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90-8 AIRLIFT FOR OVERSEA ARMED FORCES
GOVERNMENT POST OFFICE MAIL

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HEARINGS
BEFORE THE
COMMITTEE ON POSTAL RATES
OF THE
COMMITTEE ON
OFFICE AND CIVIL SERVICE
USE OF REPRESENTATIVES

NINETIETH CONGRESS

FIRST SESSION

ON

H.R. 4224 and related bills

A BILL TO AMEND TITLE 39, UNITED STATES CODE, TO
PROVIDE ADDITIONAL FREE LETTER MAIL AND AIR
TRANSPORTATION MAILING PRIVILEGES FOR CERTAIN
MEMBERS OF THE UNITED STATES ARMED FORCES, AND
FOR OTHER PURPOSES

APRIL 26, MAY 3 AND 11, 1967

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AIRLIFT FOR OVERSEA ARMED FORCES POST OFFICE MAIL

WEDNESDAY, APRIL 26, 1967

HOUSE OF REPRESENTATIVES,
SUBCOMMITTEE ON POSTAL RATES OF THE
COMMITTEE ON POST OFFICE AND CIVIL SERVICE,
Washington, D.C.

The subcommittee met at 10:20 a.m. in room 356, Cannon House Office Building, Hon. Dominick V. Daniels (acting chairman) presiding.

Mr. DANIELS. The Subcommittee on Postal Rates will now come to order. Mr. Olsen, chairman of the subcommittee, will be delayed a few minutes this morning and asked that I begin the hearing pending his arrival.

The Subcommittee on Postal Rates is beginning hearings today on bills to provide improved mail service for servicemen overseas. There are two groups of bills.

One group is represented by H.R. 4224 and H.R. 4320, sponsored by Mr. Dulski and Mr. Corbett, the chairman and ranking minority member of the House Post Office and Civil Service Committee, and H.R. 4771, which Mr. Olsen sponsored.

The other group is represented by H.R. 330 and similar bills. The provisions of H.R. 4224 and H.R. 330, summaries of the bills, and reports of the Post Office Department, will be included in the record at the end of this statement.

In addition, H.R. 6266, introduced by Mr. Hagan, provides that rates of postage on parcels not exceeding 10 pounds, mailed to or from servicemen overseas, shall be mailed at the rate prescribed for the local delivery of parcels.

This is the third session of hearings we have held on mail for servicemen overseas. Hearings in 1965 resulted in Public Law 89-315, and hearings in 1966 resulted in Public Law 89-725.

Public Law 89-315 authorized—

1. Free letter mail for letters mailed by a serviceman in the combat area (Vietnam);

2. Airlift at surface postage rates for parcels up to 5 pounds between a combat area and the point of embarkation in the United States.

Public Law 89-725—

1. Extended the free mailing privileges to include sound recordings mailed by servicemen in combat areas;

2. Provided airlift between any APO overseas and the point of embarkation in the United States for letter mail, sound recordings, and parcels up to 5 pounds;

3. Provided airlift to a combat area for publications having current news value.

The bills before our committee today provide two major improvements in mail service for our servicemen.

The first will extend free mailing privileges to include all servicemen overseas, and some of the bills would extend the free mailing privilege to include mail addressed to the servicemen.

The second major feature would extend the airlift on mail to servicemen to include the transportation within the United States.

(The bills, H.R. 4224 and H.R. 330, summaries of each, and the Post Office Department letters of April 25 on H.R. 4224, and of April 26 on H.R. 330 follow:)

[H.R. 4224, 90th Cong., first sess.]

A BILL To amend title 39, United States Code, to provide additional free letter mail and air transportation mailing privileges for certain members of the United States Armed Forces, 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) subparagraphs (A) and (B) of section 4169(a)(1) are amended to read as follows:

"(A) the letter or sound-recorded communication is mailed by the member at an Armed Forces post office established under section 705(d) of this title which is located at a place outside the forty-eight contiguous States of the United States; or

"(B) the member is hospitalized in a facility under the jurisdiction of the Armed Forces of the United States as a result of disease or injury incurred while on active duty; or"

(b) Subparagraph (D) of paragraph (2) of section 4169(a) of title 39, United States Code, is amended to read as follows:

"(D) the letter or sound-recorded communication is mailed by the member—

"(i) at an Armed Forces post office established under section 705(d) of this title which is located at a place outside the forty-eight contiguous States of the United States; or

"(ii) while hospitalized in a facility under the jurisdiction of the Armed Forces of the United States as a result of disease or injury incurred while in the services with, or in, a unit under operational control of a command of the Armed Forces of the United States; and"

SEC. 2. Chapter 67 of title 39, United States Code, is amended by adding at the end thereof the following new section:

"§ 4560. Air transportation of parcels mailed at or addressed to Armed Forces post offices

"Any parcel, other than a parcel mailed airmail or as air parcel post, not exceeding thirty pounds in weight and sixty inches in length and girth combined which is mailed at or addressed to any Armed Forces post office established under section 705(d) of this title shall be transported by air on a space-available basis, upon payment, in addition to the regular postage, of a special fee to be prescribed by the Postmaster General for such transportation by air."

(b) The table of contents of such chapter 67 is amended by inserting at the end thereof—

"4560. Air transportation of parcels mailed at or addressed to Armed Forces post offices."

SEC. 3. (a) Subparagraph (A) of section 4303(d)(5) of title 39, United States Code, is amended—

(1) by striking out "and" at the end of subparagraph (ii);

(2) by inserting the word "and" at end end of subparagraph (iii); and

(3) by inserting at the end thereof a new subparagraph to read as follows:

"(iv) second-class publications published once each week or more frequently and featuring principally current news of interest to members of the Armed Forces and the general public."

(b) Paragraph 5 of section 4303(d) of title 39, United States Code, is amended by repealing subparagraph (B) and redesignating subparagraph (C) as subparagraph (B).

[H. R. 330, 90th Cong., first sess.]

A BILL To amend title 39, United States Code, to provide for the transportation of mail at no cost to the sender to and from the United States and combat areas overseas as designated by the President, 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 4169(a) of title 39, United States Code, is amended—

(1) by striking out "First-class letter mail, including postal cards and post cards shall be carried as airmail, at no cost to the sender, when mailed by -----" and inserting in lieu thereof "Mail matter of any category described in subsection (c) of this section shall be carried, at no cost to the sender, in the manner provided by section 4303(d) (5) of this title, when mailed by -----";

(2) by striking out, in subparagraph (A) of paragraph (1), "the letter is mailed" and inserting in lieu thereof "the mail matter is mailed"; and

(3) by striking out, in subparagraph (D) of paragraph (2), "The letter is mailed" and inserting in lieu thereof "the mail matter is mailed".

SEC. 2. Section 4169(c) of title 39, United States Code, is amended to read as follows:

"(c) There shall be transported, at no cost to the sender, when mailed in the United States, its territories or possessions, or the Commonwealth of Puerto Rico, and addressed to an Armed Forces post office established under section 705 (d) of this title in any such overseas area, as designated by the President, mail matter of the following categories:

"(1) first-class letter mail (including postal cards and post cards),

"(2) sound-recorded communications having the character of personal correspondence,

"(3) second-class publications published once each week or more frequently and featuring principally current news of interest to the general public, and

"(4) parcels of any class of mail not exceeding five pounds in weight and sixty inches in length and girth combined,

which are mailed at or addressed to any such Armed Forces post office. This section shall be administered under such conditions and regulations as the Postmaster General and the Secretary of Defense jointly may prescribe."

SEC. 3. Paragraphs (5) and (6) of section 4303(d) of title 39, United States Code, are amended to read as follows:

"(5) There shall be transported by air, between Armed Forces post offices established under section 705(d) of this title which are located outside the forty-eight contiguous States of the United States, or between any such Armed Forces post office and the point of embarkation or debarkation within the forty-eight contiguous States, on a space available basis, on United States-flag carriers with the total annual volume to be equally divided, to the extent practicable, among such carriers serving each area, at rates fixed and determined by the Civil Aeronautics Board in accordance with section 406 of the Federal Aviation Act of 1958 (49 U.S.C. 1376), the following categories of mail matter:

"(A) (i) first-class letter mail (including postal cards and post cards),

"(ii) sound-recorded communications having the character of personal correspondence,

"(iii) second-class publications published once each week or more frequently and featuring principally current news of interest to the general public, and

"(iv) parcels of any class of mail not exceeding five pounds in weight and sixty inches in length and girth combined,

which are mailed at or addressed to any such Armed Forces post office; and

"(B) parcels of any class of mail exceeding five pounds but not exceeding seventy pounds in weight and not exceeding one hundred inches in length and girth combined which are mailed at or addressed to any such Armed Forces post office where adequate surface transportation is not available.

Whenever adequate service by the United States-flag carriers is not available to provide transportation of mail matter by air in accordance with the foregoing provisions of this paragraph, the transportation of such mail matter may be authorized by aircraft other than United States-flag carriers. This paragraph shall not affect the operation of section 4169(a) of this title.

"(6) Paragraphs (4) and (5) of this subsection shall be administered under such conditions and regulations as the Postmaster General and the Secretary of Defense severally may prescribe to carry out their respective functions under such paragraphs."

SEC. 4. Section 4303 of title 39, United States Code, is amended by adding at the end thereof the following new subsection:

"(f) The Department of Defense shall reimburse the Post Office Department, out of any appropriations or funds available to the Department of Defense, as a necessary expense of the appropriations or funds and of the activities concerned, sums equal to the expenses incurred by the Post Office Department, as determined by the Postmaster General, in providing air transportation of mail between Armed Forces post offices established under section 705(d) of this title which are located outside the forty-eight contiguous States of the United States, or between any such Armed Forces post office and the point of embarkation or debarkation within the forty-eight contiguous States."

SUMMARY OF H.R. 4224 (BY MR. DULSKI), H.R. 4320 (BY MR. CORBETT), H.R. 4771 (BY MR. OLSEN), AND SIMILAR BILLS (H.R. 4707, H.R. 6117, H.R. 6419, AND H.R. 7645)

The legislation is designed to further improve mail service for members of the Armed Forces in three significant respects.

(1) It would extend the free mailing privilege for letters and sound-recorded communications to all servicemen in oversea areas and to all who are hospitalized in a facility under the jurisdiction of the Armed Forces as a result of disease or injury incurred while on active duty.

Under Public Law 89-315, only servicemen in combat areas as designated by the President, and those who are hospitalized as a result of disease or injury incurred as a result of service in an oversea combat area, can qualify for the free mailing privilege.

(2) The bill would create a new category of airlift mail for parcels weighing up to 30 pounds that are mailed at or addressed to any Armed Forces post office. The parcels would be transported by air on a space-available basis upon payment of the regular surface rate of postage plus a special, uniform airlift fee to be fixed by the Postmaster General, which is expected to be not more than \$1.

This provision provides an alternative to the relatively high rates charged for priority air parcel post. For example, it costs \$8.08 to mail a 10-pound package from Buffalo, N.Y., to Vietnam by preferred air parcel post service. This provision would permit the same 10-pound package to be mailed for approximately \$3, transported by airlift on a less preferred service basis from the point of mailing in Buffalo to the point of delivery in Vietnam.

(3) In last year's military mail law, Public Law 89-725, the Congress provided, among other things, an airlift from the United States to designated combat areas for certain news value publications, particularly news magazines and hometown newspapers. The third important provision of the bill would extend the airlift of this category of mail matter to all Armed Forces post offices in any oversea area.

SUMMARY OF H.R. 330 (MR. BURKE OF MASS.) AND SIMILAR BILLS (H.R. 879, H.R. 4253, H.R. 5134, H.R. 6285, H.R. 8686, H.R. 9233, AND H.R. 9243)

Existing law (Public Law 89-315 and Public Law 89-725) provides free mailing privileges on letters and sound-recorded communications when mailed by a serviceman in a combat area, or by a serviceman confined in a hospital as a result of a disease or injury incurred in a combat area.

These bills amplify this authority in two respects.

(1) The category of mail is increased from letters and sound-recorded communications to include news-value publications and parcels not exceeding 5 pounds.

(2) The free mail privilege is extended to include the sender in the United States when mailed to a serviceman in a combat area.

Public Law 89-725 authorizes an airlift from the United States to designated combat areas for news-value publications.

These bills extend the airlift provision for news-value publications to apply to any serviceman outside the United States.

THE POSTMASTER GENERAL,
Washington, D.C., April 25, 1967.

HON. THADDEUS J. DULSKI,
Chairman, Committee on Post Office and Civil Service,
House of Representatives, Washington, D.C.

DEAR MR. CHAIRMAN: This is in reply to your request for a report on H.R. 4224, providing additional free letter mail and air transportation mailing privileges for certain members of the U.S. Armed Forces, and for other purposes. This will also serve as a report on H.R. 4771, identical legislation.

Section 1 of this legislation extends free mailing privileges for letters, cards, and voice records or tapes to members of the Armed Forces stationed outside the 48 contiguous States. Presently, only troops in designated combat zones are entitled to the privilege. In addition, section 1 grants the privilege to servicemen hospitalized in a facility under the jurisdiction of the Armed Forces as a result of disease or injury incurred while on active duty. Existing law in this regard grants the privilege only to servicemen hospitalized as the result of disease or injury incurred in a designated combat area. Section 1 also extends the privilege in similar fashion to members of an armed force of a friendly foreign nation serving under U.S. commands (39 U.S.C. 4169(a)(2)).

Basically, extension of free mailing privileges as proposed is a matter falling within areas of responsibility which pertain to the Department of Defense. We would defer to the judgment of that Department as to whether all oversea troops should have free mailing privileges at this time. Should the privilege be so expanded, the Post Office Department would receive appropriate postage reimbursement from the Defense Department, by virtue of section 4169(b) of title 39, United States Code.

Section 2 of the bills establishes a new category of airlift mail. It provides that a surface parcel not over 30 pounds in weight, and 60 inches in combined length and girth, which is mailed at or addressed to any Armed Forces post office shall be transported by air, on a space-available basis, upon payment of the regular postage plus a special fee to be prescribed by the Postmaster General.

Under present law (39 U.S.C. 4303(d)(5)), parcels up to 5 pounds in weight, and 60 inches in combined length and girth, are accorded airlift service between points of embarkation or debarkation and Armed Forces post offices overseas, upon payment of regular surface postage.

Section 2, it is noted, does not contain any criteria or guidelines for the special fee to be prescribed by the Postmaster General. In this connection a single, flat fee to be charged an eligible parcel, regardless of considerations of weight or distance involved, would not be equitable.

The enactment of section 2 would result in encouraging and increasing the flow of packages to members of the Armed Forces. This involves questions of logistics and troop morale, considerations which relate to responsibilities of the Department of Defense. We suggest, therefore, that the merits of section 2 can best be determined by that Department. If it is favorably considered, however, we believe it should contain provision for reimbursement to this Department from the Defense Department for the additional unrecovered air transportation costs that would result from its adoption.

Section 3 extends the present airlift service for second-class news publications so as to include all oversea Armed Forces post offices. Currently, this aspect of the airlift law is confined to designated combat areas. The Department would defer to the Defense Department on this feature of the bill.

The Bureau of the Budget has advised that from the standpoint of the administration's program there is no objection to the submission of this report to the committee.

Sincerely yours,

LAWRENCE F. O'BRIEN.

THE POSTMASTER GENERAL,
Washington, D.C., April 26, 1967.

HON. THADDEUS J. DULSKI,
Chairman, Committee on Post Office and Civil Service,
House of Representatives, Washington, D.C.

DEAR MR. CHAIRMAN: This is in reply to your request for reports on H.R. 330 and H.R. 879, identical bills providing for the transportation of mail at no cost to the sender to and from the United States and combat areas overseas as designated by the President, and for other purposes.

The first section of these bills would expand the existing free mail privileges of the Armed Forces in Vietnam so as to include also second-class news publications, published weekly or more often, and parcels of any class of mail not exceeding 5 pounds in weight and 60 inches in combined length and girth.

By virtue of section 4169(b) of title 39, United States Code, the Post Office Department would be reimbursed by the Department of Defense for the equivalent amount of postage on the mail matter described above. Since expansion of the free mailing privileges for troops in designated combat zones is a matter falling within areas of responsibility which pertain to the Defense Department, we believe the merits of section 1 of the proposed legislation are properly for determination by that Department. We should point out, however, that the extension of free mailing to parcels "of any class of mail" would enable all parcels up to 5 pounds in weight to be designated as first-class mail by servicemen, thereby requiring for all purposes first-class treatment for such parcels.

Section 2 of the bills extends free mailing privileges to the following mail matter when mailed in the United States, its territories or possessions, or the Commonwealth of Puerto Rico, and addressed to Armed Forces post offices in designated combat areas (Vietnam): first-class letter mail, including postal cards and postcards; personal voice records or tapes; second-class news publications, published weekly or more often; and parcels of any class of mail not over 5 pounds in weight and 60 inches in combined length and girth.

This free mail privilege for citizens at home is a new concept, not granted during World War II or the Korean conflict. There are also operational difficulties involved. Since Armed Forces post offices in Vietnam are not identifiable at points of mailing, post office clerks would be unable to determine what mail matter presented could be properly endorsed as "free" mail, unless they knew the Vietnam APO numbers. Also, mail marked "free" and dropped in street letter boxes would have to be checked against APO listings to see if it was entitled to the privilege. We understand there are over 75 APO/FPO's which would be eligible under the bill. A large-scale release of these APO numbers could involve security considerations.

Based on the only volume figures available, and the latest cost figures in our cost ascertainment report, we estimate that the loss in postage revenue from enactment of section 2 would be \$30 million annually, at the present volume. With free mailing privileges, volume can be expected to increase, especially in mailings of newspapers, magazines, and parcels up to 5 pounds in weight.

As stated above, a free mail privilege for citizens at home is a new principle, and departs from historical policy. Such a departure is, of course, the prerogative of Congress; should it be adopted, however, we strongly believe that the Department should be reimbursed in the amount of the lost postage revenue that would result from enactment of this provision. Such reimbursement would be in keeping with the Postal Policy Act of 1958, and would also be consistent with the provisions of 39 U.S.C. 4169(b) which provides for reimbursement of the Post Office Department for the postage equivalent on mail matter mailed from designated combat areas.

By section 3 of the proposed legislation, provision is made for the volume of military airlift mail to be equally divided among air carriers. This provision would appear to require that a mathematically equal division of this mail be achieved, even if unsatisfactory delivery to addressees would result; that is, in order to maintain equality of mail volume among competing carriers more advantageous schedules would have to be passed over in favor of a later arriving flight. However, since the primary purpose of military airlift is to provide servicemen overseas with better mail service, we interpret this provision to mean that mail is not to be delayed for the purpose of achieving a precise mathematical division among carriers involved, but that division is to be subordinated to the requirement of expeditious service.

We would like to point out that the cost of administering the provision for equal division would be substantial, and such a provision would also hamper our efforts to provide the most expeditious delivery schedules to servicemen overseas. In our judgment a statutory requirement for division of mail would be unduly restrictive of efforts to achieve the goal sought.

Section 3 would also extend airlift to second-class news publications mailed to and from Armed Forces post offices in all oversea areas. Currently, airlift of these news publications is confined to designated combat areas. As with section 1 of the bills, we believe the merits of this provision can best be determined by the Department of Defense.

In connection with section 3, the provision "within the forty-eight contiguous States" should refer to the 50 States; otherwise mail from a serviceman in the Far East would not be transported by air to his home in Hawaii or Alaska. A similar amendment should be made in section 4 of the bills, so that reimbursement to the Department for the air transportation costs applicable to such mailings will be provided.

The Bureau of the Budget has advised that from the standpoint of the administration's program there is no objection to the submission of this report to the committee.

Sincerely yours,

LAWRENCE F. O'BRIEN.

Mr. DANIELS. Our first witness today will be the Honorable Thaddeus J. Dulski, the distinguished chairman of the full Committee on Post Office and Civil Service.

STATEMENT OF HON. THADDEUS J. DULSKI, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW YORK

Mr. DULSKI. Thank you, Mr. Daniels.

Mr. CHAIRMAN. I sponsored H.R. 4224 to round out our efforts to see that all servicemen serving in oversea areas have the benefit of fast, efficient, and less expensive mail service.

I made an investigation and on-site inspection of the U.S. mail service for servicemen in Vietnam and Thailand during November 1966. The report on my investigation is included in House Report No. 2198, part II, 89th Congress, entitled "Postal Systems of the U.S. Armed Forces—Vietnam and Thailand (Part II)."

Mr. Chairman, I wish to express my appreciation in having been of some assistance in obtaining enactment of two public laws during the 89th Congress—Public Law 89-315 and Public Law 89-725—that are operating together to achieve high priority by both the Post Office Department and the Department of Defense for good mail service to our Armed Forces.

President Johnson expressed his appreciation to me on this matter in his letter dated December 19, 1966, which I included in the introductory material of my report.

However, several problem areas remain, one of which requires legislative action and is described on page 4 of the report as follows:

Desirability of free mail. The major complaint voiced by our Thailand patrons is that they are involved in the southeast Asia military situation, yet are not afforded free mail when counterparts in Vietnam do receive this privilege. This complaint is considered valid, particularly at our forward bases up-country. Granting of this privilege would have a greatly beneficial impact on troop morale.

H.R. 4224 will cure this defect by extending free mailing privileges for letters and sound-recorded communications to all servicemen in oversea areas, and to all who are hospitalized as a result of diseases or injury incurred while on active duty.

In addition, my bill will create a new category of airlift mail for parcels weighing up to 30 pounds that are mailed at, or addressed to, any Armed Forces post office. The parcels will be transported by air on a space-available basis upon payment of the regular surface rate of postage, plus a special uniform airlift fee to be fixed by the Postmaster General, which is expected to be not more than \$1.

Also, my bill will extend the provisions of last year's law to provide airlift from the United States to all servicemen overseas for certain

news-value publications, particularly news magazines and hometown newspapers.

Mr. Chairman, I am convinced that our servicemen, separated from their homes by an ocean of distance in Europe and elsewhere, deserve to receive mail as quickly as our facilities will now allow. I am convinced that they should have this mail service at the lowest cost possible. It is for these reasons that I have sponsored this legislation, and I urge this subcommittee to take favorable action on my bill at the earliest possible time.

Mr. Chairman, I have made available to each member a copy of my press release which was issued when I sponsored H.R. 4224. I believe this contains an adequate explanation of my bill.

Thank you very much, sir.

Mr. DANIELS. Thank you. We are happy to have you here, Mr. Chairman.

At this time I wish to make a statement in support of the bill that I have introduced, H.R. 4707.

**STATEMENT OF HON. DOMINICK V. DANIELS, A REPRESENTATIVE
IN CONGRESS FROM THE STATE OF NEW JERSEY**

Mr. DANIELS. I appear here today in support of my bill, H.R. 4707, H.R. 4224, and related bills providing for improved mail service for servicemen overseas.

The House Post Office and Civil Service Committee has, in the past, provided the leadership for improved mail service for the members of our Armed Forces serving our country abroad. During the 89th Congress, two public laws were passed which made significant advances in expediting the transportation of mail to and from servicemen overseas. Taken together, Public Laws 89-315 and 89-725 allow servicemen in combat areas to send letter mail and sound recordings free of postage. Public Law 89-725 provides for airlift at no extra charge of letter mail, sound recordings, and parcels up to 5 pounds to all APO's overseas from the port of embarkation in the United States. It also provides for the airlift of publications of current news value to combat areas.

I am proud of the fact that I was one of the sponsors of Public Law 89-725. In 1965 I was one of a group of committee members which made an extensive study of mail service for our soldiers stationed in Europe. During the course of our study we were impressed with the tremendous importance placed by our highest military leaders on fast and efficient mail service. It soon became evident to us that the single most important factor in the maintenance of high morale among our troops was the receipt of a steady flow of timely mail from home. The improvements initiated by Public Law 89-725 were a direct result of this study.

I think that we have a right to be pleased with our accomplishments during the 89th Congress. The measures which originated in this committee have gone a long way toward insuring the finest in mail service for our servicemen. However, I feel that additional improvements are warranted to provide even better and less expensive service. To this end, I have introduced H.R. 4707, which is identical to Chairman Dulski's H.R. 4224, Congressman Corbett's H.R. 4320, and Mr. Olsen's H.R. 4771.

Under the present law, only servicemen in combat areas or those hospitalized as a result of service in a combat area are entitled to free mailing privileges for letters and sound-recorded messages. My bill would extend this privilege to all servicemen overseas and all men hospitalized in a military facility while on active duty.

My bill would also call for the airlift of packages up to 30 pounds from the point of mailing to any Armed Forces post office abroad at regular surface rates plus a nominal charge, probably not to exceed \$1, to be determined by the Postmaster General. Present law provides for the airlift of parcels up to 5 pounds from the port of embarkation in the United States to an APO overseas. However, there is no provision for airlift at surface rates for mail traveling within the United States to the port of embarkation. The provisions of the proposed measures would not only raise the weight limitations, but would also provide for more expeditious handling of mail going to servicemen overseas at a substantial saving to the sender. In some cases, more than 60 percent of the regular airmail rate could be saved if this bill is enacted into law.

Finally, my bill would provide for the airlift of items of current news value to all oversea APO's rather than only to those in combat areas as now provided by law.

Mr. Chairman, courageous American men and women are scattered throughout the world serving their country and the cause of peace. I feel that we should leave no stone unturned in showing these men and women how much their service in the Armed Forces means to us. Mail is our most important channel of communication to these servicemen, and I think that we owe it to them to see that they get fast, efficient, and inexpensive mail service. Therefore, Mr. Chairman, I strongly urge favorable consideration of H.R. 4707, H.R. 4224, and related bills.

Our next witness is Hon. G. Elliott Hagan. The subcommittee welcomes the distinguished gentleman from Georgia.

STATEMENT OF HON. G. ELLIOTT HAGAN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF GEORGIA

Mr. HAGAN. Thank you, Mr. Chairman.

Mr. Chairman and members of the subcommittee, I deeply appreciate this opportunity to appear on behalf of my bill, H.R. 6266, which would provide for payment of postage at local zone rates on certain parcels mailed by or for delivery to members of the U.S. Armed Forces in combat zones.

To put it simply, H.R. 6266 would do away with the great cost difference in mailing some packages to U.S. military personnel in southeast Asia and South Vietnam from various parts of this country. At present, gentlemen, a 10-pound parcel sent to South Vietnam from Georgia costs approximately \$2.40. That same package can be mailed from California for only 55 cents.

As a member of a House Armed Services Subcommittee, I was recently privileged to participate in an inspection tour of southeast Asia, including South Vietnam. I talked with many of the troops and the wounded who had just come off the frontline. I was greatly impressed by the unswerving dedication of purpose displayed by these men. They truly know why they are there. I mention this, because

it is inconceivable to me that the families of some of these fighting men living on the east, rather than the west coast, should be penalized by higher postal rates. In the final analysis, this penalizes the fighting man, who either gets his mail late, or does not get it at all. The present law makes it harder for low-income families to send packages to their loved ones in combat zones.

I urge you to take immediate favorable action on this legislation. Thank you Mr. Chairman.

Mr. DANIELS. Thank you, Congressman Hagan.

The next witness will be Mr. Frederick E. Batrus, Deputy Assistant Postmaster General, Bureau of Transportation and International Service, who is accompanied by Mr. Thomas F. Meagher, Jr., Assistant General Counsel, Transportation. I notice, Mr. Batrus, that you have another gentleman with you. Do you care to introduce him?

Mr. BATRUS. Yes, sir, I will introduce him. On my right is Mr. Greever Allan, who is Director of the Bureau of Transportation, International Service Division, and on my left is Mr. Meagher, who is Assistant General Counsel, Transportation.

STATEMENT OF FREDERICK E. BATRUS, DEPUTY ASSISTANT POSTMASTER GENERAL, BUREAU OF TRANSPORTATION AND INTERNATIONAL SERVICE; ACCOMPANIED BY THOMAS F. MEAGHER, JR., ASSISTANT GENERAL COUNSEL, TRANSPORTATION; AND GREEVER ALLAN, DIRECTOR, INTERNATIONAL SERVICE DIVISION, BUREAU OF TRANSPORTATION AND INTERNATIONAL SERVICE

Mr. BATRUS. Mr. Chairman, I would like to thank you, on behalf of the Postmaster General, for this opportunity to express our views on the various bills to be considered this morning which concern Armed Forces mail and mailing privileges.

Since the substance of these bills could affect military morale and have an impact upon the budget of the Department of Defense, we believe that the merits of these bills can best be judged by that Department.

H.R. 4224 and similar bills (H.R. 1182, 4320, 4707, 4771, 6117 and 7635) would establish a new section of title 39, United States Code, section 4560, which would require the transportation of parcels not exceeding 30 pounds and 60 inches, this is, 60 inches in length and girth combined, bearing surface postage and addressed to or mailed at any Armed Forces post office by air on a space-available basis, on payment by the sender of a special fee in addition to the normal postage. While the special fee is to be fixed by the Postmaster General, no criteria are supplied. In addition, a uniform fee cannot be devised which would apply equitably to all senders of such parcels.

A further problem is the lack of any indication as to the beginning or terminal point of such space-available air transportation. Should this provision become law, the Department would be required to initiate a proceeding before the Civil Aeronautics Board requesting the prescription of rates for the air transportation of such parcels, since none of the existing rates paid to carriers for service between domestic points would encompass the space-available air movement of such parcels.

Finally, these bills provide no change in the statutory provision included in last year's Public Law 89-725, establishing the basis upon which the Department of Defense reimburses us for the air transportation of official and personal military mail. The law, 39 United States Code, section 4303(f) now provides for reimbursement of transportation costs incurred by the Department in providing air transportation for military mail between Armed Forces post offices located outside the United States, its territories and possessions and the Canal Zone, and between any such Armed Forces post office and an embarkation/debarkation point in the United States, its territories and possessions and the Canal Zone.

Such statute neither requires nor authorizes the reimbursement of costs incurred by the postal service in providing air transportation for military mail in domestic air service, as, for instance, between Alaskan and Hawaiian Armed Forces post offices, or between New York and Armed Forces post offices in Puerto Rico.

We believe that, when any class of mail is provided with air transportation solely because it is mailed at or addressed to an Armed Forces post office, and such class of mail is not provided such transportation for the general public at the same postage rate, the Department of Defense should be required to reimburse us for the air transportation costs incurred.

H.R. 4224 and similar bills would require space-available air transportation of 30-pound parcels addressed to or mailed at Armed Forces post offices. Since such transportation is not available to the general public within the domestic postal system, we believe that, to the same extent the Department of Defense reimburses us for air transportation costs incurred in international air service, it should also reimburse us for such costs incurred in domestic air service, when the service provided is limited to Armed Forces mail, to the extent such additional transportation costs exceed the special fees charged.

H.R. 330 and similar bills (H.R. 879, 4253, 5134, 6285, and 8686) contain a provision substantially similar to that included in H.R. 13448, as passed by the House in the 89th Congress, second session. This would require that Armed Forces mail consisting of letters, cards, sound-recorded letters, second-class publications, and parcels addressed to or mailed at an Armed Forces post office be divided equally, on an annual basis, between U.S. carriers serving each area. As a result of the explanations given by departmental witnesses as to the reasons why such a provision would be costly to administer, and tend to delay the mail involved, the Congress deleted this provision from the bill which was ultimately enacted as Public Law 89-725. As we understand the present bills, a mathematically precise division of mail among carriers is not to be achieved at the expense of delaying Armed Forces mail. But such a statutory provision, if enacted, will entail substantial unnecessary expense and unduly restrict the Department's badly needed flexibility in dispatching military mail to air carriers.

Section 3 of H.R. 330, which would establish a rule of division among air carriers, also provides that such mail shall be transported by air between Armed Forces post offices located outside the 48 contiguous States and between any such post office and a point of embarkation/debarkation within the 48 contiguous States. We believe that the intent of H.R. 330 and similar bills could be more accurately expressed by using the term "50" wherever "48 contiguous

States" appears in section 3, in order that Armed Forces mail may be transported by air between points in the Far East and Hawaii and Alaska.

Finally, H.R. 6266 proposes to limit the local zone fourth-class postage rate to parcels not exceeding 10 pounds and 60 inches, mailed at or addressed to an Armed Forces post office in the combat area designated by the President. Local postmasters are not presently furnished with the list of Armed Forces post offices serving units stationed in the combat area. This information is available at domestic postal facilities only in San Francisco and Seattle where such mail is prepared for dispatch to the combat area. In addition, particularly for naval units afloat, there is a constant change in the location of such units in relation to the combat area. While the Department of Defense would be the appropriate source of a definitive statement, we do not believe that national security would best be served by distributing to some 33,000 post offices a list of the numerous Armed Forces post office designations and units serving in the combat area at any given time.

The loss of revenue which would result from enactment of H.R. 6266 could reach \$1,850,000 annually. The bill makes no provision for reimbursement, but we believe that revenue losses of such proportion should be reimbursed, in keeping with the principles of the Postal Policy Act (39 U.S.C. 2302) and legislation relating to free mail for servicemen (39 U.S.C. 4169(b)).

Mr. Chairman, that concludes our statement. We would be pleased to answer any questions of the committee or to clarify any of the statements that we have made.

Mr. DANIELS. Mr. Batrus, last year legislation authorized transportation by air for certain types of mail addressed to or mailed from the Armed Forces post offices. Did you permit official mail to be mailed under that authority?

Mr. BATRUS. No, not under Public Law 89-725. I believe that what the military has been doing, if we are talking about military ordinary mail, which would be, by and large, the mail that would be going to the oversea post offices, military post offices, they have been mailing that under their general practice and authority that preexisted these provisions of law.

Their practice has been that once the mail reaches the gateway point—if we are talking about mail that is not designated as airmail, once it reaches the gateway point at San Francisco, for example, or at New York, then they have established, by their own practices and instructions, what mail shall be airlifted. This mail is designated, as we call it, MOM, military ordinary mail. And it is transported by air at rates prescribed by the Civil Aeronautics Board for that class of service. It is mail for which only the surface rate of postage has been paid.

Now, all of the military mail, by and large, has been going in the Pacific area by air. In the transatlantic operations, I think that a considerable portion of official military mail is still moving by steamship, under military allocations and determinations made by the military at the gateway point.

Now, domestically, we have not, as a postal service, elected to transport by air any surface-rated military official mail, or any of the Government official mail—that is, destined for the oversea points—

we have not airlifted that. We are airlifting letters that are going to soldiers in the entire Pacific area. This was on instructions from the President, when he wanted us to provide a domestic airlift for all mail addressed to servicemen at Pacific APO's, especially in the combat zone.

Now, whether the military can utilize the provisions of these bills, if enacted, I feel certain that they could if they complied fully with the statutory provisions.

In the event, for example, that the bill were enacted which would provide that parcels up to 30 pounds could be airlifted for soldiers at the normal domestic postage rate, plus the special fee, I believe this service would be available to them and they could use it for official military mail.

Mr. DANIELS. Mr. Batrus, do you think a fee could be fixed to cover all of your costs for domestic transportation?

Mr. BATRUS. I think that a fee could be fixed which would reimburse us for the additional cost of airlift, domestically. What this fee would be, we are not prepared to say at this point. And whether it should, in the final analysis, be a single uniform fee for each parcel, regardless of the distance it travels, or regardless of the size of the parcel, a fee could actually be fixed that would reimburse us, it's a question of how large that fee would have to be.

Mr. DANIELS. Well, you have no idea, then, how that could be determined?

Mr. BATRUS. Our problem is this, Mr. Chairman, at this point. It would take a considerable study on our part, working with the military, to get an estimate of the total amount of mail that would be involved, and what the average haul would be, and then what we would have to pay to air carriers. We could do it. There is no question about that.

I am afraid, however, that it might exceed the \$1 that was mentioned by Congressman Dulski if it's to be a uniform fee. It might, or might not. We are not sure.

Mr. DANIELS. Would it not be fixed on a uniform basis—be a uniform fee?

Mr. BATRUS. We could fix a uniform rate, Mr. Chairman, but this would mean that for parcels—the transportation cost is usually the biggest item, in transporting parcels—that the person who is mailing the parcel, for example, from New York City to Germany, would be paying the same special fee as a person mailing an identical parcel from St. Louis to Germany; or in the other direction for the same parcel at the same rate out of San Francisco to Japan, for example, as from New York. That is the one feature about the uniform rate that may be a problem insofar as doing equity to those would-be users.

Mr. DANIELS. Then, as I see it, the big job would be to obtain an estimate as to the amount of mail that would be involved in this airlift; is that correct?

Mr. BATRUS. That is correct. And we are working with the military at this point, Mr. Chairman, to get an idea of what volume would be involved. It would have to be a rough estimate at this point, Mr. Chairman.

Mr. DANIELS. If you received an estimate of the number of packages that would probably be involved, could you assume a rate of transportation that you might consider to be fair and reasonable and on the basis of that, come up with a fee for the special airlift?

Mr. BATRUS. I think we could assume a hypothetical situation that would give you some ideas.

Mr. DANIELS. I would appreciate it if you would do that.

Mr. Chairman, do you have any questions of the witness?

Mr. DULSKI. Thank you, Mr. Chairman. I am very happy that the chairman of the subcommittee, Mr. Arnold Olsen, who traveled a long distance to be here with us this morning, shows the great interest he has in this legislation.

Could we establish a 1-month airlift volume, let's say, in January or February, and then estimate a fee?

If this is not appropriate, the Postmaster General can always change it. The Postmaster General would have such authority, wouldn't he?

Mr. BATRUS. That is correct. I would imagine that the bill, as I understand the bill, would permit the Postmaster General to change this fee if required from time to time. He has this discretion.

The problem lies in giving the committee at this time some idea of what this fee would be, as we see it at this point. I am not prepared to give a figure today.

Mr. DULSKI. I can appreciate that, because of the amount of the increase in mail due to the increase in personnel in Vietnam and the other points of the world.

I mentioned Armed Forces units in Thailand. They are not included in this free mail service.

Secondly, the combat personnel on rest and recreation are omitted. I feel that we should sort of round out the entire mail service program, and give these men and all other servicemen overseas an opportunity to send mail free.

On page 3 of your report you comment, in connection with H.R. 330, about division of the mail between airlines. In the 89th Congress, report No. 2226 on page 4, it says—

The house managers are convinced that the annual volume of mail to be transported by air by reason of this legislation should be divided among the carriers serving a particular country area when such division does not result in undue delay in final delivery to the addressee of the mail. It is recognized, however, that this airlift mail can be divided among the carriers equally by action of the Postmaster General, and such a requirement need not be included in any provision of the law.

How is that proceeding, Mr. Batrus?

Mr. BATRUS. We are having no problem at this point, Congressman Dulski. We are attempting, at the principal gateway point where this is involved, to divide the mail as equally as we can under the circumstances, out of New York City, for example, between the three carriers involved. But we do this on a daily basis.

What we are concerned about, and what our statement is directed to, is the idea that on an annual basis in a precise division we would be so encumbered with this problem that we would become involved in undue delays and complications in dispatching this mail.

But I think it is working satisfactorily at this point where the competitive situation exists.

Mr. DULSKI. Mr. Chairman, we want this policy of equal opportunity for all U.S. air carriers to transport mail by air to continue under this legislation. I will insert in the record at this time certain information on this point.

(The information referred to is as follows:)

DIVISION OF MAIL FOR TRANSPORTATION BY COMPETING AIR CARRIERS

Inequities in the division of mail for transportation by competing air carriers were called to the attention of the committee during the 89th Congress, in connection with the consideration of legislation to provide airlift for mail to servicemen overseas.

The House bill (H.R. 13448, Public Law 89-725) as approved by the committee and the House, provided that the volume of space-available military (SAM) mail to servicemen overseas should be divided equally to the extent practicable among U.S. air carriers serving each geographical area.

The Senate omitted the equal division requirement, but the managers who took part in the House conference report on the bill (Congressmen Morrison, Dulski, and Corbett) included a statement in the conference report, House Report No. 2226, 89th Congress that a thorough review would be conducted during the 90th Congress by the House committee on the matter of division of mail to be transported by competing air carriers.

By letter of November 15, 1966, as amended by letter of February 8, 1967, the Chairman of the Subcommittee on Postal Operations, Mr. Dulski, requested the Postmaster General to submit monthly reports on the volume of oversea (SAM) mail carried by each air carrier to major competitive points. These monthly reports are being received and will be included in these hearings. (See pp. 44-52.)

The November 15 letter included the following paragraph.

"We intend to exercise our legislative oversight responsibilities, not only with respect to the implementation of Public Law 89-725, but also with regard to the division of so-called military ordinary mail and airmail about which I have, on a number of occasions in the past, expressed to you our deep concern."

By letter dated January 26, 1967, to the Postmaster General, Mr. Dulski commented on a proposed regulation controlling the division or dispatching of SAM mail, and stated that he felt the proposed regulation defeated the purposes intended by our committee.

The proposed regulation included the following language.

"All SAM mail to competitive points will be divided as equally as possible whenever practicable. However, since such traffic is space available, no flight should be bypassed for purposes of division only."

The last sentence quoted above seemed to defeat the equal division intention of the committee.

By letter dated February 8, 1967, the Post Office Department advised that the disputed sentence would be eliminated from the proposed instructions, and that procedures would be established by which an equal opportunity would be granted to each competing carrier.

By letter dated February 16, 1967, the Department furnished a copy of the new instructions, which includes the following language.

"SAM mail to competing points will be divided equally insofar as practicable each day among the carriers serving those points, except the volumes of less than one hundred kilograms shall not be subject to division."

Also, the instructions contemplate that a daily check will be made with the carriers to ascertain whether any mail is being held for dispatch for more than 24 hours.

Copies of the pertinent correspondence and the new regulations are set forth below.

CONGRESS OF THE UNITED STATES,
HOUSE OF REPRESENTATIVES,
Washington, D.C., January 26, 1967.

HON. LAWRENCE F. O'BRIEN,
Postmaster General,
Post Office Department, Washington, D.C.

DEAR MR. POSTMASTER GENERAL: Reference is made to our previous correspondence during the 89th Congress regarding the allocation of U.S. mail by air to overseas points.

As you know, I sponsored Public Law 89-725 which was approved November 2, 1966, and in the conference report on such legislation the House conferees stated

on page 4, "The House managers are convinced that the annual volume of mail to be transported by air by reason of this legislation should be divided among the carriers serving a particular country of area when such division does not result in undue delay in final delivery to the addressee of the mail. It is recognized, however, that this airlift mail can be divided among the carriers equally by action of the Postmaster General and such a requirement need not be included in any provision of law."

I am informed that the Post Office Department has recently issued an order which has been transmitted to the Civil Aeronautics Board and to the air carriers relating to the dispatch of so-called SAM mail.

I am deeply disturbed by two inconsistencies contained in the statement of the order of the Post Office Department and letter to the Civil Aeronautics Board. First, the Department states, "All SAM mail to competitive points will be divided as equitably as possible whenever practicable." Then the Department states, "However, since such traffic is space available, no flight should be bypassed for purposes of division only."

I agree with the first sentence above as completely in accordance with the views of Congress. However, when the Department suggests in the last sentence quoted above that flights cannot be bypassed in order to observe the equal opportunity intent of Congress, I believe the "space available" language in Public Law 89-725 is defeated.

Briefly, I believe the Department should provide the air carriers with the opportunity of utilizing all available unused space by permitting them to move SAM mail within two days from receipt. This will completely utilize carriers' space and will afford greater utilization of unused space.

Any other procedure, such as the order now proposed by the Post Office Department, will afford SAM mail better than airmail treatment which, not only defeats the purpose of "space available" mail by air, but is in direct violation of Public Law 89-725.

It is my understanding the Civil Aeronautics Board with the support of the Post Office Department is suggesting a rate of payment to air carriers of no more than 10-12 cents per directional ton-mile for SAM mail. With such rate, it was understood by the Congress that SAM mail would move only on a space available basis with absolutely no priority. However, the Department's recent order establishes conditions of carriage which gives priority to SAM mail above air mail where there is now a 1-hour arrival rule.

In view of the interest in this matter which has been expressed to me by a number of air carriers, I would appreciate your reexamining the Department's order and advising me as to whether such order can be modified to carry out the expressed intent of the Congress.

With kindest personal regards, I am

Sincerely yours,

THADDEUS J. DULSKI,
Chairman, Committee on Post Office and Civil Service.

POST OFFICE DEPARTMENT,
ASSISTANT POSTMASTER GENERAL,
Washington, D.C., February 8, 1967.

HON. THADDEUS J. DULSKI,
*Chairman, Committee on Post Office and Civil Service,
House of Representatives, Washington, D.C.*

DEAR MR. CHAIRMAN: Your letter of January 26, 1967, to the Postmaster General, raised certain questions concerning our proposed instructions to field personnel as to procedures for the dispatch of space-available military mail to servicemen overseas.

The proposed instructions were intended merely to carry out what in our best judgment was the overall intention of Congress concerning arrangements for the transportation and delivery of this mail to our servicemen overseas. We felt that the best approach was to dispatch mail to each flight to the extent that space was available on that flight to accommodate mail.

After further consideration of the proposed dispatch procedures, including consideration of the comments of the various carriers involved, as well as the views expressed in your letter, it is our decision that the proposed instructions be modified to eliminate the provision that "no flight should be bypassed for purposes of division only." It is our intention also to establish procedures by which

an equal opportunity would be granted to each of the carriers to share in this mail destined for competitive points, subject to appropriate adjustments which may be required, on the basis of the performance of the air carriers, the space available, and the deliveries to our servicemen overseas.

Please let me know if we can be of any further assistance to you.

Sincerely yours,

WILLIAM J. HARTIGAN.

CONGRESS OF THE UNITED STATES,
HOUSE OF REPRESENTATIVES,
Washington, D.C., February 10, 1967.

Mr. WILLIAM J. HARTIGAN,
*Assistant Postmaster General, Bureau of Transportation and International Services,
Post Office Department, Washington, D.C.*

DEAR BILL: Thank you for your kind letter of February 8, replying to my January 26 letter in regard to the allocation of mail by air to overseas destinations.

I know there are many problems involved in providing expeditious and efficient airmail service. However, when you have reached a conclusion as to the procedures you intend to follow, as indicated in the last paragraph of your letter, I would appreciate your advising me in this respect.

Sincerely yours,

T. J. DULSKI, *Chairman.*

POST OFFICE DEPARTMENT,
ASSISTANT POSTMASTER GENERAL,
Washington, D.C., February 16, 1967.

Hon. THADDEUS J. DULSKI,
*Chairman, Committee on Post Office and Civil Service, House of Representatives,
Washington, D.C.*

DEAR MR. CHAIRMAN: Thank you for your letter of February 10 replying to my letter to you of February 8.

You requested that we advise you of the specific procedures established by which an equal opportunity would be granted to each of the carriers to share in the space-available military mail destined for competitive points.

Enclosed herewith is a copy of instructions which I have sent to the regional offices involved. The instructions specifically require that, "SAM mail to competitive points will be divided equally insofar as practicable each day among the carriers serving those points, except that volumes of less than 100 kilograms shall not be subject to division."

The instructions also require that each of the carriers advise the local postal representatives the amount of SAM mail on hand and the volume transported during the previous 24 hours, so that necessary adjustments may be made when required by lack of available space.

I trust that this is the information you desired.

Sincerely yours,

WILLIAM J. HARTIGAN.

Enclosure.

FEBRUARY 16, 1967,

To: Regional director.

From: Assistant Postmaster General, Bureau of Transportation and International Services.

Subject: Six-month experimental Pouching/Sacking, Documentation and Dispatch Instructions—Military SAM mail covered by Public Law 89-725.

The following instructions apply to the classes of military mail (SAM) covered by Public Law 89-725.

POUCHING AND SACKING

Red nylon pouches will be used for the dispatch of first-class letters (including postal cards and post cards) and sound-recorded communications having the character of personal correspondence addressed to all APO's/FPO's located outside the 48 contiguous States.

Red nylon sacks will be used for the dispatch of parcels not exceeding 5 pounds in weight and 60 inches in length and girth combined addressed to all APO's/FPO's located outside the 48 contiguous States.

In the event red nylon pouches or sacks are not available, canvas surface equipment with the letters SAM on a tag affixed to the sack neck will be used. Do not use orange, green, or grey nylon equipment to dispatch SAM mail.

DOCUMENTING

Use AV-7, form 2942-o (delivery list), marking out the preprinted heading "Military Ordinary Mail" and inserting the letters SAM prominently at the center of the first two lines in the body of the AV-7 to all APO's/FPO's except those located in Puerto Rico, the Virgin Islands, the Canal Zone, and any in U.S. territories and possessions of the Pacific. This mail will be bulk listed whether in pouches or sacks with the total weight in kilos shown in the LC weight column. When volumes to a destination warrant the use of "igloos" or other containers, a one line entry will be made on the AV-7 indicating the number of igloos or containers with the total weight shown in the LC weight column.

POD Form 2713 (dispatch record of first-class mail by air) should be used for SAM mail for all APO's/FPO's located in Puerto Rico, Canal Zone, Virgin Islands and in any U.S. territories and possessions in the Pacific. The weights on this form will be shown in pounds and when volume warrants igloos or other containers may be used. They can be bulk billed using a one line entry in a manner similar to that used for AV-7's.

DISPATCHING

All SAM mail covered by Public Law 89-725 will move from international exchange offices on a space-available basis. Scheduled U.S. commercial air carriers only will be used unless otherwise instructed by the International Service Division. SAM mail to competitive points will be divided equally insofar as practicable each day among the carriers serving those points, except that volumes of less than 100 kilograms shall not be subject to division.

REPORTING

Each day at 1200 hours carrier representatives will advise a local designated post office representative of the amount of SAM mail on hand and the volume dispatched during the previous 24 hours.

Each day at 1300 hours the superintendent of the AMF at the international exchange office will notify the local Army-Air Force and Navy postal service liaison officers of the amount of SAM mail on hand which has been at the AMF for more than 24 hours, and await their instructions relative to any alternative disposition of the traffic.

WILLIAM J. HARTIGAN.

Mr. DANIELS. Mr. Olsen?

Mr. OLSEN. Thank you very much, Mr. Chairman. I only want to thank Mr. Batrus for his presentation and then say that I very strongly support the legislation offered by our chairman. I have introduced a comparable bill. And, Mr. Chairman, I think that we should plan to have, here in this subcommittee, the Defense Department for Wednesday next at 10 o'clock. We should plan for a hearing and hear the Defense Department.

I can almost testify for them. I know they are not going to want to cooperate. But I think that this is the kind of legislation that is needed. Sometimes it seems that Members of Congress are a good deal closer to the troops than the leadership in the Pentagon.

And I think this is another one of those instances.

Mr. DULSKI. I agree.

Mr. OLSEN. That is what happened a year ago, anyway, and 2 years ago we found that the Members of Congress in our cloistered halls here were closer to the servicemen in Vietnam than the Pentagon.

But in any event, we will hear the military people next week, and then, right after that, we are going to pass Mr. Dulski's bill.

Mr. DULSKI. I am ready to vote now.

Mr. OLSEN. Thank you, Mr. Chairman.

Mr. DANIELS. Mr. Batrus, I was interested in a comment made on page 2 of your statement. You said that these bills provide no change in statutory provision included in last year's Public Law 89-725, establishing the basis upon which the Department of Defense reimburses us for the air transportation of official and personal military mail.

Now, as I understand it, at the present time the Post Office Department bears the cost of transportation of mail between points in the United States and its territories and possessions. H.R. 330 and similar bills would require the Department of Defense to reimburse the Post Office Department for the cost of transportation of mail between the Armed Forces post offices located in Alaska, Hawaii, and the other possessions and the territories and the 48 contiguous States.

These areas are served by the U.S. Post Office and are considered part of the domestic postal system.

Therefore, would it be appropriate to require the Department of Defense to bear the cost of transportation?

Mr. BATRUS. We feel that the service to APO's, Mr. Chairman, even though they are located in points such as Hawaii and Alaska, which are the other two States aside from the 48 contiguous, that the airlift cost for parcels, for example, that are not otherwise subject to a regular domestic airlift on our part, should be reimbursed by the Department of Defense. I think that the last year's bill, Public Law 89-725, did not provide for this. And although the military had been reimbursing us for airlift or had in the past been bearing the cost of airlift between, for example, San Francisco and Hawaii, under last year's bill this was placed outside the military's responsibility.

But it is our suggestion that, since this is a military cost, really, and part of the military effort, that it ought to be a military budget item.

That is why we suggest in our statement that we should be reimbursed for that kind of service.

Mr. DANIELS. Well, so far as the overland transportation mail, that could be covered by the fee that these bills provide for.

Mr. BATRUS. That is correct, sir.

Mr. DANIELS. Now, it is your feeling, that as to the airlift from the port of embarkation to the military post offices overseas in Alaska and Hawaii, that the Department of Defense should reimburse the Post Office Department?

Mr. BATRUS. Yes, sir; for service not provided the general public.

Mr. DANIELS. So if you feel any provision should be inserted in the bill to cover this point, we will make sure that the bill will so provide.

Mr. BATRUS. Yes, sir. We will be very pleased to submit a written explanation of this proposal, Mr. Chairman. The fee that we are considering, as we interpret the bill, the fee to be fixed by the Postmaster General for parcels not exceeding 30 pounds would be a fee that would cover the extra cost of the airlift in the domestic transportation service.

Now, this, we feel, would be a covering of the reimbursement to us of the extra cost for that particular military mail.

Mr. DANIELS. Mr. Olsen?

Mr. OLSEN. You have solved my problem. Thank you, Mr. Chairman.

Mr. DANIELS. Well, thank you.

We have no further questions of you, Mr. Batrus.

On behalf of the committee, I wish to extend to you my thanks and appreciation for coming here and giving us your views.

Mr. BATRUS. Thank you, very much.

I would like to say that we appreciate the cooperation we have received from the committee and its staff in connection with the military mail problems and are thankful for this opportunity today.

Mr. DANIELS. Without objection I wish to offer the following statements at this point in the record.

The statements of Hon. Robert J. Corbett, the ranking minority member who is a sponsor of H.R. 4320; Hon. Joseph G. Minish, sponsor of H.R. 879; Hon. Clarence D. Long, sponsor of H.R. 4253; Hon. Silvio O. Conte, sponsor of H.R. 5134; Hon. Paul A. Fino, sponsor of H.R. 6117; Hon. Harley O. Staggers, sponsor of H.R. 6419; and Hon. Thomas J. Meskill, sponsor of H.R. 8686.

Also to be inserted in the record at this point are the statements of Hon. William S. Broomfield, Mr. Donald J. Smith, chairman of the National Internal Affairs Commission of the American Legion, and Mr. Louis R. Stockstill, editor of the Journal of the Armed Forces.

We also have another statement by the American Merchant Marine Institute and Pacific American Steamship Association.

(The statements to be inserted are as follows:)

STATEMENT OF HON. ROBERT J. CORBETT, A REPRESENTATIVE IN CONGRESS
FROM THE STATE OF PENNSYLVANIA

Mr. Chairman, Congress, in deliberate steps, is gradually meeting the need for modern and inexpensive mail service to our military personnel in all areas of the world.

The legislation being considered by the subcommittee today is identical to the bill I have sponsored, H.R. 4320, and so it is natural that I urge its prompt consideration and approval.

In the 89th Congress, we accomplished a great deal toward providing swift and efficient postal service for American servicemen and women assigned to oversea posts. The legislation before the subcommittee today is designed to fulfill the military mail program which the Committee on Post Office and Civil Service embarked on 2 years ago.

This legislation contains three features which are desirable if we wish to bring our military personnel in closer touch with their families and friends at home.

First, it extends the free mailing privilege for letters and sound recorded personal communications to all servicemen in oversea areas and to all who are hospitalized in a facility under the jurisdiction of the Armed Forces as a result of disease or injury incurred while on active duty.

This, in my estimation, is a convenience which we can provide at a minimum cost. I think it is only fair that all servicemen overseas be accorded equal privileges, and I think we can ill afford to discriminate against a serviceman because of his particular geographic duty assignment.

Every service man and woman under the American flag in whatever part of the world is a defender of our freedom, and I suggest that this free mailing privilege is among the least of tributes we can pay.

Two other provisions of this legislation would help shorten the distance between the serviceman and his hometown.

One creates a new category of airlift mail for parcels weighing up to 30 pounds, mailed at or addressed to any Armed Forces post office. A special uniform fee, in addition to the regular surface rate of postage, would enable the parcel to be transported by air on a space-available basis.

The last provision of the legislation provides for the airlift of hometown newspapers to all Armed Forces post offices in any oversea area. I can foresee this as an important morale boost to our military personnel who are anxious to keep in close touch with the affairs of their home communities.

The emphasis of this whole military mail program is speed and efficiency, and I suggest our Nation is fully capable of providing modern and undelayed postal service to oversea military establishments.

STATEMENT OF HON. JOSEPH G. MINISH, A REPRESENTATIVE IN CONGRESS
FROM THE STATE OF NEW JERSEY

Mr. Chairman, I am grateful for this hearing on my bill, H.R. 879, which would provide for free transportation of mail to our Armed Forces in combat areas overseas. This measure is identical to H.R. 17591 introduced by me in the 89th Congress.

It may seem a small thing to do, but it seems to me of utmost importance to take what steps we can to bridge the great distances that separate our fighting men in Vietnam from their families and loved ones here at home. By permitting not only letters and postcards but also personal tape recordings and records, newspapers and weekly news magazines, and parcels up to 5 pounds in weight to be sent without payment of postage, we can more effectively combat the loneliness, the fatigue and often the boredom of our sons and brothers in far-off southeast Asia. This is a humanitarian measure that we should adopt without delay.

In terms of its operation, there are two points I wish to stress. First this postage-free mail is to be transported by air by U.S.-flag carriers with the total annual volume divided equally, as far as practicable, among such carriers serving each area. Only when adequate service by U.S.-flag carriers is not available, shall transportation of this mail by aircraft other than U.S.-flag carriers be authorized.

Second, it is clear that this operation should not be allowed to count in the calculation of the postal deficit. The cost of this operation should be paid out of Department of Defense appropriations, and the Post Office Department reimbursed accordingly.

It is gratifying to me that my legislation was endorsed by the American Legion at its 1966 national convention August 30 to September 1, 1966. The members of this organization know full well the morale booster word from home is to overseas troops.

I should like to quote from letters received from two valiant mothers whom I am proud to claim as constituents.

Mrs. Mary D. Sheard, 67 Newton Street, Newark, N.J., wrote me last November—

"I hope you won't mind my bringing to your attention, the high cost of sending parcels by airmail to our boys overseas. I'm sure, I'm joined by other mothers and friends in this complaint. I feel some leniency should be shown in this matter. There are many mothers who would like to send parcels to their son, who cannot afford the high cost of airmail. Not only is price to be considered. By ship these same parcels take maybe a month. Wherein by airmail special delivery, it takes far less time. Naturally whatever is sent arrives in much better condition. I feel that our boys in a battle area should be given this consideration. We at home are willing to help keep up our fighting men's morale. Please help us by giving this matter your immediate attention."

Mrs. Anna Sciarrello, 61 Mitchell Street, West Orange, N.J., wrote me last October—

"I would like to bring to your attention a complaint which I feel, is shared by many relatives and friends of servicemen. It is simply this, 'Outrageous postal charges on packages being sent to our boys.' I am a mother of a 20-year-old boy stationed in Vietnam. Although he doesn't complain about Army food, I do like to send him home cooking every so often along with anything else I feel would help boost his morale, or to make the time go faster, or just a little treat to let him know we're thinking of him. Please understand I'm not complaining because my son is in Vietnam. I am complaining because I feel that packages being sent to servicemen should be sent free.

"Every effort should be made to encourage people to send a little something to a serviceman they know. Let them know they're not forgotten. Just think of the boys that don't receive any packages simply because their families can't afford to give the post office \$10 or \$12 out of their budget. So you see Mr. Congressman, I feel my complaint is certainly justified.

"I know you will make every effort to rectify this great injustice, so that our boys overseas may enjoy more gift parcels from home, so that every serviceman, even those of the poorest class, will know they are missed and loved, while they are fighting that we may remain the great country we are."

There is nothing complicated about my bill. It has a simple purpose, to boost the morale of our fighting men in Vietnam and any other combat areas overseas as designated by the President. It requires no elaborate machinery to administer. The cost is not large. But the gains, intangible as they are, can be very great. We should be ashamed at aiming for anything less.

Thank you for your prompt and careful consideration of this bill.

STATEMENT OF HON. CLARENCE D. LONG, A REPRESENTATIVE IN CONGRESS FROM
THE STATE OF MARYLAND

Mr. Chairman and members of this subcommittee, I am pleased to submit this statement on behalf of my bill, H.R. 4253. This bill would amend title 39 of the United States Code to provide for the transportation of mail at no cost to the sender to and from the United States and combat areas overseas as designated by the President.

Members of the Armed Forces in Vietnam and contiguous waters, and those who are hospitalized because of disease or injury caused by military service in these combat areas, can now send home, by air and free of charge, letters, postcards and sound-recorded communications having the character of personal correspondence. This legislation was enacted by the 89th Congress, and the flow of mail which it encouraged meant reassurance to parents, wives, relatives and friends who depend on the mails for their only contact with youngsters doing a difficult and hazardous job in Vietnam. As the father of a son who has spent almost a year there, I have experienced the daily anxieties of awaiting the postman's call, and I would like to thank the members of this subcommittee for their efforts on behalf of servicemen's families.

The major provision of my bill would extend this same free air service to those at home sending first-class letters, post cards, and sound-recorded communications having the character of personal correspondence to servicemen in combat areas overseas. In addition, free airlift service to and from combat areas would be extended to second-class news publications published once each week or more, and to parcels not exceeding 5 pounds in weight and 60 inches in length and girth combined.

The members of this subcommittee are aware that the effect of mail on the morale of the serviceman in a war zone cannot be exaggerated. Those who endanger their lives every day of the week look forward to an oasis of comfort in the daily mail call, and Congress should remove every obstacle in the path that letters travel from main street to rice paddy.

Just recently, in testimony before a House Appropriations subcommittee, a Post Office Department official quoted General Westmoreland as saying that he was completely in favor of anything we could do to make sure—first, that the mail got there, and second, that it was prompt.

But mail, hometown newspapers, cookies, fudge, and other provisions will not be sent as frequently if postage is a strain or an already stringent budget. Writing to me in support of this bill, the mother of a son in Vietnam said, "We do need this free mail to Vietnam so we can send these boys some things from home. With a limited budget like ours, we can only send a little, as the postage costs more than the contents of the package."

The maximum rate for airlifting a parcel under 5 pounds to Vietnam is now \$1.45. If the family sends one a month during the serviceman's year of duty there, the resulting \$17.40 can dent the low or middle-income pocketbook. If, in addition, the family airmails a 10-pound parcel at Christmas time, costing \$8.08 from Maryland—the maximum rate—and another 10-pounder on their son's birthday, it adds \$16.16 to the mail budget. The postage to send a twice-weekly airmail letter to Vietnam for a year is another \$8.32. Thus, the total minimum mail budget for this family for one year is \$41.88. Their son in Vietnam has still received no hometown newspapers, no special notes from younger sister or brother, no surprise packages.

The typical enlisted man in Vietnam is a young high school graduate whose trip with the military is probably his first extended stay away from home—all the more reason to make communications from home as frequent as possible.

I would also point out that many of the youngest boys in combat in Vietnam were not eligible for college deferments because they come from families who could not afford to send them to college. As the National Advisory Commission on the Draft noted, "Even though educational opportunity is increasingly widespread, the opportunity to go to college still reflects a degree of social and economic advantage not yet shared by all." Aside from the merits of student deferments, it is true that the young man drafted after high school is as likely as not to come from a family whose budget would feel the strain of sending frequent parcels and mail to Vietnam.

There are two final reasons for my belief that further liberalization of the mail rates from this country to combat areas is essential.

Recent hearings on Defense Department appropriations for 1968 brought out the problem of getting highly skilled people—radar repairmen, electronic

specialists, aviation maintenance people, and other technicians—to reenlist for additional years of service in the Armed Forces. They are even paid a special reenlistment bonus. But it's the little things that count. If mail is as vital a morale-builder as General Westmoreland has acknowledged, then it might also play a part in the reenlistment rate. I suggest that some of the cost of improved mail service should be borne by the Department of Defense and charged to personnel expense. We are spending \$22 to \$30 billion a year to fight the war in Vietnam. We can afford to spend an additional \$330 million, one-tenth of 1 percent, to keep in touch with the boys who are doing the job for us.

Lastly, this is a war that has created considerable dissension here at home. Because the news media, by nature, concentrate on conflict and opposition, servicemen constantly read and hear about demonstrations opposing the Vietnam war. The letters of family and friends are a major means of reinforcing our support and our gratitude for their tremendous effort.

Mr. Chairman, I note that Mr. Dulski's bill, H.R. 4224, would provide for transporting oversea parcels weighing up to 30 pounds on an airlift basis upon payment of the regular surface postage rate, plus a special, uniform airlift fee to be fixed by the Postmaster General. I endorse this provision because high air rates for heavier parcels are indeed a great burden.

However, I also urge favorable action on my bill, H.R. 4253, to provide closer communication between the homefront and combat areas by permitting the sending of all airmail and parcels up to 5 pounds free of charge.

STATEMENT OF HON. SILVIO O. CONTE, A REPRESENTATIVE IN CONGRESS FROM
THE STATE OF MASSACHUSETTS

Mr. Chairman, I first would like to thank you and the members of your subcommittee for granting me this opportunity to present my views on my bill, H.R. 5134. As a member of the House Appropriations Treasury-Post Office Subcommittee, I am especially familiar with the outstanding work that has been done by the Subcommittee on Postal Rates and with the numerous major accomplishments for which it has been responsible.

My bill along with identical measures introduced by many of my able colleagues provides for the transportation of mail at no cost to the sender to and from the United States and combat areas overseas as designated by the President. It would allow postage-free mailings of first-class letters, sound recorded communications, certain second-class publications, and parcels not exceeding 5 pounds in weight.

Mr. Chairman the reason for this bill must be clear to everyone. We have hundreds of thousands of our boys fighting over in Vietnam. They represent everyone in this Nation and they are fighting, eating, sleeping, and dying thousands of miles away from their homes and their loved ones in answer to the call of their country.

Mr. Chairman, there are no doubt many other things in this world that men would rather do than fight a war. Sometimes, however, it is unfortunately necessary. War requires great sacrifices of those who are called upon to contest it. I sometimes think that it is almost impossible to conceive of the conditions that the fighting man must endure in his struggles.

Our fighting men are today making those sacrifices and enduring those conditions in Vietnam. There is not much room for fun there. There is not much room for recreation there. There is not much room for relaxation there. What there is room for and what is found among our soliders in overwhelming abundance is courage, strength, fortitude, and responsibility.

What there is also room for is loneliness. It is not easy to spend a month or two or three away from those you love and cherish and wish to be with. Our men are not asked to do this. What they are asked to do is to spend a year or two years or three years separated from their wives, their children, their friends and their daily comforts.

The importance of a letter to a man living under those circumstances is of interminable value. We here all realize the enjoyment and satisfaction felt when we receive a letter from an old friend or a close relative. But to us this letter is just part of our normal everyday existence.

To many of our soldiers, however, that letter is their only contact with the normal daily existence that they have led before and that they look forward to leading again when the war has ended. That letter is also the greatest single

means of stemming the loneliness that our men have to contend with and must overcome.

In terms of the importance of this mail to our men in Vietnam and in terms of the sacrifices that they are all making, every last one of them, on behalf of all of us at home today, to provide free mail service to and from Vietnam is but a small price to pay and a small contribution for us to make to their tremendous effort.

This free service presents us all with the opportunity to give these men a small, indeed a very small, token of our appreciation for what they are doing for their country. It is another way of reminding them that we at home care about them, think about them and anxiously look forward to the day when they will be able to return.

Mr. Chairman, I would again like to thank this subcommittee and all of its able members for your kind indulgence, and may I say that if there is anything further that I can do to cooperate with the committee in behalf of this legislation, I would be very happy to do so.

STATEMENT OF HON. PAUL A. FINO, A REPRESENTATIVE IN CONGRESS FROM THE
STATE OF NEW YORK

Mr. Chairman, I appreciate this opportunity to submit my views on H.R. 4224, a bill to improve mail service for servicemen overseas. I feel so strongly about this matter that I have introduced a similar bill myself, H.R. 6117.

I believe that we owe our boys in the field fullfledged and fast mail service. Certainly the expense of providing this service will be less than the cost of a single jet bomber.

Given our troop deployment in Asia, a lot of men are stationed in out of the way places which are not combat areas. Presently the only troops on the receiving end of mailing privileges are the troops in combat areas. This should be changed.

Perhaps even more important is the question of airmail rates for parcels. Unless a parcel is sent airmail, it will take forever to get to Vietnam, but airmail cost is prohibitive. My bill would let parcels go to servicemen overseas by airmail, but at surface rates. This would make airmail cost to Vietnam reasonable.

If there is any question about how we can pay for these benefits in a deficit year, I have an easy answer—cut the poverty program and cut foreign aid.

I strongly urge this subcommittee to favorably report H.R. 4224 or similar legislation to the House.

STATEMENT OF HARLEY O. STAGGERS, A REPRESENTATIVE IN CONGRESS FROM
THE STATE OF WEST VIRGINIA

Mr. Chairman, it is my sincere hope your subcommittee may favorably consider my bill H.R. 6419.

My measure was designed to provide free postage for letters addressed to members of the Armed Forces serving overseas, particularly in Vietnam. It came about as a result of many letters reaching my office protesting the proposed increase in postal rates. Many of the writers brought up the matter of letters addressed to the military. They contended that rising taxes, plus the sacrifice of sending loved ones to fight abroad, was enough without raising postal rates to keep in touch with them. No one suggested free postage to Vietnam. But I am glad to know that a number of Members of Congress must have been confronted with the same situation, since there are several bills similar to my own.

Speaking for my own people, I want to say that West Virginians have a long and continuous history of carrying their full load in all the wars in which this Nation has engaged. The present war is no exception. Recent statistics credit West Virginia with the highest casualty rate of any State in the Union. In West Virginia there is little or no protest against the war. I do not say that the people favor it. They are generally convinced that it is necessary, and that somehow we must endure the costs, whether they are in terms of human beings or of mere material. I do not know of any draft card burners or protest marches in West Virginia.

At the same time, many of the families from which our fighters come have limited financial means, in some cases very limited means. Rising costs on every side do create hardships. They want to keep in touch with their sons and brothers and sweethearts because they appreciate the value of morale. Raising the cost

of a stamp from 5 cents to 6 cents may not seem a prodigious increase. It might not average a dime a month. On the other hand, it comes somewhat like the last straw that breaks the camel's back.

It is a little thing that we could do to make the sacrifice of loyal citizens more bearable. The cost to the Post Office Department would be infinitesimal, especially in comparison with the value of public appreciation of the gesture we would be making. I would hope that the mere existence of the proposed law would increase the volume of mail moving toward Vietnam. And every additional letter would help to raise the spirits of our fighting boys. We are in a critical period of the war right now. Antagonism to the war is doubtlessly growing. Whether right or wrong, it is doing injury to the United States, both at home and abroad.

I urge the acceptance of H.R. 6419, or any of the bills to the same general effect, as a sort of antidote to the virus of unrest that seems to be spreading in the country.

STATEMENT OF HON. THOMAS J. MESKILL, A REPRESENTATIVE IN CONGRESS
FROM THE STATE OF CONNECTICUT

Mr. Chairman, thank you for this opportunity to present my views in support of my bill, H.R. 8686. The purposes of the bill are straightforward: it would permit the free mailing of letters, packages up to 5 pounds in weight, sound recordings of personal messages and certain publications in the second-class mailing category (hometown weekly newspapers, for instance) to our servicemen in Vietnam or any other combat area designated as such by the President.

This is an expansion of the authority granted last year by Public Law 89-725. That law grants the free mailing privilege to the serviceman in a combat area. My bill, and others before your committee, would extend the free mailing privileges to this side of the water—that is, to those sending mail to loved ones in Vietnam.

Next to good food, perhaps even ahead of it, mail from home is the most important morale builder for any soldier at war. The letter from home assures him he is not forgotten and keeps him in touch with his family and community.

The high morale of our fighting men is essential to the success of the military mission in Vietnam. This legislation would help materially in sustaining it by encouraging the flow of mail from home, making it possible for the families of our fighting men to send parcels, papers, letters and recordings to Vietnam unrestricted by the present cost of postage which, for many persons, is prohibitive.

In addition, my bill would expand the airlift provision of existing law by which news publications are to be airlifted to combat areas, to apply to all service personnel serving outside the United States, not just in combat areas.

In the interests of our valiant fighting men in Vietnam, I urge the committee to approve a measure extending the free mailing privilege to their friends and families in the United States.

STATEMENT OF HON. WILLIAM S. BROOMFIELD, A REPRESENTATIVE IN CONGRESS
FROM THE STATE OF MICHIGAN

Mr. Chairman, I urge the distinguished members of this subcommittee to give prompt approval to H.R. 4224 and H.R. 4320, which would provide cheaper mailing privileges to our servicemen overseas.

I would first like to turn over to the subcommittee some 3,900 letters, cards, and petitions from residents of my congressional district and the surrounding Detroit metropolitan area urging favorable action on this legislation.

The mail was in response to a campaign conducted by Mr. Dale C. Burley, a city councilman in Hazel Park, Mich., a community in my congressional district.

Most of the mail you will find is from families with loved ones in Vietnam or other U.S. military stations around the world. I am sure many of you have received similar letters or telephone calls from your congressional districts.

I doubt that we could devote ourselves to a finer cause than the improvement of mail services to our boys overseas, whether in Vietnam or any other corner of the world.

General Westmoreland has said repeatedly that next to "bullets, beans and bandages," good mail service is the most important commodity our boys require in Vietnam. It is no less true in other parts of the world.

Many of the letters that I am turning over to your subcommittee point out the seeming inequities of having to pay \$20 to mail \$5 worth of goods.

As one parent of a serviceman in Vietnam said, "We're supporting half the country of Vietnam. I don't see why we can't make it a little easier to send packages to our boys over there."

The wife of another Vietnam serviceman writes, "Last month I thought I would keep track of how much money I spent for postage for letters and packages to him. I spent \$26.70 for the month of March."

These bills, introduced by the distinguished gentleman from New York and the distinguished gentleman from Pennsylvania, would accomplish all this and more.

Under the proposed legislation, packages weighing up to 30 pounds would be airlifted on a space-available basis upon payment of the regular surface rate plus a small uniform airlift fee to be established by the Postmaster General.

It would mean that packages could be sent overseas for less than half the present rate.

In addition, the proposed legislation would improve on the fine work done by this subcommittee last year extending the free mailing privileges for letters and sound recordings to all servicemen overseas—not just those in combat zones.

It would seem to be only a matter of equity and fair treatment to extend this privilege to all of our boys away from home, whether they are in combat zones or not.

The third major provision of the proposed legislation would eliminate the same distinction in regard to hometown newspapers and magazines. While they may now be mailed free to combat zones only, the bills under consideration today would extend the privilege to all oversea military stations.

The need for this feature of the proposed legislation is summed up by the mother of a young Marine serving in Vietnam: "I think the postage is terrible. It cost me 80 cents today just to send four papers. It is a neighborhood paper, the Redford Record, and my son likes to get it so he can read about the news in the neighborhood."

I believe that passage of this legislation would round out our efforts to see that all servicemen serving in remote parts of the world have the benefits of fast, efficient, and inexpensive mail service.

May I thank you for the opportunity of presenting my views, and I appreciate your consideration of this matter before you today.

Mr. Chairman, I would like to have inserted in the record the following letter, with enclosed resolution, in regard to mail rates for packages to servicemen overseas.

CITY OF FERNDALE,
Ferndale, Mich., April 19, 1967.

Hon. WILLIAM BROOMFIELD,
U. S. Representative,
2435 Rayburn House Office Building, Washington, D.C.

DEAR SIR: Enclosed is a certified copy of a self-explanatory resolution sent to you by order of the Ferndale City Commission.

Yours very truly,

VALERIE E. KITCHEN,
Deputy City Clerk.

Enclosure.

RESOLUTION

Motion by Commissioner Clifton Eldridge, supported by Commissioner Thomas H. O'Donoghue that the following resolution be adopted:

Whereas the city commission of the city of Ferndale is cognizant of the supreme sacrifice paid by the members of our Armed Forces in Vietnam in the defense of the principles of freedom; and

Whereas the morale of our troops in a faraway land is essential to their success; and

Whereas packages mailed to our fighting men in combat areas uplift their morale: Now, therefore, be it

Resolved, That the city commission of the city of Ferndale does hereby urge the U.S. Government to subsidize and/or eliminate the expense of mailing packages to our soldiers active in Vietnam; and be it further

Resolved, That copies of this resolution be sent to our U.S. Senators and our U.S. Representative.

The resolution being put to vote on rollcall, the commission voted thereupon as follows:

Ayes: Commissioners Eldridge, O'Donoghue, Schiffer.

Nays: None. Mayor Garbut abstaining. Commissioner O'Donnell absent.

The Mayor thereupon declared such resolution adopted.

STATEMENT OF DONALD J. SMITH, CHAIRMAN, NATIONAL INTERNAL AFFAIRS COMMISSION, THE AMERICAN LEGION

Mr. Chairman and members of the subcommittee, I am Donald J. Smith, chairman of the National Internal Affairs Commission of the American Legion. My home is in St. Johns, Mich., and by profession I am an educator. I have been affiliated with the American Legion for many years and have served in various offices at all levels. Under the organization structure of the American Legion, the Internal Affairs Commission, among other duties, is responsible for the implementation of policies relating to postal matters.

The interest of the American Legion in the best possible mail service for members of the Armed Forces, particularly those in combat areas, stems from two major sources. All members of the American Legion, as I am sure the subcommittee knows, served on active military duty during time of armed conflict. Our members have a keen personal awareness of the value of the "letter from home" to the man or woman serving the Nation in distant places. In addition to this personal and humanitarian motivation arising from the kinship of yesterday's veteran with today's serviceman, the American Legion considers mail to service personnel to be a morale factor of paramount importance to the success of any military operation. The many bills that members of Congress have introduced on this subject and the hearings that this subcommittee have scheduled demonstrate that the Congress and the American Legion are in agreement on the basic issue.

The American Legion adopted two resolutions at our last national convention relating to this subject. Resolution No. 571 points out that free postal service for certain members of the Armed Forces has been provided by the Congress but that this service is limited to letters and postal cards. In this technological age, the electronic word is now competing with the written word so that many of our servicemen and their families are communicating through the much more personal and intimate means of electronic voice recordings. Resolution No. 571 supports "legislation by the Congress of the United States to authorize the mailing of voice recordings under the same free mailing privileges which have already been extended to our men in service."

The thoughtful gift of items of food and comfort from home plays an equal role with the letter or audio message. Resolution No. 572 points out that the cost of mailing packages to service personnel increases for their families in accordance with the distance from the home to Vietnam. We would all agree that for normal civilian and commercial purposes, parcel post charges should be related to actual costs and that the cost should increase with the distance transported. But parcel post service to the man in Vietnam is not for normal civilian or commercial purposes. In sending gifts to their sons, husbands, and brothers in Vietnam, the family in New York should not be required to pay a much higher cost than the family in California merely because of an accident of geography. National convention Resolution No. 572 states that, "Our servicemen who are fighting and dying in Vietnam come from all over the United States; there is no single section of the country which is favored or discriminated against; the sacrifices that their families make are equally great." The solution offered by Resolution No. 572 is to request the Congress to set uniform rates for packages mailed air parcel post from anywhere in the United States to American servicemen in any combat area overseas, the effect of which would be to reduce the mailing costs from States outside the lowest cost zone to the minimum rate level in force in the zone of lowest cost.

We have reviewed many bills introduced by members of the Congress which, if approved, would carry out the intent of either or both of these resolutions. Many also call for further changes in postal service and costs for members of the Armed Forces and their families. While we do not have specific resolutions calling for changes other than the two set forth herein, The American Legion would in principle support any legislation which would improve mail service for service personnel at a minimum cost to the individuals. Among the bills that have been introduced that specifically would implement our Resolutions Nos. 571 and 572, the American Legion expresses no preference, but urges your favorable consideration of the need for extending free mailing privileges for the forwarding of voice recordings to service personnel, similar to those now in effect for letters and postal cards, and for equalizing at the minimum rate the cost of air parcel post packages to service personnel in combat areas.

On behalf of the American Legion, I wish to thank this subcommittee for the opportunity of presenting our views on the matters before you.

Enclosures.

RESOLUTION NO. 571

Committee: Internal Affairs.

Subject: Enact legislation to authorize free mailing of voice recordings to oversea servicemen.

Whereas, Congress has heretofore acted to provide free airmail services for letters and postal cards mailed by members of the Armed Forces who are engaged in combat, or who are hospitalized due to disease or injury suffered in an oversea area, and to send, at reduced rates, parcel post to and from oversea military bases; and

Whereas many of our men in Vietnam are now using tape recorders to send messages of their own voices on tape back home, and in turn are receiving tapes in the mail from their families and friends in this country, which are preferable to an ordinary letter, and a booster of morale when servicemen hear the voices of their families and their loved ones; and

Whereas our troops in Vietnam are making great sacrifices in the defense of freedom; and in recognition thereof, it is appropriate to extend free mailing privileges to include these voice letters: Now, therefore, be it

Resolved by the American Legion in national convention assembled in Washington, D.C., August 30 to September 1, 1966, That the American Legion sponsor and endorse legislation by the Congress of the United States to authorize the mailing of voice recordings under the same free mailing privileges which have already been extended to our men in service.

RESOLUTION NO. 572

Committee: Internal Affairs.

Subject: Support legislation to set uniform postal rates for mailing packages to servicemen in combat areas from anywhere in the United States.

Whereas our servicemen who are fighting and dying in Vietnam come from all over the United States; there is no single section of the country which is favored or discriminated against; the sacrifice that their families make—parents, wives, children—is equally great in California and in Maine, location making no difference in that regard; and

Whereas it is pertinent to know why it is then that we permit discrimination in our postal laws which results in the fact that it costs \$6.28 more to mail a 20-pound package to Vietnam from Pennsylvania than from California, which inequity should be removed so that everyone would have equal rates to our GI's in Vietnam from all over the United States: Now, therefore, be it

Resolved by the American Legion in national convention assembled, in Washington, D.C., August 30 to September 1, 1966, That the American Legion urge the adoption of and it does support legislation by the Congress of the United States to set uniform rates for packages mailed air parcel post from anywhere in the United States to American servicemen in any combat area overseas, the effect of which proposed legislation to be a reduction of mailing costs from States outside the lowest cost zone to the minimum rate level in force in the zone of lowest cost.

STATEMENT OF LOUIS R. STOCKSTILL, EDITOR, JOURNAL OF THE ARMED FORCES

Mr. Chairman and members of the subcommittee, I am Louis R. Stockstill, editor of the Journal of the Armed Forces, the oldest military publication in the United States—and the only weekly magazine in the United States devoted to all-service coverage of military news.

In the 20 years I have been with the Journal of the Armed Forces (more than a dozen years of which were spent on Capitol Hill monitoring, reporting, and editing news developments concerning military legislation), the services have been striving valiantly—with congressional help—to strengthen the career military ranks.

Some of the major reasons are readily apparent. The greater the number of men who are retained in the Armed Forces for full careers, the less the Nation will be required to spend on training. As the stability of the force improves, manpower management costs are reduced. As the career ranks stabilize and expand, the need for draft calls diminishes.

Members of this subcommittee are familiar with these and other reasons for seeking to improve and enhance the attractions of career military service.

As you know, President Johnson has said that military people are entitled to at least the kind of life they are defending for others.

You gentlemen in the Congress, sometimes on your own and sometimes at the request of the administration, have taken repeated action to bring about needed reforms. You have improved military pay, family housing, quarters allowances, promotion opportunities, medical care, transportation, hazardous duty and special incentive pay, insurance, survivor benefits and a variety of other elements of service life.

But progress in most of these areas also has been swift-moving in the private sector of our economy, and the truth is that the military population has never quite caught up. The business of attracting and retaining sufficient personnel for career service is still a major problem in the Armed Forces today.

If it is ever to be solved, it must be attacked on all fronts. The bill before you today seeks to provide a cure in only one small area, but one which is of vital importance to the big segment of our Armed Forces who, of necessity, must spend many years away from their homes, in lands where they too frequently do not know the local language, and where it is difficult to keep in touch with what is going on at home.

Readers who subscribe to the Journal of the Armed Forces are almost all career military personnel or those who the services are hopeful will become career personnel.

When they go to overseas posts—as they all eventually do—many cancel their subscriptions until they return to the States. It's either cancel, get the news late, or pay an exorbitant premium to have copies air-mailed to them each week.

We have listened sympathetically to their laments and complaints over a long period of time. And, we have repeatedly explored every course of action that seemed to offer any possible solution to the problem. While we have been motivated in large part by a sincere desire to help military people keep informed, you can appreciate that it also would be good business practice, quite obviously, for us to take whatever steps are feasible to assure that all of our readers are long-term subscribers.

But, even so, we have repeatedly failed to find a solution.

Short of subsidizing the added costs of air mailing all copies of the Journal to overseas locations—which because of our extremely small profit margin, we cannot do—we have run into a blank wall time after time.

The solution proposed by H.R. 4224 and H.R. 4771, and the related bills involving free or more equitable rates or improved airlift for mail for servicemen overseas, appears to be the only real solution.

Our uniformed personnel serving in widely scattered areas throughout the world are there because their Government has sent them there. We think it is only proper, therefore, that the Government help speed their mail to them no matter where they are located.

Certainly, this would be in keeping with President Johnson's overall objective of assuring that military families are not denied any of the benefits which our other citizens are accorded.

We strongly support the legislation and are hopeful that it will be enacted with dispatch.

STATEMENT SUBMITTED BY RALPH E. CASEY, PRESIDENT, AMERICAN MERCHANT MARINE INSTITUTE, AND RALPH B. DEWEY, PRESIDENT, PACIFIC AMERICAN STEAMSHIP ASSOCIATION

Mr. Chairman, the following statement is submitted on behalf of the American Merchant Marine Institute and the Pacific American Steamship Association, representing virtually all mail-carrying U.S.-flag vessels on all three coasts of the United States.

We are in accord with the present airlift option for first-class mails to and from all servicemen and can appreciate 5-pound parcel optional airlift to combat servicemen. But we are not in favor of expanding airlift option on parcels from the present 5 pounds to 30 pounds to noncombat servicemen—certainly not without amendment to require that surcharge postage be set at a reasonably compensatory level to Post Office Department. Also, we request amendment to air option on limiting both parcels and periodicals only to and from combat zones as under present law.

Our reasons are that surface ocean transport is now very fast on U.S.-flag vessels, some 115 of which steam 20 knots or faster, taking only 10 days to such noncombat areas as Japan, 5 days to Europe and Hawaii, and 7 days to the Mediterranean. Servicemen in noncombat areas, therefore, now get fast delivery of parcels and periodicals and have access to overseas editions of U.S. periodicals

and can thereby keep up on the news. Space available airlift of mail often incurs delays closely approximating sea time anyway. There are still not enough planes to carry priority defense cargoes. We feel that pressure from servicemen in noncombat areas for availability of mail airlift will jeopardize limited airlift for essential cargoes. Also, the cost of airlift is double or triple the cost of sealift.

We also request amendment to section 2 of H.R. 4224 in new paragraph 4560 to require transportation on scheduled U.S. air carriers when available. This is an important principle for private carriers and would conform new paragraph 4560 to other sections of the law dealing with airlift option.

RALPH E. CASEY,
President, American Merchant Marine Institute.

RALPH B. DEWEY,
President, Pacific American Steamship Association.

Mr. DANIELS. That concludes this morning's hearing and the subcommittee will adjourn until next Wednesday, May 3, when it will convene to hear the witnesses from the Department of Defense.

(At 10:55 a.m. the hearing was adjourned as above noted.)

AIRLIFT FOR OVERSEA ARMED FORCES POST OFFICE MAIL

WEDNESDAY, MAY 3, 1967

HOUSE OF REPRESENTATIVES,
SUBCOMMITTEE ON POSTAL RATES OF THE
COMMITTEE ON POST OFFICE AND CIVIL SERVICE,
Washington, D.C.

The subcommittee met at 10:10 a.m., in room 429, Cannon House Office Building, Hon. Arnold Olsen (chairman of the subcommittee) presiding.

Mr. OLSEN. The subcommittee will come to order.

We are continuing hearings today on the bills to provide mail service for servicemen overseas.

Without objection, the statements by Hon. Joe Pool, sponsor of H.R. 9120, and Hon. Roman C. Pucinski, sponsor of H.R. 9446, will be entered in the record at this point.

Also, I will place in the record at this point the report of the Bureau of the Budget and a letter from the National Newspaper Association. (The material referred to follows:)

STATEMENT OF HON. JOE R. POOL, A REPRESENTATIVE IN CONGRESS FROM THE
STATE OF TEXAS

Mr. Chairman, my bill, H.R. 9120, and other identical bills being considered by our subcommittee, will extend free letter mailing privileges to all American servicemen stationed overseas and provide less expensive air service for packages up to 30 pounds to servicemen abroad.

Mr. Chairman, I have been enthusiastically supporting this legislation for years. I continue to strongly support it today and urge that our subcommittee report this legislation.

It is inconceivable to me that we have not long ago extended free letter mailing privileges to all American boys serving overseas. We are spending billions of dollars of the taxpayers' money to protect our freedoms. I think it essential that we do all possible to keep the morale of our overseas Armed Forces personnel high. These bills will help do this, and at small cost to the American taxpayer.

The section for improved parcel service of this bill is vital. I have had many complaints from loved ones of boys serving in Vietnam about the exorbitant cost of air parcel post. This bill will help reduce the cost of sending parcels to servicemen abroad.

I am sure all the Members are aware that air parcel post must be used if packages sent to boys in Vietnam and other overseas posts are going to be received in a reasonable time. Newspapers have long carried articles about the backup of American ships waiting to unload their cargoes in Vietnam ports.

I strongly support this legislation. I will vote for it in committee and on the floor of the House.

STATEMENT OF HON. ROMAN C. PUCINSKI, A REPRESENTATIVE IN CONGRESS
FROM THE STATE OF ILLINOIS

Mr. Chairman, I am pleased indeed to have an opportunity to testify on behalf of H.R. 9446 and the similar bills which would provide free transportation of parcels to combat areas.

I represent a district of approximately half a million people on the Northwest Side of Chicago. In the main, my district is composed of middle income, single family homes. A large number of my constituents have sons, husbands, relatives and friends now serving in the armed forces in Vietnam. To these people, the cost of mailing packages to the combat area is often prohibitive.

For instance, the average family in my district pays approximately \$8 to air-mail a package to Vietnam. This cost imposes a very great hardship on families of limited means.

H.R. 9446 provides that the Government will pay the airmail postage on packages weighing up to 5 pounds, provided the sender is a relative or close friend of the serviceman addressed. This language was put into the bill to guard against the mailing of unsolicited packages of material by mail-order houses and similar organizations. My primary purpose in sponsoring this legislation is to permit the families and friends of our young men in Vietnam to send them packages on a regular basis.

Those of us who have traveled to Vietnam personally, and those of us with friends and relatives there, know how very much mail and packages from home can mean. In the tropical climate of southeast Asia, packets of dehydrated soft drinks, small tape recordings, paperback books, and home-baked sweets, take on a significance we who are far away cannot fully appreciate.

When I was serving on Saipan with the Air Force in World War II, mail call was the highlight of every day. The letters and packages reminded each of us that a safer, saner world existed and that our place in that world was secure.

Because Vietnam is so far away, we all know it takes from 2 to 3 months for mail to arrive by ship across the Pacific. Often even airmail takes from 2 to 3 weeks.

Mr. Chairman, this Nation can afford to absorb the cost of mailing these packages to our men and women in the combat area of Vietnam. The cost is small, comparatively speaking, in relation to the enormous salutary effect on the morale of those at home and in the field.

It is a pleasure to join with my distinguished colleagues in sponsoring this bill. I believe it is long overdue and it is my hope that our colleagues in the House and Senate will concur and enact this measure into law at the earliest possible date.

A grateful nation could hardly do less for those who have willingly given so much.

Thank you, Mr. Chairman.

EXECUTIVE OFFICE OF THE PRESIDENT,
BUREAU OF THE BUDGET,
Washington, D.C., May 3, 1967.

HON. THADDEUS J. DULSKI,
*Chairman, Committee on Post Office and Civil Service,
House of Representatives, Washington, D.C.*

DEAR MR. CHAIRMAN: This is in response to your request for the views of the Bureau of the Budget on H. R. 4224, a bill "To amend title 39, United States Code, to provide additional free letter mail and air transportation mailing privileges for certain members of the United States Armed Forces, and for other purposes."

In testimony before your committee, the Department of Defense notes that H. R. 4224 would provide servicemen stationed in designated combat areas with little that they do not already enjoy with respect to mail privileges. Further, that testimony notes that to extend to servicemen not in combat zones special mail privileges originally granted in recognition of the unique needs of servicemen in such zones is to detract from the significance of those special privileges. Moreover, the Department questions the need and justification for extending special mail privileges to those not in combat zones, such as H. R. 4224 would provide. Finally, Defense states that special mailing privileges are a form of personnel benefits and, as such, any adjustments should be considered in the context of the results of the comprehensive review of pay, allowances, and fringe benefits now under way.

The Bureau of the Budget concurs in the views of the Department of Defense and, therefore, strongly recommends against favorable consideration of H. R. 4224, the enactment of which would be inconsistent with the administration's objectives.

Sincerely yours,

WILFRED H. ROMMEL,
Assistant Director for Legislative Reference.

NATIONAL NEWSPAPER ASSOCIATION,
Washington, D.C., April 25, 1967.

HON. ARNOLD OLSEN,
*Chairman, Subcommittee on Postal Rates,
Committee on Post Office and Civil Service,
U.S. House of Representatives,
Washington, D.C.*

DEAR MR. CHAIRMAN: Once again the National Newspaper Association, in behalf of its 6,600-member newspapers, wishes to endorse bills introduced by you, Chairman Dulski, and other members of the House authorizing the airlifting of news publications to U.S. servicemen overseas.

Because the hometown editor is close to his readers, often knowing personally the young men serving overseas as well as their families in his community, our members know what the hometown newspaper means to servicemen. The soldier stationed in Europe or some other outpost is no less lonely for contact with his home community than is the serviceman who is serving in a combat zone.

While we recognize that there are cost considerations and national security priorities which must be weighed, we feel proponents of the legislation to improve postal service to servicemen have correctly judged the important benefits to be derived from this airlifting of news publications. Administered with good judgment, it should pay dividends on the modest investment.

Respectfully submitted,

PHILLIP THOMPSON,
Chairman, Postal Legislative Committee.

MR. OLSEN. Our first witness today is John W. Perry, Deputy Assistant Secretary for Transportation and Communications, accompanied by other representatives of the Department of Defense. Now, Mr. Perry, you proceed in your own way.

**STATEMENT OF HON. JOHN W. PERRY, DEPUTY ASSISTANT
SECRETARY FOR TRANSPORTATION AND COMMUNICATIONS,
OFFICE OF THE ASSISTANT SECRETARY OF THE AIR FORCE
(INSTALLATIONS AND LOGISTICS)**

MR. PERRY. Thank you, Mr. Chairman.

Mr. Chairman and members of the committee, I appreciate the opportunity to appear before you today to testify on behalf of the Department of Defense on H.R. 4224, concerning additional free mail and air transportation mailing privileges.

With me today are Col. James T. Kisgen, U.S. Marine Corps, Director of Personnel Management, Military Personnel Policy, Office of the Secretary of Defense; Lt. Col. Milton S. Mitchell of the U.S. Air Force, Director of the Army and Air Force Postal Service Headquarters; Lt. Col. John M. Godwin, U.S. Army, Deputy Director of the Army and Air Force Postal Service Headquarters; and Lt. Comdr. William R. Knapp of the U.S. Navy, the head of Navy Postal Affairs.

Section 1 of H.R. 4224 would extend to all members of the Armed Forces stationed outside the 48 contiguous States the free mailing privilege for letters and sound-recorded communications which is currently provided to servicemen in designated combat zones. In addition, it would broaden the provision of existing law which grants the free mailing privilege to servicemen hospitalized as a result of disease or injury incurred in a designated combat area to include servicemen hospitalized as a result of disease or injury incurred while on active duty anywhere. Finally, section 1 would extend the same

free mailing privileges recited above to members of an armed force of a friendly nation serving with, or in a unit under operational control of, a command of the U.S. Armed Forces.

Section 2 of H.R. 4224 would provide that surface parcels, up to 30 pounds in weight and 60 inches in combined length and girth, which are mailed at, or addressed to, any Armed Forces post office shall be accorded air transportation, on a space-available basis, upon payment of the regular surface postage, plus a special fee to be prescribed by the Postmaster General. Existing law provides space-available air transportation at surface rates for surface parcels up to 5 pounds in weight and 60 inches in combined length and girth. The effect of section 2, therefore, would be to provide this same service for parcels between 5 and 30 pounds, except that they would be subject to the payment of the special fee in addition to the surface postage rate.

Section 3 would extend air transportation which is provided under existing law for second-class news publications being sent to a designated combat area to second-class news publications being sent to any oversea Armed Forces post office.

H.R. 4224 would provide no mail privileges or benefits to servicemen stationed in a designated combat zone that they do not already have, other than increasing the weight limit from 5 to 30 pounds for surface parcels to be provided space-available air service at surface rates.

We are particularly concerned with those provisions of H.R. 4224 which would extend to servicemen not in combat areas benefits and privileges which were originally designed in recognition of, and to give special service to, the needs of those men serving under the trying and hazardous conditions which are unique to a combat zone. We perceive no justification for extending to those not associated with combat zones free mailing privileges for letters and sound-recorded communications, and we have serious doubts about the need to provide for air transportation of news publications and larger parcels on a worldwide basis. International editions of several weekly or daily news publications are available shortly after publication throughout Europe and in other areas of the world. Also, a great many of the personnel who would benefit from air transportation of large parcels have ready access to post exchanges and local consumer markets offering merchandise comparable to facilities in the United States.

Special mailing privileges for servicemen are a form of personnel benefits. The administration has proposed to this Congress legislation to increase military pay and allowances by 4.5 percent. In addition, as pointed out in Deputy Secretary Vance's April 5, 1967, letter transmitting the military pay bill, the military compensation system is undergoing a complete review as required by law. The results of that review will be available during 1967 and, after approval by the President, will be transmitted to the Congress with appropriate legislative recommendations for consideration by the next session of the Congress.

In view of the foregoing, we believe that additional military pay, allowances, or fringe benefits should be considered in the context of the comprehensive review of the military compensation system rather than by separate legislative adjustments of individual fringe benefits such as special mailing privileges without the benefit of such a review.

If the bill is favorably considered, however, there is one change that should be added to section 3. Paragraph (5)(C) of section 4303(d) of title 39, United States Code, was added by Public Law 89-725 at the recommendation of the Department of Defense. That paragraph was intended to provide space-available airlift for all surface-type mail over route segments where adequate surface transportation is not available. The present language leaves some doubt regarding the legality of transporting surface type official mail at the space-available airlift rate over such segments.

If these doubts prevail, this extremely low-priority official mail must be transported as space-required traffic on commercial air carriers and will receive preferential treatment, and will move ahead of the personal first-class letters, cards, and sound-recorded communications. This would be contrary to the primary purpose of this legislation which is to improve the service for personal mail to and from military personnel.

Therefore, we recommend that the language be changed to specifically include surface-type official mail when surface transportation is not available.

It has been a pleasure to appear before this committee today. I shall be happy to answer any questions you may have, Mr. Chairman.

Mr. OLSEN. Thank you very much, Mr. Perry.

Mr. DULSKI, do you have some questions?

Mr. DULSKI. Are you familiar with the recommendation in House Report No. 2198, part 2, 89th Congress, on my trip to Vietnam?

Mr. PERRY. I am familiar with the report, Mr. Chairman. I have not studied it in detail recently enough to comment.

Mr. DULSKI. The recommendation reads as follows:

b. Desirability of free mail.—The major complaint voiced by our Thailand patrons is that they are involved in the southeast Asia military situation, yet are not afforded free mail when counterparts in Vietnam do receive this privilege. This complaint is considered valid, particularly at our forward bases up-country. Granting of this privilege would have a greatly beneficial impact on troop morale.

Would you object to extending free mail beyond the combat area to include Thailand and the rest and recreation areas?

When I was in Thailand, I found that many of these soldiers who are actually supporting the forces in Vietnam still do not receive the free mail privileges. Don't you think that these servicemen should be entitled to the same kind of service?

Mr. PERRY. Mr. Chairman, I am not in a position to comment today as to how the Department of Defense would react formally to that suggestion. I will be glad to supply a formal position for the record if you wish.

I might note that we would have some difficulty in drawing a line here in the sense that, to my personal knowledge, we have troops stationed as far away as Japan who are in fact occasionally in Vietnam. The flying personnel of the air transport units are stationed in some cases as far away as Japan. Consequently, it poses some difficulty to know precisely where to draw the line, in response to your question.

Mr. DULSKI. On page 4 of your statement, you recommend a clarification of Public Law 89-725 to include surface-type official mail at space-available airlift rates under paragraph (5)(C) of section 4303(d). Why do you not include such mail under all of paragraph 5 of section 4303(d)?

Mr. PERRY. Paragraph 5 of section 4303(d) covers the space-available transportation of surface mail essentially on a worldwide basis. Subparagraph (C) deals with the problem of transportation by air in situations where no surface transportation is available at all.

The Department of Defense would, I think, have no objection to applying the space-available rates on a worldwide basis to ordinary mail moving on an air-movement basis. But our problem is particularly with subparagraph (C), that is, the situation where adequate surface transportation is available, and our recommendation at this time is limited to those situations.

Mr. DULSKI. Yes, but why not include all military mail, it would all be moving on air transport, would it not, on space available rates?

Mr. PERRY. If we could include all of the mail, in situations where no surface transportation is available, in the space-available category, then we would not be faced with this problem of giving an artificial priority to one type of mail over the other.

I would think, Mr. Chairman, there might be a number of precise ways of achieving this result. But our basic concern is to avoid artificially upgrading the priority for a type of official mail which in fact does not require a higher priority than the personal mail of the servicemen stationed in these fairly isolated places where there is no surface transportation.

Mr. DULSKI. Thank you very much.

Mr. OLSEN. Thank you, Mr. Chairman.

Mr. Daniels.

Mr. DANIELS. Thank you, Mr. Chairman.

Does the Department of Defense or Department of the Air Force feel that enactment of this bill will be inconsistent with the transportation requirements of the Department of Defense?

Mr. PERRY. No, Mr. Daniels; it is our opinion that while this bill would involve some additional movement by air of volumes of mail, the additional volumes of mail can probably be handled by the capacity of the commercial airlines and in some very limited cases by the capacity of our military aircraft.

Mr. DANIELS. Do you think you have the capacity to do so?

Mr. PERRY. To the best of our ability, to judge at this point in time, there should be the capacity available to handle the additional quantities involved.

Mr. DANIELS. Can you give us any estimate of the cost of each section of this bill, sections 1, 2, and 3?

Mr. PERRY. I am not in a position to comment, Mr. Daniels, as to the cost for the entire U.S. Government. I have seen no figures, for example, as to the cost for the Post Office Department. To the Department of Defense, however, the net cost is estimated at \$6.5 million per year—\$7.2 million for section 1, minus \$3.1 million for section 2, and \$2.4 million for section 3.

(See following table as to the volume:)

Military post office mail projections worldwide, in short tons

[Based on fiscal year 1967 program]

	Total	Letters		News publi- cations	Parcels									
		Per- sonal	Offi- cial		Up to 5 pounds		5 to 10 pounds		10 to 20 pounds		20 to 30 pounds		Over 30 pounds	
					Per- sonal	Offi- cial	Per- sonal	Offi- cial	Per- sonal	Offi- cial	Per- sonal	Offi- cial	Per- sonal	Offi- cial
Airmail-----	34,997	8,399	3,150	0	6,250	630	3,963	770	3,073	1,330	1,052	1,050	2,110	3,220
MOM-----	29,766	0	5,061	0	0	1,483	0	2,965	0	6,176	0	5,188	0	8,893
SAM-----	22,632	3,909	0	3,346	15,377	0	0	0	0	0	0	0	0	0
Sealift-----	80,680	0	0	6,456	0	1,815	4,803	2,420	8,772	5,043	7,310	3,026	33,169	7,866
Total	168,075	12,308	8,211	9,802	21,627	3,928	8,766	6,155	11,845	12,549	8,362	9,264	35,279	19,979

Mr. DANIELS. Is it possible that the Department of Defense could save money under the provision of section 2, and how would that come about?

Mr. PERRY. The Department of Defense, we have estimated, would save approximately \$3.1 million a year if section 2 were enacted, Mr. Daniels.

Mr. DANIELS. What was that figure, sir?

Mr. PERRY. \$3.1 million.

Mr. DANIELS. That is the estimated annual cost?

Mr. PERRY. The amount by which our costs for the moment of the categories of mail described in section 2 would be reduced.

Mr. OLSEN. Did I hear right, \$3.1 million?

Mr. PERRY. Yes, sir.

Mr. DANIELS. Is the Department of Defense or any of the services opposed to section 2?

Mr. PERRY. Sir, the position of the Department of Defense is as I described it—additional military pay, allowances, or fringe benefits should be considered in the context of the comprehensive review of the military compensation system rather than by separate legislative adjustments.

Mr. POOL. Would the gentleman yield just a minute?

Mr. DANIELS. I yield.

Mr. POOL. I don't totally understand what you have just said. Would you please repeat that so I will understand it?

Mr. PERRY. The Department of Defense, sir, considers that special mailing privileges for servicemen, and we view that to be the general subject matter of H.R. 4224—that such special mailing privileges are a form of personnel benefits, and that personnel benefits should be considered in a comprehensive review of the overall military compensation system, rather than with separate bills.

Mr. POOL. Would the gentleman yield further?

Mr. DANIELS. Yes.

Mr. POOL. You don't consider this a morale factor at all?

Mr. PERRY. We recognize, sir—

Mr. POOL. Winning the war—morale is part of winning the war; isn't it?

Mr. PERRY. That is correct.

Mr. POOL. This has nothing to do with compensation of the men. It is the morale factor that helps us win wars.

Now if the gentleman would further yield I would like to ask if any of the gentlemen here appeared before this committee last year when we had the same kind of a hearing. If you would raise your hand if you were here before. [Show of hands.]

Did you both testify before?

Colonel MITCHELL. We appeared to furnish information on specific data regarding volumes of mail.

Mr. POOL. Well, someone testified before this committee before that it took too many air facilities to get this mail out there to Vietnam and misled this committee into thinking that the legislation should not be passed. And then we took a trip to Europe and found out that one jet airplane can take care of all the mail going over there.

Is that correct, Mr. Daniels, Mr. Chairman, all of you who were on that trip?

Mr. DULSKI. That is right.

Mr. POOL. Now you are doing some doubletalking. I would like for you to talk straight and give the facts on this thing. Come out with it and let us know whether you believe that the morale factor means anything over there or you do think it means something. What are you going to do? If you are going to win a war, you will do it with good morale.

I will say it to you plain, this is very remotely concerned with the compensation. What we are trying to do is directly concerned with the morale of the troops in Vietnam, or the troops anywhere in the world, for that matter.

Now this is a Pentagon position, and you are representing the Pentagon; are you not?

Mr. PERRY. That is correct.

Mr. POOL. We have had trouble with the Pentagon on this every time it has come up. We have had to fight like cats and dogs to get this legislation through, and we have had the backing of the generals and colonels in the field on this thing. They have backed us 100 percent because they know the morale factor is the main thing that will win the war.

Now have you got a further statement to make after that and explain maybe further what you are trying to say? I don't know whether you were here last year, but the Pentagon has this coming to them, and they should level with this committee and with Congress.

Mr. PERRY. H.R. 4224, sir, as far as we are able to analyze it, will not provide mailing privileges or benefits to the servicemen stationed in Vietnam that they do not already have except in the limited area of increasing the weight limit for parcels from 5 to 30 pounds.

Mr. POOL. Do you oppose that?

Mr. PERRY. The Department of Defense, with regard to that provision, as with regard to the other provisions of the bill, feels that these proposals should be encompassed in an overall review of military benefits rather than approached separately.

Mr. POOL. That is where we disagree.

Mr. DULSKI. Would the gentleman yield?

Mr. POOL. Yes.

Mr. DULSKI. Mr. Perry, I would like to alert you to one fact, that I met with General Westmoreland, if you remember the phrase, it was "guns, beans and ammunition," and if we can squeeze in the mail between the beans and the ammunition that is one of the great morale factors. The Department of Defense now seems to be trying to consider mail privileges as a fringe benefit. Would you include a mail privilege as part of his income for tax purposes?

You open yourself a little Pandora's box when you say this should be reviewed as part of compensation. This has nothing to do with compensation. This is a mail service to all of our people serving in the Armed Forces.

Mr. PERRY. I understand, Mr. Chairman.

Mr. DULSKI. Thank you very much.

Mr. DANIELS. Referring to page 2 of your statement, at the bottom of that page you comment upon H.R. 4224 where you do express some concern over the mail being sent to our servicemen. I presume you mean in actual combat areas. But then you go on to say at the top of page 3—

We perceive no justification for extending to those not associated with combat zones free mailing privileges for letters and sound-recorded communications, and we have serious doubts about the need to provide for air transportation of news publications and larger parcels on a worldwide basis.

I recall as a member of this committee going to Europe about a year and a half ago and coming in contact with one of the high-ranking military officers at NATO in Paris, or outside of Paris, and I was surprised to learn from him, that he was receiving his hometown newspapers about a month after they had been published. Now you know how much value those newspapers were to him, particularly newspapers coming from his hometown, a month after their publication.

Do you care to elaborate upon your remarks?

Mr. PERRY. Well, as I indicated, there are local editions of weekly and daily newspapers available to the majority of our servicemen who are stationed overseas. So that the fact of slow surface delivery of newspapers from the continental United States does not mean that those men have no current news media available to them.

Mr. DANIELS. Don't you think they are concerned about what is going on in their hometown, their neighbors, friends, family?

Mr. PERRY. I am sure they are.

Mr. DANIELS. Is the Department of Defense opposed to sections 1 and 3?

Mr. PERRY. The Department of Defense position, sir, relates to the entire bill as it is pending before this committee.

Mr. DANIELS. And it is opposed to the entire bill?

Mr. PERRY. To consideration other than in the context of a comprehensive review of the military compensation system; yes, sir.

Mr. DANIELS. Well, if we accept your recommendation we ought to close down now and wrap up the hearing. Is that what you are recommending to us?

Mr. PERRY. I would assume, sir, that the considerations of this committee would play a significant role in the evaluation of the overall military compensation system when the recommendations of the administration are submitted later this year.

Mr. DANIELS. You can take this message to your superiors, that this committee proposes to take action on this bill. If you don't want to come in here and give us some positive recommendations then the committee will use its own.

No further questions.

Mr. OLSEN. Thank you, Mr. Daniels.

I do think that you have got to sweat a little and bring in a figure on the value and cost of section 1.

Mr. PERRY. Section 1 of the bill, sir, we have estimated would involve an additional cost to the Department of Defense of \$7.2 million a year based on current volumes of mail. As I said, I am not in a position to comment as to the cost with respect to other elements of the U.S. Government, specifically the Post Office Department.

However, the Department of Defense has an agreement with the Post Office Department under which we have agreed to pay them 8 cents per letter for letters covered by the free mailing privilege and they have agreed to guarantee airlift within their domestic system. Section 1 of H.R. 4224 would extend the free mailing privilege to about 623,000 additional military personnel outside the combat zone. DOD and the Post Office Department have previously agreed that the average military member will mail 12 letters per month. At 8 cents per letter, this means that DOD would pay the Post Office Department \$11.52 per year for each serviceman to whom the free mailing privilege was extended. Under section 1 of H.R. 4224, this would amount to an additional \$7,176,960 per year.

Mr. OLSEN. You are calculating the cost to the Department of Defense, and not the out-of-pocket loss?

Mr. PERRY. I do not know if there would be an out-of-pocket loss, sir. I have no information one way or the other with regard to the Post Office Department cost.

Mr. OLSEN. Based on your knowledge of transportation of mail and fiscal impact, what is your personal opinion as to the desirability of the three sections of this bill with respect to morale, for instance?

Mr. PERRY. Sir, the transportation impact of the bill, as I suggested earlier, will be an additional volume of air movement which, to the best of our ability to judge, can be handled with the commercial capacity which will be available, plus, in some limited routings, with military capacity or capacity arranged through the Military Airlift Command.

Mr. OLSEN. I wonder if you can tell us this, that as a matter of fact, for the most part this mail can be squeezed in with other transportation facilities presently available? Don't you think that is a fact?

Mr. PERRY. I can't comment to it as a fact, sir. It is my impression that the mail involved in transatlantic movement probably can be handled with the present capacity of scheduled commercial carriers. They can speak to this themselves authoritatively. I cannot speak for them with any degree of authority.

In the Pacific, the Department of Defense has been utilizing all of the capacity that it can obtain for movement of cargo and passengers.

Mr. OLSEN. Some of the commercial people challenge that, you know—quietly tell us that there is a lot of commercial capacity that you could use.

Mr. PERRY. In the Pacific, sir?

Mr. OLSEN. Yes.

Mr. PERRY. I have invited them to call that capacity to my attention on a number of occasions and have not gotten any response from them.

Mr. POOL. Mr. Chairman.

Mr. OLSEN. Yes, Mr. Pool. I yield the floor to Mr. Pool.

Mr. POOL. Can the gentleman tell us how many jet planes it will take to comply with this bill?

Mr. OLSEN. Do you mean in the Pacific?

Mr. POOL. In the Pacific; yes.

Mr. PERRY. I would prefer to furnish that for the record, if I may, Mr. Pool.

(The information requested follows:)

Based on our experience so far this year, we estimate that in fiscal 1967 a total of 27,341 tons of mail moving by surface means, worldwide, would be eligible to move by air under the terms of H.R. 4224. While H.R. 4224 contemplates moving this mail in space available on scheduled commercial flights, rather than in full plane loads, our experience indicates that if it were moved in full plane loads the average load per flight would be about 36 tons on intercontinental jet aircraft such as the Boeing 707 or the Douglas DC-8. On this basis, H.R. 4224 would involve additional mail moving by air equivalent to about 760 jet aircraft trips. Roughly, one-half of these trips would be in the Pacific.

Mr. POOL. Well, I hope you are a little more accurate than you all were the last time you appeared, because the testimony and the statements made by several people in Europe indicated you all were way off, and they say one plane daily would have handled the extra mail by air. I hope that particularly this time you will get it down to a more accurate figure.

I think at that time you said it would take many planes, or I don't remember exactly how many but it gave us the impression that it would just be entirely out of reason to do it.

Now, also, I want to point out to you that the Navy seems to get its mail every day flown to it, whereas the other branches of the service do not. Can you explain that?

Mr. PERRY. To what destination, sir?

Mr. POOL. Well, practically all over the world. They fly the mail all all over the world.

Mr. PERRY. Frankly, it was my impression, sir, that we were delivering mail on a daily basis to the Army and the Air Force also. But if I may, I would like to ask Colonel Mitchell if he has any comments with regard to that specific point.

Colonel MITCHELL. I think sir, you are referring to perhaps a former procedure on the airlift of 5-cent letter mail, prior to Public Law 89-725.

Mr. POOL. I am talking about newspapers—where Navy personnel get their hometown paper within 3 or 4 days and General Lemnitzer gets his in about 6 weeks. That is what I am talking about.

Colonel MITCHELL. I am not aware of any—

Mr. POOL. Well, that is what General Lemnitzer tells me. I am just going by what a four-star general—or is he a five star—

Colonel MITCHELL. The Navy informs me that they airlift newspapers and magazines only to the combat zone and to Guantanamo Bay.

Mr. POOL. And they do not in Europe?

Colonel MITCHELL. Not unless they have airmail postage.

Mr. POOL. I have a letter from General Lemnitzer and some of those fellows over there which shows that is wrong. The Navy does airlift the mail to Europe. They do that all over the United States.

And I would like for you to just put that in the testimony. Say something instead of shaking you head.

Commander KNAPP. The Navy does not fly second-class matter anywhere except to Guantánamo Bay and to the combat zone.

Mr. POOL. All right, thank you for putting it in the record.

Mr. OLSEN. I didn't quite hear you. Would you repeat that?

Commander KNAPP. The Navy does not fly second-class publications anywhere other than the combat zone and Guantanamo Bay, Cuba.

Mr. OLSEN. And so you do not fly second-class mail to Europe?

Commander KNAPP. No, sir.

Mr. OLSEN. Not now?

Commander KNAPP. We have not, to my knowledge, at any time.

Mr. OLSEN. Thank you.

Mr. DULSKI. Mr. Chairman.

Mr. OLSEN. Mr. Dulski.

Mr. DULSKI. Mr. Perry, I just heard this morning that the President has suggested moving 35,000 troops out of Europe. Wouldn't that cut quite a bit of the cost out of the bill if we remove 35,000 soldiers from Europe?

Mr. PERRY. Sir, if we reduce the total size of our force in Europe there would be a proportionate reduction in the volume of mail moving pursuant to this bill. I cannot tell you what the exact dollar effect would be in terms of the costs per section that I have suggested to you before. But, yes; it would reduce the total volume. I think it would not alter the position of the Department of Defense that the subject matter of the bill is more appropriate for inclusion in a comprehensive review of the compensation system.

Mr. DULSKI. Mr. Perry, in conclusion, why is the objection so strong against any legislation pertaining to mail? Is it money, or is it facilities?

Mr. PERRY. Sir, it is my impression that at this point in time the objection does not rest basically in terms of either money or facilities, but an uncertainty on the part of the Department of Defense as to how the subject matter of this bill relates to other matters involving benefits for personnel that are still under consideration.

Mr. DULSKI. Well, why do you compare benefits? Do you think mail is a benefit? I mean why do you put it in the category of a benefit? I feel that we are told to write to our men overseas, and you know the close feeling that the family has for a boy who is away or a husband who is away; why evaluate it on compensation of any sort? I think mail is separate, it is a free enterprise. It is something that a person wants to write by himself. There is nothing else. Some soldier doesn't get any mail, some persons get four or five letters a day. So why are you calling this a fringe benefit?

Mr. PERRY. Well, the extent of the benefit in that sense is something that I am not in a position to evaluate, sir. But I think the morale factor which has been brought out here this morning by yourself and other members of the committee is the basic reason that the Depart-

ment of Defense considers that mail privileges are one form of fringe benefit.

Mr. DULSKI. Well, I just want to say that we have a great deal of pride in our mail service, and I am sure if this legislation is passed you won't have any problem with facilities. The problem probably is about appropriations.

Mr. OLSEN. Well, thank you very much.

Mr. Cunningham.

Mr. CUNNINGHAM. I have just a few questions.

Under the bill that we had passed last session on this space-available-basis airlifting, were you able to airlift all of that on a space-available basis or did you have to divert some surface transportation because you didn't have space?

Mr. PERRY. I cannot give you precise figures, sir. We have diverted a very small proportion of the total amount to surface movement for lack of air capability.

Mr. CUNNINGHAM. Now this legislation, which I believe to be reasonable, we are going to ask that you take packages up to 30 pounds from the point of origin in the United States to overseas. What assurance do we have—I would ask the committee, too—that if you are opposed to this, what assurance do we have that this is going to accomplish anything, if you say that you do not have space available?

Mr. PERRY. Sir, my understanding of the provisions of Public Law 89-725 and the proposed provisions set forth in H.R. 4224 are that the question of availability of space is posed first by the Post Office Department to the scheduled commercial airlines. At that point the Department of Defense has no voice in the matter. The Department of Defense is brought into the act only if the scheduled commercial airlines are unable to handle the mail which is offered to them by the Post Office Department, in which case Public Law 89-725 states that—

Whenever adequate service by scheduled U.S. air carriers is not available to provide transportation of mail matter by air in accordance with the foregoing provisions of this paragraph, transportation of such mail matter may be authorized by aircraft other than scheduled U.S. air carriers.

Under that sentence the Post Office Department then, as I understand it, tenders the mail to us. At that point we are faced rather squarely with the morale problem that has been discussed here earlier today. If the mail has generally been moving by air with the scheduled commercial carriers we would create a very serious morale problem if we did not provide military transportation to accommodate the mail which the carriers could not handle.

Mr. CUNNINGHAM. But my question is, on a space-available basis how much of this is going to be accomplished? Are you going to be able to take these packages if they are turned over to you up to 30 pounds?

Mr. PERRY. We believe, sir, that we will have, speaking now in terms of the scheduled commercial carriers first and then behind those the capacity of the military system, both chartered aircraft and military aircraft—we believe that we will have available a sufficient capacity to handle the mail here, recognizing that occasionally situations may develop for a short time when it would not be possible to move all of the mail by air.

Mr. CUNNINGHAM. Would it be difficult for you, sir, to tell us, or furnish the committee later if you have to look this up, what mail you were not able to handle on a space-available basis which was authorized in the last Congress. What couldn't you handle? It was turned over to you and you did not have the space available, so it went on surface route.

Mr. PERRY. I can provide that information.

Mr. CUNNINGHAM. I would appreciate that information.

(The information referred to is as follows:)

Based on experience to date, the total quantity of mail eligible for movement by air on a space-available basis in fiscal year 1967 will be over 22,000 tons. Of this amount, only 93 tons, less than one-half of 1 percent, has had to move by surface means so far.

Mr. OLSEN. We are getting information on a monthly basis as to what volumes are being transported and I will insert the reports in the record at this point for the months of November and December 1966, and January and February 1967. You will note from the transmittal letters that "refusal" as such, is not involved. There have been a few instances when the mail has been transported by ship to the Far East.

(The material referred to is as follows:)

U.S. HOUSE OF REPRESENTATIVES,
SUBCOMMITTEE ON POSTAL OPERATIONS OF THE
COMMITTEE ON POST OFFICE AND CIVIL SERVICE,
Washington, D.C., November 15, 1966.

HON. LAWRENCE F. O'BRIEN,
Postmaster General, Post Office Department,
Washington, D.C.

DEAR MR. POSTMASTER GENERAL: Reference is made to Public Law 89-725 which I sponsored and which was approved by the President on November 2, 1966. It is my understanding that the Post Office Department began the implementation of this law on November 4, 1966.

As Chairman of the House Postal Operations Subcommittee, I would appreciate receiving from you each month beginning with November 1966 the following information regarding Post Office Department procedures under Public Law 89-725:

(1) Volume in pounds of mail authorized to be airlifted under Public Law 89-725 dispatched to each air carrier by destination both outbound and inbound.

(2) Volume of such mail offered to each such air carrier and refused by such carrier.

As you know, the statement on the part of the House managers in connection with this legislation contained the following language:

"The House managers are convinced that the annual volume of mail to be transported by air by reason of this legislation should be divided among the carriers serving a particular country or area when such division does not result in undue delay in final delivery to the addressee of the mail. It is recognized, however, that this airlift mail can be divided among the carriers equally by action of the Postmaster General and such a requirement need not be included in any provision of law.

"The House managers anticipate that next year the matter of division of the mail transported by air will receive a thorough review by the House committee, and that they then will be in a better position to recommend additional legislation, if necessary, in order to assure that all competing air carriers have an equal opportunity to share in the transportation of the mail by air."

We intend to exercise our legislative oversight responsibilities not only with respect to the implementation of Public Law 89-725, but also with regard to the division of so-called military ordinary mail and airmail about which I have, on a number of occasions in the past, expressed to you our deep concern.

With kind regards, I am,

Sincerely yours,

THADDEUS J. DULSKI,
Chairman, Postal Operations Committee.

OFFICE OF THE POSTMASTER GENERAL,
Washington, D.C., November 30, 1966.

HON. THADDEUS J. DULSKI,
Chairman, Postal Operations Subcommittee, Committee on Post Office and Civil Service, House of Representatives, Washington, D.C.

DEAR MR. CHAIRMAN: Your letter of November 15, 1966, requested that you be furnished each month with certain data concerning the mail described in Public Law 89-725.

Records are being maintained by postal personnel in the field, and military personnel in foreign countries, which will make possible a monthly report of the pound-volume of such mail carried each month by each U.S. air carrier.

With respect to your request for monthly reports on the volume of such mail tendered to and refused by each air carrier, the data may not prove to be obtainable since the Department of Defense has not yet furnished us with the criterion for determining when the amount of available space shall be classified as inadequate. Your committee will, however, be furnished with data as closely responsive to this request as may be found practicable.

Sincerely yours,

FREDERICK C. BELEN,
Deputy Postmaster General.

POST OFFICE DEPARTMENT,
ASSISTANT POSTMASTER GENERAL,
Washington, D.C., January 30, 1967.

HON. THADDEUS J. DULSKI,
Chairman, Committee on Post Office and Civil Service, House of Representatives, Washington, D.C.

DEAR MR. CHAIRMAN: The Postmaster General has asked me to reply to your letter of November 15, 1966, concerning information pertinent to Post Office Department procedures under Public Law 89-725 implemented on November 4, 1966.

The attached volume information for the month of November 1966 was obtained from several sources including the Army and Air Force postal service, Navy postal affairs and dispatch documents from the New York, San Francisco, Honolulu, and Seattle gateways.

In Mr. Belen's letter of November 30, 1966, you were advised that it might not be possible to furnish a report of the volumes of space-available mail tendered to and refused by the air carriers. This mail is being tendered to air carriers on a purely space-available basis as the mail generates. If no space is to become available because of other traffic the carrier need not transport it. Thus refusals as such were not encountered. In the transatlantic service scheduled commercial U.S. air carriers were able to lift all of the space-available mail during the period by this method. In the transpacific area scheduled commercial U.S. air service was supplemented by military flights due to the extremely high volume of this class of mail which generated for Vietnam.

Since this extensive report includes competitive and noncompetitive points requiring reports from many sources, we wonder whether the information might in succeeding months be furnished only for the major competitive points. This would permit us to give you the information at a much earlier date following the end of each month. The suggested competitive destinations in the transatlantic area are London, Frankfurt, Munich, Stuttgart, Dusseldorf, Paris, Rome, and Copenhagen. In the transpacific area, volume information could be furnished for Honolulu, Tokyo, Manila, and Saigon.

Your advice concerning this report and the sufficiency of it would be appreciated.

Sincerely yours,

WILLIAM J. HARTIGAN.

U.S. HOUSE OF REPRESENTATIVES,
COMMITTEE ON POST OFFICE AND CIVIL SERVICE,
Washington, D.C., February 8, 1967.

MR. WILLIAM J. HARTIGAN,
Assistant Postmaster General, Bureau of Transportation and International Services, Post Office Department, Washington, D.C.

DEAR MR. HARTIGAN: Thank you for your reply of January 30 to my request that you keep me advised of the Department's procedures and the volume information with respect to mails moved under Public Law 89-725.

If it will expedite the report, I have no objection to your suggestion of limiting future reports to the competitive destinations contained in your letter, providing:

(1) That mails to/from Milan, Brussels, and Amsterdam are included in the competitive listings and,

(2) A total volume to/from noncompetitive points, by carrier, is also made available.

Sincerely yours,

T. J. DULSKI, *Chairman.*

NOVEMBER 1966, TRANSATLANTIC APO/FPO

New York, N.Y., gateway (outbound)

(Weight in pounds)

	Pan Amer- ican	Trans World	Seaboard	Icelandic
London, Great Britain.....	13, 123	9, 170	11, 132	-----
Frankfurt, Germany.....	89, 525	84, 093	122, 857	-----
Berlin, Germany.....	8, 668	-----	-----	-----
Munich, Germany.....	28, 736	-----	2, 743	-----
Stuttgart, Germany.....	24, 845	-----	2, 955	-----
Dusseldorf, Germany.....	1, 133	-----	508	-----
Paris, France.....	6, 015	13, 336	3, 049	-----
Nice, France.....	121	-----	-----	-----
Rome, Italy.....	6, 677	6, 481	-----	-----
Milan, Italy.....	-----	6, 173	26	-----
Madrid, Spain.....	-----	15, 138	-----	-----
Barcelona, Spain.....	11	-----	-----	-----
Lisbon, Portugal.....	130	266	-----	-----
Brussels, Belgium.....	878	-----	-----	-----
Amsterdam, Netherlands.....	2, 270	-----	-----	-----
Oslo, Norway.....	1, 162	-----	-----	-----
Copenhagen, Denmark.....	301	-----	603	-----
Helsinki, Finland.....	1, 155	-----	-----	-----
Athens, Greece.....	-----	18, 504	-----	-----
Keflavik, Iceland.....	218	-----	-----	823
Tripoli, Libya.....	-----	4, 297	-----	-----
Monrovia, Liberia.....	176	-----	-----	-----
Kinshasa, Republic of Congo.....	1, 080	-----	-----	-----
Beyrouth, Lebanon.....	1, 602	-----	-----	-----
Cairo, United Arab Republic.....	-----	200	-----	-----
Tel Aviv, Israel.....	-----	279	-----	-----
Ankara, Turkey.....	7, 990	-----	-----	-----
Istanbul, Turkey.....	5, 797	-----	-----	-----
Teheran, Iran.....	5, 427	-----	-----	-----
Dahran, Saudi Arabia.....	-----	532	-----	-----
Karachi, Pakistan.....	3, 315	-----	-----	-----
New Delhi, India.....	2, 033	-----	-----	-----
Bombay, India.....	-----	240	-----	-----

AIRLIFT FOR OVERSEA ARMED FORCES MAIL

NOVEMBER 1966, TRANSATLANTIC APO/FPO

New York, N.Y., gateway (inbound)

[Weight in pounds]

	Pan American	Trans World	Seaboard
London, Great Britain.....	8,314	16,708	9,211
Frankfurt, Germany.....	58,968	135,673	45,100
Berlin, Germany.....	6,762		
Munich, Germany.....	12,134		6,117
Stuttgart, Germany.....	12,318		4,022
Paris, France.....	8,431	10,497	5,784
Nice, France.....	570		
Rome, Italy.....	5,978	3,502	
Milan, Italy.....		5,497	
Madrid, Spain.....		14,478	
Lisbon, Portugal.....		331	
Brussels, Belgium.....	665		244
Amsterdam, Netherlands.....	2,303		
Oslo, Norway.....	1,268		
Copenhagen, Denmark.....	383		418
Helsinki, Finland.....	40		
Athens, Greece.....		53,148	
Tripoli, Libya.....		1,875	
Monrovia, Liberia.....	963		
Tel Aviv, Israel.....		119	
Ankara, Turkey.....	3,597		
Istanbul, Turkey.....	1,185		
Teheran, Iran.....	2,436		
Dhahran, Saudi Arabia.....		132	
Karachi, Pakistan.....	672		
New Delhi, India.....	1 2,731		
Bombay, India.....		67	
Belgrade, Yugoslavia.....	230		
Keflavik, Iceland.....	5,196		

¹ Includes eastbound dispatches to San Francisco.

NOVEMBER 1966, LATIN AMERICAN APO/FPO

New York, N.Y., gateway (outbound)

[Weight in pounds]

	Pan American	Eastern	National
Hamilton, Bermuda.....	1,958	1,976	
Rio de Janeiro, Brazil.....	2,757		
Port of Spain, Trinidad.....	81		
Bridgetown, Barbados.....	44		
Antigua, British West Indies.....	29		
San Juan, P.R.....	4,240	4,639	
Balboa, C.Z.....		1 2,251	2 3,736

¹ Eastern-Braniff interchange.

² National-Pan American interchange.

New York, N.Y., gateway (inbound)

[Weight in pounds]

	Pan American	Eastern
Hamilton, Bermuda.....	1,349	1,785
Rio de Janeiro, Brazil.....	797	
San Juan, P.R.....	1,003	1,618
Do.....	155	1 67
Do.....		2 7
Do.....	53	(³)
St. Thomas.....	100	
Port of Spain, Trinidad.....	704	

¹ Point of entry, Miami, Fla.

² Point of entry, Philadelphia, Pa.

³ Point of entry, Baltimore, Md.

NOVEMBER 1966, TRANSPACIFIC APO/FPO

San Francisco, Calif., gateway (outbound)

[Weight in pounds]

	Pan American	(Charter) Pan American	MAC via Travis AFB	United
Saigon, Vietnam.....	1,731,589			
Danang, Vietnam.....		152,594	15,484	
Cam Ranh Bay, Vietnam.....		265,208		
Manila, Philippines.....	36,117			
Okinawa.....	90,871			
Taipei, Formosa.....	7,845			
Seoul, Korea.....	53,766			
Bangkok, Thailand.....	64,577			
Guam.....	21,761			
Honolulu, Hawaii.....	31,355			45,004
Tokyo, Japan.....	142,602			

*Honolulu, Hawaii, gateway (outbound)**Pan American
(pounds)*

Saigon, Vietnam.....	21,996
Tokyo, Japan.....	3,692
Okinawa.....	2,116
Bangkok, Thailand.....	317
Manila, Philippines.....	1,632
Taipei, Formosa.....	130
Seoul, Korea.....	297
Sydney, Australia.....	31
Auckland, New Zealand.....	26
Guam.....	46

NOVEMBER 1966, TRANSPACIFIC APO/FPO

San Francisco, Calif., gateway (inbound)

[Weight in pounds]

	Pan American	Mac	United
Saigon, Vietnam.....	106,326		
Danang, Vietnam.....		5,810	
Cam Ranh Bay, Vietnam.....		21,961	
Manila, Philippines.....	2,599	7,845	
Bangkok, Thailand.....	10,608		
Tokyo, Japan.....	32,107		
Jakarta, Indonesia ¹	113		
Guam.....	¹ 4,658		
Honolulu.....	15,754		17,326
Hong Kong.....	585		
Auckland, New Zealand.....	337		

¹ Includes 93 lbs. to Los Angeles.*Seattle, Wash., gateway (inbound)**Northwest
(pounds)*

Tokyo, Japan.....	50,958
Manila, Philippines.....	5,375
Okinawa.....	26,428
Taipei, Formosa.....	4,522
Seoul, Korea.....	5,680

*Honolulu, Hawaii, gateway (inbound)**Pan American
(pounds)*

Hong Kong.....	31
Saigon, Vietnam.....	321
Tokyo, Japan.....	653
Guam.....	91

NOVEMBER 1966, ALASKAN APO/FPO

Seattle, Wash., gateway (outbound)

[Weight in pounds]

	Alaska	Pacific Northern	Northwest	Pan American
Anchorage.....	606	15,179	14,521	-----
Kodiak.....	-----	1,884	-----	-----
Fairbanks.....	-----	-----	-----	22,109

Seattle, Wash., gateway (inbound)

	Alaska	Pacific Northern	Northwest	Pan American
Anchorage.....	1,582	1,036	5,614	-----
Kodiak.....	-----	758	-----	-----
Fairbanks.....	-----	-----	-----	1,250

Intra-Alaska:

Pounds

Anchorage to Fairbanks, via Alaska.....	189
Fairbanks to Anchorage, via Alaska.....	205
Anchorage to Kodiak, via Pacific Northern.....	329
Anchorage to Kenai, via Pacific Northern.....	997

DISPATCH OF SPACE-AVAILABLE MILITARY MAIL, DECEMBER 1966—TRANS-ATLANTIC APO/FPO

New York gateway (inbound)

[Weight in pounds]

	PAA	TWA	SBW
London, England.....	14,232	9,948	7,632
Frankfurt, Germany.....	37,612	58,805	66,411
Munich, Germany.....	5,722	-----	7,270
Stuttgart, Germany.....	2,974	-----	5,752
Paris, France.....	5,343	6,636	4,849
Rome, Italy.....	9,965	11,677	-----
Milan, Italy.....	-----	6,138	-----
Copenhagen, Denmark.....	412	-----	245
Amsterdam, Netherlands.....	1,543	-----	609
Brussels, Belgium.....	859	-----	270
Total (competitive points).....	78,662	93,204	93,038
Other transatlantic points.....	31,156	59,753	-----
Grand total.....	109,818	152,957	93,038

New York gateway (outbound)

[Weight in pounds]

	PAA	TWA	SBW
London, England.....	17,430	13,495	30,140
Frankfurt, Germany.....	122,943	66,616	293,788
Munich, Germany.....	20,218	-----	14,150
Stuttgart, Germany.....	13,191	-----	17,805
Dusseldorf, Germany.....	1,291	-----	779
Paris, France.....	13,930	7,355	15,299
Rome, Italy.....	39,151	13,268	-----
Milan, Italy.....	-----	8,338	1,562
Copenhagen, Denmark.....	262	-----	774
Amsterdam, Netherlands.....	2,856	-----	-----
Brussels, Belgium.....	1,498	-----	-----
Total (competitive points).....	232,770	109,072	374,297
Other transatlantic points.....	61,246	78,043	2,028
Grand total.....	294,016	187,115	376,325

DISPATCH OF SPACE-AVAILABLE MILITARY MAIL, DECEMBER 1966—TRANS-PACIFIC APO/FPO

San Francisco gateway (outbound)

[Weight in pounds]

PAA	Pounds
Vietnam.....	2,038,031
Manila, Philippines.....	138,048
Tokyo, Japan.....	229,220
Other transpacific points.....	328,502
Total.....	2,733,801

San Francisco-Seattle gateway (inbound)

[Weight in pounds]

	PAA	NWA
Vietnam.....	104,416	-----
Manila, Philippines.....	20,736	11,381
Tokyo, Japan.....	50,136	35,400
Other transpacific points.....	11,492	56,421
Total.....	186,780	103,202

DISPATCH OF SPACE-AVAILABLE MILITARY MAIL, JANUARY 1967—TRANSATLANTIC APO/FPO

New York gateway (outbound)

[Weight in pounds]

	PAA	TWA	SBW
London, England.....	16,337	4,006	3,463
Frankfurt, Germany.....	97,759	28,690	38,709
Munich, Germany.....	15,037	-----	-----
Stuttgart, Germany.....	12,676	-----	1,428
Dusseldorf, Germany.....	832	-----	-----
Paris, France.....	3,430	8,753	970
Rome, Italy.....	17,193	7,106	-----
Milan, Italy.....	-----	4,204	53
Copenhagen, Denmark.....	255	-----	99
Amsterdam, Netherlands.....	1,439	-----	35
Brussels, Belgium.....	741	-----	-----
Total (competitive points).....	165,699	52,579	44,757
Other transatlantic points.....	34,780	39,775	-----
Grand total.....	200,479	92,354	44,757

New York gateway (inbound)

[Weight in pounds]

	PAA	TWA	SBW
London, England.....	4,612	3,513	1,711
Frankfurt, Germany.....	19,851	19,796	19,813
Munich, Germany.....	935	-----	2,596
Stuttgart, Germany.....	1,540	-----	2,567
Paris, France.....	3,113	3,188	316
Rome, Italy.....	951	1,294	-----
Milan, Italy.....	-----	1,694	-----
Copenhagen, Denmark.....	140	-----	70
Amsterdam, Netherlands.....	435	-----	69
Brussels, Belgium.....	306	-----	54
Total (competitive points).....	31,883	29,485	27,196
Other transatlantic points.....	13,487	12,353	-----
Grand total.....	45,370	41,838	27,196

Dispatch of space-available military mail, January 1967—Transpacific APO/FPO

[Weight in pounds]

	San Francisco gateway, outbound, PAA	San Francisco-Seattle gateway, inbound	
		PAA	NWA
Vietnam.....	1,653,897	77,298	-----
Manila, Philippines.....	15,816	6,494	28,620
Tokyo, Japan.....	59,895	19,049	18,295
Other transpacific points.....	132,728	14,248	29,790
Total.....	1,862,336	117,089	76,705

DISPATCH OF SPACE-AVAILABLE MILITARY MAIL, FEBRUARY 1967—TRANS-ATLANTIC APO/FPO

New York gateway (outbound)

[Weight in pounds]

	PAA	TWA	SBW
London, England.....	12,725	7,005	8,417
Frankfurt, Germany.....	83,365	48,437	48,209
Munich, Germany.....	17,222	-----	-----
Stuttgart, Germany.....	13,345	-----	3,142
Duesseldorf, Germany.....	1,206	-----	-----
Paris, France.....	1,960	8,015	1,274
Rome, Italy.....	16,346	7,645	-----
Milan, Italy.....	-----	4,158	-----
Copenhagen, Denmark.....	385	-----	73
Amsterdam, Netherlands.....	1,404	-----	251
Brussels, Belgium.....	2,552	-----	-----
Total (competitive points).....	150,510	75,260	62,366
Other transatlantic points.....	38,312	44,362	-----
Grand total.....	188,822	119,622	61,366

New York gateway (inbound)

[Weight in pounds]

	PAA	TWA	SBW
London, England.....	3,907	3,233	2,941
Frankfurt, Germany.....	19,416	19,400	19,413
Munich, Germany.....	504		3,692
Stuttgart, Germany.....	1,981		3,164
Paris, France.....	3,490	2,170	376
Rome, Italy.....	5,390	2,123	
Milan, Italy.....		1,608	
Copenhagen, Denmark.....	131		74
Amsterdam, Netherlands.....	537		65
Brussels, Belgium.....	224		109
Total (competitive points).....	35,580	28,534	29,834
Other transatlantic points.....	11,386	7,649	
Grand total.....	46,966	36,183	29,834

DISPATCH OF SPACE-AVAILABLE MILITARY MAIL, FEBRUARY 1967—TRANSPACIFIC APO/FPO

[Weight in pounds]

	San Francisco gateway, outbound, PAA	San Francisco-Seattle gateway, inbound	
		PAA	NWA
Vietnam.....	1,508,157	73,274	
Manila, Philippines.....	59,262	6,804	8,969
Tokyo, Japan.....	71,487	23,160	16,376
Other transpacific points.....	162,941	18,381	28,129
Total.....	1,801,847	121,619	53,474

Mr. POOL. I think, Mr. Chairman, we ought to have these gentlemen come back and appear before the committee and bring the information before this committee that we have asked for. We don't have a chance here to cross-examine them on a thing. They keep saying, "We will furnish the information to the committee," and as a Congressman I would like to ask them some questions about the information they furnish. I don't want to read it in the report and that would be in the end of it. I may want to find out why you haven't done this and why you haven't done that, and that is why I would suggest we have another hearing.

Mr. OLSEN. Thank you, Mr. Pool, and your request certainly will be honored unless the committee decides to pass the bill in executive session.

I propose if everybody is through with the questions we go into executive session, and maybe we will pass this bill out.

Mr. POOL. The only thing I am trying to do is build the record and the report so it will pass in the House and the Senate. That is all I am trying to do, and I would like the record to show the answers from these gentlemen.

Mr. OLSEN. I respect that very much, Mr. Pool, but if there are no more questions I would like to clear the room and excuse them all while we discuss what we are going to do about this bill.

Mr. POOL. You are the chairman.

Mr. OLSEN. All right, the committee will go into executive session at this time.

(Whereupon, at 11 a.m., the committee went into executive session.)

AIRLIFT FOR OVERSEA ARMED FORCES POST OFFICE MAIL

THURSDAY, MAY 11, 1967

HOUSE OF REPRESENTATIVES,
SUBCOMMITTEE ON POSTAL RATES OF THE
COMMITTEE ON POST OFFICE AND CIVIL SERVICE,
Washington, D.C.

The subcommittee met, pursuant to recess, at 10:10 a.m., in room 346, Cannon Building, Hon. Arnold Olsen (chairman of the subcommittee) presiding.

Mr. OLSEN. The subcommittee will come to order and the Chair recognizes the distinguished chairman of the full committee for questions.

FURTHER STATEMENT OF HON. JOHN W. PERRY, DEPUTY ASSISTANT SECRETARY FOR TRANSPORTATION AND COMMUNICATIONS, OFFICE OF THE ASSISTANT SECRETARY OF THE AIR FORCE (INSTALLATIONS AND LOGISTICS), ACCOMPANIED BY LT. COL. JOHN M. GODWIN, U.S. ARMY, DEPUTY DIRECTOR, ARMY AND AIR FORCE POSTAL SERVICE HEADQUARTERS

Mr. DULSKI. You don't have a statement—you are just ready for conversation?

Mr. PERRY. That is right.

Mr. DULSKI. All right, I have some questions.

Mr. Perry, you are in the Office of the Secretary of the Air Force and represent the Department of Defense on this bill, is that correct?

Mr. PERRY. That is correct, Mr. Chairman.

Mr. DULSKI. Can you tell the committee what was the Air Force position on this bill, section by section?

Mr. PERRY. Sir, the Air Force position at this time is as I stated it to this committee in my testimony last week. The Department of Defense position, and the Air Force is a part of the Department of Defense, in essence the subject matter of this bill should be considered as a part of an overall analysis of benefits to servicemen rather than taking up individual benefits separately as would be the case in this bill.

Mr. Chairman, it is my understanding that the administration is contemplating submission to the Congress later this year of proposed recommendations dealing with the whole subject of benefits to servicemen. I'm not aware at this time of what other matters might be covered in that submission.

Mr. OLSEN. Will the gentleman yield at that point?

Mr. DULSKI. Yes.

Mr. OLSEN. You are talking about benefits in the way of salaries and other remunerations for services, isn't that right?

Mr. PERRY. That is my understanding, Mr. Chairman.

Mr. OLSEN. It wouldn't have anything directly bearing on the bill here. You would call it fringe benefits for servicemen rather than having a direct relationship to our matter here?

Mr. PERRY. I believe that is correct, Mr. Chairman.

Mr. DULSKI. Yes. What was the Air Force position, section by section?

Mr. PERRY. Mr. Chairman, the Air Force recommended initially that the Department of Defense express its opposition to section 1 of this bill on the ground that providing free mailing privileges to servicemen stationed outside the United States was a fringe benefit better to be considered in connection with other benefits in the over-all compensation system.

Mr. DULSKI. Did the Army or Navy disagree with the position that the Air Force has taken?

Mr. PERRY. Mr. Chairman, the Army and Navy in considering the report originally proposed by the Air Force concurred in the Air Force position with regard to all three sections of the bill.

Mr. DULSKI. What was the Secretary of Defense's position or did they agree with the Air Force in their position on this bill? I'm talking of the Defense Department, not the Bureau of the Budget.

Mr. PERRY. Sir the entire Department of Defense accepted the position recommended by the Department of the Air Force at that time.

Mr. DULSKI. Mr. Secretary, here is the thing and I think our distinguished Chairman brought it out. I could never for the life of me see why you are including mail as a fringe benefit, and I say this in all due respect to the Defense Department. Many Members have asked me why we are not doing something to provide free mail to Vietnam.

Don't you think the contents of this entire bill would be a great morale factor on the soldiers in Vietnam and the families that have soldiers in Vietnam?

Mr. PERRY. Mr. Chairman, as I understand the bill, section 1 would not alter the present rights for the servicemen who are in Vietnam. They presently already have the privilege of free mailing. Section 2 obviously would alter the mail situation with respect to those people in Vietnam, with its increase of the size of the packages to be moved on the space available basis by air. Section 3, dealing with the news publications, again, does not affect the servicemen in Vietnam.

Mr. DULSKI. What I had reference to, Mr. Secretary, is that there are bills that will permit free mailing service from this country to Vietnam and this could be an addition to H.R. 4224.

Mr. PERRY. Yes, I am aware that such bills have been introduced.

Mr. DULSKI. And there is a great concern that we are just trying to be fair. I think the value is equitable to the morale factor that you have there. So why is the Defense Department using the words "fringe benefit"? This is one of the things that irritates me. I always

feel that a fringe benefit is something you get after years of service or something that the company is giving you free.

Mr. PERRY. Mr. Chairman, speaking personally, the term "fringe benefit" to me includes such things as the life insurance that is made available to me with the U.S. Government paying a part of the cost. It includes the sick leave and the annual leave that the Government makes available to me. It includes all of those things in addition to my basic salary that are available to me today as an employee of the Federal Government.

I would not think of the term as being limited only to benefits that are given for longevity or things of that sort. And I believe personally that the Department of Defense in expressing itself on this bill and in using the term "fringe benefit" has intended to do so in the broad sense of that term.

Mr. OLSEN. The time of the gentleman has expired. The Chair recognizes the gentleman from New York, Mr. Button.

Mr. BUTTON. Thank you, Mr. Chairman.

Mr. Perry, I just would like to reassure myself as to what it is that I am hearing here. I gather that it is the intent of the Defense Department to take a position against the various benefits to its servicemen through your appearance here today?

Mr. PERRY. Mr. Button, the Department of Defense position is that additional military pay, allowances or fringe benefits, should be considered in the context of a comprehensive review of the military compensation system rather than by separate legislative adjustments of individual items such as the mailing privileges. And the administration is anticipating submitting recommendations in the context of such a comprehensive review to the Congress later this year.

Mr. BUTTON. Well, my observation, and I will limit myself to this, Mr. Chairman, is that it seems to me that insofar as the individual serviceman is concerned, no matter where he may be, combat zone or otherwise, that he is not able to understand the context of a comprehensive approach as you put it and perhaps is not able to either understand the delays that might be involved in the administration's overall solution, but that the element of mailing privileges is something which has a great deal to do, as I believe Mr. Dulski suggested, with the element of morale.

It seems to me that this is something which I would assume that the Defense Department would like to encourage Congress to extend to its people wherever they may be.

Mr. PERRY. I understand.

Mr. OLSEN. Thank you very much, Mr. Button.

I want to crowd you a little bit, Mr. Perry. What is your personal opinion—never mind the Department of Defense or the Bureau of the Budget—what is your personal opinion concerning the effect that this legislation would have on the morale of the troops all over the world?

Mr. PERRY. Mr. Chairman, my personal opinion is that to extend the free mailing privilege to servicemen in areas where the military postal system makes postal services easily available, would have at most a minimal impact on morale. It is our analysis that the average serviceman is presently expending something in the neighborhood of \$1 a month for postage and I think the morale impact can perhaps best be measured in terms of that \$1 a month.

With regard to sections 2 and 3 of the bill, I think there is a rather significant morale factor involved.

Mr. OLSEN. I'm glad to hear about that. Could you tell us about sections 2 and 3?

Mr. PERRY. Section 2 involves permitting the movement of parcels weighing over 5 pounds but less than 30 pounds on a space available basis by air. The delivery time would obviously be reduced very substantially in those cases which in my personal opinion would have a significant morale factor.

Section 3 would permit the movement on a worldwide basis of newspapers and news magazines, also on a space available basis by air. To the extent that our servicemen overseas are receiving such publications, they would obviously be received more rapidly if moved by air than they are received when moved by surface.

Mr. OLSEN. I agree with you that sections 2 and 3 would have a really high morale factor with servicemen. I served in the Pacific and I was out there 2 years and I remember that the only time that my mail got held up was at San Francisco. Once it got in the hands of the Navy, why I got my mail and it was a delightful thing to get my newspapers, as well as everything else much earlier because of the naval airlift that we would even get in those days.

I think that Mr. Pool, who was rather forceful in the last meeting, was speaking in these terms, to have airlift on whatever kind of available basis, would be a wonderful thing. It would be wonderful to have a newspaper from home in as short a time as possible.

Now then, we have the morale factor taken care of. I think Sections 2 and 3 would be a high morale factor, isn't that agreed?

Mr. PERRY. I think they would have a significant morale factor.

Mr. OLSEN. Now, on the cost, on section 1, I think that you estimated the cost at \$7.2 million. How do you arrive at the \$7.2 million?

Mr. PERRY. The \$7.2 million is based, Mr. Chairman, on the payment by the Department of Defense to the Post Office Department of 8 cents for each letter transmitted under the free mailing privilege, to cover the domestic movement of that letter by air. We estimated that 623,000 servicemen overseas would be affected by section 1 of the bill. In analyzing mail movement with the Post Office Department, it has been estimated that the average serviceman sends 12 first class items a month or 144 items a year. So 144 items times 8 cents per item times 623,000 servicemen produces the \$7.2 million figure, sir.

Mr. OLSEN. How about section 2? Give me a breakdown on section 2. I need this for the record. I think we ought to have these cost figures in the record.

Mr. PERRY. The cost associated with section 2, Mr. Chairman, involves two elements: In the first place, a substantial volume of mail in the form of parcels weighing more than 5 pounds and less than 30 pounds is now moving by surface means. Based on our experience in this fiscal year, we estimate that quantity to be slightly over 20,000 tons a year. At the rates which we pay for surface mail, we are paying about \$3.6 million per year to move that quantity at just over 20,000 tons. Under section 2, those packages would be eligible to move by air at a space available rate. The Civil Aeronautics Board has not yet established what that space available rate will be.

Mr. OLSEN. But you had an estimate?

Mr. PERRY. The Department of Defense and the Post Office Department have recommended a rate of 9 cents per ton-mile. In other considerations, a figure as high as 12 cents per ton-mile has been used for estimating purposes. Based on the 12-cent-per ton-mile figure, the movement of the 20,000 tons of parcel mail covered by section 2 and now moving by surface would cost approximately \$12.9 million a year, an increase of \$9.3 million over the present cost of moving those parcels by surface.

The second element, a very substantial quantity of mail, presently about 14,000 to 15,000 tons a year, moves as air parcel post. Air parcel post is transported in the Atlantic area at a rate of 40 cents per ton-mile and is transported in the Pacific at a rate of 36 cents per ton-mile. The Department of Defense pays for the movement of this mail outside the United States at those rates.

The individual sender, however, pays, at normal air parcel post rates, for the movement of that mail within the United States to the APO address. Air parcel post rates are substantially higher than surface parcel post rates and section 2 of the bill would permit the movement of those parcels at the option of the sender at the surface parcel post rate plus a surcharge to be established by the Post Office Department.

The surface parcel post rates plus the surcharge would still be far below the air parcel post rates and consequently we anticipate that a very substantial part of the mail now moving as air parcel post would be sent instead on the space available basis at the surface parcel post rates plus the Post Office surcharge cost.

We in the Department of Defense then would pay for the international movement of that mail at the space available rate ultimately established by the Civil Aeronautics Board. We had estimated that a sufficient quantity of this package mail now moving as air parcel post would be switched by the sender to the lower cost space available basis to produce a saving of approximately \$12.4 million a year to the Department of Defense. The two factors together, the increase of about \$9.3 million by moving mail now moving on the surface at the space available rate by air and the saving of \$12.4 million by moving mail now moving by air parcel post rates on the space available basis would result in a net saving under section 2 of \$3.1 million, which I stated to this committee last week.

Mr. OLSEN. I think we ought to have a chart in the record that would set this out.

Mr. PERRY. I will be glad to provide it for the record, Mr. Chairman. (See p. 59.)

Mr. OLSEN. I think it would be easier to read, don't you? It would be easier for you to tell us if you had a chart, wouldn't it?

Mr. PERRY. I'm sure what I have just explained is very complex. It took me quite sometime to understand the facts.

Mr. OLSEN. I followed you because I anticipated the answer, but I never could have followed you if I didn't know the answer already. Now, how about section 3?

Mr. PERRY. Section 3, like section 2, involves the movement of a substantial volume of mail, something over 6,000 tons a year, which is now moving by surface at the surface mail rates. Under section 3, that quantity of newspapers and magazines would be eligible to move by air at the space available rates and again, assuming that the space available rate may be as high as 12 cents a ton-mile,

the added cost to the Department of Defense under the space available rate compared to the present surface rate would be approximately \$2.4 million a year.

Mr. OLSEN. One more question. When the Post Office Department testified on this legislation, they recommended that the Department of Defense be required to reimburse the Post Office Department for the additional cost incurred when air transportation is provided for mail addressed to the Armed Forces post offices in Alaska or Hawaii. It was pointed out that the reimbursement provision, 36 U.S.C. 4303, neither required nor authorized reimbursement of costs incurred by the postal service in providing air transportation for military mail in the domestic air service, as for example, between Alaska, Hawaii and California. Since this airlift mail to Alaska and Hawaii is receiving a type of service not provided for the public in general, the Post Office Department's recommendation indicates that they should be reimbursed the additional cost they incur for the more expensive means of transportation. What is your comment on this recommendation of the Post Office Department?

Mr. PERRY. Mr. Chairman, the question of compensation between the Post Office Department and the Department of Defense is the subject of agreement between those two departments and, in my opinion, should be left as such. The Post Office Department presently, as I understand it, bears the expense itself of transportation of mail for the Department of Defense within the United States.

Mr. OLSEN. But not this preferred system?

Mr. PERRY. Mr. Chairman, I cannot evaluate the impact, if any, here and it is for that reason that I feel that the committee should probably not attempt to specify in any bill that it may report out the compensation between the two departments in the executive branch.

Mr. OLSEN. Our point of view is that this should come out of the general revenues of the Government, whatever the additional cost is here. I think I am stating the view of the committee when I say that, and I think you can understand that is our view.

Mr. PERRY. I'm hesitating for two specific reasons, Mr. Chairman: First, it is my understanding that the Post Office Department is providing in fact movement by air within the United States of substantial quantities, if not all, of the first-class mail for the general public. Thus, in the case of first-class mail, I'm not sure whether they are giving any benefit to us with regard to the areas that you mention.

Mr. OLSEN. I'm sure that we can get a real good accounting of the Post Office Department on what part of first class is moving by air so that you wouldn't be billed wrongfully. But, I thought that in a report on this bill, and I think we are going to pass it, that the Post Office Department ought to be permitted to bill you for any additional cost of moving by the preferred method but, however, not billing you for what they would normally move anyway in the way of first class by air.

Mr. PERRY. This bill also provides for the Post Office Department to establish a surcharge with regard to the movement of parcels under the terms of section 2.

Mr. OLSEN. Right.

Mr. PERRY. That surcharge, as I understood it, was to cover the additional costs which the Post Office Department would incur in connection with the domestic movement of those parcels. We would

be bearing the cost, whatever it might be, of the international movement.

Mr. OLSEN. Certainly you have got to bear the international movement. The only bill they should give the Defense Department is any extraordinary or any increased expense that they have for this method. I think that is the way we would put it in the report and that you should gain every advantage that the Post Office Department gains itself by moving first class by air.

Now, is that a clear understanding?

Mr. PERRY. Mr. Chairman, I simply am not aware at this point in time of any specific increased costs which the Post Office Department would bear by reason of this bill and not recover pursuant to the surcharge that is authorized in the bill.

Mr. OLSEN. That is a clear understanding. Unless there is definitely an increased cost to the Post Office Department, you shouldn't be billed for it. That is the way we would like it.

Thank you very much.

Now, gentlemen, we are wide open for any questions. Are there any questions?

There being no more questions, I should like again to thank you, Mr. Perry and Colonel Godwin, for coming here again. We have kind of prevailed upon your time extraordinarily to come back, but I think our record is a better record and we are going to pass this bill, though I know you didn't endorse the bill.

Thank you very much.

Mr. PERRY. Thank you, Mr. Chairman.

Mr. OLSEN. The committee is going to go into executive session at this time and the room will be cleared.

(Whereupon, at 10:47 a.m., the hearing was adjourned, and the subcommittee went into executive session.)

(The chart requested on p. 57 is as follows:)

Potential costs to DOD under H.R. 4224

Section	Rationale	Cost
1	H.R. 4224 would extend free mailing privileges to about 623,000 additional servicemen. It is assumed that the average serviceman will mail 12 letters per month. DOD reimburses the POD 8 cents per free letter to cover airmail handling within the United States. 12 x 12 months x \$.08 x 623,000	\$7,176,960
2	(A) Based on fiscal year 1967 volumes: 20,885 tons of parcels now transported internationally by surface at a cost to DOD of \$3.6 million per year would move by air as space available mail (SAM). If the SAM rate were \$.12 per ton-mile the new annual cost to DOD would be \$12.9 million. \$12.9 million less \$3.6 million	9,300,000
	(B) Based on fiscal year 1967 volumes: 14,338 tons of parcels now transported as air parcel post at a cost to DOD of \$31.8 million per year would also be eligible to move by air as SAM. Senders pay domestic postage on such parcels and domestic surface rates, including a SAM surcharge, would probably be less than half of the air parcel post rates; therefore it is assumed that a substantial part of the present air parcel post mail would be sent at the lower SAM rates, and thus DOD would pay for international movement at SAM rates. Assumed that the total cost to DOD for moving this 14,338 tons would be reduced to about \$19.4 million (based on a mixture of air parcel post and SAM). \$31.8 million less \$19.4 million	-12,400,000
	Net	-3,100,000
3	Based on fiscal year 1967 volumes: 6,456 tons of magazines and newspapers now transported internationally by surface at a cost to DOD of \$1.2 million per year would move by air as SAM. If the SAM rate were \$.12 per ton-mile the new annual cost to DOD would be \$3.6 million. \$3.6 million less \$1.2 million	2,400,000
	H.R. 4224 total estimated cost to DOD	6,476,960

be bearing the cost, whether it might be of the international move-

ment. Certainly you have got to bear the international movement. The only bill they should give the Defense Department is any extraordinary or any increased expense that they have for this method. I think that is the way we would put it in the report and that you should make every advantage that the Post Office Department gains itself by making that clear by air.

Now is that clear understanding?
Mr. PERRY: Yes, Chairman. I simply am not aware at this point in time of any specific increased cost which the Post Office Department would bear by reason of this bill and not recover pursuant to the exchange that is authorized in the bill.

Mr. STARK: That is a clear understanding. Unless there is definitely an increased cost to the Post Office Department, you should be billed for it. That is the way we would like it.

Thank you very much.
Now, gentlemen, we are wide open for any question. Are there any questions?

There being no more questions, I should like again to thank you, Mr. Perry and Colonel Tordella for coming here today. We have heard of prevailed upon your time extraordinarily to come back, and I think our record is a better one and we are going to pass this bill, though I know you didn't endorse the bill.

Thank you very much.
Mr. PERRY: Thank you, Mr. Chairman.
Mr. STARK: The committee is going to go into executive session at this time and the room will be cleared.
(Whereupon at 10:47 a.m. the hearing was adjourned and the subcommittee went into executive session.)
(The chart requested on page 27 is as follows:)

A weekly cost in 1955 under H.R. 223

Year	Estimated	Actual
1955-1956	\$1,000,000	\$1,000,000
1956-1957	\$1,000,000	\$1,000,000
1957-1958	\$1,000,000	\$1,000,000
1958-1959	\$1,000,000	\$1,000,000
1959-1960	\$1,000,000	\$1,000,000
1960-1961	\$1,000,000	\$1,000,000
1961-1962	\$1,000,000	\$1,000,000
1962-1963	\$1,000,000	\$1,000,000
1963-1964	\$1,000,000	\$1,000,000
1964-1965	\$1,000,000	\$1,000,000
1965-1966	\$1,000,000	\$1,000,000
1966-1967	\$1,000,000	\$1,000,000
1967-1968	\$1,000,000	\$1,000,000
1968-1969	\$1,000,000	\$1,000,000
1969-1970	\$1,000,000	\$1,000,000
1970-1971	\$1,000,000	\$1,000,000
1971-1972	\$1,000,000	\$1,000,000
1972-1973	\$1,000,000	\$1,000,000
1973-1974	\$1,000,000	\$1,000,000
1974-1975	\$1,000,000	\$1,000,000
1975-1976	\$1,000,000	\$1,000,000
1976-1977	\$1,000,000	\$1,000,000
1977-1978	\$1,000,000	\$1,000,000
1978-1979	\$1,000,000	\$1,000,000
1979-1980	\$1,000,000	\$1,000,000
1980-1981	\$1,000,000	\$1,000,000
1981-1982	\$1,000,000	\$1,000,000
1982-1983	\$1,000,000	\$1,000,000
1983-1984	\$1,000,000	\$1,000,000
1984-1985	\$1,000,000	\$1,000,000
1985-1986	\$1,000,000	\$1,000,000
1986-1987	\$1,000,000	\$1,000,000
1987-1988	\$1,000,000	\$1,000,000
1988-1989	\$1,000,000	\$1,000,000
1989-1990	\$1,000,000	\$1,000,000
1990-1991	\$1,000,000	\$1,000,000
1991-1992	\$1,000,000	\$1,000,000
1992-1993	\$1,000,000	\$1,000,000
1993-1994	\$1,000,000	\$1,000,000
1994-1995	\$1,000,000	\$1,000,000
1995-1996	\$1,000,000	\$1,000,000
1996-1997	\$1,000,000	\$1,000,000
1997-1998	\$1,000,000	\$1,000,000
1998-1999	\$1,000,000	\$1,000,000
1999-2000	\$1,000,000	\$1,000,000
2000-2001	\$1,000,000	\$1,000,000
2001-2002	\$1,000,000	\$1,000,000
2002-2003	\$1,000,000	\$1,000,000
2003-2004	\$1,000,000	\$1,000,000
2004-2005	\$1,000,000	\$1,000,000
2005-2006	\$1,000,000	\$1,000,000
2006-2007	\$1,000,000	\$1,000,000
2007-2008	\$1,000,000	\$1,000,000
2008-2009	\$1,000,000	\$1,000,000
2009-2010	\$1,000,000	\$1,000,000
2010-2011	\$1,000,000	\$1,000,000
2011-2012	\$1,000,000	\$1,000,000
2012-2013	\$1,000,000	\$1,000,000
2013-2014	\$1,000,000	\$1,000,000
2014-2015	\$1,000,000	\$1,000,000
2015-2016	\$1,000,000	\$1,000,000
2016-2017	\$1,000,000	\$1,000,000
2017-2018	\$1,000,000	\$1,000,000
2018-2019	\$1,000,000	\$1,000,000
2019-2020	\$1,000,000	\$1,000,000
2020-2021	\$1,000,000	\$1,000,000
2021-2022	\$1,000,000	\$1,000,000
2022-2023	\$1,000,000	\$1,000,000
2023-2024	\$1,000,000	\$1,000,000
2024-2025	\$1,000,000	\$1,000,000
2025-2026	\$1,000,000	\$1,000,000
2026-2027	\$1,000,000	\$1,000,000
2027-2028	\$1,000,000	\$1,000,000
2028-2029	\$1,000,000	\$1,000,000
2029-2030	\$1,000,000	\$1,000,000
2030-2031	\$1,000,000	\$1,000,000
2031-2032	\$1,000,000	\$1,000,000
2032-2033	\$1,000,000	\$1,000,000
2033-2034	\$1,000,000	\$1,000,000
2034-2035	\$1,000,000	\$1,000,000
2035-2036	\$1,000,000	\$1,000,000
2036-2037	\$1,000,000	\$1,000,000
2037-2038	\$1,000,000	\$1,000,000
2038-2039	\$1,000,000	\$1,000,000
2039-2040	\$1,000,000	\$1,000,000
2040-2041	\$1,000,000	\$1,000,000
2041-2042	\$1,000,000	\$1,000,000
2042-2043	\$1,000,000	\$1,000,000
2043-2044	\$1,000,000	\$1,000,000
2044-2045	\$1,000,000	\$1,000,000
2045-2046	\$1,000,000	\$1,000,000
2046-2047	\$1,000,000	\$1,000,000
2047-2048	\$1,000,000	\$1,000,000
2048-2049	\$1,000,000	\$1,000,000
2049-2050	\$1,000,000	\$1,000,000
2050-2051	\$1,000,000	\$1,000,000
2051-2052	\$1,000,000	\$1,000,000
2052-2053	\$1,000,000	\$1,000,000
2053-2054	\$1,000,000	\$1,000,000
2054-2055	\$1,000,000	\$1,000,000
2055-2056	\$1,000,000	\$1,000,000
2056-2057	\$1,000,000	\$1,000,000
2057-2058	\$1,000,000	\$1,000,000
2058-2059	\$1,000,000	\$1,000,000
2059-2060	\$1,000,000	\$1,000,000
2060-2061	\$1,000,000	\$1,000,000
2061-2062	\$1,000,000	\$1,000,000
2062-2063	\$1,000,000	\$1,000,000
2063-2064	\$1,000,000	\$1,000,000
2064-2065	\$1,000,000	\$1,000,000
2065-2066	\$1,000,000	\$1,000,000
2066-2067	\$1,000,000	\$1,000,000
2067-2068	\$1,000,000	\$1,000,000
2068-2069	\$1,000,000	\$1,000,000
2069-2070	\$1,000,000	\$1,000,000
2070-2071	\$1,000,000	\$1,000,000
2071-2072	\$1,000,000	\$1,000,000
2072-2073	\$1,000,000	\$1,000,000
2073-2074	\$1,000,000	\$1,000,000
2074-2075	\$1,000,000	\$1,000,000
2075-2076	\$1,000,000	\$1,000,000
2076-2077	\$1,000,000	\$1,000,000
2077-2078	\$1,000,000	\$1,000,000
2078-2079	\$1,000,000	\$1,000,000
2079-2080	\$1,000,000	\$1,000,000
2080-2081	\$1,000,000	\$1,000,000
2081-2082	\$1,000,000	\$1,000,000
2082-2083	\$1,000,000	\$1,000,000
2083-2084	\$1,000,000	\$1,000,000
2084-2085	\$1,000,000	\$1,000,000
2085-2086	\$1,000,000	\$1,000,000
2086-2087	\$1,000,000	\$1,000,000
2087-2088	\$1,000,000	\$1,000,000
2088-2089	\$1,000,000	\$1,000,000
2089-2090	\$1,000,000	\$1,000,000
2090-2091	\$1,000,000	\$1,000,000
2091-2092	\$1,000,000	\$1,000,000
2092-2093	\$1,000,000	\$1,000,000
2093-2094	\$1,000,000	\$1,000,000
2094-2095	\$1,000,000	\$1,000,000
2095-2096	\$1,000,000	\$1,000,000
2096-2097	\$1,000,000	\$1,000,000
2097-2098	\$1,000,000	\$1,000,000
2098-2099	\$1,000,000	\$1,000,000
2099-2100	\$1,000,000	\$1,000,000
2100-2101	\$1,000,000	\$1,000,000
2101-2102	\$1,000,000	\$1,000,000
2102-2103	\$1,000,000	\$1,000,000
2103-2104	\$1,000,000	\$1,000,000
2104-2105	\$1,000,000	\$1,000,000
2105-2106	\$1,000,000	\$1,000,000
2106-2107	\$1,000,000	\$1,000,000
2107-2108	\$1,000,000	\$1,000,000
2108-2109	\$1,000,000	\$1,000,000
2109-2110	\$1,000,000	\$1,000,000
2110-2111	\$1,000,000	\$1,000,000
2111-2112	\$1,000,000	\$1,000,000
2112-2113	\$1,000,000	\$1,000,000
2113-2114	\$1,000,000	\$1,000,000
2114-2115	\$1,000,000	\$1,000,000
2115-2116	\$1,000,000	\$1,000,000
2116-2117	\$1,000,000	\$1,000,000
2117-2118	\$1,000,000	\$1,000,000
2118-2119	\$1,000,000	\$1,000,000
2119-2120	\$1,000,000	\$1,000,000
2120-2121	\$1,000,000	\$1,000,000
2121-2122	\$1,000,000	\$1,000,000
2122-2123	\$1,000,000	\$1,000,000
2123-2124	\$1,000,000	\$1,000,000
2124-2125	\$1,000,000	\$1,000,000
2125-2126	\$1,000,000	\$1,000,000
2126-2127	\$1,000,000	\$1,000,000
2127-2128	\$1,000,000	\$1,000,000
2128-2129	\$1,000,000	\$1,000,000
2129-2130	\$1,000,000	\$1,000,000
2130-2131	\$1,000,000	\$1,000,000
2131-2132	\$1,000,000	\$1,000,000
2132-2133	\$1,000,000	\$1,000,000
2133-2134	\$1,000,000	\$1,000,000
2134-2135	\$1,000,000	\$1,000,000
2135-2136	\$1,000,000	\$1,000,000
2136-2137	\$1,000,000	\$1,000,000
2137-2138	\$1,000,000	\$1,000,000
2138-2139	\$1,000,000	\$1,000,000
2139-2140	\$1,000,000	\$1,000,000
2140-2141	\$1,000,000	\$1,000,000
2141-2142	\$1,000,000	\$1,000,000
2142-2143	\$1,000,000	\$1,000,000
2143-2144	\$1,000,000	\$1,000,000
2144-2145	\$1,000,000	\$1,000,000
2145-2146	\$1,000,000	\$1,000,000
2146-2147	\$1,000,000	\$1,000,000
2147-2148	\$1,000,000	\$1,000,000
2148-2149	\$1,000,000	\$1,000,000
2149-2150	\$1,000,000	\$1,000,000
2150-2151	\$1,000,000	\$1,000,000
2151-2152	\$1,000,000	\$1,000,000
2152-2153	\$1,000,000	\$1,000,000
2153-2154	\$1,000,000	\$1,000,000
2154-2155	\$1,000,000	\$1,000,000
2155-2156	\$1,000,000	\$1,000,000
2156-2157	\$1,000,000	\$1,000,000
2157-2158	\$1,000,000	\$1,000,000
2158-2159	\$1,000,000	\$1,000,000
2159-2160	\$1,000,000	\$1,000,000
2160-2161	\$1,000,000	\$1,000,000
2161-2162	\$1,000,000	\$1,000,000
2162-2163	\$1,000,000	\$1,000,000
2163-2164	\$1,000,000	\$1,000,000
2164-2165	\$1,000,000	\$1,000,000
2165-2166	\$1,000,000	\$1,000,000
2166-2167	\$1,000,000	\$1,000,000
2167-2168	\$1,000,000	\$1,000,000
2168-2169	\$1,000,000	\$1,000,000
2169-2170	\$1,000,000	\$1,000,000
2170-2171	\$1,000,000	\$1,000,000
2171-2172	\$1,000,000	\$1,000,000
2172-2173	\$1,000,000	\$1,000,000
2173-2174	\$1,000,000	\$1,000,000
2174-2175	\$1,000,000	\$1,000,000
2175-2176	\$1,000,000	\$1,000,000
2176-2177	\$1,000,000	\$1,000,000
2177-2178	\$1,000,000	\$1,000,000
2178-2179	\$1,000,000	\$1,000,000
2179-2180	\$1,000,000	\$1,000,000
2180-2181	\$1,000,000	\$1,000,000
2181-2182	\$1,000,000	\$1,000,000
2182-2183	\$1,000,000	\$1,000,000
2183-2184	\$1,000,000	\$1,000,000
2184-2185	\$1,000,000	\$1,000,000
2185-2186	\$1,000,000	\$1,000,000
2186-2187	\$1,000,000	\$1,000,000
2187-2188	\$1,000,000	\$1,000,000
2188-2189	\$1,000,000	\$1,000,000
2189-2190	\$1,000,000	\$1,000,000
2190-2191	\$1,000,000	\$1,000,000
2191-2192	\$1,000,000	\$1,000,000
2192-2193	\$1,000,000	\$1,000,000
2193-2194	\$1,000,000	\$1,000,000
2194-2195	\$1,000,000	\$1,000,000
2195-2196	\$1,000,000	\$1,000,000
2196-2197	\$1,000,000	\$1,000,000