

decision by the Board of Governors to increase the price of a postage stamp is questionable in lieu of the fact that the Postal Service has made a profit of over \$6 billion in the last four years.

Clearly, we need to exercise the oversight function of Congress more vigorously in the future. I want to congratulate my good friend, Representative JOHN MCHUGH, Chairman of the Government Reform Subcommittee on Postal Service for his diligence in this oversight arena. However, he cannot do the job alone. Congress needs to be more vigilant in ensuring that we exercise our oversight responsibilities. In that regard, I would like to include in the record a column by the President of the United Postal Service, James P. Kelly on the operation of the Postal Service. Reading and taking notice of Mr. Kelly's words is a good start in helping Congress to become more aware of the Postal Service problems.

[From the Washington Times, July 15, 1998]

THE MAIL MONOPOLY

(By James Kelly)

The woman on the other end of the phone sounds frightened and angry. She owns a small Parcel Plus store in Maryland and just found out that the United States Postal Service is opening up shop right around the corner. She's worried that the arrival of the Postal Service will put her own small store out of business and wants to know what she can do about it. She has reason to be scared.

In the past, the opening of a local post office wouldn't raise an eyebrow. But that was before the Postal Service began targeting private-sector companies with predatory pricing on services and products that few businesses can match. The business owner in Maryland knows she can't compete with a government agency that enjoys huge advantages not available to private-sector companies. Her plight is but one example of why the Postal Service needs significant reform.

Most Americans agree that fair competition is necessary for a healthy economy and a strong private sector. At our company, we have embraced competition and believe it makes us a smarter, stronger, more responsive business. But the Postal Service represents something that no competitor should have to face—a government monopoly that is able to use its government-granted advantages to unfairly undermine its private-sector competitors. In this age of government reform and downsizing, the Postal Service is the poster child for needed government reform.

Most Americans don't know that the Postal Service pays no taxes, local, state or federal, pays no vehicle licensing fees, is exempt from OSHA enforcement, can ignore zoning regulations, and is immune from anti-trust accountability. These advantages would not be of much concern if it weren't for the fact that the Postal Service is using them like a weapon in the marketplace to beat out private-sector businesses. That is simply, unequivocally not the role of government.

One particularly egregious example of how the Postal Service is able to use revenue from its monopoly on first-class mail to subsidize products that compete with the private sector is obvious. The Postal Service charges \$26.63 to ship a 10-pound package from San Francisco to London via Global Package Link. But the agency charges \$29.80 to ship that same package Express mail from Washington, D.C. to Baltimore, Maryland.

Common sense tells us that a package shipped across a continent and over the Atlantic Ocean should cost more than a package shipped 35 miles up I-95. But the Postal

Service vice keeps its Global Package Link prices artificially low with revenue from its letter mail monopoly, with which private businesses are prohibited from competing. This pricing disparity is particularly puzzling given that the private-sector charges an average of \$110 to ship a 10-pound expedited package from San Francisco to London.

Now consumers are being asked to pay an additional billion dollars through a penny increase in the price of a stamp. Why is the Postal Service asking for another billion dollars every year when the agency has generated more than a billion dollars in surplus every year for the past three years and is doing so again this year?

If the Postal Service were truly committed to its mandate of providing universal letter mail service, why is it entering into numerous other activities wholly unrelated to this mission? The Postal Service is now processing bill, selling mugs, T-shirts and hats, and is hawking telephone cards. What does this have to do with delivering the mail? Absolutely nothing. In fact, it forces the Postal Service to lose focus on its primary mission.

It is painfully obvious that reform is desperately needed. Congress is working this year to craft fair legislation that would level the playing field for the Postal Service. Any reform bill must require the agency to abide by the same laws as the private sector when competing with private businesses. Postal reform must remove the massive advantages enjoyed by the Postal Service so that real competition can provide consumers with real choice. At the same time, the Postal Rate Commission, the Postal Service's oversight body, must be given real authority to regulate the agency both domestically and internationally.

Congress must act quickly to level the playing field so the Postal Service can focus on delivering mail—not delivering small business owners into the unemployment line.

ROSIE THE RIVETER NATIONAL  
PARK SERVICE AFFILIATED SITE  
STUDY ACT OF 1998

**HON. GEORGE MILLER**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, August 6, 1998

Mr. MILLER of California. Mr. Speaker, today I am introducing the "Rosie the Riveter National Park Service Affiliated Site Study Act of 1998." This legislation authorizes the National Park Service to conduct a feasibility study to determine if the Rosie the Riveter Park located in Richmond, California meets the requirements of being nationally significant to become an NPS Affiliated Site.

Rosie the Riveter Park is located on the Richmond waterfront on the site of Kaiser Shipyards where the Liberty and Victory ships were built during World War II. These ships were built almost entirely by women who took over shipbuilding jobs to replace men who went off to war. Quickly these women became known as "Rosie the Riveter" and "Wendy the Welder" as their numbers grew and their competency as shipbuilders became well known.

These "Rosies" and "Wendys" built some 747 ships which were immediately commissioned into the U.S. Navy and sent to fight in the war. Their individual and collective stories are rich with excitement of being involved in producing the Liberty and Victory ships, as well as the realities of facing numerous new

fears. We must remember that prior to this time, most women did not enter the work force, especially once married with children. With their husbands off to war, they were faced with the responsibility of providing food and shelter for their families alone. Encouraged by the familiar slogan of "We can do it" and the lure of salaries never before offered to women, thousands of women of all ethnicities flocked to the town of Richmond in search of jobs not previously available to them.

Realizing the value of the women workers, many shipyards including Kaiser conducted around the clock day care centers and schools on site so the mothers could work knowing their children were well cared for nearby. Some perceive this as a new concept that is cost prohibitive for business, but it was just the regular order for shipyards during this time.

With the support of the City Council and in particular Councilperson Donna Powers, the City of Richmond in my district has dedicated the Rosie the Riveter Park to honor all the women of the World War II effort. Plans to erect a monument remnant of the Liberty and Victory ship are underway as are collections of oral histories from the women workers.

Mr. Speaker, I was honored to be among so many of the former "Rosies" and "Wendys" at the kickoff for the memorial on October 5, 1996. Many told me of the fears they had working deep in the bowels of a huge ship or dangling over the side in order to do their job. Several stated that when the fear enveloped them, they would think of their loved ones in the war and just keep moving. This feeling of connection with the men fighting on the ships caused the workers to try for perfection with each task.

What little safety and protective equipment existed in the 1940's was made for men and tended not to give the same protection to the women who used them. Numerous women still bear the scars they received during such unprotected work. I learned so much from talking with the women about their experiences and quickly realized that these stories are part of who we are as a nation and must be preserved for generations to come.

Rosie the Riveter Park and the history it represents should be designated an affiliated area to the National Park Service and I'm confident that the study proposed in my legislation will come to the same conclusion. I hope the Congress will move quickly to enact this legislation.

SALUTE TO ROBERT ESTEL ENGLAND AND ALL THE BRAVE MEN WHO SERVED IN THE NAVY ARMED GUARD

**HON. HAROLD ROGERS**

OF KENTUCKY

IN THE HOUSE OF REPRESENTATIVES

Thursday, August 6, 1998

Mr. ROGERS. Mr. Speaker, throughout our nation's history, men and women from all corners of our country have stood tall in her defense. It is the bravery and honor with which these men and women have served that has helped keep America free and strong over the years.

Today, I would like to commend one such individual: Gunners Mate 3rd Class Robert