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Congress of the United States
House of Representatives
Committee on Interstate and Foreign Commerce
Room 2125, Rayburn House Office Building
Washington, D.C. 20515

January 4, 1974

The Reverend
C. Wayne Perry
104 Hageman Street
Berkeley Springs, West Virginia 25411

Dear Reverend Perry:

Thank you very much for your letter of recent date. I appreciate your taking the time to write me with reference to the present energy crisis.

It is certainly good to have your comments in behalf of the Goldwater-Rooney Amendment to the "National Emergency Energy Act."

As you may know by now, our Committee did adopt this amendment which would "provide for equitable treatment of all sectors of the economy." You may be assured I was pleased to have supported this provision and will continue my efforts toward the passage of fair and equitable legislation for all.

Again, thank you for writing and with every good wish,
I am

Sincerely yours,

HARLEY O. STAGGERS

104 Hageman Street
Berkeley Springs, W.Va. 25411
December 13, 1973

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Representative Harley O. Staggers
House Office Building
Washington, D.C. 20515

Dear Congressman Staggers:

I wish to urge you to support the amendment to the National Energy Emergency Act offered by Representatives Barry Goldwater, Jr., and Fred Rooney. As I am sure you are aware, this amendment asks, "Any emergency fuel shortage contingency program implemented under the authority of this act, in so far as possible, bear equally upon similar and competing forms of commerce, transportation and personal use of fuels."

President Nixon's proposal to cut general aviation fuel supplies by as much as fifty per cent (50%) would almost destroy a whole industry, with a resulting increase in unemployment numbering into the hundreds of thousands. This seems an unusually harsh price to pay for the national economy and for the persons involved when all of general aviation uses less than 0.4 per cent of all the gasoline consumed in the United States.

We in the Eastern Panhandle are well aware that giving a substantial portion of available fuel to the air lines will not help many, many people with their transportations; as you well know from personal experience, there are no scheduled air lines serving our area of the state, except through the inconvenient and inefficient means of the commuter services operating out of Hagerstown, Maryland, Municipal Airport. Of course, our situation is not unique, for there are 379 cities with populations from 25,000 to 100,000 which do not have scheduled air service, to say nothing of the countless thousand small communities, including the vast majority of our state, which are more than 100 miles from the closest airport with scheduled air service.

Not only can the modern single engine aircraft carry up to four people to thousands of cities not served by the air lines, but they can also do it far more economically in terms of fuel consumed and in terms of personal expense. Moreover, they can frequently do it more economically than an automobile, since the average single engine aircraft will cut driving time in half, resulting in substantial savings on meals, motels, and the energy needed to provide these services. This is especially true in our state, where the same mountains which add so much to its beauty add so much to the time and the danger involved in traveling by automobile from one point within the state to another.

Please inform me about your plans with reference to the above mentioned amendment to the National Energy Emergency Act of 1973.

Thank you for your time and for your consideration.

Sincerely,

C. Wayne Perry
Rev. C. Wayne Perry