

But if the proposed taxes on other expenditures go through, will there be a *financial burden on all taxpayers to enforce such taxes*? When Secretary Fowler says that on an outlay of just over \$7 per day the tax would "only" be 45¢, can we be sure it also cost only 45¢ to collect this tax?

Can a nation that is seriously striving to raise educational standards for all, afford to waste government funds in teaching the filling-out-of-forms?

There should be *No Reduction in the Present \$100 Customs Allowance*.

It would cause more chaos at already crowded customs checkpoints.

The allowance included everything acquired, even inadvertently, such as gifts received, or necessary repairs made.

How much would it cost to reprint all the customs folders and manuals? The proposed 25% flat rate is unfair—It might be too much—or too little.

How much will it cost all taxpayers for the extra manpower needed to enforce the new regulations?

So many of our problems across the nation are caused by an influx and spread of narcotics, pornography and contraband. But instead of dealing with such criminal activities, highly trained Federal employees will be used to dig through the dirty laundry at the airports.

Our docks are riddled with corruption, crime and crippling strikes. Yet they will be swarming with an army of government workers—paper and pencils poised—ready to do battle with ordinary tourists and their souvenir ashtrays and straw hats.

Possible helpful suggestions:

For the proposed travel taxes and customs reductions there is a *Compromise Solution*, killing two birds with one stone, which is efficient, fair and *democratic*. It calls for a *Graduated Customs Levy on Imports Over \$100*.

That would effectively inhibit the *high-spending jet-set* with their Paris wardrobes, foreign furniture, and expensive jewelry. Like the income tax it would be in line with the progressive ability to pay.

There would not be any interference with ordinary tourist souvenirs and gifts, some of which are educational, and the acquisition of which often means the making of a new friend for our country.

Reduce the Frequency of the Customs Exception.

The current once-in-30-days allowance benefits only the jet-set and the smugglers. Only they bring in goods from several foreign trips a year.

The average tourist or visitor to the old country goes between once-a-year to once-in-a-lifetime.

Instead of tax money, ask travelers to *contribute their time and talents* to promoting the U.S. Most American travelers are not only good-will ambassadors, but the most successful advertisers in getting foreigners to visit our country. There is nothing like a personal, straight-from-the-horse's mouth description of our land and its wonders to convince relatives, old and new-found friends and even casual contacts to come and see the USA.

I hope the Ways and Means Committee will deal with the travel propositions in a positive way, without having to resort to restrictions. Our country cannot afford the expense—educational, sociological, and financial—needed to support any restrictive regulations.

Assuredly any citizen and taxpayer—whether he travels or not—would be paying for them.

Yours very truly,

DITA C. GREENE
Mrs. Lawrence Greene.

ARLINGTON, VA.,
February 27, 1968.

HON. WILBUR D. MILLS,
Chairman, Committee on Ways and Means,
House of Representatives, Washington, D.C.

DEAR CHAIRMAN MILLS: This morning's New York Times reports that Assistant Secretary of the Treasury, Stanley S. Surrey, caught an arithmetical error in testimony by the American Travel Association to your committee, I believe attention should be given to errors by the Treasury Department in testimony to your committee which are worse than mere arithmetical errors. In at least one case, the error amounts to using balance of payments data supplied by the Commerce Department in a fallacious manner. The Treasury Department thus lends its authority to the misuse of data from the Commerce Department.