for advancement and new openings, is being siphoned off by foreign imports. (Mill operators' statement. Wall Street Journal, May 28, 1968.)

Mr. Chairman, I recognize that foreign imports are a complex problem. I feel sure that Labor and Industry prefer free and fair trade, with little or no Government intervention, but the foreign competition we have encouraged and helped develop, with our tax dollars, is taking unfair advantage of us and is disrupting our industry and economy at the expense of our workers. This was well-stated by Senator Russell B. Long of Louisiana (Sunday—May 26, 1968, New York Times) quote: "I do not believe that all industries which have sought to preserve their rights to existence should be callously called 'protectionist'. There are some equities which we ought to consider with regard to these industries and their employes. If not, we will find ourselves 'upholding our international commitments' and standing on our own principles, while other countries, without the same commitments or principles, steal the horse from our barn by taking the American markets from American industry".

Some industries for years have unsuccessfully sought foreign import protection quotas through their Representatives and Senators. Now, more industries and unions are becoming seriously concerned about uncontrolled foreign imports, and with good reason. Manufacturers throughout the world, whether they make computers, steel, T.V. sets, compact cars, look at the U.S. market as a lucrative dumping ground for their products.

Japanese electronic companies are poised to launch a new assault on the U.S. market. They aim to export a variety of products, using integrated circuits, including electronic calculators and television sets. But they also aim to limit or delay foreign investment (U.S. companies) until Japanese companies are strong enough to hold their own against imported capital and know-how (May 4, 1968, Business Week). The Japanese do "smart business", develop their own country and industries on American capital and know-how. No foreign country can have major control of any of their industries. American-made cars are practically non-existent in Japan.

United States, a few years back, exported more steel than it imported. American tax dollars and know-how helped rebuild and modernize our foreign friend's industries and now they outbid us in our own country.

Francis Cameron, Chairman of St. Joseph Lead Company, stated he didn't like to see quotas imposed, but it would be "stupid" not to supply U.S. domestic customers from domestic sources at a time when concern is being expressed over the balance-of-payments situation and when there is a problem of oversupply. (Wall Street Journal May 14, 1968).

United States steel mills surely can *fulfill* America's needs.

James Roche, General Motors' Chairman, states: "We believe that vehicles produced in the United States should have the same unrestricted access to overseas markets that imports into the United States enjoy today". (New York Times, May 24, 1968)

As I understand it, many American-made products cannot be exported directly to various foreign countries. American industry is compelled to build subsidiary plants, as market-sharing licensees in foreign countries. Only an American subsidiary in France, for instance, has the right to supply markets in French-speaking African countries, this—in effect—cuts out exports from America. This definitely is not fair-trade.

Money goes to any part of this world; wherever it gets the best return. The Federal Government is concerned about this monetary outflow. Definitely there should be serious concern about the tax-paying American worker so that he does not get short-changed through this "shuffle" of dollars.

I disagree with Transportation Secretary Alan Boyd in his major "reforms" on the nation's maritime program, especially proposing building ships in foreign countries. Why talk about balance-of-payments? With Mr. Boyd's stand, the Great Lakes shippers will have difficulties getting Federal assistance for rebuilding their much-needed bulk cargo fleet. (Journal, May 21, 1968). I'm happy to read that the House Appropriation Committee voted $245 million for next year's construction of the Merchant Marine units; will some pass on to the Great Lakes?

Mr. Chairman, sometimes one wonders if the Federal Government is more concerned about foreign growth and economic problems than our own. I believe we bend over backwards to uphold our image and be helpful to all countries. But, let's not turn our back on American citizens and workers. Today's labor market is tight; every able-bodied person can find employment. This can change.