

tively, but I have a reasonable knowledge that the State Department has a great deal to do with whom we can hire over there.

Mrs. GRIFFITHS. If they do, then this is one of your big problems. We stopped at one point just in Barbados and there was only one American. We had been in Trinidad and were coming back through the islands and we had our tickets checked over and over. We had been told every time they were absolutely in order.

Finally, when we came up to that one poor American in Barbados, he said, "Well, there is one little problem here. The plane that you are going to take isn't going. You have to wait 8 hours. There won't be a plane," until the next day from one island to the next and we had no reservations and it was Christmastime.

Those tickets had been checked repeatedly and they were four first-class tickets. I was real mad.

Mr. OLSEN. Mrs. Griffiths, if I may make a small comment to your question, many of the countries served by TWA, Pan American, and other U.S.-flag airlines have local labor laws which require a certain percentage of their nationals to be on the payroll—another one, of course, of the difficulties of being Americans when you go to some of the places we serve.

Mrs. GRIFFITHS. I would assume that would be true, that you have some problems, but I think this is part of your problem.

Mr. HERLONG. Mr. Byrnes.

Mr. BYRNES. I think you have presented a very important area of inquiry. While the disparity between the amount of traffic carried by foreign lines vis-a-vis American-flag carriers may not be a subject within the jurisdiction of this committee, it certainly goes to the overall problem of balance of payments.

I just can't understand this situation. As I understand what you are saying, there is a mechanism that can be called into play to assure certain equality in this area. Is that correct?

Mr. OLSEN. Mr. Byrnes, may I answer that?

Mr. BYRNES. The so-called Bermuda capacity clause, or whatever it is.

Mr. OLSEN. May I read into the record just one—

Mr. BYRNES. Yes, but before you do that I am just wondering whether you or somebody couldn't put into the record a more detailed analysis of the availability of existing agreements and mechanisms to remedy what appears to be blatant discrimination against American-flag carriers.

Frankly, this is all new to me. It is an area that I am not acquainted with at all and I think anybody reading this record should have, and the committee itself should have, as we go into this, a more detailed analysis of the problem and who is remiss in not insisting that the disparity be corrected.

We had some figures, Mr. Chairman—I think it was yesterday or the day before—as to either the percentage of the dollar volume of transportation revenue distributed between American and foreign carriers. If there is a mechanism for correcting the disparity then somebody is remiss in not using it and I think we ought to have here the full details in this record.

Even though the committee may not have jurisdiction, we at least ought to have this record show completely just what is going on in this