

in the longshore, in the maritime industry, and quite different from the elements which showed up in the trucking industry.

One of the easiest assumptions would be that there becomes a monopoly element here not in legal form, but in actual fact, so that you have in each of these cases a situation in which a strike or a lockout does hurt the country before it hurts either party. I think that is an important element.

In that sense, a strike or a lockout becomes not only an economic but a political question; not only directed against the other party, but against the country.

It is in this area that the common denominator lies. I don't understand all of it, and there are different factors in different situations.

Mr. KORNEGAY. Might it be that transportation becomes so vital to the country and the welfare of the economy that it approaches the point where, I get from you, the administration and people generally, we just can't afford to have a railroad strike? Is that the present case?

Secretary WIRTZ. It is our belief that at the present time that is true.

Mr. KORNEGAY. That distinguishes it from a factory that is making automobiles or plumbing fixtures, or anything else, where there are other companies making the same things to provide to the American public; is that right?

Secretary WIRTZ. Yes. And in connection with that, it is also true either as a cause or as a development of this that there are patterns of nationwide bargaining or areawide bargaining in all of these four industries which contribute to what you are suggesting.

It has developed that as far as the railroads are concerned most of the bargaining, as illustrated here, is on a nationwide basis.

Mr. KORNEGAY. That was going to be my next question, as to whether or not there was any hope or solution in maybe changing our system of bargaining in the transportation industry.

Secretary WIRTZ. Yes, I think there is a possibility. But it would be a mistake to disregard this fact: There is a general assumption in the country as a whole that it is labor which insists on the broad bargaining pattern and management which opposes it. It is significantly true that in these industries that is not the fact, and it is here that management urges most strongly that there be nationwide bargaining on the railroads—particularly on the railroads.

You have a parallel to that as far as the maritime industry is concerned. You have a considerable amount of it as far as the airlines are concerned. You have in the recent trucking case, in the fact of a lockout, a national lockout, a reflection of it, too.

So yes, I think you are very close to the heart of this problem, but I don't mean to suggest that there is any solution.

Mr. KORNEGAY. I wanted to get your ideas. I think when you have a monopoly, not in the legal sense but in this sense, of course, you eliminate one of the forces that work in the ordinary collective bargaining situation. That is the element of competition, which is a dominant factor in the ordinary situation, certainly on the part of management.

Secretary WIRTZ. These are root considerations in any wide, general attention to this problem.

Mr. KORNEGAY. Thank you very much.

Mr. FRIEDEL. Mr. Broyhill?