

Commercial airlines currently carry about 35% of military cargo and 90% of the service personnel. Of the 22 airlines getting awards, 16 will fly to Southeast Asia, principally Vietnam.

Pan American World Airways received the largest award, \$82,814,968.

Among other lines receiving contracts:

Continental Air Lines, \$53,576,101; Braniff Airways, \$30,252,957; Northwest Airlines, \$37,317,212; Flying Tiger line, \$36,876,464; Trans World Airlines, \$32,271,604; World Airways, \$26,648,889; Seaboard World Airlines, \$24,202,334; Airlift International, \$22,364,475.

Saturn Airways, \$21,857,111; Universal Airlines, \$19,492,413; American Airlines, \$18,174,961; Trans International Airlines, \$15,169,661; Eastern Airlines, \$13,650,631; Trans Caribbean Airways, \$10,130,155; Capital International Airways, \$10,928,553; Overseas National Airways, \$9,771,935, and Southern Air Transport, \$7,608,571.

The awards are \$144 million more than the total initially awarded for the current fiscal year, but supplemental contracts issued throughout fiscal 1967 are expected to push this fiscal year's total to more than \$600 million.

In other defense contract actions, the Army awarded a \$5,818,578 contract to Martin Marietta Corp. for production of Shillelagh missiles at Orlando, Fla.

International Telephone & Telegraph Corp. received a \$5,642,300 Air Force contract to make airborne navigation sets and related equipment at Nutley, N.J.

Southwest Truck Body Co., St. Louis, was given a \$3,467,800 Army contract for six-ton semi-trailer vans.

Mr. DENT. I would like to change the format of the questioning. You will please just remain at the witness table so the committee will have a longer period of questioning without delaying a Member of Congress with other duties to perform.

I would like to break in at this time although the testimony of the Member of Congress, Mr. Burke, shall appear in the record following all the questioning of these two witnesses.

Now, Mr. O'Connell, I would like to make a few observations.

I noticed you both touched on a subject matter in your testimony which I think is very pertinent and probably of great interest to this committee and it should be to the Congress of the United States. That is, once this committee and other committees have taken official notice of the problem of the airline stewardesses and hostesses, I am very much afraid that if we do not take some action on it it might be the go-ahead sign for some of the airlines who do not practice this discrimination to put it into effect.

As I noted the other day from testimony there is one of the major airlines which does not have this type of a contract proposal which is proposing it now in the face of the fact that most of the major airlines are eliminating this type of contract for employment. We are almost forced by the nature of our interest in the matter to consider the airline problem whether or not it was considered in the beginning of the legislation.

Miss Boland touched on it and you touched on it so that we find ourselves now locked into a position where at least some consideration, some comment, some provision must be made by the Congress at this time or we may open the door to a greater problem for the airline hostesses than they have had up to this moment.

Mr. O'CONNELL. We are afraid if you do not give consideration to the stewardesses' problem you will give license to the airlines to further institute these regulations.

Mr. DENT. Mr. Hawkins, do you have any question on this particular phase of the testimony?