

Legis SCHWABE Labor

March 30, 1946.

Mr. G. C. McMakin, President
Southwestern Trailways
113 S. Santa Fe
Oklahoma City, Oklahoma.

Dear Mr. McMakin:

Sometime ago your letter reached me during my absence and I have been so busy in attending to mail from my District that I neglected answering a lot of mail from outside of the District giving preference to my constituents.

However, I want you to know that I appreciate getting your views and I respectfully suggest that you contact the Congressman from your District and try to impress them upon him.

With kindest regards, I am

Sincerely yours,

George B. Schwabe, M. C.

GBS:rbh



GENERAL OFFICE: 113 S. SANTA FE
OKLAHOMA CITY, OKLAHOMA

January 24, 1946

The Honorable George B. Schwabe
House Office Building
Washington, D.C.

Dear Congressman Schwabe:

I have had so much union trouble within my company and have been reading in the newspaper and hearing on the radio of the great strife that is being caused by the strikes in the East in all industries so much, that I am prompted to write to you.

I made a contract with the Brotherhood of Railroad Trainmen, effective April 1, 1945, to expire March 31, 1946. In October I received a letter from the Union demanding that the contract be reopened and that bargaining be made for higher wages. I thought I had a years contract that could not be reopened but the Union had put a joker clause in the contract and when the Little Steel Formula was done away with, they had a right to reopen the matter. We had bargained in good faith and we finally got the contract settled on January 21, 1946. We have been threatened with strikes since the middle of October. They demanded wages higher than we could pay. Our men are paid better than one hundred percent above what they were drawing in January, 1941.

It is difficult to realize what a man has to go through in being browbeaten by these goons from the unions threatening to break them if they do not meet their demands, boastingly stating that their particular union has forty-one million dollars in the bank and that they will use it to break a company like you have. I have a small company here in the State of Oklahoma. I pay lots of taxes in the way of road taxes, gasoline taxes, income taxes, intangible taxes and about one hundred families are living off this company. When these fellows come in here from the East and make these threats, it makes anything but a pleasant operation here in our southern state.

Personally, I certainly would like for some legislation to be passed so that when these fellows make a contract they must live up to it. We have to live up to ours. Also, I feel that the union should be taxed and put under government regulation. It is not fair to us taxpayers for these fellows to be allowed to operate as they are operating now. Industry is going to have to quit expanding if this continues. Any business that employs over three people has the great hazard of their being unionized which makes a very unsatisfactory working condition within any company.

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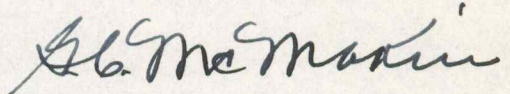
I know this is a touchy subject politically with you fellows but after all, we taxpayers are the ones that are keeping up the government, as these unions pay no taxes and are under no regulations of any description. The union is working on one side and the co-operatives on the other, tax free. I do not know how much longer the other industries can carry on the great expense of this government.

The union contract is just a scrap of paper. When they threaten to strike and do strike, a company the size of mine with a high fixed overhead is ruined. As you know, being in the bus business, we cannot raise the fares, due to regulation and competitive conditions. Our fares are the same as they were in 1932. It is true that we have made money during this emergency but our expenses have gone to an unreasonably high level and we know that we must cut expenses in the future when this flush business is over to be able to exist. If we meet all the union demands, it is impossible to hold our expenses anywhere near a reasonable level.

My drivers here earn an average of about three hundred dollars per month, working twenty days per month. They work two days and are off one. Their take home pay has not decreased but it has increased since the O.D.T. lifted the speed limit.

I am just expressing my personal views as to how I feel about the awful condition that our country is getting in and I certainly hope that you fellows will take some action that will protect the taxpayers from this unfair practice.

Very truly yours,


G. C. McMakin

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