

Southern Governors Ask U.S. for More for Roads

By GENE ROBERTS

Special to The New York Times

SEA ISLAND, Ga., Sept. 15—Governors from the Southern and Border states called today for \$1 billion more a year in Federal spending for interstate highways.

They said that increased spending was necessary if the interstate highway system was to be completed by 1972, the scheduled date for competition.

The governors also called, as they have in the past, for a continuation of textile tariffs and for increased Federal efforts to negotiate an international agreement that would "avoid disruptive increases" in textile imports.

As the annual Southern Governors Conference came to an end, they elected Gov. J. Millard Tawes of Maryland, at 71 years the nation's oldest governor, as conference chairman for 1966, succeeding Gov. John B. Connally Jr. of Texas. Gov. Carl Sanders of Georgia was elected vice chairman.

Except for news conferences in which governors from the Deep South both attacked the Voting Rights Act of 1965 and belittled its impact, the conference ended without any discussion of racial issues.

Gov. George C. Wallace of Alabama, who spoke against the "erosion" of states' rights by the Federal Government at several points in the conference, joined the other governors in urging increased Federal spending for highways.

Rise in Spending Advocated

He also joined in passing resolutions that asked the Federal Government to build a proposed \$300 million nuclear accelerator laboratory in the South and to help build a nuclear merchant fleet.

The governors made the ap-



Associated Press

Gov. J. Millard Tawes

peal for more highway spending after M. L. Shadburn, president of the American Association of State Highway Officials, said that the Government had underestimated by \$5.8 billion the cost of the \$46.8 billion interstate system.

"It will, therefore, be necessary to increase the funds going into the Federal Highway Trust Fund by \$1 billion each year to complete the interstate system by 1972," he said.

The governors took no formal action on a plea from Gov. Henry Bellmon of Oklahoma and Gov. Edward T. Breathitt of Kentucky for an interstate conservation compact to reduce the "ravages" of strip mining.

Governor Bellmon said, how-

ever, that he had received assurances of support from several governors and was confident of arousing "strong interest" in the proposal at the National Governors Conference next July.

After the conference here ended today, nine of the 17 conference members participated in a meeting of the Appalachia Regional Commission, joining representatives from New York, Ohio and Pennsylvania.

The commission received applications totaling \$9.6 million from Ohio, Kentucky, Tennessee and West Virginia. The money would be used for job training and highway programs. The commission said that in

the first six months of its existence it had allocated \$45 million for education, roads and land reclamation projects in an attempt to rejuvenate depressed regions of Appalachia.

Next year the Southern Governors Conference will be held at Kentucky Dam Village State Park, about 20 miles from Paducah, Ky.

A Correction

In a caption accompanying a picture of Joseph H. Hirshhorn, published yesterday in The New York Times, a statue being shown by Mr. Hirshhorn was incorrectly identified as Henry Moore's "Cardinal." The sculptor is Giacomo Manzù.

JOHNSON AMENDS ROAD BEAUTY BILL

Offers 3-Part Package in a Bid for Senate Approval

By JOHN D. MORRIS

Special to The New York Times

WASHINGTON, Sept. 15—President Johnson offered new concessions today to make his highway beautification bill less objectionable to state governments.

The gesture was partly offset, however, by a companion proposal to tighten Federal control of advertising along some parts of the interstate and primary highway systems.

The Senate promptly approved

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