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# NOMINATION OF JUSTICE M. CHAMBERS AND MISCELLANEOUS BILLS

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## HEARING BEFORE THE COMMITTEE ON ARMED SERVICES UNITED STATES SENATE EIGHTY-SEVENTH CONGRESS SECOND SESSION

ON  
NOMINATION OF JUSTICE M. CHAMBERS, OF MARYLAND,  
TO BE DEPUTY DIRECTOR OF OFFICE OF  
EMERGENCY PLANNING

**S. 2020**

NAVAL PETROLEUM RESERVE NO. 4, POINT BARROW, ALASKA

**S.J. RES. 129**

INSTRUCTION AT AIR FORCE ACADEMY OF CITIZEN OF THAILAND

**S.J. RES. 175**

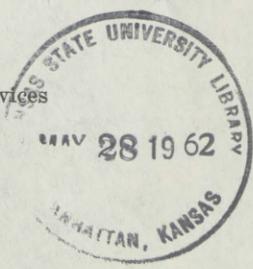
INSTRUCTION AT NAVAL ACADEMY OF TWO CITIZENS OF BELGIUM

**H.R. 9752 (S. 2719)**

AUTHORIZING MILITARY SUPPORT TO THE BOY SCOUTS OF  
AMERICA IN CONNECTION WITH THE WORLD JAMBOREE TO  
BE HELD IN GREECE IN 1963

APRIL 26, 1962

Printed for the use of the Committee on Armed Services



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WASHINGTON : 1962

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NOMINATION OF JUSTICE M. CHAMBERS  
AND MISCELLANEOUS BILLS

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HEARING

UNITED STATES SENATE  
COMMITTEE ON ARMED SERVICES

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UNITED STATES SENATE  
WASHINGTON, D.C.

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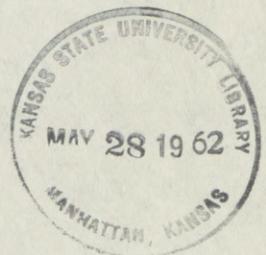
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## NOMINATION AND MISCELLANEOUS BILLS

### Nomination of Justice M. Chambers To Be Deputy Director of Office of Emergency Planning, and Miscellaneous Bills, S. 2020, Senate Joint Resolution 129, Senate Joint Resolution 175, H.R. 9752

THURSDAY, APRIL 26, 1962

U.S. SENATE,  
COMMITTEE ON ARMED SERVICES,  
Washington, D.C.

The committee met, pursuant to notice, at 10:30 a.m., in room 212, Senate Office Building.

Present: Senators Russell (chairman), Symington, Bartlett, Cannon, Saltonstall, Smith of Maine, and Bush.

Also present: Harry L. Wingate, Jr., chief clerk; Herbert S. Atkinson, assistant chief clerk; William H. Darden; T. Edward Braswell and Gordon A. Nease, of the committee professional staff.

The CHAIRMAN. The first item on the committee's agenda this morning is consideration of the nomination of Mr. Justice M. Chambers, of Maryland, to be Deputy Director of the Office of Emergency Planning.

### NOMINATION OF JUSTICE M. CHAMBERS, OF MARYLAND, TO BE DEPUTY DIRECTOR OF OFFICE OF EMERGENCY PLANNING

The CHAIRMAN. The nominee is better known to the members of this committee as Colonel Chambers, one of the first members of this committee's professional staff.

He served very effectively in that capacity. Will you have a seat, Colonel?

(The nomination reference and biographical sketch of Justice M. Chambers is as follows:)

#### NOMINATION REFERENCE AND REPORT

IN EXECUTIVE SESSION,  
SENATE OF THE UNITED STATES,  
April 9, 1962.

*Ordered*, That the following nomination be referred to the Committee on Armed Services:

Justice M. Chambers, of Maryland, to be Deputy Director of the Office of Emergency Planning, vice Edward A. McDermott.

Born February 2, 1908, Huntington, W. Va. Educated Marshall College, Huntington, W. Va. Studied law at George Washington University, Washington, D.C., and National University. Received LL.B. degree 1931. Awarded doctor of laws degree, Marshall College, 1952.

## 2 NOMINATION OF M. CHAMBERS AND MISCELLANEOUS BILLS

Entered Government service in 1927. From 1934 to 1936, he was Assistant Chief of Planning, Procurement Division, Treasury Department.

From 1936 to 1940, he was Director of Personnel and aid to the Chairman of the U.S. Maritime Commission. Initially was responsible, under the Commission, for the reorganization of the U.S. Shipping Board Bureau and the Emergency Fleet Corporation into the newly created Maritime Commission.

During World War II, he served with the U.S. Marines, retiring as a colonel in 1946. He received, among other decorations, three Purple Hearts, the Silver Star, Legion of Merit, and Congressional Medal of Honor.

After the war, he was Assistant Chairman of the Federal Personnel Council, a post he left to become a professional staff adviser to the U.S. Senate Armed Services Committee (1947 to 1950).

From 1950 to 1952, he was Assistant Administrator of the Federal Civil Defense Administration. In 1952, he became the Executive Assistant Administrator and, later, Acting Deputy Administrator of the Federal Civil Defense Administration.

He has also served as a consultant to the former Office of Defense Mobilization, and as Chairman of the Program Advisory Committee of the Office of Emergency Planning.

Since 1954, Mr. Chambers has been the head of J. M. Chambers & Associates, consulting firm on various problems with government, with particular emphasis in the field of international trade. He is married, has five children, and lives at 140 South Adams Street, Rockville, Md.

The CHAIRMAN. We congratulate you on your nomination. The members of the committee, for the record and for the benefit of those who are not present, would like to have a résumé of your experience. Before you make that statement, however, I would like to point out that the nomination of Mr. Chambers' son to be a second lieutenant in the Marine Corps following graduation from the Naval Academy is also before the committee as pending business at this time.

You may proceed, Mr. Chambers. You know what we expect. Give us a brief outline.

### STATEMENT OF JUSTICE M. CHAMBERS, OF MARYLAND, NOMINEE TO BE DEPUTY DIRECTOR OF THE OFFICE OF EMERGENCY PLANNING

Mr. CHAMBERS. Thank you, Mr. Chairman, Senator Smith, Senator Saltonstall.

I am Justice M. Chambers. I have previously submitted a detailed biography which I believe is in the files of the committee. However, I am 54 years of age. I was born in Huntington, W. Va. I am now a resident of Rockville, Md.

I was educated in Huntington, W. Va., at Marshall College and studied law at George Washington University. I hold an LL.B. degree from National University here in Washington and doctor of laws degree from Marshall College. I have been in government service since 1927. Up until about 1936, I would say, it was the general type of work that you get into in government, various jobs, moving, I think, always upward.

In 1936, I became Director of Personnel and an aid to the Chairman of the Maritime Commission. I was sent over there from the Procurement Division, Treasury Department, where I was Assistant Director of the Planning Division. My job, initially, was to handle the reorganization of the U.S. Shipping Board Bureau and the Emergency Fleet Corporation into the then newly created Maritime Commission.

In 1940, I was mobilized with the Marine Corps Reserve unit here in Washington, served during the war, and was retired in 1946 from wounds received in action.

After the war, I was Vice Chairman of the Federal Personnel Council, which position I left to come to work with this committee, where I served until sometime in 1951, leaving here to become first the Assistant Administrator for Planning, subsequently the Executive Assistant Administrator, which is a chief of staff-type job, and then I acted as Deputy Administrator for the Federal Civil Defense Administration.

For a reason which I like to believe had nothing to do with politics, but nevertheless 1 year after the administration changed, I left government, and from that period of time to date I have been head of a consulting firm here in Washington in which we have specialized in matters dealing with international trade, international financing, and things of that type.

Mr. Chairman, it goes without saying that it is an honor and a great privilege to come back before this committee as one who has been nominated by the President for this position. I think if I am deemed to be competent for these duties, it is substantially attributable to the fact that for 5 years I struggled with some of these problems right here in this committee. I guess, conversely, if I am not qualified to serve, we can share the blame.

I know this committee's very keen interest in matters pertaining to conflict of interest, and I would like to tell you what I have done to assure the fact that there is no possible conflict in my case.

When I learned that the President was nominating me for this position, I talked with Mr. Charles H. Kendall, General Counsel of the Office of Emergency Planning. I had a few—not too many—but a few shares of stock in various companies and we went over them together. I perhaps went a little further than he felt was necessary, but I have sold all my stocks, with the exception of a few shares I have in a bank in Potomac, Md.

Where my business was concerned, it is a personal service-type of business, which is a rather difficult thing to dispose of. Nevertheless, I have sold it outright. I have no connections with anybody, no commitments or future commitments of any type with any business firm.

I came up to see Mr. Darden of your staff, gave him a copy of the contract of sale for my company, which he has, Mr. Chairman, along with a letter that I wrote to the General Counsel of the Office of Emergency Planning, outlining the things that I have done, and I know of nothing, sir, that I have that would cause a conflict. The only investment I have outside of the stocks in the bank is in some real estate in northern Virginia. Outside of that, sir, I know of nothing.

I will be happy to answer any questions that the committee might ask.

The CHAIRMAN. Senator Saltonstall?

Senator SALTONSTALL. Mr. Chairman, may I just say to Colonel Chambers, I congratulate you upon your nomination to this position. I knew and appreciated your services when you were on the staff of this committee and I was sorry to see you leave it, but I know you left it to advance yourself and you have done so.

I have no questions about your ability to do the job which you now have. I am amazed that you have a son sufficiently old to be a second lieutenant in the Marines, because I can remember when the family was coming on very well.

Mr. CHAMBERS. Senator Saltonstall, I think I should refresh your memory on one point. I have four sons. The marine is the oldest son. I have a daughter, however, who is the oldest child and I am now a grandfather three and a third times. Time just passes.

Senator SALTONSTALL. Off the record.

(Discussion off the record.)

Senator SALTONSTALL. May I ask just this one question? I have in front of me your bill of sale to Mr. Oztemel of these noninterest-bearing notes. What are the dates of those notes?

When do they come due, in other words?

Mr. CHAMBERS. That is set out in the contract, sir, which you have in front of you. They come due on the 31st of January of each year, starting in 1963 and running for 5 years.

Senator SALTONSTALL. So that these notes will run—you will be paid on this contract for the next 5 years?

Mr. CHAMBERS. That is correct, sir. However, it is a fixed-sum sale. There will be no variation of what I am paid.

Senator SALTONSTALL. Those are valid notes in every way?

Mr. CHAMBERS. Those are valid notes. They have not yet been deposited, sir, because I was waiting until confirmation was out of the way, but they will be deposited with my bank for collection as soon as confirmation is made.

Senator SALTONSTALL. I have no further questions.

The CHAIRMAN. Senator Bartlett?

Senator BARTLETT. I would only want to say, pursuing Senator Saltonstall's line of inquiry, that while Mr. Chambers' appearance may cause one to be surprised that he is old enough to have a son old enough to be a lieutenant in the Marines, the date of his birth would indicate that he is an old frontiersman rather than a new one. We have been passing on nominations to high office of people born yesterday, around 1920.

So I congratulate and compliment you.

The CHAIRMAN. Senator Smith?

Senator SMITH. I have no questions.

The CHAIRMAN. Senator Bush?

Senator BUSH. I may be asking the gentleman to repeat, Mr. Chairman, but I would like to understand a little more; what is this Office of Emergency Planning? That is one I am not very familiar with.

Mr. CHAMBERS. Sir, the Office of Emergency Planning, with a rough-cut approach to it, could best be described as the old agency, the Office of Defense Mobilization. You will recall in the past administration the Federal Civil Defense Administration and the Office of Defense Mobilization were combined into the Office of Civil Defense Mobilization.

President Kennedy, a year ago—slightly less than that—spun off the responsibility for the operations of civil defense to the Department of Defense, leaving the residual responsibilities to the Office of Emergency Planning. Broadly speaking, it is concerned with the field of resource planning and resource management, with consider-

able emphasis being placed on resource management under emergency conditions.

Senator BUSH. It has mostly to do with planning in an industrial field entirely?

Mr. CHAMBERS. That is basically correct, sir. I must say, too, that it is not an operating agency; it is a planning agency and its job is to see that these jobs are done through the regularly constituted agencies of Government. But the great bulk of the work, it is quite correct to say, is in the field of industry, but it has overtones in other areas.

Senator BUSH. The idea of planning is supposed to prepare us for a war economy; is that right?

Mr. CHAMBERS. In substantial part.

Senator BUSH. I have no further questions, Mr. Chairman. It looks to me like this gentleman's experience would fit him very well for this job.

The CHAIRMAN. It is a very important office. It makes recommendation as to imports and to U.S. fixing of prices of petroleum and things of that nature, and handles the stockpile.

I think you also have plans for evacuation of the civilian population; do you not?

Mr. CHAMBERS. No, sir; that is one of the operating responsibilities of the civil defense—

The CHAIRMAN. That is one of the things that was sent over to the Pentagon?

Mr. CHAMBERS. Yes, sir. We have responsibility under section 8 of the Trade Agreements Extension Act of 1958 to pass on imports where they would have an impact on national security—

The CHAIRMAN. And do you have responsibilities on stockpiling?

Mr. CHAMBERS. Very heavy responsibilities for that.

Senator SALTONSTALL. Where is the Office of Emergency Planning?

Mr. CHAMBERS. We are located in the so-called Executive Office Building, sir, the old State, War, and Navy Building, immediately adjacent to the White House. We are only three hundred-some in Washington, and, with a small field staff. The bulk of our people are in the Winder Building, across the street.

Senator SALTONSTALL. And you are on the civilian side, just to refresh my memory, of the splitup job?

Mr. CHAMBERS. That is correct. And, Senator, in substantial part, the genesis of this agency lays back in the old National Security Resources Board which was created to watch out for the civilian side of the economy and gear it into the military.

Senator SALTONSTALL. Thank you, Mr. Chairman.

The CHAIRMAN. Off the record.

(Discussion off the record.)

The CHAIRMAN. Senator Bush, do you want to ask a question?

Senator BUSH. Yes, I wanted to ask, how big a staff do you have in this office now, Mr. Chambers?

Mr. CHAMBERS. Senator, we are not up to our ceiling, and if the present Director, Mr. McDermott, has his way, we will go down rather than up. As I recall, our Washington staff ceiling is 310, and we are substantially under that at the moment. Since our spinoff, we are going into a reorganizing stage. This is not a pious statement

of a bureaucrat. We are going to do this job with the smallest number of qualified people.

Senator BUSH. Thank you, Mr. Chairman.

The CHAIRMAN. If there are no further questions, we thank you, Mr. Chambers.

(The nomination of Mr. Chambers was subsequently approved by the committee in executive session and confirmed by the Senate on April 27, 1962.)

### S. 2020

The CHAIRMAN. The next item on the agenda is S. 2020, introduced by one of our committee members, Senator Bartlett, and his colleague, Senator Gruening. The purpose of the bill is to authorize the Secretary of the Navy to sell gas from the South Barrow gas fuel field to the native village of Barrow and other non-Federal communities. We have received favorable reports from the Department of Defense and the Department of the Interior. The Departments suggest some minor amendments.

(The bill referred to is as follows:)

[S. 2020, 87th Cong., 1st sess.]

A BILL To amend part IV of subtitle C of title 10, United States Code, to authorize the Secretary of the Navy to develop the South Barrow gas field, naval petroleum reserve numbered 4, for the purpose of making gas available for sale to the native village of Barrow and to other non-Federal communities and installations, and for other purposes

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section 7422 of title 10, United States Code, is amended by adding the following paragraph:

“(c) The Secretary of the Navy may under the terms of paragraph (a) of this section develop the South Barrow gas field, naval petroleum reserve numbered 4, to supply the Department of Defense and other Federal agencies that are now or may hereafter be located at or near Point Barrow, Alaska, and for the purpose of supplying gas to the native village of Barrow, and to other non-Federal communities and installations at or near Point Barrow, Alaska.”

SEC. 2. Section 7430 of title 10, United States Code, is amended so that paragraph (a) reads as follows:

“(a) The Secretary of the Navy in administering the naval petroleum reserves under this chapter shall use, store, sell, or exchange for other petroleum or refined products, the oil and gas products, including royalty products, from lands in the naval petroleum reserves, including gas products from lands in the South Barrow gas field of naval petroleum reserve numbered 4, and lands outside petroleum reserve numbered 1 covered by joint, unit, or other cooperative plans, for the benefit of the United States.”

SEC. 3. Section 7432 of title 10, United States Code, is amended by striking out paragraphs (a) and (b) and inserting in lieu thereof the following:

“Appropriations available to the Department of Defense for expenses and obligations incurred in carrying out the purposes of this chapter may be reimbursed from any money accruing to the United States under this chapter.”

The CHAIRMAN. The Department of Defense member who has appeared to explain the merits is Capt. Curtis T. Youngblood.

### STATEMENT OF CAPT. CURTIS YOUNGBLOOD, USN, DEPUTY DIRECTOR AND COUNSEL OF NAVAL PETROLEUM AND OIL SHALE RESERVES

Captain YOUNGBLOOD. Mr. Chairman and members of the Committee, I am Capt. Curtis T. Youngblood, U.S. Navy, Deputy Director and Counsel of Naval Petroleum and Oil Shale Reserves.

I am here today, representing the Secretary of the Navy, and I am appearing on behalf of the Department of Defense to testify concern-

ing S. 2020, a bill to authorize the Secretary of the Navy to develop the South Barrow gasfield, Naval Petroleum Reserve No. 4, for the purpose of making gas available for sale to the native Alaskan village of Barrow and to other non-Federal communities and installations in the Point Barrow area.

At present, title 10, United States Code, section 7422, requires the Secretary of the Navy to cause the naval petroleum reserves to be produced under certain circumstances. Such production is to be had whenever and to the extent that the Secretary of the Navy finds it necessary for national defense. Then, with Presidential approval and after authorization by a joint resolution of Congress, such production may take place.

S. 2020, when enacted by the Congress and approved by the President, would permit the Secretary of the Navy to cause natural gas to be produced and sold from that portion of Naval Petroleum Reserve No. 4 known as the South Barrow gasfield. Such production and sale would not need to be related specifically to a finding by him that the production was needed for national defense.

No direct national defense purpose is to be achieved by the passage of this bill. However, the ends to be achieved are so intricately related to the welfare and economics of the people in the area and of the Federal agencies concerned, as to serve a humanitarian and overall defense purpose.

The people of the United States are, of course, our most valuable national defense asset. Now, the residents of the village of Barrow, about 1,300 in number, who struggle with the inhospitable climate on the rim of the Arctic Ocean, are a part of the people of the United States, in the most northern community of our Nation.

In a report appearing in the Anchorage Times on June 6, 1961, it is related that these people invariably suffer an annual fuel shortage and that coal, when available, costs more than \$40 per ton and oil is nearly a dollar per gallon. It seems inhumane and incongruous that these people would have to continue to suffer the physical and economic hardships of fuel shortage, when an adequate supply of natural gas is so close at hand. Senator Bartlett of Alaska was quoted in the same news article as follows:

It would be both inexcusable and inhumane were we not to do all things possible to allow these hardy people the right to enjoy the fuel taken from the very ground upon which their ancestors have lived for centuries.

Should it be the desire of the Congress, in the light of the special circumstances indicated above, to authorize sales of gas from the South Barrow gasfield to the Point Barrow community, the Department of the Navy, on behalf of the Department of Defense, would favor the enactment of the provisions of S. 2020 for this purpose.

There are now two producing gas wells in the South Barrow gasfield. One of them was completed in 1950 as an element of the exploration of the vast potential of Naval Petroleum Reserve No. 4, and the other was completed in 1955. Gas production from these wells is now being used in logistic support of all federally owned installations in the area: the Navy, the Air Force, the Weather Bureau, the Federal Aviation Agency, the Public Health Service, and the Alaskan Native Service.

Even this use, although entered into only after consultation with both Armed Services Committees of the Congress and eminently

sensible from economic, utilitarian, and defense standpoints, has not been authorized by statute. Accordingly, the Department of the Navy, on behalf of the Department of Defense, favors those provisions of S. 2020 which would specifically authorize this use of gas.

The two present wells are being called upon to produce about 700,000 cubic feet of gas daily during peak demand periods and about half that much during slack demand periods. The older of the two wells can presently produce only about one-fifth as much as the other well. This is because, when its natural pressure is drawn upon too heavily, water invades the tubing in the well and serious icing conditions result. In order to avoid this water invasion, which in time could kill the new as well as the old well, the amount of the drain upon the older well must be severely restricted. In order to provide a needed safety margin for the continued present demands upon the wells, it will very soon become necessary to drill a third well. A third gas well would serve the purposes of this safety margin, serve to further delineate the size of the pool whence the gas comes, and serve to satisfy the Secretary of the Navy's statutory duty of exploration and development of the petroleum reserves.

Should S. 2020 become law, the above-mentioned third gas well would become an immediate necessity. This is because the additional anticipated drain upon the two present wells, occasioned by the use of gas by additional consumers, would, from a sound gasfield engineering standpoint, endanger the present wells unless a substantial additional volume of gas is obtainable from another producing well or two. The Navy would, of course, commence the drilling of another gas well in the field as soon as practicable after the passage of S. 2020 and as soon as funds for the purpose of the third well could be made available.

Should S. 2020 become law, the Navy should not undertake the management functions required in the distribution and sale of the gas. The Secretary of the Navy would contract for the sale of all gas at the wellhead. Such contract would be entered into only after existing statutory procedures have been complied with; that is, public sale, consultation with the Armed Services Committees of the Congress, and Presidential approval.

The contractor would sell and distribute the gas, as required, to all the consumers in the area which now or hereafter require gas. In view of the possibility that, due to the remote location, small number of consumers, climatic conditions and limited profits, no contractor could be obtained, the Congress may desire to authorize the use of the existing Government-owned pipeline for all consumers. In this respect it is understood that the Department of the Interior has recommended that an additional section be added to S. 2020 which would authorize purchasers of gas or carriers of the gas to install connections to such pipeline. The Department of the Navy, on behalf of the Department of Defense, interposes no objection to that recommendation.

Section 3 of S. 2020 would amend existing law so as to permit the expenses and obligations necessary to carry out the administration of the naval petroleum reserves to be deducted from the proceeds of the operations of the reserves and deposited to the appropriate appropriations of the Department of Defense, thus relieving the military budget in this amount.

Senator SALTONSTALL. Mr. Chairman, may I interrupt?

You have just read the first sentence on page 7 which would concern the expenses of operation.

Now, my question is this: You make no comment as to where the money will come from to build this third well if it is necessary to do so and you say it is. Now, would that come out of appropriations, or would that come out of the funds that are built up in this petroleum reserve?

Captain YOUNGBLOOD. It would have to come out of newly appropriated funds specifically appropriated for that purpose, sir.

Senator SALTONSTALL. That is what I wanted to find out.

Thank you, sir.

The CHAIRMAN. You may proceed.

Captain YOUNGBLOOD. Resuming at the top of page 7:

Section 3 of S. 2020 would amend existing law so as to permit the expenses and obligations necessary to carry out the administration of the naval petroleum reserves to be deducted from the proceeds of the operations of the reserves and deposited to the appropriate appropriations of the Department of Defense, thus relieving the military budget in this amount.

The balance of such proceeds would be covered into the Treasury. The Bureau of the Budget has advised that it does not favor this proposed manner of funding the operations of the naval petroleum reserves and prefers the continuation of the current method of financing the reserves out of appropriations as authorized by section 7432, title 10, United States Code. It is recommended, therefore, that section 3 of S. 2020 be deleted.

In the nature of a technical comment, it is noted that although S. 2020 would amend title 10, United States Code, it is not drafted in the desired style and format for amendments to that title. Accordingly, a substitute draft bill, in the desired style and format, and excluding the matter in section 3 has been prepared and submitted to the committee in our written report on this bill. It is recommended that that draft bill be considered in lieu of S. 2020.

Mr. Chairman, that concludes my prepared statement, and now I am prepared to attempt to answer any questions which the committee may desire to ask relative to this matter.

The CHAIRMAN. Before I ask a question, I would like to make an observation. I have been hearing statements before this committee for some time and I have never heard a department approve a bill in the language used on page 3:

Should it be the desire of the Congress, in the light of the special circumstances indicated above, to authorize sales of gas from the South Barrow gasfield to the Point Barrow community, the Department of the Navy, on behalf of the Department of Defense, would favor the enactment of the provisions of S. 2020 for this purpose.

In other cases, the Department usually says that it favors or disapproves of legislation. Does that comment indicate any viewpoint on behalf of the Navy that there is something wrong with this proposition and you want us to take the onus in the Congress; that you are not recommending the thing completely and wholeheartedly?

Captain YOUNGBLOOD. Mr. Chairman, that does not indicate any reservation on the part of the Department of the Navy or the Department of Defense. The language is so couched because the naval petroleum reserves are considered to be handled by the Congress and

the Department of the Navy is the custodian of these reserves. We do with those reserves what the Congress authorizes the Secretary to do. Because of that, the language is so couched: "if it is the desire of the Congress, then the Secretary will do it." It does not indicate any reservation whatsoever on the part of the Navy.

Senator BUSH. Mr. Chairman, is there any precedent for this kind of a deal where the Navy sells gas to communities?

The CHAIRMAN. I do not think so. It would not be necessary to get this legislation if there was any legal authorization for it. This is a special circumstance which is involved.

Now, Captain, you indicate that the two wells that are now in operation are supplying just about enough gas to take care of the Government agencies that are now utilizing this gas?

Captain YOUNGBLOOD. That is correct, sir.

The CHAIRMAN. And that if we pass this bill and supply the community of Barrow, it will be necessary to drill another well.

Captain YOUNGBLOOD. One or more wells; we do not know.

The CHAIRMAN. What does it cost to drill a well in that area?

Captain YOUNGBLOOD. The last well drilled there cost \$330,000.

The CHAIRMAN. How long is it going to take you to amortize the cost of drilling two more wells in a community of 1,300 people?

Captain YOUNGBLOOD. It will take a long time.

The CHAIRMAN. In other words, the Government is going to lose money on this at the best.

Captain YOUNGBLOOD. I do not think it will be a moneymaking proposition for the Government, from the standpoint of profit and loss.

The CHAIRMAN. Have you made any estimate as to whether it will be possible for them to amortize one or more wells? You say nothing about the rate that is to be charged for this gas. Is it to be furnished free or has some compensation been arranged?

Captain YOUNGBLOOD. That is not contained in here, Mr. Chairman, because we do not know the price we can get for gas up there or whether we can get a price for it. In 1958 there was a company, the Alaska Propane Co., which was interested in such a proposition, being the distributor of the gas to the town of Barrow. At that time, we know that we would have had one bidder. Now, we do not know exactly whether that company would bid or if any company would bid. For that reason we have indicated in the statement that it might not be possible to get a contract, and then, along with the recommendation of the Department of the Interior, we agree that it will be fitting if this line could be so constructed that gas could be taken off from it and distributed, perhaps maybe by the Department of the Interior, through some arrangement that it would want to make to the Barrow village. Our present planning would be to sell the gas at the wellhead.

The CHAIRMAN. But you do not know that anybody would buy it?

Captain YOUNGBLOOD. We do not at this time. We have reason to believe that once this type of legislation were enacted, then we would have some interest.

The CHAIRMAN. Would an amendment that charges should be made for this gas that would amortize over a period of 40 years the cost to the government of drilling these wells—would the Navy object to something of that kind?

Captain YOUNGBLOOD. I would like to point out, Mr. Chairman, that—

The CHAIRMAN. Or 30 years or whatever an ordinary period of amortization is?

Captain YOUNGBLOOD. As you know, all of the work that is done and carried on in the Navy program for the petroleum reserves is scrutinized closely by Congress.

The CHAIRMAN. I know that is true in theory, Captain.

Captain YOUNGBLOOD. We consult with your committee and with the committee in the House on our contracts, all aspects of them—The price we would be getting, and so on.

The CHAIRMAN. Do you propose seeing whether gas could be utilized in the community before you dig the well or do you propose to dig the well before you see about it?

Captain YOUNGBLOOD. We would have to have a need for the gas before we put the well down. There is a need for a third well up there at this time for the protection of the two wells that are being used and overtaxed.

The CHAIRMAN. I have the greatest sympathy for these hardy people who live there and an unbounded admiration for the author of the bill, but it seems to me there ought to be something in the bill charging them for this gas and the Government's realizing something on it.

Captain YOUNGBLOOD. We have no precedent in an area like this on which to base price estimate. What we could get for it would have to be something we would have to work out as we went along.

The CHAIRMAN. It could work out in essence that these people would be practically getting this gas free under this bill and the Government assume the cost of digging these additional wells.

Captain YOUNGBLOOD. Our contract would be let by public sale; it would be advertised.

The CHAIRMAN. Did the Department give any consideration to getting some contractor who would drill the well and supply the gas instead of the Federal Government financing the drilling of the well under these peculiar circumstances?

Captain YOUNGBLOOD. The detail of how we would go about drilling this well would be a factor in considering how we would sell the gas. It could be possible to find a contractor who would drill this well, but in view of the cost and the location, the limited season, I doubt that we would be able to find an independent contractor who would be willing to go up there and drill his own well.

The CHAIRMAN. Senator Saltonstall?

Senator SALTONSTALL. Mr. Chairman, I agree with you. I think this bill has to be very carefully considered. I have the greatest sympathy, as has the chairman, for the people up in Barrow. If my memory is right, Captain, is this not the oilfield that General Summerfield started to develop during the war and then it was found that it was so expensive that it was given up, the pipelines to this field? I am just curious.

Captain YOUNGBLOOD. No; this is not the same. This is a reserve which was set aside by President Harding. It is composed of the northern slope of Alaska north of the Brooks Range, running from there to the Arctic Ocean.

Senator SALTONSTALL. I wonder—I still think that this was part of that area that was considered.

Captain YOUNGBLOOD. That field was in Canada, I believe, sir.

Senator SALTONSTALL. Well, let me ask you a few questions following up what the chairman has said.

As I understand it from your statement, there is a new draft of a bill and I have in front of me the draft that was submitted to the committee, comprised of two sections. Then there is a third section that the Secretary of the Interior suggests and which the Bureau of the Budget advised that there is no objection to. Now, the first section says the Secretary of the Navy may, under subsection (a), develop the South Barrow gasfield.

Then section 2 says:

The Secretary of the Navy in administering the naval petroleum reserves under this chapter shall use, store, or sell the products.

Now, if this field is developed and any contract is made, then the Navy is under obligation to use, store, sell, or exchange for other petroleum or refined products, the oil and gas products, including oil products, from the naval reserves. My problem is this: Suppose you do develop this, then you shall use, store, or exchange it. If you do sell it to the private citizens of Barrow, how can you cut off their service?

One question is, How can you cut off that service? An emergency when the Government might want to use all of the oil: that is one question.

A second question is, What is the responsibility of the Navy if you allow direct access into the pipeline of the Government in case of trouble? Suppose something breaks, or suppose there is a leak and some people are killed from gas, what is the responsibility of the Government? That is the second question.

Then I brought out also this third question under this amended draft. You say the Navy, the Secretary of the Navy, shall use, store, sell. In other words, he has no alternative; he has to go forward.

Then a fourth question is, How are you going to limit the installations to the pipeline? Suppose there are too many installations, with too many requests. There is nothing in these two sections that would give any limitation, because you say the Secretary of the Navy shall do these things.

I raise those four questions, now. Just like the chairman, I have some idea of the problems up in Barrow, just a very small idea, because I have been in Nome and I know the difficulties up there. But I would raise these questions to you as the representative. There is nothing in this bill now, in this redraft, to cut off in an emergency. There is nothing said about the responsibility of the Government if there is trouble, and as I see this draft, in section 2, once you have developed this field, the Secretary of the Navy shall make these sales. Then a fourth question is, How are you going to limit the installations that are requested on a Government pipeline by outside customers for private purposes?

I raise those four questions which I think I would like to see some answer to before I vote in favor of this bill.

Captain YOUNGBLOOD. May I answer the last part first, the installation of the connections? That would be determined from an engineering standpoint from the studies in the field and what possible takeoffs could be made on that line.

As to the emergency questions you mentioned, those would be contractual. They would be covered by provisions in the contract as to when the Government could cut off the supply of gas, or the responsibilities of the Government and the contractor in connection with the citizens.

The use of the word "shall" in the language of the statute there is just a repeat of the present law. That section—

Senator SALTONSTALL. Yes; but you are changing the law to allow private use.

Captain YOUNGBLOOD. Only as to the Point Barrow gasfield.

Senator SALTONSTALL. But you are getting into a completely new field. You are getting into a field outside of government services.

Captain YOUNGBLOOD. That is correct.

Senator SALTONSTALL. As I read that statute, the Secretary of the Navy would have to do it once they developed it. I do not raise that as a permanent objection, but I think this bill has to be redrafted very carefully if we are going to vote it out.

Captain YOUNGBLOOD. That section is designed to add only three words to section 7430 of the present law and that is to include the South Barrow gasfield.

Senator SALTONSTALL. I have no further questions, Mr. Chairman. I raised them because I think, Captain, if you are interested and Senator Bartlett, who is our colleague and who I know is interested and who is rightly interested—it is his area, his constituency—should give careful consideration to some of these questions and perhaps submit a redraft for this committee to consider, a redraft to be worked out with our staff here and the Navy Department. I raise them because we all want to try to help Senator Bartlett if we possibly can do it in this area, which is a very difficult area geographically.

Certainly we want to protect the Government and certainly we want to know the answer to some of these problems. I do not think you can answer them right here now. That is why I raised them in the form I did.

I am through, Mr. Chairman.

The CHAIRMAN. Senator Smith?

Senator SMITH. I have no questions.

The CHAIRMAN. Senator Bush?

Senator BUSH. Well, Mr. Chairman, I do not know that I have any further questions. The questions in my mind have already been raised. But despite the very strong human appeal in this thing—and I can understand Senator Bartlett's concern for that reason—I should not want to vote for this bill without seeing some estimate of what results are expected from this bill. There seems to be no idea what price we are going to have to pay for this gas, whether the people there can afford to buy it at the price if we put the well in, make the connections, distribute the gas. I think it is a very inadequate presentation for us to consider this kind of a business proposition. It is a very unusual proposition to begin with, and therefore one that I think has to be justified by some solid estimates, some reliable estimates of what kind of money is involved here and whether, indeed, it is practical at all. The captain just does not have any idea whether these people are going to buy the gas if we go to all the trouble and expense of preparing the way for them to buy it.

So I think we have to have a much better presentation that this before we can consider it.

On the basis of this presentation, I regretfully must say I should hardly be able to vote for this bill.

The CHAIRMAN. Senator Bartlett?

Senator BARTLETT. Captain, you said something a while ago that I am not sure was heard by the other members of the committee. Did you not state that in any case, it is going to be necessary for the Navy to drill a third well?

Captain YOUNGBLOOD. Yes, sir; it is.

Senator BARTLETT. What you did not place in your prepared statement were other facts. It is understandable that you did not incorporate them, mainly, that the gas from the two existing wells goes, in large part, to the Arctic Research Laboratory about 5 miles distant from the well; is that correct?

Captain YOUNGBLOOD. Yes, sir; and to the other Government facilities in the area.

Senator BARTLETT. But mainly to the Laboratory itself, which was established a good many years ago at Barrow, and which is operated by the Department of the Navy, Office of Naval Research, Yards and Docks, Naval Ordnance Laboratory, Naval Electronics Laboratory, Hydrographic Office, Underwater Sound Laboratory.

Then the Army has an Office of Cold Regions Research there. The Air Force is represented by the Cambridge Research Laboratory, the Aeromedical Research Laboratory; the Bureau of Standards has people there and the U.S. Coast and Geodetic Survey.

The U.S. Geological Survey, National Space Foundation, the National Science Foundation, Public Health Service, and the Alaska Co-op Wildlife Unit, the Alaska Experimental Station.

These are all incorporated in the lab installation, which is about 3 miles from the village we have under discussion here.

Now, ever since this first gas well was drilled, it has supplied gas for the essential Government installations. Three or four years ago, or whenever it was, the line was extended from the lab site to the village of Barrow, which, back in 1939, was a community of 363 people: in 1950, almost a thousand, and now has almost 1,400 inhabitants, substantially all, practically all of them being Eskimos.

So the civilian agencies of government which are located in the village of Barrow paid for the construction of a pipeline to the village itself, and since then they and they only have had the benefits of natural gas for heating.

The CHAIRMAN. How many of those people are there, Senator?

Senator BARTLETT. I would say four or five agencies—the hospital, the Alaska Communications System of the Army, the Weather Bureau, essentially, the school, Bureau of Indian Affairs.

The CHAIRMAN. How many Federal employees are there living in Barrow?

Senator BARTLETT. In the village?

The CHAIRMAN. Yes.

Senator BARTLETT. Probably about 50; maybe a few more, including the hospital help.

The CHAIRMAN. Where do other people operate all these laboratories?

Senator BARTLETT. That is 3 miles away.

The CHAIRMAN. And they live adjacent to the laboratories?

Senator BARTLETT. Right at the same site, yes. Not too far. It had better not be too far, because sometimes it is a little cold going from home to office or lab.

Since then, the Government installations in the community have been able to use gas. The Eskimos, on the other hand, have had the requirement of buying coal, which at times has been as high as \$56 a ton, or oil, which, as Captain Youngblood stated, is around \$1 a gallon.

The CHAIRMAN. Where is that imported from, Senator?

Senator BARTLETT. I think most of it comes from California.

The CHAIRMAN. No coal reserves in that area?

Senator BARTLETT. Coal, yes. Coal is about 70 miles away, but the cost of mining and transportation makes it more expensive in some cases than oil.

The CHAIRMAN. Where did these people get their heating system before the Government built the laboratory?

Senator BARTLETT. You mean the Government agencies?

The CHAIRMAN. These Eskimos before we went in with the laboratories.

Senator BARTLETT. They used the same thing then as they use now, oil or coal. You see, there is no wood there at all, no timber, for some 100 miles to the south. In the old days they used a little driftwood and still earlier, when they had these homes half underground, they used seal oil in the little lamps.

Senator SALTONSTALL. Will the Senator yield for a question?

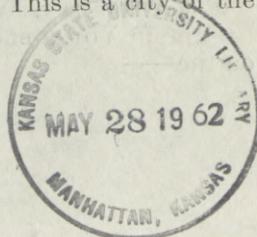
Senator BARTLETT. Yes.

Senator SALTONSTALL. When you say 1,700, does that include the people who live out at the laboratories?

Senator BARTLETT. No, no; that is just in the village.

So there you have your pipeline already constructed and I think this is important. All that would be necessary would be to make the tie-in suggested by the Department of the Interior and then this gas could be piped into the homes. I suppose there is not much point in my emphasizing here the humanitarian aspects of this, but I cannot refrain from doing so, briefly, in any case. Because here is this gas so readily available. Here these people are required to pay these enormous prices for other forms of fuel. The Bureau of Indian Affairs originally was a bit frightened. They said that fires might result and that the people might be burned to death. During the last 2 years there have been some bad fires up there from the existing forms of fuel. In fact, last winter the wife of a State legislator and five, I believe, of her children were burned to death.

As Captain Youngblood said, this amends title 10, which requires the Secretary of the Navy to sell at the highest price. Now, as I see it (a) there is no doubt about the willingness of the Eskimo people of this village of Barrow, which, by the way, is the farthest north village under the American flag, to use gas and to pay for gas, because now they have to pay for oil or coal. I would think (b) that this could be arranged for either by the Interior Department, under the Wheeler-Howard Act—I do not know if that would be feasible—but perhaps by the organization of a public utility district. This is a city of the fourth class under the laws of Alaska.



Remember that this Naval Reserve No. 4 comprises an area of 35,000 square miles. These people, in a certain sense, are under the jurisdiction of the United States, not only with respect to the fact that the Navy controls all this land, but they are wards, the Eskimos, actually, if not legally, of the U.S. Government.

We have a special obligation. And here we have a pipeline running right to their doors, figuratively and in some cases literally.

In conclusion, I want to say that we are worried, and properly so, about the cost, the appropriated cost of drilling another well. The last wells, the captain said, cost a bit over \$300,000. But I desire to reiterate what Captain Youngblood just told us, that whether or not this bill is passed, whether or not the Eskimos are permitted to use this gas, the Navy, to protect the Arctic Research Laboratory, is going to be required to drill this third well in order to assure the availability of gas. I have no doubt whatsoever that the people there would and could pay.

The CHAIRMAN. I want, of course, to do what we can, in this instance to work out some accommodation. What do these 1,300 or 1,400 people there do for a livelihood?

Senator BARTLETT. Some of them work over at the Arctic Research Laboratory. Others of them—Earl Brower, of whom I am sure you have all heard, who wrote that delightful book, "50 Years Below Zero"—they have stores, some of them work in service establishments, and some of them still do as their ancestors did, hunt and fish. But to a very great extent Eskimos there and elsewhere in Alaska have, since the start of World War II, made this great leap from their ancient way of life to the dollar economy.

They, more likely than not, depend upon the paycheck just as the rest of us do.

The CHAIRMAN. Well, of course, there are a number of issues presented here other than the humanitarian. I do not know of any other instances where the Government has gone into the retail gas and oil business, as authorized by this bill. I am not necessarily afraid of establishing a precedent of this kind, but I want to know where I am going.

I think the Navy has presented about as negligible a case as I have ever seen presented in support of any bill. They did not give us any estimate of the number of consumers, what the gas would sell for, or how much gas would be required to take care of the civilians who are to purchase at retail in the event it is authorized.

I do not think that an ordinary State public service commission would issue a license of convenience and necessity on the evidence considered here today. I hope you go back and see if you cannot get some detailed information on this. If necessary—you must have some naval engineers up in that area—send one over there to Barrow to make an estimate of this situation, just to give us some idea of what proportion of the cost must be borne, so we would know if it will be sold under the rates that obtain there. I suppose some of the other agencies repay the Navy, do they not, for this gas, or do you furnish it free to the Air Force and so on?

Captain YOUNGBLOOD. It is furnished on a common basis.

The CHAIRMAN. What is your price per square foot?

Captain YOUNGBLOOD. It is not paid for by the foot. It is based on the—

The CHAIRMAN. Can you not make some estimate of what it is costing? You know what it would cost to dig the well, amortize the well, put in a pipeline. You do not go through that process when the Navy and these other agencies share this?

Captain YOUNGBLOOD. The Weather Bureau handles the present gas supply up there and the Navy contributes its share to the Weather Bureau on the cost of it.

The CHAIRMAN. In other words, the Weather Bureau bills the Navy?

Captain YOUNGBLOOD. Yes, sir.

The CHAIRMAN. What is the cost per foot?

Senator SALTONSTALL. Mr. Chairman, may I make a remark?

The CHAIRMAN. Yes, sir. I do not want to interfere with the witness, but if he is not ready to answer, go right ahead.

Senator SALTONSTALL. I just say this, Captain. I say this following up what the chairman has said to Senator Bartlett, that it seems to me that we would be better off to have this bill gone over very carefully, get some of these estimates and perhaps come back to another hearing before the committee rather than to try to work anything out at the moment. Because it seems to me from Senator Bartlett's point of view, the bill should be very thoughtfully and carefully considered and redrafted and brought up with some of the statistics that the chairman and Senator Bush have asked for, and also perhaps some of the points that I brought out on the responsibility of the Navy.

Captain YOUNGBLOOD. I might say that our thinking was that, without some authority from the Congress to go ahead on this exploration and development of this program, we had no reason to do it.

Now, some of the things that you have asked for this morning are information that we would have worked up and come back to you before we went forward with any development program or any contract, any bids to be let, because of our standing policy of consulting with the Armed Services Committee on what we do. But until we had some authority like this bill authorizing the Secretary of the Navy to go into this, we have not done that.

The CHAIRMAN. Well, this is a rather unusual bill; is it not, Captain?

Captain YOUNGBLOOD. Yes, sir.

The CHAIRMAN. Do you know any other law that authorizes all these alternatives, for the Government to sell at retail or try to find a contractor?

Captain YOUNGBLOOD. I do not know of any other situation.

The CHAIRMAN. I do not think this is exactly covered by your statement. I think we ought to be given all this information before you come before us on the bill. I am sure Senator Bartlett is anxious to have the bill considered and I want to go forward on it, but I want you to come back for more than a routine approval of a contract.

Senator SMITH. Captain, did I understand you to say that there is legislative authority under which the Secretary could act, but that he was coming to the Congress to verify it or confirm it?

Captain YOUNGBLOOD. No, Senator; I do not think you heard that.

Senator SMITH. I understood you to say that you were coming up here for approval rather than legislation.

Captain YOUNGBLOOD. No; this bill would give the Secretary of the Navy authority to go ahead with planning for developing the

South Barrow gasfield. That is what this bill is asking the Congress to do—to give the Secretary of the Navy authority to do that.

Then we would come back with the plans we have for your approval to go ahead.

Senator SMITH. There is not any legislation under which you could act as far as carrying out the plans are concerned, after the plans are made?

Captain YOUNGBLOOD. Not now.

Senator SMITH. Thank you, Mr. Chairman.

The CHAIRMAN. Any further questions of Captain Youngblood?

Senator Cannon?

Senator CANNON. No; thank you.

The CHAIRMAN. If not, we thank you, Captain. I do hope you will get us a little more information and get it right away.

### SENATE JOINT RESOLUTION 129

The CHAIRMAN. The next item is Senate Joint Resolution 129, introduced by Senator Long of Hawaii, which would authorize the Secretary of the Air Force to admit a citizen of Thailand to the Air Force Academy for instruction on a reimbursable basis.

(The bill referred to is as follows:)

[S.J. Res. 129, 87th Cong., 1st sess.]

JOINT RESOLUTION Authorizing the Secretary of the Air Force to admit a citizen of the Kingdom of Thailand to the United States Air Force Academy

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That, within one year after the date of enactment of this joint resolution, the Secretary of the Air Force is authorized to admit Prabaddh Riddhagni, a citizen and subject of the Kingdom of Thailand, to the United States Air Force Academy for the purpose of receiving instruction at such Academy if the Secretary find the said Prabaddh Riddhagni to be mentally and physically qualified; but the United States shall not be subject to any expense on account of such instruction.

SEC. 2. Except as may be otherwise determined by the Secretary of the Air Force the said Prabaddh Riddhagni shall, as a condition to receiving instruction under the provisions of this joint resolution, agree to be subject to the same rules and regulations governing admission, attendance, discipline, resignation, discharge, dismissal, and graduation, as cadets at the United States Air Force Academy appointed from the United States; but the said Prabaddh Riddhagni shall not be entitled to appointment to any office or position in the United States Air Force by reason of his graduation from the United States Air Force Academy.

SEC. 3. Nothing in this joint resolution shall be construed to subject the said Prabaddh Riddhagni to the provisions of section 9348 of title 10 of the United States Code.

The CHAIRMAN. The witness of the Department, Mr. R. H. Topper, Office of the Deputy Chief of Staff for Personnel, Department of the Air Force.

Mr. Topper.

STATEMENT OF R. H. TOPPER, OFFICE OF PERSONNEL PROCUREMENT AND TRAINING, DEPARTMENT OF THE AIR FORCE, ACCOMPANIED BY LT. COL. JACK REITER, OFFICE OF LEGISLATIVE LIAISON, DEPARTMENT OF THE AIR FORCE

Mr. TOPPER. I am Mr. R. H. Topper, of the Office of Personnel Procurement and Training, Department of the Air Force, which has been designated as the representative of the Department of Defense for Senate Joint Resolution 129. It is a privilege for me to appear before you today to support enactment of this legislation.

I have a prepared statement which I would like to present to you.

The proposal under consideration would provide authority for the Secretary of the Air Force to admit Prabaddh Riddhagni to the U.S. Air Force Academy. He is a citizen and subject of the Kingdom of Thailand. To be admitted to the Academy he must be mentally and physically qualified and must agree to be subject to the same rules and regulations governing candidates appointed from the United States. If he successfully completes the course of instruction at the Academy he will under no circumstances be entitled to appointment to any office or position in the U.S. Air Force or be required to serve in any capacity in the U.S. Air Force.

Under the provisions of existing legislation as contained in title 10, United States Code, a limited number of students from the Republic of the Philippines, Canada, and the American Republics may receive instruction at each of the service academies. Enrollment of students from other countries may be authorized only under special legislation. In the past, special legislation has been enacted to allow students from Thailand to receive instruction at the U.S. Military Academy and students from Belgium to receive instruction at the U.S. Naval Academy. No foreign student has been admitted to the Air Force Academy up to the present time.

The Department of Defense is currently processing a proposal which would authorize a maximum of 40 persons from nations friendly to the United States to receive instruction at each of the three service academies. This proposal specifies that 4 vacancies would be reserved for students from the Republic of the Philippines, and 15 vacancies reserved for students from friendly Western Hemisphere countries. Not more than 10 foreign students could be admitted to each Academy in any calendar year and not more than 4 from any one nation could receive instruction at any one time.

This authorization for foreign students would meet as nearly as possible the requirements of all friendly nations without interfering with the primary mission of the Academy. It will eliminate the necessity for special legislation to cope with the requests received from friendly nations. As enactment of the proposed legislation does not appear likely before the next class enters the Air Force Academy on June 25, 1962, approval of Senate Joint Resolution 129 is being recommended to allow admission of Prabaddh Riddhagni with that class.

In view of the above, and the fact that the excellent relationship presently existing between this country and Thailand, one of our staunchest allies in southeast Asia, will be enhanced, the Department of the Air Force on behalf of the Department of Defense supports approval of this joint resolution.

It has been determined that enactment of this legislation will result in no increased costs to the Department of the Air Force. Cost of training of this student would be borne by the Government of Thailand.

Mr. Chairman, this concludes my prepared statement. There is also present here today Lt. Col. Jack Reiter, Office of Legislative Liaison, Department of the Air Force. We will be glad to answer any questions you might have.

The CHAIRMAN. I thought you had authority now to admit people from South America. Why do you refer to this bill that you mentioned on page 2?

Mr. TOPPER. That is correct.

The CHAIRMAN. You are putting a limitation on the bill you are preparing; is that what you are doing?

Mr. TOPPER. No; we are retaining the permissive authority for the South American students, also, but we are broadening it.

The CHAIRMAN. How many would you be permitted to have at the present time?

Mr. TOPPER. At the present time, had we filled the quota, at the present time we would have 24 foreign students.

The CHAIRMAN. How many of those would be from the Western Hemisphere?

Mr. TOPPER. Twenty of them.

The CHAIRMAN. So you are really reducing the number of the Western Hemisphere students to 15 and in this proposed legislation, you are reducing it by 5.

Mr. TOPPER. I understand the other services are having difficulty finding enough qualified boys in this area. As a matter of interest, Canada has never participated for many years in the program. The strongest participant, to our knowledge, has been the Philippine Islands. They have consistently participated.

The CHAIRMAN. I do not like to see the allotment for nations in this hemisphere reduced. It has been of great benefit to this country in getting across to the people of those nations some idea of our mode of life and the fact that we are not imperialistic in design, because we have educated a great many of their leading military officers, either at West Point or the Naval Academy. But that will be a matter we will pass on when we get to that bill.

Mr. TOPPER. Yes, sir.

The CHAIRMAN. Any questions in regard to this bill?

Senator Cannon?

Senator CANNON. Why have you not determined whether this man is qualified at this time? Why pass special legislation if there is a chance the man may not meet your qualifications?

Mr. TOPPER. We have processed the boy on his medical examination. These are pilot requirements on his medical. The boy has spent 2 years in school in Washington, D.C., on an accelerated program. He stood No. 1 of 29 students at one of the schools here in Washington, D.C., particularly in the mathematics area. The boy is very brilliant in the mathematics area. I understand that, like a number of other boys of this type, he needs some improvement in English. I understand he is working at this.

We had planned to have this boy take the college board test that we require for admission into the Air Force Academy in March. Now,

in view of the boy's strong endeavors to improve in English, we felt we would give him as much time as possible by having him take the college board test in May, which is coming up shortly.

Senator CANNON. Thank you, Mr. Chairman.

Senator SMITH. Mr. Chairman, what school is he attending?

Mr. TOPPER. I believe he is in Worcester now, a very good school. Could I make one more comment about this man?

The CHAIRMAN. Yes.

Mr. TOPPER. His father is a former commander in chief of the Royal Thai Air Force. In some circles, he is called the George Washington of Thailand. He is one of the biggest in that nation.

The CHAIRMAN. That, of itself, though, would not qualify him for admission to the Air Force Academy?

George Washington himself did not have any sons. But if he had one, I assume the Air Force Academy would have required him to live up to the requirements.

Mr. TOPPER. Our admission requirements must be adhered to; yes, sir.

The CHAIRMAN. Any further questions?

(No response.)

The CHAIRMAN. Thank you very much, Mr. Topper.

(Subsequently, in executive session, the committee voted to report S.J. Res. 129, without amendment, as covered by S. Rept. 1360.)

### SENATE JOINT RESOLUTION 175

The CHAIRMAN. Next bill is Senate Joint Resolution 175, which was introduced by the distinguished Senator from Massachusetts, Senator Saltonstall.

This resolution would authorize the Secretary of the Navy to admit two citizens of Belgium to the Naval Academy for instruction on a reimbursable basis.

(The bill referred to is as follows:)

[S.J. Res. 175, 87th Cong., 2d sess.]

JOINT RESOLUTION Authorizing the Secretary of the Navy to receive for instruction at the United States Naval Academy at Annapolis two citizens and subjects of the Kingdom of Belgium

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Navy is authorized to permit, within eighteen months after date of enactment of this joint resolution, two persons, citizens and subjects of the Kingdom of Belgium, to be admitted for instruction at the United States Naval Academy at Annapolis, Maryland; but the United States shall not be subject to any expense on account of such instruction.

SEC. 2. Except as may be otherwise determined by the Secretary of the Navy such persons shall, as a condition to receiving instruction under the provisions of this joint resolution, agree to be subject to the same rules and regulations governing admission, attendance, discipline, resignation, discharge, dismissal, and graduation, as midshipmen at the United States Naval Academy appointed from the United States; but they shall not be entitled to appointment to any office or position in the United States Navy by reason of their graduation from the United States Naval Academy.

SEC. 3. Nothing in this joint resolution shall be construed to subject such persons to the provisions of section 6959 of title 10 of the United States Code.

The CHAIRMAN. The departmental witness is Cmdr. Robert H. Ewing, Head of the Naval Academy Branch, Bureau of Naval Personnel.

Commander Ewing, come forward, please, and have a seat.

**STATEMENT OF COMDR. ROBERT H. EWING, U.S. NAVY, HEAD,  
NAVAL ACADEMY MIDSHIPMEN BRANCH, BUREAU OF NAVAL  
PERSONNEL, DEPARTMENT OF THE NAVY**

Commander EWING. Mr. Chairman and members of the committee, I am Comdr. Robert H. Ewing, U.S. Navy, Head of the Naval Academy Midshipmen Branch in the Bureau of Naval Personnel. I am pleased to appear before you today on behalf of the Department of Defense in support of Senate Joint Resolution 175.

This resolution authorizes two persons, who are citizens and subjects of the Kingdom of Belgium, to be admitted for instruction at the U.S. Naval Academy.

Under present law, only foreign students from the Philippines, Canada, and the American Republics on a limited basis may attend the Naval Academy. Whenever it is desired to admit students from other foreign nations, it is necessary to obtain special legislation. In the past, two Belgians were authorized in 1954 by Public Law 318 of the 83d Congress to receive instruction at the Naval Academy and two more were authorized in 1958 by Public Law 86-183. The resolution under consideration here today is based upon a request by the Belgian Government for authorization to admit two additional students in the class commencing in 1963, at which time the two Belgian midshipmen now at Annapolis will have graduated.

The Department of the Navy, on behalf of the Department of Defense, therefore, supports Senate Joint Resolution 175 and urges favorable consideration by this committee.

The CHAIRMAN. Do you have any information, Commander, as to whether or not—only two are graduating?

Commander EWING. Two are graduating and two are in their third year now.

The CHAIRMAN. Do you know whether those two went into the Belgian Navy and are actively serving there?

Commander EWING. They did, sir.

The CHAIRMAN. Is there any requirement that any of these graduates actively serve in the forces of our allies?

Commander EWING. That would be a Belgian law which we are not familiar with, sir. I know they are very carefully selected. This is a project which is close to the heart of the Belgian Naval Ministry, I think it is called.

The CHAIRMAN. In this last legislation, it was reimbursable. Is this reimbursable?

Commander EWING. Yes, sir; it is reimbursable.

The CHAIRMAN. Does that cover all the expenses incurred—uniforms, allowances?

Commander EWING. It amounts to \$7,700 per midshipman for a 4-year course, I might say. That is for subsistence and things of that nature.

The CHAIRMAN. Thank you, Commander.

(Subsequently in executive session, the committee voted to report S.J. Res. 175, without amendment, as covered by S. Rept. 1359.)

## H.R. 9752

The CHAIRMAN. The next bill is H.R. 9752, which would authorize the Department of Defense to lend equipment and to provide services to the Boy Scouts in connection with the World Jamboree to be held in Greece in 1963.

(The bill referred to is as follows:)

[H.R. 9752, 87th Cong., 2d sess.]

AN ACT To authorize the Secretary of Defense to lend certain Army, Navy, and Air Force equipment and to provide transportation and other services to the Boy Scouts of America in connection with the World Jamboree of Boy Scouts to be held in Greece in 1963, and for other purposes

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That (a) the Secretary of Defense is hereby authorized, under such regulations as he may prescribe, to lend to the National Council, Boy Scouts of America, for the use and accommodation of the approximately five hundred Scouts, Scouters, and officials who are to attend the World Jamboree, Boy Scouts, to be held in Greece in July and August 1963, such tents, cots, blankets, commissary equipment, flags, refrigerators, and other equipment and services as may be necessary or useful to the extent that items are in stock and available and their issue will not jeopardize the national defense program.

(b) Such equipment is authorized to be delivered at such time prior to the holding of such jamboree, and to be returned at such time after the close of such jamboree, as may be agreed upon by the Secretary of Defense and the National Council, Boy Scouts of America. No expense shall be incurred by the United States Government for the delivery, return, rehabilitation, or replacement of such equipment.

(c) The Secretary of Defense, before delivering such property, shall take from the National Council, Boy Scouts of America, good and sufficient bond for the safe return of such property in good order and condition, and the whole without expense to the United States.

SEC. 2. (a) The Secretary of Defense is hereby authorized, under such regulations as he may prescribe, to provide, without expense to the United States Government, transportation from the United States or military commands overseas, and return, on vessels of the Military Sea Transportation Service for (1) those Boy Scouts, Scouters, and officials certified by the National Council, Boy Scouts of America, as representing the National Council, Boy Scouts of America, at the jamboree referred to in the first section of this Act, and (2) the equipment and property of such Boy Scouts, Scouters, and officials and the property loaned to the National Council, Boy Scouts of America, by the Secretary of Defense pursuant to this Act to the extent that such transportation will not interfere with the requirements of military operations.

(b) Before furnishing any transportation under this section, the Secretary of Defense shall take from the National Council, Boy Scouts of America, a good and sufficient bond for the reimbursement to the United States by the National Council, Boy Scouts of America, of the actual costs of transportation furnished under this section.

SEC. 3. Amounts paid to the United States to reimburse it for expenses incurred under the first section and for the actual cost of transportation furnished under section 2 shall be credited to the current applicable appropriations or funds to which such expenses and costs were charged and shall be available for the same purposes as such appropriations or funds.

SEC. 4. Under regulations prescribed by the Secretary of State, no fee shall be collected for the application for a passport by, or the issuance of a passport to, any Boy Scout, Scouter, or official who is certified by the National Council, Boy Scouts of America, as representing the National Council, Boy Scouts of America, at the jamboree referred to in the first section of this Act.

Passed the House of Representatives April 16, 1962.

Attest:

RALPH R. ROBERTS, *Clerk.*

The CHAIRMAN. A companion bill, S. 2719, was introduced by the distinguished President pro tempore, Senator Hayden.

It seems to the chairman if we should report this bill, we should report both of them to the calendar and substitute the House bill for the Senate bill.

The Department of Defense apparently opposes the provision in the bill that would authorize reimbursable transportation by the Military Sea Transportation Service.

The departmental witness on this bill is Mr. Paul Riley, Deputy Assistant Secretary of Defense for Installations and Logistics.

**STATEMENT OF PAUL H. RILEY, DEPUTY ASSISTANT SECRETARY OF DEFENSE (INSTALLATIONS AND LOGISTICS)**

Mr. RILEY. I am happy to have this opportunity to explain the Department of Defense objections to making available MSTs transportation services in connection with the World Jamboree of the Boy Scouts of America when this can be done without interference with the requirements of military operations. In keeping with this we are making Army equipment such as tents, blankets, commissary equipment, and so forth, available to the Scouts for their jamboree. We have also provided transportation for the Scouts on MSTs ships when operational commitments have permitted. For example, last summer we carried Scout groups to the Far East, to the Mediterranean, and to the Caribbean. We expect to be able to continue to carry limited numbers on routes where scheduled service is available.

Unfortunately, however, MSTs has no scheduled service to Greece. MSTs service to Europe terminates at Bremerhaven. Last year MSTs service was available in the Mediterranean as far as Naples, Italy. This Mediterranean service, however, was terminated last September.

The expense of scheduling an MSTs ship into Greece to lift the Boy Scouts and subsequently return them to the United States would not be competitive with commercial air carriers on a group basis.

As to lift of the boys' equipment for the jamboree, a similar circumstance applies. Again MSTs has no regular service. In the last 6 months only three MSTs nucleus ships visited Greece and then in connection with the discharge of ammunition and explosives. These visits were made at the end of an extended voyage which would have provided very slow service for routine cargo. Commercial shipping facilities could provide better service for the small amount of cargo involved in the Boy Scout Jamboree at a cost roughly equivalent to cost via MSTs ships.

In summary, then, Mr. Chairman, in the past we have been able to accommodate Boy Scout passengers by sea because they were traveling over routes on which MSTs ships were not fully utilized and had appropriate spaces which could be used by the Scouts. As far as we can reasonably foresee there will be no space available to Greece in the summer of 1963.

Please be assured, however, that where military commitments permit we will continue to extend a helping hand to such a fine organization as the Boy Scouts of America.

The CHAIRMAN. We have considerable military personnel in the Mediterranean, in Greece and Turkey. Are they all carried by commercial ships?

Mr. RILEY. Most of those personnel were carried either on MATS or by commercial air, some by commercial ship.

The CHAIRMAN. Has any evidence been presented to you on the number of Boy Scouts who would like to attend this jamboree?

Mr. RILEY. I have no knowledge of that, Mr. Chairman. The bill, of course, will authorize 500 Scouts and associate members of the party.

On a cost basis, and not knowing the exact number that will actually participate, it would be cheaper for this group to go by commercial air and I was informed as recently as this morning that the national council is interested and is trying to make arrangements to ship this group by commercial air carrier.

There is a considerable difference in cost. If we have to break out an MSTs vessel and send it to Greece, which is not on a scheduled run, the cost, roughly, considering the number of days involved, would run around \$250,000, versus five plane-loads of these Scouts, which at the current rate would cost about \$180,000.

The CHAIRMAN. Is that \$500 a passenger?

Mr. RILEY. That is about \$359 per passenger.

The CHAIRMAN. I mean the figure you gave for the ship.

Mr. RILEY. For air? For MSTs it is about \$500,000.

The CHAIRMAN. To me that figures at around \$500 each, which is considerably more than it would be by commercial air.

Mr. RILEY. Yes, sir.

The CHAIRMAN. In the past, did they pay the cost of commercial carrier?

Mr. RILEY. Yes, sir.

The CHAIRMAN. What do you charge them—\$3 or \$4 a day?

Mr. RILEY. We just charged them out-of-pocket costs.

The CHAIRMAN. How did you arrive at that?

You have some standards which used to be \$3 a day some years ago, \$2.75 perhaps, when I traveled on an old Army transport.

Mr. RILEY. MSTs now operates on domestic funds, and all expenses are reimbursed by the users. My information here shows that a one-way rate, the last time this voyage was made, when we carried a group of Scouts, was \$26. That would be just out-of-pocket costs.

The CHAIRMAN. Have you canvassed the idea that one of your transports which might not be loaded after pulling into Hamburg might go down into that area? Of course, they would have to go all the way around through the Bay of Biscay and Portugal and Cadiz, Spain, and all around that way. But even that would not be as far as across the Atlantic?

Mr. RILEY. That is right. If the National Scout Council, Mr. Chairman, desired to go to our nearest port of scheduled route service, we would be happy, if the space was available, to take the group that far.

The CHAIRMAN. In other words, you are not particularly objecting to the bill, but you think the Boy Scouts could travel much cheaper going some other way. Is that the upshot of your testimony?

Mr. RILEY. That is right.

The CHAIRMAN. How about all this equipment? Would that not be rather expensive to fly down there by commercial air?

Mr. RILEY. We would hope, Mr. Chairman, that we could pull most of the equipment from our forces that are already in Europe to reduce

the transportation costs. The Department of the Army will handle this for us and I am reasonably sure this is what they will try to do first.

The CHAIRMAN. We have a considerable number of troops stationed in Italy, up at Verona. I will not say how many, that would be classified; and vast warehouses over at Leghorn.

Any questions?

Senator SALTONSTALL. My only question, Mr. Chairman, would be if the Boy Scouts were willing to ride to Bremerhaven, would it not be cheaper for them to ride to Bremerhaven with the MATS and then perhaps hire commercial airplane from Bremerhaven to Greece?

Mr. RILEY. It might be cheaper that way.

Senator SALTONSTALL. And you would be perfectly willing to do that if they want to?

Mr. RILEY. Yes.

The CHAIRMAN. Senator Smith?

Senator SMITH. No questions.

The CHAIRMAN. Senator Bush?

Senator BUSH. Do these Boy Scouts pay the compensation for this service?

Mr. RILEY. I believe they do, the national council.

Senator BUSH. It is not designed to cost the Government any money: is that right?

Mr. RILEY. That is right.

The CHAIRMAN. Except for wear and tear on equipment.

Senator Cannon?

Senator CANNON. No questions.

(Whereupon, at 11:55, the committee went into executive session.)

(Subsequently, in executive session, the committee voted to report H.R. 9752, without an amendment, as covered by S. Rept. 1361, and companion bill S. 2719, amended to conform to H.R. 9752, as covered by S. Rept. 1362.)





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