

Mr. CRAMER. Will the gentleman yield? The other loophole—I just traveled on some interstate roads a few days ago—appears to be they are just building bigger signs beyond the 660-foot limitation.

Mr. BRIDWELL. You may want to extend that limitation.

Mr. CRAMER. The farther you get off the highway, the bigger the signs are going to be. It really does not—

Mr. CLEVELAND. The richer you have to be to build one of those bigger signs.

Mr. CRAMER. The little guy cannot compete. That is what it amounts to. So all of these national chains, hotels and such, quality courts and national chain restaurants, they are in pretty good shape; they can afford those \$600 a month gigantic signs on the hillside. But the little fellow is out of business.

Mr. BRIDWELL. Mr. Cramer, as you recall, the 660-foot limitation was, in effect, a compromise figure. There was no particular magic about 660 feet. Speaking only for myself, I would be glad to include an amendment which made it an effective distance.

Mr. CRAMER. Like what?

Mr. BRIDWELL. Whatever you believe to be adequate.

Mr. CRAMER. I mean the farther you go, the bigger the signs get.

Mr. BRIDWELL. Well, that obviously has limitations, too. Once they get over the hill, there is not much use in making a big sign.

Mr. CRAMER. You suggest 1,000 feet?

Mr. BRIDWELL. Yes, sir.

Mr. CRAMER. That just means they will put a bigger sign 1,000 feet away than one 660 feet.

Mr. BRIDWELL. "Within sight" is a pretty good definition. [Laughter.]

Mr. CLEVELAND. I do not have the time to make this in the form of a query, but, Mr. Secretary, I will tell you that, under a recent order of the Department of Transportation, Bureau of Roads, they are going to take down a lot of trees along the highway because they are fixed, immovable objects that cause a safety hazard. There has been brought to my desk, and I am sure other congressional desks, a great deal of mail and I will be in correspondence with you about this, and I want to warn you the queries are coming and these people are asking me questions: Why do we plant trees under the beautification program, when under the safety program, we are going to cut them down? That is one of the questions.

Secretary BOYD. I can answer that.

Mr. CLEVELAND. Excuse me. Why are you taking down the trees but not taking out the rock outcroppings, such as in Vermont, where they are closer to the Interstate Highway?

Mr. Secretary, this morning you read one statement and submitted another, and I would like to inquire if that statement, which was submitted but not read, is for the record?

Secretary BOYD. Yes, sir. The statement I read was a summary of the much longer statement, which is the total of my testimony.

Mr. CLEVELAND. So, Mr. Chairman, I would move that that be made a part of the record.

Mr. KLUCZYNSKI. Without objection, the statement will be made a part of the record, in its entirety.

(Statement follows:)