

ard wages and conditions while the railroads continue to operate at a profit. Compulsory arbitration, by any name, is a tyranny that has no place in our free society.

MATTHEW GUINAN,
International President.

DOUGLAS L. MACMAHON,
International Secretary-Treasurer,

JAMES F. HORST,
International Executive Vice President.

[Telegram]

WASHINGTON, D.C., May 8, 1967.

Representative HARLEY O. STAGGERS,
Chairman, House Committee on Interstate and Foreign Commerce,
Rayburn Office Building, Washington, D.C.:

The nation right to work committee respectfully requests the opportunity to present its views in connection with the proposal being considered for dealing with Railway Labor Act strike emergency provision. Regardless of steps taken to solve the current railway crisis we believe legislation should be included to remove basic defects in the Railway Labor Act and prevent the recurrence of today's threatened transportation paralysis.

REED E. LARSON,
National Right to Work Committee.

ALEXANDRIA, VA., June 10, 1967.

HON. HARLEY O. STAGGERS,
Chairman, House Committee on Interstate and Foreign Commerce, Rayburn House Office Building, Washington, D.C.

DEAR MR. CHAIRMAN: I appreciate the opportunity to submit the following statement for the record on H.J. Res. 559. I am an independent economist who has heard most of the testimony on this resolution. I have no professional connection with either railroad management or railroad labor or any acquaintances among them. My interest is solely that of one deeply concerned for almost 40 years in finding out why the United States economy fails to provide respectable, suitably-paid jobs for all, without price inflation, and with fair treatment for all groups. This statement particularly endeavors to supply a few statistics and analyses on the more fundamental problems involved.

1. Enactment of the resolution is clearly preferable both to allowing a railroad strike and to legislation enabling the Government to "seize" the railroads, but additional action by the Congress and by the Executive Branch is vitally needed, along with a major change in a key American economic policy.

2. Enactment of the resolution will be far from a satisfactory solution of the basic problems, for several reasons:

(a) If, following a failure of the parties to agree "voluntarily," the determinations of the Special Board stipulated in the resolution are put into effect (until not later than January 1, 1969), a genuine settlement of the basic differences will only be postponed for 18 months or so. There is no reason to believe that such a postponement will reduce the gap between the two parties.

(b) The difficulties caused for Members of Congress and the President by having to take the steps so far taken in this dispute and in having to espouse this resolution—difficulties which several members of the Committee candidly deplored during the hearings—may create a pattern to be repeated in further railroad and other labor disputes, unless measures are taken to prevent it.

(c) Since the determinations of the five-man Special Board may turn on the vote of a single member, and will in any case turn on the vote of three