

I make these observations simply as my present reaction to the suggestion which I think was offered by Senator Mundt in wholly constructive content. But I think we have to come to grips with this basic proposal of consolidation as a meaningful and perhaps tough means of consolidating programs and moving toward the objective of block grants, which is the objective subscribed to by so many members of the Congress who seek to approach it from different philosophical points of view. I do not know whether we can resolve those points of view, but I think what we are hoping for is block grants. I look on the consolidation proposal as one means of approaching that.

I have used your statement as a means for making my own speech, but that is not unusual in the Senate.

Senator MUNDT. You have done very well. Thank you very much.

Senator MUSKIE. Our next witness is Congressman Chester L. Mize of Kansas.

I apologize to you for interrupting your schedule.

**STATEMENT OF HON. CHESTER L. MIZE, REPRESENTATIVE FROM
THE SECOND CONGRESSIONAL DISTRICT OF KANSAS**

Mr. MIZE. Thank you very much, Senator Muskie, Senator Hansen, for giving me the opportunity to ask a question this morning.

In the first place, I enthusiastically support this legislation which, as I understand it, basically is to provide uniform, fair, and equitable treatment of persons, businesses, or farmowners displaced by Federal or federally assisted programs. What I want to ask is what can be done to establish a standard policy to reimburse lessees on railroad rights of way that are so displaced. Let me give you an example of the problem that we have out in my State of Kansas.

For example, the Defense Department acquired many thousands of acres 4 or 5 years ago in connection with the expansion of Fort Riley, Kans. Included in the land that was taken, was a Union Pacific Railroad right-of-way. On this railroad right-of-way was a grain company which leased land from the railroad. The railroad is paid for its property but this grain company was not. We do not seem to have a policy to reimburse these lessees for their improvements.

Now my predecessor, Bill Avery, who incidentally is running for the U.S. Senate this year, introduced a bill for compensation to this particular grain company. It was referred to the Committee on Public Works. It got bogged down there. I introduced the same bill when I came. In a later year it was tacked on to the omnibus rivers and harbors bill. It passed the House but failed in the Senate. Senator McNamara was responsible for striking this particular section of the bill.

Senator McNamara was very kind and wrote me and suggested I introduce a private bill, which I did, but this bill bogged down.

I have the same problem now with a railroad that is being taken in connection with the Big Perry Dam out in my congressional district. I have the city of Valley Falls which has some improvements on this right of way not being compensated. I have another grain company on this railroad, not being compensated.

Now, if my question is not appropriate to this legislation, please say so, and I will continue my search for an answer to this problem.