

boating, the total industry now approaches a volume of \$3 billion a year.

Mr. DENT. Can you give us any kind of an estimate as to what the figure was, say, 5 years ago, 20 years ago, to see what the trend is?

Mr. LIFTON. The trend has been markedly upward since World War II, starting from scratch at that point. It underwent an economic reversal in 1962 and 1963, but since then has undergone a pattern of growth and is expanding at the rate of 5 to 8 percent a year.

I would estimate it has increased 50 percent in total volume in the last 10 years.

Mr. DENT. How many employees would you say this legislation would affect?

Mr. LIFTON. We believe when the act applies to business having a gross volume of business upwards of \$250,000 in 1969, it will affect from 100,000 to 525,000 employees all told.

Mr. DENT. This bill would not go down to the level of the employees around the marinas, for instance, but would only, as it is now written, I am sure, be strictly interpreted to mean only those who are salesmen, partsmen and mechanics, the same as the automobile industry and the farm implement industries are so exempt.

I am sure that would not cover that many salesmen in the field, at least I would not expect it to.

Mr. LIFTON. I think almost everyone employed in these enterprises on the weekend would fall into the category of salesmen and mechanics. There is a great overlap of these employees; there is not great diversification as very often a man will be part-time salesman, part-time mechanic and serve a variety of functions.

There are not too many activities I think that would fall outside these definitions.

Mr. DENT. We have men with us who know more about the administration of this act than anybody throughout the country, and I would like to suggest to them that they try to get for us as much information as possible along the lines of the questioning now taking place as to how many persons would be involved, whether there is some other solution to the problem and whether or not an interpretation of the act might be made to include under "Vehicles" the boating industry without an enactment of a new piece of legislation. You know, only fools walk in where angels fear to tread.

I am not sure at this time I can go to the House and ask for an opening up of the minimum wage law. You can see our position.

Mr. LIFTON. That is not our desire at all. If anything, it was an oversight on our part in not acting when the amendment was written in 1966, but I think it is fairly apparent, almost by inspection, that marine dealers are extremely seasonal dealers in comparison to other vehicle dealers. It is hard to find any other business more seasonable.

Mr. DENT. I wonder whether the amphibious cars are covered by the vehicle law.

Mr. LIFTON. There are not too many of those, but I would think they are.

Mr. DENT. Someone would have to determine whether they were a boat or a car, maybe they would be half exempt.

Mr. LIFTON. I think under various State laws covering equipment requirements, they have to comply with boat laws. They have to