than 4,000 acres, or less than one-tenth of that planted in 1945. The tomato imports have become so serious that growers from other tomato producing states, such as Florida and California, are feeling the impact.

On June 22, 1968, less than two weeks ago, a man from the USDA visited my packing shed where we pack and ship tomatoes, gathering information as to packing selling costs of tomatoes. He also wanted to know if we felt Mexican imports were hurting our markets. I related to him how our tomato deal had started on an optimistic note in May, that even with our short acreage, Florida's volume was decreasing, and the market demand was strong. Yet, when we started shipping, we found that in San Antonio, only 240 miles from the Valley and usually an excellent nearby market, there were eight cars of pink Mexican tomatoes *on consignment!* Naturally, the market fell dramatically overnight.

The same situation exists for many other crops, citrus, cantaloupes and other melons, onions, etc. But since we have an overall surplus in trade with Mexico, we suppose that agriculture will continue to be discriminated against. For this is not a two-way street in agricultural trade. In the 1966–67 citrus season, when the United States had the largest crop in its history and Mexico had a tremendous increase in its crop, the Mexican government simply placed an embargo on all citrus imports into Mexico that season. Yet the U.S., which has a one-cent per pound import duty, allowed Mexico to continue exporting into this country until the market dropped so low that exen Mexico had to quit our markets.

I say again to you that it is not a two-way street when we are not allowed to ship chickens into Mexico because its government protects its growers. One of the largest broiler producers in Mexico told me that he averaged around 17–18¢ per pound for his broilers. It has been a long, long time since American producers have received this high a price and we could compete quite effectively in this market but we are barred from doing so. This year the border was closed to American turkeys.

We once had the privilege of participating in probably the finest foreign aid program in the United States. The money went to the very people that needed it most—the poorest of the poor—and it wasn't given to them; they worked for it at wages fixed by the U.S. government. And they weren't paid by the U.S. government either; they were paid by American farmers. Perhaps most important of all, they learned how to farm, they learned the meaning of sanitary conditions, what education would do, and were given a ray of hope in an otherwise hopeless life. Many of them took this back home and are now using it in their daily life. This program was the Bracero program.

But this program was ended. And now the farmer is faced with a labor shortage and higher production costs, and competition with goods produced by this same worker who is getting about one-eighth of what he received for working in the United States. In 1965, Mexican imports of fruits and vegetables were 400% of their 1955 imports.

Expansion of world markets

Faced with rising imports of not only fruits and vegetables, but also of red meats; dairy products and other agricultural products, the Texas Farm Bureau several years ago began exploring the possibilities of developing foreign markets for our membership. While our progress has been slow and the problems often frustrating, we believe that the potential is great and that agricultural exports can be expanded and continue to play a most important part in our balance of payments trade surplus.

In 1966 the Texas Farm Bureau was the first to successfully ship fresh chilled beef by ship overseas. This was chilled beef, not frozen beef, and it was an achievement of which we were quite proud. The beef was shipped in a controlled-atmosphere container to Germany and was the result of a lot of hard work and cooperation by interested individuals and the Texas Farm Bureau. The beef was well received and sold out in a fraction of the time that had been estimated by the receiving store. But, before this program got off the ground, the levy was raised to such a high level by the Common Market that we were priced out of the market. The Common Market has a variable levy on beef which can be changed weekly and works very effectively in stopping imports. The levy can be raised while the beef is enroute.

Transportation has been a major problem in exporting agricultural products from Texas, particularly the more perishable commodities, and the rates from the U.S. are not always competitive with those from other countries. At one time the freight rate on beef was considerably lower from Argentina to Europe than from New York to Europe. The Viet Nam war has caused the U.S. gov-