

I think it may be a very legitimate question that this man ought to have an answer to. Maybe he, in a sense, represents the 69 million people who are not here.

But I do think this, and I remember some testimony in the Iowa Legislature, you felt that through your dues-paying members, you represent really all of the automobile owners, in a sense, though they never paid dues to your organization, kind of like the dues-paying members of the union who represents all the labor people in a sense, because they express their problems.

Is that a true statement?

Mr. KACHLEIN. I think that is a reasonable statement to make, sir. We have attempted to approach it as representing the motorists as the basic concept, because the problems are identical.

Mr. SCHWENGEL. Mr. Chairman, here again, I do not want to imply that I have a feeling against the industry. I know their reasons. But we have to do these things in the public interest just like you recognize the utility, but you cannot have eight or ten utilities in the community and have an efficient service for the people, so you have to have regulations. In a sense, this is our obligation here.

So, again, Mr. Chairman—I guess I have used almost all my time—I thank you and hope I will have an opportunity to ask some of the questions I have here of the truckers that we did not get an answer to, in fairness to them.

Mr. CRAMER. Will the gentleman yield?

Mr. SCHWENGEL. Yes.

Mr. CRAMER. I think the gentleman's request is well taken. However, I think if such a study is made and made a part of the record, that you almost have to include the secondary benefits that result from the trucking industry as such, and the busing industry, general transportation industry that uses the highway as it relates to consumer industry.

For instance, we truck tons and tons of those delicious, sweet, great energy health-giving oranges and vegetables from Florida. [Laughter.]

Mr. CLAUSEN. And California.

Mr. CRAMER. Out in California too—off the record. [Laughter.]

Mr. KACHLEIN. Mr. Cramer—

Mr. CRAMER. Obviously there are some secondary benefits that result from the trucking industry or any other transportation industry, or secondly, of course, the trucking industry, as the railroads, as the buses, as the airlines, as I understand it, are considered to be an essential element of American economic life as, of course, is the use of the highway by the individual. So I think if you are going to get into the question of what comparative costs and benefits are, like we consider river and harbor projects and cost-benefit ratios, you of necessity would have to include all aspects which relate to automobile users and the necessary transportation facilities.

Mr. KACHLEIN. Mr. Cramer, would this be getting like the tail wagging the dog? Because actually the 210 study which was made cost a great deal of money. It came up with certain conclusions, and I do not think we have seen much change in circumstances to warrant additional time.