

little of the farm products that move into the west coast from some of these areas that are farmers sell and market their products.

Our problem, if there are products that belong to a different farm group or an exempt product, we will call it that, is that the coordination of this is sometimes impossible. So, we do have a great amount of difficulty coordinating the products that would come under the 206(b) section of the law and it becomes an operational problem.

Mr. ADAMS. What do you haul back?

Mr. BRADY. Prior to the time of the Department of Defense we hauled just general freight, sir, and an occasional member load and it was very occasional because the cooperatives that we deal with on the west coast and that we belong to, their major move is from the west coast to the east coast. The move from the east coast to the west coast, there is a limited quantity of cooperative freight coming West.

Therefore, we are forced to find some method to fill our trailers. Upon reading this, it brings another question to mind. I don't know and I would like to ask the gentleman whether he can clarify it. Let us assume that our trucks are back East, can we then trip lease a certificated carrier? Does this count against this 15 percent?

Mr. ADAMS. We haven't said that it would.

Mr. BRADY. I am just asking you. I don't know.

Mr. FRIEDEL. You are supposed to give us the information.

Mr. BRADY. This is the problem because the reason we are against the bill, we feel that there is legislation sufficient to stamp out the abuses that we have listened to all morning.

Mr. FRIEDEL. I understand. If this bill passes you would like to continue doing what you are doing today under a grandfather clause?

Mr. BRADY. Yes, sir.

Mr. FRIEDEL. With no limitation whatsoever on any commodity.

Mr. BRADY. We still have the primary objective in mind that we must serve our members. There are times of the year that the members' commodities for the market are not available. There are different growing seasons and so forth.

There are times when you are going to park a piece of expensive equipment. This works to the farmers detriment also. He has an investment in this.

Mr. FRIEDEL. Mr. Brady, I want to thank you.

Now, we have three other witnesses. The bells have rung. We will have to go back to the floor again. This will be the end of the meeting.

Mr. James Cardwell, president of the Midwest Growers Cooperative Corp., Oklahoma City, Okla.

STATEMENT OF JAMES CARDWELL, GENERAL MANAGER, TRANSPORTATION OFFICE, MIDWEST GROWERS COOPERATIVE CORP., OKLAHOMA CITY, OKLA.

Mr. CARDWELL. Mr. Chairman and members of the committee, I will try to make this rather brief. My name is James Cardwell, general manager of the Transportation Office of Midwest Growers Cooperative of Los Angeles.

My statement is on file here. It is a matter of the record.

I would like to make a few comments. I would like you to know that we are against the bill in its present form. Also, I would like to bring out that we do save the Department of Defense a substantial