

We will go into executive session tomorrow morning at 10 o'clock on this bill and all other related bills. We are going to try to mark up a bill.

Mr. WATSON. Apparently, then, the answer will be in writing rather than giving us an opportunity to explore the reason behind the decision in the event it would be adverse.

Would you request the parties to give the committee the benefit of their thinking in the event they should decline the offer made by the carriers?

The CHAIRMAN. I will.

This concludes our hearings on this bill and all other related bills. Tomorrow morning the committee will go into executive session for consideration of the bills.

Mr. Greenough, we thank you for coming and giving us the benefit of your views, with the two gentlemen you have with you, Mr. Prince and Mr. Wolfe.

Thank you.

(The following information was submitted for the record:)

THE DEPARTMENT OF LABOR,
Washington, D.C., May 19, 1967.

HON. HARLEY O. STAGGERS,
Chairman, Interstate and Foreign Commerce Committee, House of Representatives, Washington, D.C.

DEAR MR. CHAIRMAN: This is in response to your request for information on the recent history of national emergency disputes.

I am enclosing with this letter two tables. The first is a listing of all disputes since 1947 which required the appointment of a Board of Inquiry pursuant to the Labor Management Relations Act. This table also includes those situations in which work stoppages occurred following expiration of the injunction period.

The second table contains a listing of all emergency boards appointed pursuant to the Railway Labor Act from 1936 to the present time. This table is supplemented by a listing of those situations in the railroad and airline industries in which work stoppages occurred during or subsequent to the period of statutory restraint.

If the committee desires any further information please do not hesitate to call me.

Sincerely,

JAMES J. REYNOLDS,
Under Secretary of Labor.