

this fiscal year was \$1,308,023, or on a yearly basis the cost would be \$3,924,069, which is substantially the same.

In the last fiscal year these Government-owned cars traveled 203,550,280 miles. In the first 4 months of this fiscal year they traveled 66,610,310, or 199,830,930 miles on a yearly basis.

The amount of gasoline used by Government-owned cars in the past fiscal year was 13,793,594 gallons. For the first 4 months of this fiscal year the amount was 4,284,511 gallons or, on a yearly basis, 12,853,533 gallons.

Considering, therefore, the cost, the mileage traveled, and the amount of gasoline consumed for the first 4 months of this fiscal year (according to the latest information available) there has been no appreciable decline in the use of these Government automobiles by peacetime agencies although the Government itself is compelling the private citizen to reduce the use of automobile travel and ban all nonessential driving.

But these figures by no means tell the entire story of travel by employees on Government business. The various departments allow their employees to use privately owned cars for official business on a reimbursable mileage basis. The figures from all the agencies are not available to the committee, but 5 agencies out of 47 have reported the mileage of these cars for the fiscal year 1942. The extent of the use of privately owned cars as reported by these 5 agencies shows that they traveled 145,606,241 miles at a total cost of \$7,261,856.32. Adding this mileage of 145,606,241 to the 203,550,280 miles traveled by the Government-owned cars, and making reasonable allowance for those agencies not reporting, it would appear to be conservative to estimate that in the fiscal year 1942 the various agencies of the Government operated passenger cars to the extent of from 400,000,000 to 500,000,000 miles, and used from 25,000,000 to 30,000,000 gallons of gasoline.

The committee desires again to call attention to the great extravagance of the traveling costs of the various agencies of Government, and in more detailed statement which will be made to the Congress later, but at this time the committee regards, as most important, the complete elimination of nonessential operation of motorcars by the Government. In a crisis such as this the Government itself must set an example to the people. It should not ask sacrifices of the people which the employees of the Government do not themselves make. The committee has had presented to it many instances of duplicated travel of these thousands of Government employees who travel in separate cars instead of using the same car. The committee finds this practice especially reprehensible in the Department of Agriculture, which in the fiscal year 1942 traveled 143,206,000 miles in rented cars and 49,856,594 in Government-owned cars. The committee is of the opinion that a large proportion of this travel is unnecessary and should be dispensed with, and for much of the balance the same car can be used by different employees of the Agriculture Department.

It is, of course, true that in certain agencies of the Government, such as the Department of Justice, there is justification for a reasonable increase in the cars operated, due to the enlarged activities of the Federal Bureau of Investigation. In fact, the increase of 551 cars in the past year in the Department of Justice for the most part may be

attributed to the Federal Bureau of Investigation. On the other hand, in the judgement of the committee, there is no justification for an increase of nearly 100 cars in the Agriculture Department, which already had 4,359 passenger cars, or an increase of 120 in the Federal Works Agency, as in this latter Agency the activities have been greatly reduced. An increase of 34 in the National Housing Agency, as well as other increases, are noted in the itemized statement which is a part of this report.

The committee further believes that substantial economies can be made in the employment of full-time and part-time chauffeurs. In the last fiscal year there were 403 full-time chauffeurs; now there are 439, an increase of 36. In the last fiscal year there were 695 part-time chauffeurs; now there are 693, a reduction of 2.

In the last fiscal year the salaries of full-time chauffeurs was \$555,295 while it is estimated their salaries this year will be \$590,000, in addition to these the Government employs many chauffeurs on a part-time basis.

The committee believes the plan which the Office of Emergency Management has adopted to regulate use of the cars assigned to it, is a step in the right direction. They require every person using a car to sign a statement for permanent record that the person is traveling on official business, and to give the destination and reason for the use of the car. Such a plan adopted by the other agencies, combined with a decentralized automobile-pooling arrangement, would do much to reduce the use of Government-owned automobiles and greatly reduce the cost to the Government.

EFFECTIVE USE OF MATERIAL

The information gathered by the committee has been very useful to several departments of the Government concerned with this problem. Last year the Bureau of the Budget and the Office of Defense Transportation availed themselves of the information to be used as a basis for their regulations and to effect economies in the use of Government owned and operated cars and trucks.

In a statement to the press on February 7, 1943, Harold D. Smith, Director of the Bureau of the Budget, pointed out that

Preliminary surveys conducted by the Bureau and data provided by the Byrd committee indicate approximately 100,000 tires will be pooled as a result of the order, which means that until now Government cars have had an average of 6½ tires each. This is an "unwarranted situation."

RECOMMENDATIONS

The committee recommends:

1. That the Appropriations Committees carefully survey the need for the existing passenger cars of each of the agencies of Government and adjust accordingly the appropriation for the necessary cars.
2. That all Government officials and employees give complete endorsement to the Office of Price Administration's mileage-conservation program as it relates to automobiles used in the public service.
3. That there should be established immediately in Washington for the duration of the war a passenger-automobile pooling arrangement to transport Government employees engaged in official business