Now this is a legislative committee and hopefully those who would serve on it would devote the necessary time to it. They would be associated with adequate and qualified staff.

So that when the facts, as I think they would, demonstrate the need for immediate legislation, these members could hopefully prepare and present such legislation to the entire Congress.

So that from the standpoint of cost, from the standpoint of time, from the standpoint of having a committee that is a legislative committee here in the first instance, the testimony, to become knowledgeable so that having determined what is necessary, could implement it without too much delay.

It seems to me that the proper route to take here would be a congressional committee.

I would also say, Mr. Chairman and members of the committee, that last week when I appeared before the committee headed by the Senator from Washington, that the Senator from Michigan publicly stated, and this was confirmed by the chairman, Senator Magnuson, that in spite of this assignment to the Department of Transportation his subcommittee was going to continue its investigation from the standpoint of making a determination, as I understand it, whether or not the insurance industry should in fact be placed under the antitrust laws of the United States.

So, as I view it, all that the Department of Transportation can do and will do is to compile a great number of statistics, which I would assume they will get in the first instance from the insurance companies themselves, from the Association of Insurance Companies, from the ratemaking bureaus, all of which is readily available to any committee of the Congress.

So, in summary, for the reason that I think, No. 1, it will be less costly, and, No. 2, it will be done more quickly, and No. 3, with no intention of being critical of the Transportation Department, I really believe that a committee of this Congress would be more qualified to do the work and, therefore, would have the research at its command the same as the Department of Transportation, but would have the added quality of being able to implement forthwith what was necessary.

It seems to me that the Congress should do this work.

Now the Supreme Court has said that it is a congressional responsibility. We have to make this determination what, if anything, is to be done in relation to the automobile liabilities insurance industry and not the Department of Transportation.

As you known, this problem began originally back in 1944 when the Congress I believe really, concerned as they were in that year with international problems, hastily, and I think without sufficient in-depth study, enacted the McCarran-Ferguson Act, which eliminated the effect of the Supreme Court's decision in relation to automobile liability, and, in fact, all insurance.

Therefore, Mr. Chairman, I would suggest that some thought be given by this committee to assuming, itself, if it would, or perhaps as I know the chairman has done in the past, conferring with appropriate other committee chairmen, for the purpose of making a determination whether or not this work could be done by an appropriate committee of this Congress.