

there and our problem of the stewardesses will be taken up by the full committee. The bill has been considered by the subcommittee but not by the full committee.

Mr. DENT. I might say at this point I want to correct the record. My staff just informed me the transport association sent in a brief. It is impossible for us to take up briefs while having public hearings because we are sufficiently occupied with the witnesses coming before us but we will review the brief brought in by the ATA and it will be given full consideration by the committee.

The brief to be submitted by the Air Transport Association will appear at the end of this day's proceedings.

At this time, I would like to turn the hearing over to the members for any questions they might have, especially to the gentleman from Michigan who has long been interested in this area of discrimination and has asked for permission to sit with us. He is a member of the full committee and wanted a part in the determination here.

Mr. Ford?

Mr. FORD. Thank you, Mr. Chairman. I am sorry I couldn't be here for the beginning of your testimony but we are in the process of now marking up the famous postal rates bill. I did want to be over here when Miss Boland was testifying because I know how hard her organization has been working on this legislation. I have heard about it almost from the time I came to Congress. Of course, Frank O'Connell is certainly not new to anybody on this committee and we are pleased to have Miss Boland and Miss Eriksson before the committee.

Miss Eriksson has been very helpful to my office as a kind of funnel for information to be supplied to other members of the committee.

I am concerned with what you said about the Secretary of Labor. I have discussed this with him on one or two occasions and I know that the opinion prior to this most recent consideration was that section 13 would allow him to reach down and take care of this problem. If discretion has been left to the committee, I think we should make certain that we specifically cover this particular problem.

Most Members of Congress who have introduced or are supporting this legislation first approached the problem of automation from the viewpoint of those people who at age 45 must start over in the industrial picture.

Your story has been a particularly good illustration of how far this kind of discrimination has been permitted to go in the past and I would like to ask if it is now the position of the management organizations that they do not want legislation in this field?

Miss BOLAND. The airline industry, or the managements of the industry insofar as those we represent, have never taken any specific position that I know of aside from the fact there is no legislation prohibiting such a determination, such an arbitrary rule. I think their record speaks for itself and proves our case because for many years there have been many people flying, men and women as flight attendants well past the age of 35, well past 45, and the very fact in recent months that some of the companies and some of the managements which were most adamant about retaining an age they considered necessary, or a qualification, have changed their policy and have now recalled the very people who a few months or even a year ago were terminated as an absolute must.