

bring such a vote, including action by the board of directors and petitions by shareholder.

To date, no Native corporation has sought to life the alienability restrictions. Fundamentally, this is because Native shareholders continue to value Native ownership of the corporations and Native control of the lands and other assets held by them.

CIRI has conducted a number of continuing surveys, focus groups, and special shareholder meetings to ascertain the views of its shareholders regarding the alienation restrictions on CIRI stock. Two results have consistently stood out in these assessments.

First, the majority of CIRI shareholders favor maintaining Native ownership and control of CIRI. These shareholders, whose numbers consistently register at the 70 to 80 percent level, see economic benefits in the continuation of Native ownership, and also value the important cultural goals, values and activities of their ANCSA corporation.

Second, a significant percentage, albeit a minority of shareholders, favor assessing some, or all, of the value of their CIRI stock through the sale of that stock. These shareholders include, but, are not limited to elderly shareholders who have real current needs, yet doubt that sale of stock will be available to them in their lifetime; holders of small, fractional shares received through one or more cycles of inheritance; non-Natives who have acquired stock through inheritance but without attendant voting privileges; and shareholders who have few ties to the corporation or to Alaska, 25 percent of CIRI shareholders live outside of Alaska.

Under current law, these two legitimate but conflicting concerns cannot be addressed, because lifting restrictions on the sale of stock is an all or nothing proposition. In order to allow the minority of shareholders to exercise their desire to sell some or all of their stock, the majority of shareholders would have to sacrifice their important desire to maintain Native control and ownership to CIRI.

CIRI believes this conflict will eventually leave the interests of the majority of its shareholders vulnerable to political instability. In addition, CIRI recognizes that responding to the desire of those shareholders who wish to sell CIRI stock is a legitimate corporate responsibility. More importantly, CIRI believes that there is a way to address the needs and desires of both groups of shareholders, those who wish to sell stock and those who desire to maintain Native ownership of CIRI, so that the sale of stock will not compromise the "nativeness" of the company, and will not jeopardize the economic future of the company for those who choose not to sell. The method embodied in this legislation is one that other companies routinely use: the buying back of its own stock. The newly acquired stock would then be canceled.

Mr. Speaker, I have discussed this bill at length with CIRI and I am convinced this is the best and only option available for their shareholders to voluntarily sell their stock back to CIRI. It is identical to that which passed the House last session and I hope it will move as expeditiously as possible.

INTRODUCTION OF HEALTH INSURANCE DEDUCTION FOR SELF-EMPLOYED BUSINESS OWNERS

HON. RICHARD E. NEAL

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, January 4, 1995

Mr. NEAL of Massachusetts. Mr. Speaker, prior to December 1993, self-employed business owners were allowed to deduct 25 percent of the cost of their health insurance and this deduction has expired. I am introducing legislation that will make the cost of health insurance deductible for self-employed business owners.

The purpose of this legislation is to restore and to make permanent the 25 percent deduction and to gradually increase the deduction to 100 percent. The bill phases in the 100 percent deduction over a period of 4 years. For calendar years 1994 and 1995, health insurance would be 25 percent deductible; in 1996 and 1997 it would become 50 percent deductible; and in 1998 and thereafter health insurance would become 100 percent deductible. Increasing the deduction to 100 percent would provide small businesses with an incentive to provide expanded health insurance coverage. Also, corporations are permitted to deduct 100 percent of the cost of providing health care insurance.

One of the major problems facing small businesses is the high cost of health insurance. Increasing the deduction would allow business owners to spend more on health care. This legislation provides businesses with an incentive to purchase health care insurance.

Congress can immediately begin to reduce the cost of health care coverage by extending the 25-percent deduction for self-employed individuals' health insurance. The high cost of health care insurance is one of the impediments to health care access. I urge you to support this legislation.

CAMINO REAL CORRIDOR AND COMMISSION

HON. RONALD D. COLEMAN

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, January 4, 1995

Mr. COLEMAN. Mr. Speaker, I rise today to re-introduce legislation to create the Camino Real Corridor and Commission. I introduced this bill during the previous session, and I continue to believe that the passage of this legislation is indispensable to the goals of facilitating national trade and growth in the coming years.

While the passage of the North American Free-Trade Agreement will no doubt affect the entire Nation, perhaps no area will witness greater changes than the Southwestern region along the Mexican border. Not only will the area continue to experience the benefits of increasing international economic integration, but it will also be profoundly impacted by the large influx of traffic that is the necessary by-product of expanding trade. The district which I represent, El Paso, TX, has an infrastructure system that will be among the hardest hit by the increasing levels of commerce between the United States and Mexico.

El Paso is one of the most important border crossings in the world. Over \$12 billion in trade passes over the El Paso-Ciudad Juarez, Chihuahua border each year; 18 percent of United States exports to and 25 percent of United States imports from Mexico pass through this trans-border metropolitan region. Furthermore, it is the busiest point of entry for commercial trucks. In light of the fact that the trade volume transported through this port of entry is projected to nearly double by the year 2000, and that the population of the El Paso area is one of the fastest-growing in the Nation, the highways and border infrastructure of this area warrant our particular attention.

But we must bear in mind that El Paso is only one point on a trade route that extends from the Mexican State of Chihuahua into the interior portion of the United States. A natural trade corridor is emerging from the Mexican border State of Chihuahua to Denver through El Paso and New Mexico. The Mexican Government has already demonstrated its commitment to the region, with the construction of a new highway system that extends to the State of Chihuahua through several of Mexico's largest cities in the industrialized north—a highway over 600 miles long. On the U.S. side, the emerging corridor bears great resemblance to the highway systems designated by section 1105c of the 1991 Intermodal Surface Transportation Efficiency Act as "corridors of national significance". Like those highway systems, the highway system from El Paso to Denver has undergone a great increase in use, particularly in the form of commercial traffic, since the designation of the Federal Interstate System. This trend will be amplified in the next decade, as trade and population growth continue to soar in the region.

Therefore, today I am re-introducing legislation to create the Camino Real Corridor. As I noted previously, the historical reference herein recognizes the importance of this trade route to the development of the Southwest. The Camino Real de la Tierra Adentro, the Royal Highway of the Interior Lands, was the route traveled by people from Mexico City to Santa Fe. The modern corridor would be achieved through the enhancement of the trade route that today connects El Paso to Albuquerque to Denver, and of the border arterials that feed into this route. The improvements in infrastructure along this route would include the use of intelligence vehicle highway systems where appropriate. Thus, information, communications, and control technologies will be applied to improve the efficiency of this surface transportation system. These changes would guarantee that the roads which carry goods between Mexico and the interior portions of the United States could handle the heavy flow of traffic that is anticipated in the upcoming decades. Further, Denver is at the crossroads to the West and Midwest, and positioned to develop north to Canada.

Unfortunately, good roads alone cannot guarantee the efficient cross-border passage of people, goods, and capital. Indeed, many of the current delays in United States-Mexico trade occur at the border. So to ensure the smooth operation of the corridor system, I have also proposed the creation of the Camino Real Corridor Commission. This Commission would report to the Secretary of Transportation, and would be responsible for making recommendations to maximize effective utilization of the highways and border

crossings of the corridor. It would also ensure the development of more efficient trade routes. One year after its formation, this Commission would make recommendations to the Secretary of Transportation indicating the most desirable routes for East-West expansion of the corridor, and for possible expansion of the corridor to the Canadian border.

We should not wait until our borders and our trade routes are completely overwhelmed to take decisive action. Rather, our infrastructure and our border enforcement agencies should keep pace with growing trade levels, and with the realities of increasing international interdependence.

The Camino Real Corridor is clearly the best place to start, but it need not be an end point. This project ought to serve as a model for future initiatives in other major border cities. It will also serve as a starting point for an important highway network that will connect Mexico with the interior United States, and possibly with Canada.

I recognize that we are operating in a political climate where it is more popular to criticize than to create, and much easier to deconstruct than to construct. But it is important to recognize that one of the fundamental roles of the Federal Government has always been the funding and oversight of interstate projects that are central to national growth and prosperity. The creation of the Camino Real Corridor is such a project, and consequently, it deserves support.

REPEAL THE "MOTOR VOTER"
BILL

HON. BOB STUMP

OF ARIZONA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, January 4, 1995

Mr. STUMP. Mr. Speaker, on May 10, 1993, President Clinton signed into law a \$200 million unfunded Federal mandate called "The National Voter Registration Act of 1993." I am today introducing a bill to repeal it.

This law, commonly referred to as the "motor voter" bill, tramples on States rights by requiring them to implement a law that allows people to register to vote by mail, or when they apply for a driver's license, or welfare. Proponents of the measure argued that this was the answer to voter apathy. They reasoned that by making voter registration easier, voter turnout would increase. However, there is little, if any, evidence to validate this contention. In fact, over the past three decades, voter registration requirements have grown easier and easier, yet voter turnout has actually decreased over the same time period.

Moreover, by easing registration requirements, and not providing the States with the funds necessary to keep their registration lists up-to-date and clean, the motor voter bill will most likely increase election fraud.

Mr. Speaker, the U.S. Congress should not be legislating in this area. The States know best how to develop voter registration programs in their own jurisdictions with the least cost and chance of fraud and abuse. It is senseless to undermine their voter registration programs by requiring them to comply with a nationalized costly mandate.

Our new congressional leaders have pledged to make it tougher for the Federal

Government to place unfunded Federal mandates on the States. The bill I am proposing today is in step with the pledge, and I urge my colleagues to support it.

NATIONAL FIREARMS POLICY
COMMISSION ACT

HON. JAMES A. TRAFICANT, JR.

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, January 4, 1995

Mr. TRAFICANT. Mr. Speaker, during the 103d Congress, I introduced H.R. 4423, the "National Firearms Policy Commission Act," legislation that will bring the President, Members of Congress, Justices of the Supreme Court, gun ownership advocacy groups, law enforcement groups, and private citizens together to exchange their views on Federal firearms policy so that a consensus on Federal policy can be reached. I rise today to reintroduce this legislation, and I invite all of my colleagues to become cosponsors of this important bill.

In the 103d session alone, Congress passed two of the most sweeping firearms policy bills in the history of this country: the Brady bill and the assault weapons ban. From the introduction of those bills to the final vote, America came to see just how large the gap between both sides of the gun control debate is. And yet despite all the debate on these two pivotal pieces of legislation, it has become even clearer that each side's views are only being further entrenched, not altered through pragmatic discussion that will ensure that each side is heard. My bill will promote that type of pragmatic discussion.

Specifically, this legislation will establish a 39-member Commission, which will include the following parties: the U.S. Attorney General, five Members of the House, five Senators, three Supreme Court Justices, five private citizens appointed by the President, five private citizens appointed by the Senate, five private citizens appointed by the House, five members representing gun ownership advocacy groups, and five representatives from law enforcement. The chairman of the Commission will have 6 months to transmit its recommendations to the President and Congress. Aside from travel expenses, members of the Commission will serve without pay. The Commission will, however, be authorized to hire and pay its own staff and staff from other Federal agencies.

For the past 10 years, Congress has been caught in the middle of a tug of war between law enforcement and the NRA. As a result, Congress has been unable to develop a real consensus on how to address violent crime and firearms policy. The goal of the Commission I have proposed is to forge a consensus on these issues and present to Congress and the President a list of legislative initiatives that can be adopted with bipartisan support.

Let us bring rational dialogue to Federal firearms policy. Please cosponsor this important legislative initiative.

TRADE AND JOB SECURITY

HON. LEE H. HAMILTON

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, January 4, 1995

Mr. HAMILTON. Mr. Speaker, I would like to insert my Washington Report for Wednesday, December 21, 1994 into the CONGRESSIONAL RECORD.

TRADE AND JOB SECURITY

America's middle-class workers are increasingly frustrated and concerned about their economic future. They are working harder and longer than ever but their income is just not growing. Many are concerned about their job security and worry that their job could be the next to be eliminated. One third of those recently polled said they are worse off than they expected to be at this age, and close to two thirds said they do not expect their children to do as well as they have done. Too many individuals believe the American dream is simply beyond their reach.

It used to be that if workers were conscientious and performed their jobs well they could expect to advance and prosper in the years ahead. Today, however, many workers—both blue collar and white collar—face an uncertain future. They may encounter foreign competition, corporate downsizing, automation, or the increased use of computers. In a recent survey, three out of four employers said that their own employees fear losing their jobs. As the Secretary of Labor puts it, the middle class has become the anxious class.

EXPANDING TRADE

One of their biggest concerns is foreign competition created by the dynamic global marketplace. Congress and all recent Presidents have taken steps to expand U.S. trade opportunities. Since the late 1970s, several bilateral and multilateral agreements have been approved, including the Tokyo Round expansion of the General Agreement on Tariffs and Trade, the U.S.-Canada Free Trade Agreement, the North America Free Trade Agreement, and the new GATT agreements that create, among other things, the World Trade Organization. Next might be free trade agreements with Chile and other countries in the Western Hemisphere.

On balance, I think expanded trade is a plus for American workers. Trade now accounts for a large share of U.S. economic growth, and it means expanded sales for U.S. businesses. The recently approved expansion of GATT, for example, will provide stable rules for trade and remove restrictions that limit sales of our goods and services abroad. The Council of Economic Advisors estimates that GATT will boost U.S. economic output \$100-200 billion within ten years.

At the same time I recognize that expanded trade is a threat to some U.S. workers. Trade may generate more U.S. jobs than it eliminates, but it does put some Americans out of work. While the President talks about the millions of good paying jobs created by free trade, many middle-class workers believe the benefits of trade go to a few talented, well-educated professionals and executives while they fall behind.

STEPS NEEDED

The remedy is not to simply close our markets to trade. We are one of the most competitive countries in the world and many U.S. jobs are already tied to exports and trade. But we do need to take several steps to improve our ability to deal with this changing environment and reduce job insecurity for many Americans.