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CONGRESSIONAL RECORD—Extensions of Remarks

April 7, 1981

HON. TED WEISS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, April 7, 1981

Mr. WEISS. Mr. Speaker, we are at a critical juncture in the history of public support for the arts. Just last year the Subcommittee on Postsecondary Education reauthorized the more than $1.4 billion annual appropriation for the National Endowment for the Arts. The total is a mere 0.002 percent of the Federal budget. A run of major audience contributions is being slashed as dramatically as Reagan’s budget cutback in Government funding for the arts.

Mr.近くは、歳末年間の資金を確保するための努力を進めている。この歳末年間の資金を確保するための努力を進めている。この歳末年間の資金を確保するための努力を進めている。この歳末年間の資金を確保するための努力を進めている。この歳末年間の資金を確保するための努力を進めている。この歳末年間の資金を確保するための努力を進めている。この歳末年間の資金を確保するための努力を進めている。この歳末年間の資金を確保するための努力を進めている。この歳末年間の資金を確保するための努力を進めている。この歳末年間の資金を確保するための努力を進めている。この歳末年間の資金を確保するための努力を進めている。この歳末年間の資金を確保するための努力を進

Mr. WHITEHURST, Mr. Speaker, an editorial which appeared in the April 6, 1981, issue of Business Week made an excellent point with regard to the need to expedite customs inspections at gateway points, and I am pleased to share this with my colleagues.

Although I have the highest regard for our conscientious, hardworking customs officers, I think it is fair to say that under the present system of regulations, the United States is probably the only major nation to let customs officers step inside their cars. The alternative, we are told, would be to institute methods to facilitate and expedite passenger inspections at entry points by means of what has become known as the “red door/green door” system.

If we are to encourage tourism on an international scale, I believe it is in the interest of the American people to have our customs officers at a pleasant experience from the very beginning. At the present time, our welcome mat is very much in need of repair.

I commend the editorial to my colleagues, and I would welcome their support for this bill.

Thank you, Mr. Speaker.

A DELIGHTFUL OBSTRACTION

If President Reagan’s budget cutters are serious about taking the wine and unifecy out of government spending, they could do no better than to start with the U.S. Customs Service. Here is an example of how we can cut the peblic’s costs and cut the public’s waste.

In 1970, the Customs Service had a budget of $260 million. In 1980, it had a budget of $298 million. During this same period, the Customs Service’s budget increased by 27%. During this same period, the Customs Service’s budget increased by 27%.

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