Our economic losses at home and our narrowing lead on the world scene arise out of no lack of physical or human resources. Our problems flow from a lack of vision and determination--a failure to appreciate the vast growth possibilities of the American economy, an absence of the will to translate those possibilities into reality. We are in trouble not becuase we lack the means to solve our problems but because we are not trying.

A glaring example of what I mean by "not trying" is last year's presidential veto of the Area Redevelopment Bill passed by both Houses of Congress. A repetition of that veto is threatened this year. The excuse for a veto--if it comes--will be that we cannot afford the $389 million called for by HR 3505--that it would unbalance the budget.

I fully agree there are some things we cannot afford. We certainly could not afford theloss of the $212 billion in gross national product that we suffered since 1953 from failure to achieve our growth potential. The cost of the Spence Bill is less than two-tenths of one percent of that loss. And that cost will be repaid many times over by the gains that are sure to flow from enactment of the Bill.

Last year the average employed worker contributed $6,827 to our gross national product. At that rate, if enactment of the Spence Bill results in the reemployment of only 57,000 of the many hundreds of thousands of unemployed workers in the communities which it would make eligible for aid, we will regain in one year, in terms of increased national output, the full cost of the Bill.

The $389 million called for by the Spence Bill is less than one-tenth of one percent of our present gross national product. Reduced to terms more comprehensible to the average citizen, the Bill's cost comes to 4-1/4 cents per week, three-fifths of a cent per day, for each member of our national population.

According to Drew Pearson, the same Administration that tells us we cannot afford the cost of the Spence Bill proposes to appropriate $90 million for private airplanes for certain government executives. Of this amount, $15 million is to be spent for new jet planes for the President, the Vice-President, and the Secretary of State. I do not begrudge them their private planes. Unlike the leaders of the Administration I believe our nation is wealthy enough to provide them with $90 million in planes and much more besides. I am aware also that the expenditure of this $90 million may provide jobs for some of the unemployed aircraft workers represented by the UAW for whose unemployment the Administration offers no better solution.

I would like to point out to this Committee, however, that the $90 million which it is proposed to appropriate for private planes for a handful of top government executives is only a little less than one-fourth the total cost of the Spence Bill which we are told we cannot afford. This $90 million is a full two-thirds more than the $53 million which is the most the Administration thinks we can afford for the redevelopment of the scores of communities where hundreds of thousands of workers and their families are suffering the hardships of unemployment.

There was a time when "depressed areas" were isolated phenomena--a handful of communities where certain unique factors had caused permanent pools of unemployment to become commonplace in once thriving areas. The phrase "depressed area" brought to mind communities such as Scranton or Wilkes-Barre where anthracite mines had become exhausted or Lawrence and Fall River where the death or exodus of textile