

the Committee on Merchant Marine, and right now, these days, in fact this morning, we were in the process of holding hearings on whether there should be an independent maritime agency, or whether the maritime agency should be taken out of the Department of Commerce and made part of the Department of Transportation.

Now the administration is fighting a bitter battle to say there should be no independent agency in this regard. It should be part of one of the established departments. It should be part of the Department of Transportation, and it can far better serve its functions, and so on, if it has all the coordination which is made possible by being one of these agencies, and yet in this particular regard philosophically they turn around and they are fighting the other battle.

Mrs. BENSON. But I think the nature of the problem is entirely different.

Mr. DELLENBACK. Why?

Mrs. BENSON. On the one hand, in the case of the poor, you are dealing with people who have a whole series of deepseated problems. The other, it seems to me, is an organizational problem. I just don't think the problems of the maritime service or needs can be compared to those of the poor. But I don't know anything at all about the maritime service, so I withdraw from the comparison.

Mr. MEEDS. Mr. Chairman, will the gentleman yield?

Mr. DELLENBACK. I will be glad to yield.

Mr. MEEDS. By way of comment, I might just say that I think the administration is terribly wrong, here, too, and for the very reason the gentleman has so well brought out from the witness, purposefully or otherwise. The reason for coordination is a concerted attack on a problem. It seems to me that the maritime situation is such that it has developed into a situation that needs a concerted, concentrated attack, and I feel a separate agency is the best way to do that; then when we get it on its feet, perhaps place it under a full committee, or a full department.

But I visualize the answers of the witnesses here to be—I mean, you can't compare them in all respects, but the need for a concentrated attack is the same in both areas, and this is precisely what she is saying. We have a problem here, in that we have to place the full brunt of concerted action against and I think the Department, or the Office of Economic Opportunity does this, as would a separate Maritime agency.

Mr. DELLENBACK. I don't seek to push the comparison beyond where in truth it ought to go, but Secretary Boyd in lengthy testimony before the committee has recognized and indicated that he felt that the goal was to push forward in this vital, important area, and his declaration is that it can be done far better in this manner than in the other manner. We can differ or not, and I don't mean to push the analogy too far.

I appreciate very much your testimony. I think it has been helpful, and the implication of my good friend from Washington to the contrary, I think that the purpose of these hearings is not really to take our preconceived opinions and then try to fit a witness into them or push her out of those preconceived opinions, and agree if she is with us, and disagree if she is against us, but rather to push for what you