

Mr. WRIGHT. That is true. I do not know whether the chairman himself grows cotton.

Mr. DORN. He grows some.

Mr. WRIGHT. His constituency does. We grow airplanes and helicopters and things like that in Fort Worth. We are city boys.

Mr. DORN. Thank you.

Mr. KLUCZYNSKI (presiding). Thank you, Mr. Wright.

The Chair at this time recognizes the gentleman from Nebraska, Mr. Denney.

Mr. DENNEY. I would like to introduce at this time the next witness, Mr. Seacrest of the Lincoln Journal, Lincoln, Nebr.

Mr. Chairman and members of the Subcommittee on Roads, it is my pleasure to introduce to the committee Mr. Joe R. Seacrest, who is the managing editor of one of the major newspapers in my district.

He is also vice chairman of the steering committee for Interstate 35 West Association.

This man spends a great portion of his time in civic improvement, in working to build up the Midwest.

It is a real pleasure for me to introduce him to the committee.

Mr. KLUCZYNSKI. It is a pleasure to have Mr. Joe Seacrest of the Lincoln Journal before us.

STATEMENT OF JOE R. SEACREST, MANAGING EDITOR, LINCOLN JOURNAL, LINCOLN, NEBR., REPRESENTING I-35W ASSOCIATION

Mr. SEACREST. Thank you, Mr. Chairman.

Our 35 West is sort of a mythical Interstate except in the Fort Worth-Dallas, Tex., area and in the Minneapolis and St. Paul area. It is a real highway in these two areas.

It is my honor today to speak on behalf of the association that wants to tie these very real highways in with Interstate 35 West, which comes north out of Wichita, Kans., and terminates in Kansas at Salina at the present time.

Nebraska is one of three States that has only one interstate. It is the largest State with only one interstate. It did not receive a north-south interstate in the original allocation.

It is logical to extend Interstate 35 West, which goes from Mexico through Fort Worth, Dallas, Wichita, Kans., and terminates at Salina, Kans., on through Lincoln to Sioux City, Iowa, where here it would connect with Interstate 29 into the Dakotas, and would continue on to the important Minneapolis-St. Paul area, and perhaps go north to Duluth, Superior, into Canada.

This association recognizes the ABC needs and the needs of our urban cities.

We have basic agreement with AASHO's testimony on behalf of these two problems.

Our association, Mr. Chairman, with respect to AASHO, differs, however, on the question of not extending the Interstate System.

Our association favors the limited extension of the Interstate, especially for those missing link areas that are, trafficwise and economy-