

H.R. 16064: To amend the Federal Deposit Insurance Act with respect to the scope of the audit by the General Accounting Office. The committee now stands in recess until 10 a.m. tomorrow morning. (Whereupon, at 12:15 p.m., the committee adjourned, to reconvene at 10 a.m., Wednesday, May 15, 1968.)
(The following letters and statement were submitted for the record:)

THE BOEING Co.,
Seattle, Wash., May 9, 1968.

Hon. WRIGHT PATMAN,
House of Representatives,
Washington, D.C.

DEAR CONGRESSMAN PATMAN: The Boeing Company wishes to express its support of proposed legislation scheduled for consideration by the Banking and Currency Committee. This bill (H.R. 16162) provides for the establishment of a special fund of \$500 million within the existing Export-Import Bank authorization for the purpose of expanding the scope of Government export financing assistance. The principal objectives of this fund as set forth in President Johnson's transmittal for the Congress are to:

1. "Support the determined efforts of the entire business community to expand exports.
2. Make available to American firms export financing more competitive with that provided by other major trading nations and especially suited to developing new markets."

As we understand it, the enactment of this legislation would enable Eximbank to support export transactions which involve a degree of financial risk which, while acceptable, perhaps does not meet their normal standards.

The commerical jet transport manufacturers have been and will continue to be extremely export conscious—about one-third of the U.S. industry output has been exported, and this general trend is expected to continue or improve.

The second objective cited above is most important to our industry. We have experienced situations wherein foreign manufacturers, through their governments, have quoted more liberal financing terms than were available in this country. Further, the developing countries of the free world are becoming a more important segment of the potential commerical jet aircraft market, and one which should be exploited fully by U.S. industry.

The generally accepted technical superiority of U.S. products can in some of these cases be offset by the financing terms.

Two additional points are worthy of emphasis. First is the critical importance of the initial sale of an aircraft type. This almost invariably results in significant follow-on sales of aircraft as well as a continued requirement for U.S. made spare parts and other supporting equipment and services. Second is the very fine loan repayment record of the world's airlines, even in the case of the smaller airlines in the developing countries.

In summary, we believe the favorable consideration of this legislation will represent a positive step toward improving this country's balance of trade position.

Respectfully,

T. A. WILSON, *President.*

ELLCOTT MACHINE CORP.,
Baltimore, Md., May 9, 1968.

Hon. WRIGHT PATMAN,
House of Representatives,
Washington, D.C.

MY DEAR MR. PATMAN: We have been informed that the House Banking and Currency Committee, under your Chairmanship, will conduct hearings on House Bill 16162 next week. We understand that this bill is a companion bill to S. 3218 to extend the authority of the Export-Import Bank in order to improve the balance of payments.

We would like to go on record with you and your committee that the Export-Import Bank of the United States has been most helpful and constructive in enabling us to compete in world markets. Our export business over the past twenty years has grown with the assistance of Exim, and each time their au-