

Mr. CURTIS. Please do, because I think it is very important. I wish we had the complete picture because I frankly have been unimpressed, and I notice you say it too, by talk of accelerating spending by the U.S. Travel Service. Until I see the total amount we spend in this area of promotion, which I want to see increased—let me make that very clear, I view with a jaundiced eye the concept that the Federal Government, through some bureau, the U.S. Travel Service or whatever you call it, can spend the promotion dollar more intelligently than it can be spent in the private sector.

I suspect that, thank God, for every dollar the U.S. Travel Service spends in promotion, there are \$20 spent in the private sector. Therefore, when the administration comes in and recommends cutting back on private investment abroad, which would include investment in promotion, and at the same time talks about increasing what Government is going to spend abroad for travel promotion, all in the guise of assisting the balance of payments, I wonder who has done a very clear analysis of how a dollar is spent.

I want to increase the amount of travel in the United States but I keep pointing out it should be in context with the fact that the United States is the largest host nation in the world and that the increase in foreigners traveling in the United States in the past decade has gone up considerably. We are not talking about something that is anemic. We are talking about a very rapid growth. The question is, and it is a legitimate question, of whether we can increase this rate of growth. But, if we don't recognize our very rapid rate of growth, we can stunt it in our desire to increase the rate of growth.

I have seen that happen so often and there is no better way of doing it than getting the Government into the act. The Government can stunt economic growth faster than any mechanism that I know of in our society. So, I would like to get data on what moneys are being spent by American-flag passenger lines abroad for promotion, what plans are for increasing that amount. I suspect you had projected plans to increase this amount. I would also like to know what impact this Executive order putting the Commerce Department in the business of restricting private investment abroad is going to have on the planned expansion of promoting travel in the United States.

Do you follow what I am trying to get at?

Mr. KEENAN. I follow it.

(The following information was received by the committee:)

Information on the funds being expended abroad by American-Flag passenger lines for promotion of travel to the United States is being solicited as referred to on the bottom of page 896, and will be furnished later. It is not believed, however, that executive order by the Department of Commerce to restrict private investment abroad will have any effect on travel promotion by United States firms abroad. Funds used for advertising and promotion abroad is generally in proportion to and paid out of funds collected by sales of tickets in foreign nations.

Mr. CURTIS. One final thing if I may. You haven't distinguished very clearly between the ticket tax and what could be called the travel tax. I separate the two. I have said that I am not adverse to extending our excise tax on the domestic travel ticket to travel abroad if one thing could be satisfied; namely, that this would not put a burden on our domestic carriers, ships or airlines, because of our inability from a practical standpoint to enforce this against the foreign carriers.