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UNITED STATES

OF AMERICA

# Congressional Record

PROCEEDINGS AND DEBATES OF THE 87<sup>th</sup> CONGRESS  
FIRST SESSION

VOLUME 107—PART 11

JULY 31, 1961, TO AUGUST 10, 1961  
(PAGES 14049 TO 15502)



UNITED STATES GOVERNMENT PRINTING OFFICE, WASHINGTON, 1961

tain streets in the village of Heyburn, Idaho, and to repeal the reverter in patent for public reserve; to the Committee on Interior and Insular Affairs.

(See the remarks of Mr. CHURCH when he introduced the above bill, which appear under a separate heading.)

By Mr. BRIDGES (for himself, Mr. SCHOEPEL, and Mr. WILLIAMS of Delaware):

S. 2370. A bill to amend the Federal Aviation Act of 1958 to prohibit the carrying of concealed weapons on board aircraft in air commerce; to the Committee on Commerce.

(See the remarks of Mr. BRIDGES when he introduced the above bill, which appear under a separate heading.)

By Mr. KEATING:

S. 2371. A bill to admit the oil screw tugs *Barbara*, *Ivaley*, *Lydia*, and *Alice*, and the barges, *Florida*, DB-8, No. 220, and No. 235 to American registry and to permit their use in the coastwise trade while they are owned by Standard Dredging Corp., a New Jersey corporation; to the Committee on Armed Services.

By Mr. HAYDEN:

S. 2372. A bill to authorize the sale of the mineral estate in certain lands; to the Committee on Interior and Insular Affairs.

By Mr. YARBOROUGH:

S. 2373. A bill to amend the Federal Aviation Act of 1958 to prohibit the forceful seizure of aircraft in air commerce; to the Committee on Commerce.

(See the remarks of Mr. YARBOROUGH when he introduced the above bill, which appear under a separate heading.)

By Mr. BENNETT:

S. 2374. A bill to amend the Federal Aviation Act of 1958 to provide for the application of Federal criminal law to certain events occurring on board aircraft in air commerce; to the Committee on Commerce.

(See the remarks of Mr. BENNETT when he introduced the above bill, which appear under a separate heading.)

By Mr. BIBLE:

S. 2375. A bill for the relief of Joseph Mikulich; to the Committee on the Judiciary.

By Mr. MAGNUSON (by request):

S. 2376. A bill to amend the act of July 23, 1947, chapter 301, as amended, to extend for 2 years the authority to make temporary appointments and promotions in the U.S. Coast Guard; to the Committee on Commerce.

(See the remarks of Mr. MAGNUSON when he introduced the above bill, which appear under a separate heading.)

By Mr. HARTKE:

S. 2377. A bill relating to the taxable status of sales prior to September 1, 1955, of tubes for use in the production of certain component parts of television receiving sets; to the Committee on Finance.

#### CONCURRENT RESOLUTION AUTHORITY OF UNITED NATIONS TO PREVENT WAR

Mr. CLARK (for himself, Mr. HUMPHREY, Mr. BARTLETT, Mr. BEALL, Mr. BURDICK, Mr. BYRD of West Virginia, Mr. CARROLL, Mr. CHURCH, Mr. ENGLE, Mr. GRUENING, Mr. HART, Mr. JAVITS, Mr. KEFAUVER, Mr. LONG of Missouri, Mr. LONG of Hawaii, Mr. MCCARTHY, Mr. McGEE, Mr. MORSE, Mr. MOSS, Mr. MUSKIE, Mrs. NEUBERGER, Mr. PASTORE, Mr. PELL, Mr. PROXMIER, Mr. RANDOLPH, Mr. WILEY, Mr. WILLIAMS of New Jersey, and Mr. YOUNG of Ohio) submitted a concurrent resolution (S. Con. Res. 37) to strengthen the authority of the United Nations to prevent war, which was referred to the Committee on Foreign Relations.

(See the above concurrent resolution printed in full when submitted by Mr. CLARK, which appears under a separate heading.)

#### RELEASE OF RIGHT, TITLE, AND INTEREST IN CERTAIN STREETS, HEYBURN, IDAHO

Mr. CHURCH. Mr. President, I introduce a bill to release the right, title or interest, if any, of the United States in certain streets in the village of Heyburn, Idaho, and to repeal the reverter in patent for public reserve. I ask that the bill be referred to the appropriate committee.

Mr. President, as a brief explanation of this bill, I wish to state that the land in question was originally granted to the village of Heyburn, Idaho, by the Federal Government for a reclamation townsite. The streets were dedicated to the public upon the filing of the townsite plat. I am informed that, under existing law, if the streets are vacated, the title to the land upon which the streets are located reverts to the Federal Government. The village of Heyburn has grown considerably in the past few years, and this growth is expected to continue. Some of the original streets as contained in the original plat, are no longer necessary or desirable for public use. Adjoining landowners have built homes in the area of the vacated streets, and a problem has arisen as to the title to the property. This proposed legislation would clear the title to this land, so that the owners could acquire clear title.

The VICE PRESIDENT. The bill will be received and appropriately referred.

The bill (S. 2369) to release the right, title or interest, if any, of the United States in certain streets in the village of Heyburn, Idaho, and to repeal the reverter in patent for public reserve, introduced by Mr. CHURCH, was received, read twice by its title, and referred to the Committee on Interior and Insular Affairs.

#### PROHIBITION OF CARRYING OF CONCEALED WEAPONS ON AIRCRAFT

Mr. BRIDGES. Mr. President, I introduce for appropriate reference a bill to amend the Federal Aviation Act of 1958, to prohibit the carrying of concealed weapons on board aircraft in air commerce.

The VICE PRESIDENT. The bill will be received and appropriately referred.

The bill (S. 2370) to amend the Federal Aviation Act of 1958 to prohibit the carrying of concealed weapons on board aircraft in air commerce, introduced by Mr. BRIDGES (for himself, Mr. SCHOEPEL, and Mr. WILLIAMS of Delaware), was received, read twice by its title, and referred to the Committee on Commerce.

Mr. BRIDGES. Mr. President, for the second time in 9 days a commercial airliner, manned by American crew members, and transporting American citizens, has been hijacked by armed Cubans according to the wire services, while over the soil of the United States.

Mr. President, the plane which was hijacked today by Cubans was not flying over international waters nor over the soil of Cuba. The plane was still in the United States.

Mr. ENGLE. Mr. President, will the Senator from New Hampshire yield?

Mr. BRIDGES. I yield.

Mr. ENGLE. If Cubans who engage in such actions act on a conspiratorial basis, with aid by the Cuban Government, and thus take action against the people of the United States, that amounts to an act of war; does it not?

Mr. BRIDGES. It certainly does.

Mr. ENGLE. I hope prompt action will be taken to ascertain whether this series of events—first near Miami, and now at El Paso—constitutes a conspiracy by the Castro government which constitutes an act of war, and should be dealt with accordingly.

Mr. BRIDGES. I thank the Senator from California, and I agree with the position he has taken.

The first hijacker, Wilfredo Oquendo, who forced the pilot of an Eastern Air Lines Electra at pistol point to fly to Havana 9 days ago, has thus far escaped prosecution. And thus far Fidel Castro has refused to return the plane.

I said at that time that our Government should demand that both the plane and the hijacker be turned over to us forthwith. I said further that if our demand for return of the plane were not complied with, we should take steps to go in and get the aircraft. But such action was not taken; and now we are faced with the tragic episode which is unfolding this morning in El Paso, Tex.

Mr. President, not a Member of the U.S. Senate or not a man, woman, or child in the United States of America can today board a plane at an American airport and be safe, because criminal hijackers or deliberate agents of the Castro government are hijacking American planes. As the distinguished Senator from California has said, if that is a conspiracy, it is an act of war against our country. He is absolutely correct in the position he takes.

Mr. President, this matter has gone as far as Americans can allow it to go. Frankly, I have had my fill of this business. Although the United States is the greatest nation on the face of the globe, our citizens cannot fly from one point to another within the boundaries of the United States without the fear that some fanatic will brandish a weapon and, in effect, will kidnap the crewmembers and passengers of the plane.

This is a sorry situation, Mr. President, and one which literally cries out for remedial action.

The bill which I now introduce would make it a criminal offense for any unauthorized person to carry any kind of a weapon onto an aircraft. The bill provides exceptions for law-enforcement officers and other individuals who are authorized to carry weapons.

All other persons caught attempting to board an aircraft with weapons in their possession would be subject to prosecution, a fine of up to \$10,000, or imprisonment for a period up to 10 years, or both.

Mr. President, it is my sincere hope, as the author of this legislation, that the wheels of Congress will move quickly on this bill. I believe its early passage is absolutely necessary in order to avoid repetition of the horrendous incident now in progress in El Paso.

Under my bill, any air carrier may require that a passenger submit to a reasonable search as a condition of passage. This would not be a constitutional violation. If the passenger objects, he need only seek passage elsewhere. In my judgment, such a law might well have prevented the two incidents to which I have referred.

In the case of the jetliner hijacked this morning, I believe there is a distinct possibility that the so-called Lindbergh kidnaping law may have been violated. I surely hope it will be possible to apprehend the individuals responsible for the hijacking and to prosecute them under this Federal statute.

In the meantime, it is incumbent upon the Congress to take affirmative action to prevent these incidents in the future. I appeal to my colleagues to consider the legislation which I now propose, to perfect it if possible, and, above all, to act on it quickly and affirmatively.

I may say that the Senator from Kansas [Mr. SCHOEPEL], the ranking minority member of the Commerce Committee; and the Senator from Delaware [Mr. WILLIAMS], join me in sponsoring the bill.

Mr. President, this is a very serious situation. Every time we pause and vacillate, we simply aggravate the situation. We should have dealt firmly, and at once, when Castro seized American marines and sailors, before he came into power. But, instead, we closed our eyes to that. Later, when he came to this country, we wined and dined him, and bowed and scraped to him. Then we closed our eyes when a Cuban gunboat fired on an American submarine, and also when Castro seized millions of dollars worth of American property. We have closed our eyes again and again in the face of such acts. Certainly it is time for the agencies of this Government to proceed to take action.

Mr. KEATING. Mr. President, will the Senator from New Hampshire yield?

Mr. BRIDGES. I yield.

Mr. KEATING. I wish to associate myself completely with the remarks of the senior Senator from New Hampshire and with the observations made by the Senator from California.

Let me ask whether the bill has been referred to the Judiciary Committee.

Mr. BRIDGES. I assume that the bill will be referred to the Commerce Committee.

Let me ask the Presiding Officer to what committee the bill has been referred.

The VICE PRESIDENT. The bill has been referred to the Committee on Commerce.

Mr. KEATING. Mr. President, I think much legislation is very much needed. Certainly if anyone in this Government thinks we are making a good impression on Latin American countries by our soft attitude toward Castro, he is very much mistaken.

We are losing the respect of other Latin American countries, who are becoming less and less sympathetic to this man. The more rope we give him, and the more we permit him to do this sort of thing, the less respect, not the more respect, do we gain from other Latin American countries. Mr. President, it is about time for us to take definite action, with the OAS or unilaterally to put a stop to this international piracy and as soon as possible also to cut out the root of the infection—the Communist regime of Fidel Castro.

Mr. ENGLE. Mr. President, I wish to take only a moment to say to the Senator that there is legislation pending, before the Aviation Subcommittee of the Senate Committee on Commerce, of which I am the author. I am delighted to observe the Senator has introduced similar legislation. We shall have hearings starting tomorrow morning on this legislation, and we shall be glad to include the consideration of his bill and have his sponsorship. We hope to move very expeditiously to make piracy and the hijacking of planes a serious criminal offense.

Mr. SCHOEPEL. Mr. President, I associate myself with the remarks of the Senator from New Hampshire and the remarks of the Senator from California. As ranking member of the minority of the Committee on Commerce, I wish to say to the Senator from New Hampshire, as well as the Senator from California, that we will move forward on these matters consistent with the cooperation of the majority membership of the committee. I think it is a very fine position we are taking here in showing this positive action.

I wish to associate myself with the remarks of the Senator from New York [Mr. KEATING], as well as the Senator from New Hampshire and the Senator from California.

**TIME TO PROTECT AMERICAN LIVES ON AMERICAN PLANES FROM CASTRO'S BANDITS**

Mr. YARBOROUGH. Mr. President, I wish to commend the Senator from California [Mr. ENGLE] for having proposed legislation on the subject of the hijacking of airplanes, and I agree with what the Senator from New Hampshire has said.

The people of the United States have been very, very patient with Mr. Communist Castro, but patience ceases to be a virtue when it permits the practices of international piracy and banditry in the United States, on American planes, on American airports, and in American skies, with the lives of American passengers and pilots the dice Castro's bandits roll. We as a people can no longer tolerate this driving of American passengers off American planes in the skies of the United States.

This banditry, if continued, will ultimately ground the American air fleet, because passengers will simply refuse to ride planes if Communist bandits are permitted to seize them at will.

I recommend the passage of a law to make hijacking of planes at gunpoint a crime punishable by death, and I support the pending legislation on that point.

It has become apparent that such legislation is badly needed, whether the planes are seized by Cubans, or Americans, or anybody else. Whoever seizes a plane with firearms ought to go on trial in a court where the crime is punishable by death.

I strongly urge that the U.S. Government demand the return of the hijacked Eastern airliner in Cuba within 48 hours, and if it is not returned, I recommend an embargo and blockade be imposed on Communist Castro, and that all means of transport entering Cuba be stopped and searched for war material and anti-American propaganda.

It is a gross mistake for American policymakers to think that we make friends anywhere in the Western Hemisphere by this weak kowtowing to a bunch of Communist executioners. The time is late, but it is never too late to start, and we should protect the lives and property of our people here at home in the United States today.

In the Old West, if a bunch of bandits came out of their caves and holes in the hills, and raided ranchers and towns, the people did more than just defend an individual ranch. They organized posses and went into the bandits' dens and eliminated the outlaws. It is time for the people of all the Americas to start organizing a posse to outlaw the outlaws.

When civilized nations began to hang ship pirates, piracy disappeared from the high seas. When civilized nations begin hanging air pirates, piracy will disappear from the airlines.

I know sociologists believe that punishment does not deter crime, but the historical facts are that, so long as pirates were subsidized by some nations in the world and split their profits with sovereign rulers, piracy flourished; but when countries started hanging them, piracy on the high seas stopped in nothing flat. And in this instance, when we start hanging air pirates, that kind of piracy, too, will stop.

Recent news over the wire states that the persons who seized the plane at El Paso, my old hometown, where I lived for 3½ years, are not Cubans. It does not make any difference who they are. I think the law should provide a death penalty for seizing a plane at gunpoint or seizing a plane by the use of firearms.

Pirates on the high seas could capture a ship and the lives of the passengers still would not be risked; but every time a man puts a gun to the head of an airplane pilot there is a danger that every passenger on that plane will die. It is too great a peril to tolerate in this country any longer.

Mr. DIRKSEN. Mr. President, in the first news dispatches today it was a team of armed Cubans that attempted to hijack the plane. We had another misadventure in this field a few days ago. One can hardly escape the conviction that there is involved a concert of effort and a conspiracy to carry on these aggravating and difficult happenings that only irritate the American people and the American Government and diminish our prestige.

I think, while such legislation is imperative, what it is aimed at is not the

real problem. The real problem is an individual by the name of Fidel Castro, who has now achieved a one-party government in Cuba, according to the dispatches, under the hammer and sickle, for all common purposes.

We have now come to the time when I think we cannot afford to delay any longer in dealing with Mr. Castro and this government which is going to infect the Western Hemisphere. The time for polite diplomacy, the time for any Fabian policy is gone, because the aggravation can only become worse and more intense as time goes on.

I think we lost a precious opportunity in connection with the pirating of a plane last week, when an ultimatum was not served on Mr. Castro forthwith.

Can anyone imagine that Mr. Khrushchev would delay as much as 10 minutes being on the front page and telling what he was going to do under similar circumstances? We are dealing with that same kind of virus in this hemisphere, and the time has come for decisive action.

Mr. SALTONSTALL. Mr. President, may I add my own very brief remarks to the remarks which have been made on this subject, that the time has come for more decisive action than we have had in the past in relation to the Castro government and its criminal hijacking actions in this country. We must move promptly and effectively if we are to accomplish the results that we believe ought to be accomplished in connection with the situation in Cuba and to maintain our prestige and the dignity of the United States of America.

Mr. BUSH subsequently said: Mr. President, I wish to express my indignation over this most recent hijacking of an American airplane, which now appears to be grounded at El Paso, Tex. I believe that the newspaper account of the incident has already been placed in the RECORD today, but I wish to associate myself with those Senators who have expressed indignation over the event. I wish to say I think the Federal Government had better get into the situation right away down there and find out whether the Cuban Government is directly or indirectly responsible for this act. It is obligatory upon our Government to find out right now whether the Cuban Government has any responsibility for this outrage. If the Cuban Government is involved, decisive action should be taken at once.

I recall to the Senate the fact that I introduced, in January of 1960, and again in January of 1961, a resolution which would in effect reactivate the Monroe Doctrine. The whole purpose of the resolution was to deal with this Cuban situation. I ask unanimous consent that a copy of the resolution, Senate Concurrent Resolution 5, be printed in the RECORD following these remarks.

Again I urge that the Foreign Relations Committee of the Senate consider the resolution. It has been taken up with the State Department, and the State Department has asked that it be laid aside. I hope, as events have been developing, that the resolution, or something very nearly like it, may have the attention of the Foreign Relations Committee.

There being no objection, the concurrent resolution was ordered to be printed in the RECORD, as follows:

Whereas intervention by the world Communist movement directly or indirectly in the affairs of any of the independent nations of the Western Hemisphere would threaten the sovereignty and political independence of that nation and other such nations; and

Whereas the free and independent nations of the Western Hemisphere have long since ceased to be objects for domination, control or colonization by other powers; and

Whereas the direct or indirect intervention by the world Communist movement, by whatever means such intervention might be disguised, in any American nation, would constitute in effect such domination, control or colonization by a non-American power, and would violate the sovereignty and political independence of an American nation; and

Whereas any such intervention by the world Communist movement in the affairs of any nation situated in the Western Hemisphere would constitute a threat to the peace and safety of the United States and the other nations of that hemisphere;

Whereas the American Republics have condemned emphatically intervention or the threat of intervention even when conditional from an extra-continental power in the affairs of the American Republics; and

Whereas the intervention of the Sino-Soviet powers in the American Republic of Cuba is threatening hemispheric unity and jeopardizing the peace and security of this hemisphere; and

Whereas in the rapidly evolving atomic age the threat presented by any such intervention might develop with such rapidity that there would not be time to assemble a meeting of the Inter-American Organ of Consultation to provide for joint action to repel the danger: Therefore be it

*Resolved by the Senate (the House of Representatives concurring),* that (a) if one or more of the high contracting parties to the Inter-American Treaty of Reciprocal Assistance should be threatened in any manner with domination, control, or colonization through the intervention of the world Communist movement, any other such party would be justified, in the exercise of individual or collective self-defense under article 51 of the Charter of the United Nations, in taking appropriate steps to forestall such intervention and any domination, control, or colonization of any nation of the Western Hemisphere by the world Communist movement.

(b) If any such defensive measures are taken by any defending nation of the Western Hemisphere, such nation should report promptly the action so taken to the Inter-American Organ of Consultation, to the end that an emergency committee, established in the manner provided by the Convention of Havana of 1940, may be organized to provide for the provisional administration of the nation so defended, pending its restoration to a government of the people, by the people, and for the people.

**PROPOSED AMENDMENT TO FEDERAL AVIATION ACT OF 1958 TO PROHIBIT THE FORCEFUL SEIZURE OF AIRCRAFT IN AIR COMMERCE**

Mr. YARBOROUGH. Mr. President, I introduce, for appropriate reference, a bill to amend the Federal Aviation Act of 1958 to prohibit the forceful seizure of aircraft in air commerce.

The bill provides that whoever, while on board an aircraft operated by an air

carrier in air commerce, seizes or otherwise takes control of, or attempts to seize or otherwise take control of, such aircraft through the use of firearms or other deadly or dangerous weapon shall be punished by death, or by imprisonment for life or for such term of years not less than 5 as the jury may direct.

Mr. President, I ask unanimous consent that the bill be printed in full in the RECORD.

The VICE PRESIDENT. The bill will be received and appropriately referred; and, without objection, the bill will be printed in the RECORD.

The bill (S. 2373) to amend the Federal Aviation Act of 1958 to prohibit the forceful seizure of aircraft in air commerce, introduced by Mr. YARBOROUGH, was received, read twice by its title, referred to the Committee on Commerce, and ordered to be printed in the RECORD, as follows:

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section 902 of the Federal Aviation Act of 1958 is amended by adding at the end thereof a new subsection as follows:

**"SEIZURE OF AIRCRAFT BY FORCE"**

"(i) Whoever, while on board an aircraft operated by an air carrier in air commerce, seizes or otherwise takes control of, or attempts to seize or otherwise take control of, such aircraft through the use of firearms or other deadly or dangerous weapon shall be punished by death, or by imprisonment for life, or for such term of years not less than five, as the jury may direct.

Mr. YARBOROUGH. Mr. President, I suggest that the Federal Aviation Agency consider the adoption, or the feasibility of adoption of regulations which would require the installation of devices to determine whether or not passengers boarding planes bear firearms. Of course, that question could be determined without personally searching the body, by proper devices, such as electronic devices that would reveal the presence of a metal weapon. Also, if necessary, photographic devices might possibly be used, but electronic devices primarily would be used which would reveal whether passengers are armed or have arms in their briefcases, as they board planes.

**AMENDMENT OF FEDERAL AVIATION ACT TO PROHIBIT FORCEFUL SEIZURE OF AIRCRAFT IN AIR COMMERCE**

Mr. BENNETT. Mr. President, today we have seen one more example of the wave of airplane hijackings which is now sweeping the country. And we have become increasingly aware of the inadequacy of our present laws concerning piracy in the air. Our piracy laws, intended to prevent and punish piracy on the seas, are not applicable where an airplane is involved.

I introduce, for appropriate reference, a bill to prohibit the carrying of concealed weapons aboard an airplane, and providing criminal punishment for interfering with a flight crew in the performance of duties on board an aircraft. The bill also would make in-flight crimes a Federal offense, and would make piracy

in the air punishable to the same degree as piracy on the seas.

If the current wave of hijackings is to be stopped, one step must be to make it clear that our law enforcement authorities have whatever legal powers are necessary to deal with this problem. The lack of adequate and specific authority invites the commission of such crimes.

It is imperative that Congress act quickly and decisively to meet this problem; and for that reason I urge that hearings be held as soon as possible on this bill.

Mr. President, I ask unanimous consent that the bill be printed in the RECORD.

The VICE PRESIDENT. The bill will be received and appropriately referred; and, without objection, the bill will be printed in the RECORD.

The bill (S. 2374) to amend the Federal Aviation Act of 1958 to provide for the application of Federal criminal law to certain events occurring on board aircraft in air commerce, introduced by Mr. BENNETT, was received, read twice by its title, referred to the Committee on Commerce, and ordered to be printed in the RECORD, as follows:

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section 902 of the Federal Aviation Act of 1958 is amended by adding at the end thereof the following new subsections:

"INTERFERENCE WITH FLIGHT CREW IN PERFORMANCE OF DUTIES

"(1) Whoever, while on board an aircraft in flight in air commerce, assaults, intimidates, threatens, or interferes with any flight crewmember of such aircraft while engaged in the performance of his duties or in any way lessens the ability of such flight crewmember to perform his duties, shall be fined not more than \$10,000 or imprisoned not more than twenty years, or both. Whoever in the commission of any such acts uses a deadly or dangerous weapon shall be imprisoned for life.

"CARRYING OF CONCEALED WEAPON

"(j) Except for employees or officials of municipal, State, or Federal governments who are authorized or required to carry arms, and except for such other persons as may be authorized by the air carrier involved, whoever, while a passenger aboard an aircraft being operated by an air carrier in air transportation, carries on or about his person a concealed deadly or dangerous weapon shall be fined not more than \$1,000 or imprisoned not more than one year or both.

"CRIMES ABOARD AIRCRAFT IN FLIGHT IN AIR COMMERCE

"(k) Whoever, while on board an aircraft in flight in air commerce, commits an act which, if committed within the special maritime and territorial jurisdiction of the United States, would be in violation of sections 113, 114, 1111, 1112, 1113, or 2111 of title 18, United States Code, shall be punished as provided therein.

"PIRACY ABOARD AIRCRAFT IN FLIGHT IN AIR COMMERCE

"(l) Whoever, while on board an aircraft in flight in air commerce, commits an act which if committed aboard a vessel on the high seas would constitute piracy as defined by section 651 of title 18, United States Code, shall be imprisoned as provided therein.

#### EXTENSION OF AUTHORITY TO MAKE TEMPORARY APPOINTMENTS AND PROMOTIONS IN COAST GUARD

Mr. MAGNUSON. Mr. President, by request, I introduce, for appropriate reference, a bill to amend the act of July 23, 1947, chapter 301, as amended, to extend for 2 years the authority to make temporary appointments and promotions in the U.S. Coast Guard. I ask unanimous consent to have printed in the RECORD a letter from the Secretary of the Treasury, requesting the proposed legislation.

The VICE PRESIDENT. The bill will be received and appropriately referred; and, without objection, the letter will be printed in the RECORD.

The bill (S. 2376) to amend the act of July 23, 1947, chapter 301, as amended, to extend for 2 years the authority to make temporary appointments and promotions in the U.S. Coast Guard, introduced by Mr. MAGNUSON, by request, was received, read twice by its title, and referred to the Committee on Commerce.

The letter presented by Mr. MAGNUSON is as follows:

THE SECRETARY OF THE TREASURY,  
Washington, D.C., July 28, 1961.

HON. LYNDON B. JOHNSON,  
President of the Senate,  
Washington, D.C.

DEAR MR. PRESIDENT: There is transmitted herewith a draft of a proposed bill, to amend the act of July 23, 1947, chapter 301, as amended, to extend for 2 years the authority to make temporary appointments and promotions in the U.S. Coast Guard.

The purpose of this proposal is to extend for 2 years the existing authority of the President to make original temporary appointments of commissioned officers in certain grades and to promote temporarily commissioned officers on active duty.

Currently, approximately one-half the commissioned officers in the Coast Guard hold temporary appointments. Nearly all these appointments stem from temporary promotions made under the authority of the law now sought to be extended. The rights and benefits of these officers may be adversely affected if this law is permitted to expire on January 1, 1962. There is a continuing need for officers with temporary appointments on active duty in view of the special programs of a quasi-permanent nature assigned the Coast Guard. These programs sponsored by other agencies have generated a need for temporary service officers with requirements varying from year to year. Moreover, the national requirement for maintaining a trained reserve for use in the event of mobilization necessitates the retention of a substantial number of Reserve officers on extended active duty. This also compels the use of temporary appointments and temporary promotions to provide equitable promotion opportunity to Reserve officers on active duty. As a result of these circumstances approximately 600 temporary service officers and 600 Reserve officers are carried on active duty. These officers generate temporary promotions. The procurement of officers from the Coast Guard Academy and from among those Reserve officers and temporary service officers qualifying for permanent appointment has not been sufficient to bring the officer corps in the Coast Guard up to its required strength. The need for temporary appointment and temporary promotion of officers will continue until such time as present sources are able to produce sufficient officers qualified for permanent

appointment or until the quasi-permanent programs of the Coast Guard are discontinued.

The Coast Guard's need for authority to appoint and promote officers temporarily during peacetime parallels that of the other Armed Forces who have this authority on a permanent basis.

An exhaustive study embracing various officer promotion matters within the Coast Guard, including the need for permanent authority to make temporary appointments and promotions, is nearing conclusion. In view of the limited time available prior to the expiration of present authority, it is more prudent from an administrative viewpoint to submit now this request for a temporary extension of this authority rather than to delay until such time as the recommendations for remedial legislation resulting from this study have been thoroughly reviewed and examined by all echelons of the Coast Guard.

It would be appreciated if you would lay the proposed bill before the Senate. A similar proposed bill has been transmitted to the Speaker of the House of Representatives.

The Department has been advised by the Bureau of the Budget that there is no objection from the standpoint of the administration's program to the submission of this proposed legislation to the Congress.

Sincerely yours,

DOUGLAS DILLON.

#### ANNOUNCEMENT OF HEARINGS ON BILLS RELATING TO FEDERAL AID TO HIGHER EDUCATION

Mr. MORSE. Mr. President, as chairman of the Education Subcommittee of the Senate Committee on Labor and Public Welfare, I wish to advise the Senate that hearings on S. 1241, S. 585, S. 635, and S. 1140, bills relating to Federal aid to higher education, will be held in room 4232, New Senate Office Building starting Tuesday, August 8, at 10 a.m.

It is anticipated that following the testimony of the Secretary of Health, Education, and Welfare, the Honorable Abraham Ribicoff, administration witnesses will be heard that day. The committee will, of course, be delighted to hear at times suitable to their convenience testimony from such Senators as may wish to communicate their views to the committee. Organizations concerned with the problems of the financial needs of higher education and those interested in the scholarship provisions of the proposed legislation will be heard starting August 9, 10, and such further dates as may be set at a later time.

Under the committee practice, all those except Senators desiring to testify should supply to the committee in room 4230, New Senate Office Building, 75 copies of the written statement by August 8.

One of the bills is the Hill Federal-aid-to-higher-education bill. It is the plan of the subcommittee to complete its hearings in the next few days, to have an early executive session, and to report the final conclusions of the committee to the Committee on Labor and Public Welfare. I am sure the Senator from Alabama will make perfectly clear that it is the intention to proceed ex-