

Mr. SCHWENGEL. It did not happen. They could not sell enough people on the idea. But you were way out in front in making plans for the Interstate System. You were with us right from the beginning and pioneered much of the work. So you were a tremendous influence for good in the development of a great distribution system, especially the highway system of America.

Now, in one of your opening statements, you stated you represent 11 million dues-paying members of your organization.

Mr. KACHLEIN. That is correct.

Mr. SCHWENGEL. You have heard testimony from the truckers presuming to represent 15 million vehicles in that field. We have heard the bus people and they represent, they said, \$30,000 buses.

We have given a lot of time to you and all of them.

Now, as I also noted from your testimony, you say there are 80 million automobile owners in America.

Mr. KACHLEIN. That is correct.

Mr. SCHWENGEL. You represent 11 million, so there are 69 million who are not represented here and apparently will not have a representative. But maybe they will be represented in a question that came to me yesterday over the telephone when a constituent of mine called me about another matter, and after he finished that, he said, "Now, Mr. Congressman, I see by the paper you are going to consider some truck legislation." He said, "I ain't agin the trucks; we need 'em. But I want to know—and you are my Congressman—whether or not they are bearing their fair share of the load? And what I want to know, sir, is what would the trucks be paying in license fees and fees and dues if they paid the same rate as I do on my 1965 Chevrolet, considering the weight?" Now, what he was talking about was ton-mile. And he said, "If you can't get that answer, tell me how much I would be paying if I paid the same rate as they do."

He said, "I have been doing some figuring on my own. That is why I want you to get an answer." He said, "You have got the help to get the answer."

So I am presenting that question to you, sir. I know it is not a simple answer, I know that is true. But is there an answer that I can give this man? Do you have one off the top of the head, or would it take time to get an answer to that question?

Mr. KACHLEIN. Do you want to answer that?

Mr. BRADY. Mr. Schwengel, it would take a considerable amount of time to get an answer to that. I am not certain it would be very relative once we did get an answer.

But off the top of my head, I would say that if trucks paid at the same rate as a passenger car on a ton-mile basis, there would not be a single heavy truck operating in this country. And if you worked it in reverse, the passenger car operator would practically go for nothing, practically a free operation.

If we paid at the same rate in passenger cars and trucks, it would be impossible for a trucking business to operate with the size of the tax-load that it would have on a ton-mile basis.

Mr. SCHWENGEL. If that answer can be gotten, I would like to have permission, Mr. Chairman, to have it put in the record. I ask both they and the representatives of the trucking industry, so it will be very fair in giving an answer to that question.