

I was unable to develop fully the statistics from either side in the dispute.

In your appearance today, you have attempted to assess the impact. Secretary Boyd. Yes, sir.

Mr. Moss. Yet on page 2 in the last sentence of the third paragraph, you say, "We had several contracts with research experts which will, within a short time, enable us to make such evaluation."

I would like to know what types of contracts, with whom, the scope, and the date the contracts were made.

Secretary Boyd. I will be delighted to furnish that information for the record. I do not have it with me.

Mr. Moss. Mr. Chairman, I would like to ask that that information be incorporated into the record.

Mr. MacDONALD. It is so ordered.

(For information requested see letter at end of testimony (p. 108).)

Mr. Moss. Looking over the statement of the Secretary of Labor yesterday and your statement today, it seems to me that the impact of the two statements is that under no condition could this Nation tolerate a railroad strike now or in the future.

Is that a fair assessment?

Secretary Boyd. I would not go that far.

Mr. Moss. Would you then define the conditions under which a strike could occur?

Secretary Boyd. No, sir, I cannot do that. But I would say this, that depending upon the international posture of the United States in both the military and political areas, and on the state of the economy within the United States, I can visualize a situation where a strike would not be, in my judgment, disastrous, given some limited duration.

I think, as a matter of fact, if a strike is expected to be projected beyond a very few days, then it is going to be disastrous regardless of the other conditions I mentioned.

Mr. Moss. That would be true of several industries, would it not? You mentioned the railroads frequently play an important role in the export of commodities in the United States. We have had major shipping strikes and the Nation has survived.

Secretary Boyd. That is a completely different proposition, Mr. Moss. We had, I believe, a 76-day shipping strike in the summer of 1965. But that had nothing to do with the number of bottoms that were available for the movement of cargo. The limitation was on the U.S. Merchant Marine, not on the world merchant marine.

As I recall, ships of other nations, other flags, freely moved in and out of the ports of the United States during that period of time.

Mr. Moss. And were loaded and unloaded?

Secretary Boyd. Yes, sir.

Mr. Moss. Unloaded during the strike?

Secretary Boyd. I was talking about the shipping strike.

Mr. Moss. I am talking about the longshoremen strike that tied up the shipping industry. We have had those, haven't we?

Secretary Boyd. Yes, we have.

Mr. Moss. And we survived them?

Secretary Boyd. I don't want my testimony to be characterized as saying that this nation is going to fail, that we will no longer be a society that can survive, with a strike. I don't believe we need to go