

this point I would like to place in the record the background statement which we have on the Secretary's past training, experience, education, and qualifications, and he has many of them, too.

Secretary CONNALLY. Thank you, sir.

(The biography of Secretary Connally is as follows:)

BIOGRAPHY OF JOHN BOWDEN CONNALLY, SECRETARY OF THE NAVY

John Bowden Connally was appointed Secretary of the Navy on December 27, 1960, by then President-elect John F. Kennedy and took the oath of office on January 25, 1961.

In addition to a distinguished Navy war record, Mr. Connally brought to his new office a diverse, well-rounded background in law, business and corporate management. After World War II, he and several other veterans organized Radio Station KVET in Austin, Texas, of which he was president and manager for three years. He has had extensive management experience in a wide variety of interests including oil, oil field services, radio-TV, carbon black, ranches, etc., and as a director of several corporations, including the New York Central Railroad and Insurance Securities Incorporated (of San Francisco).

In the non-commercial field, he is a director of the Southwestern Exposition and Fat Stock Show, and Boys, Incorporated.

Born February 27, 1917, the son of John Bowden Connally and Lela Wright Connally of Floresville, Texas, he attended public schools in Floresville and Harlandale (San Antonio) and the University of Texas at Austin, from which he was graduated with the degree of Bachelor of Laws. At college he was president of Athenaeum Literary Society, won the Inter-Society Oratorical Contest, was vice-president of the Freshman Law Class and speaker of the class, was elected to Students Assembly and served as its chairman in 1939, was president of the Students Association in 1938 and that year appeared in *Who's Who in American Colleges*. He was also president of Alpha Psi Omega (national honorary dramatic organization) and a member and dean of Delta Theta Phi (legal fraternity).

He was commissioned as an ensign in the U.S. Naval Reserve on June 11, 1941, was promoted to lieutenant (junior grade) the following year, to lieutenant on October 1, 1943, and to lieutenant commander on October 3, 1945, holding that rank until the termination of his service in 1954.

For a period he served in the Office of the Chief of Naval Operations and in January 1942 was transferred to the Office of the Under Secretary of the Navy where he dealt with problems of training and manpower. Remaining there until February 1943, he served in the Procurement Division (Legal) and in the immediate office of Under Secretary of the Navy James Forrestal.

He was then sent to Algiers where for nearly a year he assisted in planning for the Italian invasions. Following specialized training in radar, he was assigned to the aircraft carrier USS *Essex* (CV-9) which won the Presidential Unit Citation for heroic service in the Pacific during the period August 31, 1943, to August 15, 1945.

As Radar and Radio Officer and later as Fighter Direction Officer of *Essex*, and for a time serving also as CIC Officer for Task Group 38.1, he participated in action in the Gilberts, Marshalls, Marianas, Philippines, Formosa, China Sea, Bonins, Ryukyus and Japan during the latter period of the war. He was observed to be an "extremely outstanding officer" by Admiral T. L. Sprague, USN, in command of Task Group 38.1, who said his "work was, in great part, responsible for the success of the Task Group."

He was awarded the Bronze Star Medal with Combat "V", and citation, in part, as follows: "For heroic achievement while serving as Fighter Director Officer on board the USS *Essex* during a concentrated attack by enemy Japanese aircraft against that vessel in the forward Pacific area on April 6, 1945. Alert and aggressive in the performance of duty as an overwhelming force of hostile planes flew in over the Task Group, Lieutenant Connally rendered gallant and effectual service in coordinating a determined and prompt aerial offensive and, by his professional skill, brilliant tactics and cool courage in the face of grave peril, contributed essentially to the success of embarked planes in shooting down sixty-nine Japanese aircraft and to the security of the *Essex* from all damage * * *"