

Mr. HARVEY. So for all of those reasons, you are recommending House Joint Resolution 559 as the alternative?

Secretary WIRTZ. I guess it would be fair to say I came here to bury seizure, not to praise it.

Mr. FRIEDEL (presiding). Mr. Pickle?

Mr. PICKLE. Thank you, Mr. Chairman.

First, Mr. Secretary, I want to compliment you on the statement you have made. I have been impressed with your sincerity, with the conviction you have expressed, that we have to find an answer, and with the fact that House Joint Resolution 559 represents what you think is in the best interest of the public.

I conclude from what you said, Mr. Secretary, that you are offering House Joint Resolution 559 because you don't know what else to suggest as a remedy to the present problem, or at least because you think this is the most fair and equitable solution under the present circumstances?

Secretary WIRTZ. I think it is very fair. I don't have any stomach any more than the rest of us for this whole business. This is a matter of "yes," because I don't know anything else better.

Mr. PICKLE. I would point out that I am almost like a relative, an illegal relative, at a family reunion. I have introduced a bill in this field. Are you familiar with it in general?

Secretary WIRTZ. Both in general and in detail.

Mr. PICKLE. In my way of analysis, what I have proposed is much the same as what you have come forth with here in House Joint Resolution 559; there is a great deal of similarity. Would you agree with that?

Secretary WIRTZ. There is a great deal of similarity. If I may add just a word about the differences, the differences are two: First, the bill which you have introduced would apply to all situations in advance. I don't say we will eventually find that wrong. It does introduce a kind of crutch effect into it. But secondly—

Mr. PICKLE. It is limited to the field of transportation.

Secretary WIRTZ. That is correct. It is in transportation alone.

Probably the greatest distinguishing characteristic is that this one is tied very directly into perhaps 98 percent of the job, and that is a conversational statistic, which has already been done by collective bargaining in this case. That would be very difficult in general, advance legislation.

But there is certainly a similarity, Mr. Pickle, in trying every way in the world to get a settlement by mediation before you introduce any other elements.

Mr. PICKLE. I would want to point out to you, and to all other members, that the measure I have recommended would amend section 10 of the Railway Labor Act to extend collective bargaining and allow one of two routes—in one instance up to 280 days and in another instance up to 150 days—and during all this time a choice of procedures would be offered to either the President, to the Congress, or to a special board. There could be other refinements to that.

And then, much the same as you have recommended here, there would be a determination of up to 2 years, but the parties could still agree after that time. That is the same thing you have recommended.

You answered to Congressman Rogers a moment ago that you thought that permanent legislation would not be desired in this par-