

Mr. RICE. I think if you will read the record, sir, it will not so state.

Mr. MACDONALD. All right. Thank you.

The CHAIRMAN. Mr. Watson.

Mr. WATSON. Mr. Rice, thank you for the contribution you have made this morning. I am sure you have had some discourse with other officials of the railroad transportation industry. So far as you have been able to ascertain, do they share your feeling of the magnitude of the problems that would be presented in the event we should attempt to have a partial operation for defense and health needs alone?

Mr. RICE. Yes, sir.

Mr. WATSON. They do share your views in that regard?

Mr. RICE. They certainly do.

Mr. WATSON. Frankly, I think you have made a fine contribution here. As you describe the magnitude of the problem, I think you really haven't scratched the surface of the problems that would arise.

If I may make this one statement, Mr. Chairman, to my esteemed friend and our minority leader on the committee, Mr. Springer, I am familiar with the Atlantic Coast Line Railroad. They have a splendid operation. While we may not have the industrial capacity down in that area, I am sure we do have the strategic military installations which would be directly affected in the transport of commodities from the industrial complex in the Northeast.

We would initially add that so far as textiles are concerned, they are a vitally important part of the defense posture and supply logistics; and probably we have as many spindles in Spartanburg and Greenville County as you will have anywhere in the Nation.

I, for one, want to express the same sentiments as my colleague from Florida in thanking you for the fine contribution you have made this morning.

The CHAIRMAN. Mr. Rogers.

Mr. ROGERS. Thank you, Mr. Chairman.

I just want to say that I do hope the railroads would take the position of continuing bargaining. I think this is essential, meaning Mr. Wolfe would continue to try to bargain with the unions in trying to work out this problem.

I would agree with what you have said, that it would be an impossible job to try to administer just taking defense goods. Society is too complex, I think, to try to divide this up. I think you have very forcefully made this point this morning before the committee.

Thank you, Mr. Chairman.

The CHAIRMAN. Mr. Watkins.

Mr. WATKINS. Mr. Chairman, thank you.

I want to compliment the gentleman on his ability to operate a railroad. But still, I don't see any reason to take the time of the committee.

You haven't answered the \$64 question which has been asked you. You don't know whether your company is negotiating with the union at this time. Or do you?

Mr. RICE. I know that the Railway Labor Conference is in constant touch with this situation. I get daily reports on what, if anything, is happening. I refer you to Mr. Wolfe for the details.

Mr. WATKINS. Thank you.

As a manager managing railroads as you are, very efficiently, I am sure, and I can agree on your distribution being a tremendous job