statement of endorsement for the Union Station instead of appearing before your Committee. The organization is vitally interested in the success of the plan and urges your Committee to adopt the suggestions. Such help to visitors is badly needed.

Sincerely yours,

ELIZABETH DRAPER, Secretary.

BUILDING AND CONSTRUCTION TRADES DEPARTMENT, AFL-CIO,
Washington, D.C., October 11, 1967.

HON. KENNETH J. GRAY,
Chairman, Subcommittee on Public Buildings and Grounds, Public Works Committee, House of Representatives, Washington, D.C.

DEAR MR. CHAIRMAN: This is in reference to H.R. 12770, (National Visitor Center Act of 1967). This bill provides for extensive alteration of the existing Union Station building and for considerable new construction, including parking facilities. In all instances, the bill specifies that the property is to be leased by the Federal Government for a period not to exceed 20 years.

The Department favors this legislation; however, the bill does not contain a provision for the payment of prevailing wages, as required under the Davis-Bacon Act on construction authorized by this legislation. Without such a provision, con-