

Mr. WATTS. You do have such a proviso with respect to movement of Government commodities abroad that a certain percentage of them be shipped in American bottoms.

Mr. TIPTON. That is in the merchant marine. We have no such provision in airlines. However, I should say that there is no law on this subject, but the Bureau of the Budget has for many years had outstanding a regulation or instruction which provides that Government employees shall move when possible on American-flag carriers. That I think should be extended as well to Government freight and to Government-financed freight and passenger traffic.

In other words, whenever the Government is going to pay the charges, then it ought to move on an American-flag airplane.

Mr. WATTS. Thank you, Mr. Tipton. That is all, Mr. Chairman.

Mr. LANDRUM. Mr. Byrnes?

Mr. BYRNES. Mr. Tipton, first, I want to say I think you have given us some very valuable information in your testimony.

Mr. TIPTON. Thank you.

Mr. BYRNES. We have had some previous testimony with respect to the imbalance in the traffic distribution between foreign- and U.S.-flag carriers.

Do you have figures as to what that distribution is? I am talking now about the extent to which American travelers going abroad use American as opposed to foreign lines.

Mr. TIPTON. I will pass that question to Dr. James who has the figures here.

Mr. BYRNES. All right. I assume that those figures show an imbalance in favor of the foreign lines. If I am correct in that assumption I want to know why. Give us what the picture is as far as the distribution is concerned and if it isn't in reasonable balance then tell me why, if you can.

Dr. JAMES. The figures that we have between Europeans flying European airlines to the United States—

Mr. BYRNES. No; I am talking basically about U.S. traffic going abroad.

Dr. JAMES. I was going to make a comparison between what the percentage is for Europeans coming here and for Americans going abroad.

Mr. BYRNES. Go ahead.

Dr. JAMES. The percentage for Europeans coming to the United States is that 70 percent of them fly on European-flag carriers and 30 percent on American. The percentage for Americans going to Europe is 48 percent will fly American-flag carriers and 52 percent are flying foreign-flag carriers, a difference of about 22 percent between the percentage total that our citizens will fly on our lines as opposed to Europeans flying on their lines.

Mr. BYRNES. Does that encompass the round trip, or just travel in one direction?

Dr. JAMES. This is round trip.

Mr. BYRNES. Do the figures which you mentioned in the first place with respect to the foreigner coming here, also involve a round trip operation?

Dr. JAMES. It does.