

Even though your co-ops only haul less than one percent of the defense dollar, still we are still talking about \$5 million worth of taxpayers money. I don't believe this can be overlooked.

So, if the bill is passed as it is written, then there should be a grandfather clause to let the people, who have been doing this and saving the Government this money, be able to continue to save the Government this money.

Then, I think that we are in an awful big hurry here, as I understand you, of deadlines to make, you have a situation that the Congress will have to adjourn very shortly. I don't believe that the time for a comprehensive study has been allowed for this thing.

Mr. ADAMS. You have the ability to carry 50 percent of your total tonnage even if it is nonmember, if it is farmer oriented.

Mr. BRADY. I would appreciate if you would point that out to me.

Mr. ADAMS. That is what I asked this morning. Page 1 of the bill says the transportation performed for nonmembers who are neither farmers, cooperative associations, or federations. That is the 15 percent. The proviso on page 2 says you can carry up to the same quantity if it is for a nonmember but I gather in the agricultural field.

Mr. BRADY. It does not say it though. My reading of it, I interpret it in the manner and I may be entirely wrong. If we haul what we would consider to take as agricultural exempt products under 206(b).

Mr. ADAMS. Up to 50 percent.

Mr. BRADY. It does not say that. There is no proviso for that anywhere that I can find. As I read the bill we can haul 85 percent for members, 15 percent for nonmembers. Let us assume that we have our truck back East and it must come back for a member—

Mr. ADAMS. You have a cooperative association or farmer who is a nonmember, he wants you to backhaul. You can backhaul until you use up to 50 percent of your tonnage.

Mr. BRADY. Where is that?

Mr. ADAMS. Line 5 through line 8 on page 1 and lines 13 to 20 on page 2 there is no other interpretation you can make unless the language means nothing.

Mr. BRADY. What were the lines on the second page.

Mr. ADAMS. The proviso, lines 13 through 20.

Mr. BRADY. I see. I had not read that because I was looking for a percentage figure.

This raises another question, though. Does the 15 percent come off the 50 and go down to 35 for nonmembers?

Mr. ADAMS. This morning I asked that and they said it goes 15 and 35 to make a total of 50. In other words, you go 15 percent for nonmembers. Then you can go an additional 35 percent for people who are farmers or cooperatives who are nonmembers just so long as your total of what you do for nonmembers plus the farmers isn't more than half of your total.

As I gather from your background you are probably transporting citrus products or frozen juices and so on to the East. You could backhaul farmers material within that definition for 35 percent and you could backhaul for nonmembers, nonfarmers, 15 percent.

If I am wrong in that, I would appreciate your submitting a statement so that we can be sure we have the right interpretation.

Mr. BRADY. I am sure what you have said is correct. However, there is a practical operational point where we have a problem. There is