Mr. Zion. That is all. Thank you very much, Mr. Chairman.

Mr. Jones. Let me interrupt here.

Mr. Olsen is a member of the committee and is trying to catch a plane and would like to take this opportunity to appear and take up the Libby Dam project in Montana.

Mr. Olsen has pending before the committee, H.R. 16910, Flood Control Act of 1950, relating to the Libby Dam in Montana.

Mr. Olsen is a member of this committee and always does a wonderful job. I welcome my valuable associate.

LIBBY DAM, MONT. (H.R. 16910)

STATEMENT OF HON. ARNOLD OLSEN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MONTANA

Mr. Olsen. Thank you very much, Mr. Chairman.

Mr. Chairman, I welcome the opportunity to speak on behalf of my bill, H.R. 16910, and I wish to thank you for scheduling hearings on it so promptly.

As you know, the bill is intended to authorize the payment of compensation to employees of the Great Northern Railroad for the loss of earnings caused by relocation of trackage necessitated by construction of the Libby Dam. Since the income of many railroad men will be unfairly reduced because of the shortened trackage unless Congress authorizes remedial payments, early consideration of this proposed legislation is most welcome.

The cost relocating the trackage, which shortened the run between Whitefish and Troy, Mont., by approximately 15 miles, will exceed \$102 million. Since a Federal project necessitated the relocation, the Federal Government automatically assumed all costs. Quite properly the Great Northern Railroad was not expected to pay for the relocation.

In a similar vein, the Government pays just compensation when private property is acquired for the project and assistance is provided to school districts which have been affected by an influx of students caused by a Federal project.

My bill simply extends the obligation of the Federal Government to treat the affected workingmen as fairly and equitably as we treat others affected by the project. It is neither reasonable nor just to expect the workingmen to absorb the income loss caused by the shortened run.

Employees whose earnings are reduced, and who qualify under the terms of the proposed legislation, should receive Federal payments equal to the difference between the wages they actually receive for runs over the shortened trackage and the wages which they would have received if the run had not been shortened.

I believe one of the problems is that the initial reaction to the loss of earnings by the affected railroad men is slight concern because the amount of money involved does not appear significant. In terms of the total project cost for the Libby Dam of \$360 million, the amount is not large. However, to the individuals, the amount involved is significant and, just as important, they are injustly deprived of wages.

The lost income, based on projections of earnings until the affected workingmen reach retirement, amounts to more than \$2 million. And,