

for this is to stand for "nothing but an appetite," to borrow Jesse Jackson's description of what lurked in the core of Clinton's soul. A party that stands for that must fall.

#### TOUGH PROBLEMS OF PROTECTIONISM

(Mr. SMITH of Michigan asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. SMITH of Michigan. Mr. Speaker, in the Monday's Wall Street Journal there was an editorial that talked about the Jones Act. The Jones Act is legislation that was passed in the 1920s that is pretty much pure protectionism. It says that only shippers of sea-going vessels that own ships that were built in the United States can ship from one U.S. port to another.

Now, we are running into a problem where U.S. shipyards are not building those ships. Especially at this time with the crunch on farmers and low commodity prices and, added to that problem of low prices a lack of transportation, we need to take a serious look at this protectionist law.

I hope my colleagues will read the Wall Street Journal editorial that was in Monday's paper. We need to address these tough problems of protectionism that punishes American consumers and American producers.

The agricultural economy is reeling under historically low commodity prices coupled with multiple-year disaster and weather related problems, plus the loss of export markets due to the Asian financial crisis. Farm income in my state of Michigan is predicted to be down by 10-20% depending upon the type of farming operation. The last thing American agriculture needs in another market hindrance.

Last year, grain and other feedstocks were left on the ground due to a lack of adequate transportation options. All indications suggest we will be faced with the same problem again this year. I understand that USDA and DOT have devised a plan to assist agricultural producers in transporting their goods to market, but the plan does not address a critical aspect of our transportation system that has led us to this problem—the utter lack of deep-sea transportation options available to America's agricultural producers.

American ship operators are forced to do business under the restrictions of an archaic 1920's law known as the Jones Act. The Jones Act restricts the transportation of goods from one U.S. port to another (even via a foreign port) to vessels which are built and flagged in the United States and owned and operated by American's. Because U.S. shipyards do not build large commercial ships and operators are unable to import vessels built abroad, there is only one bulk carrier left in the Jones Act fleet. No new bulk carriers are slated to be built in the next five years.

What this means is that shippers are unable to transport bulk commodities at reasonable rates along our nation's coasts. There are barges available to some shippers, but they are not competitive for the transportation of bulk commodities. According to agricultural transportation specialists, if only 2% of our nation's agricultural commodities moved by

deep-sea transportation, that would be enough to relieve the excess pressure on the railroads.

This will never happen until we have common sense reform of the Jones Act. I have introduced H.R. 4236, the Shipping Relief for Agriculture Act, that would allow U.S. ship operators the ability to purchase vessels used for the transportation of bulk commodities on the international market. Repealing the U.S. build requirement for ocean-going, bulk carriers is absolutely necessary if we expect agriculture shippers to be able to transport their products domestically by sea.

Jones Act reform is vital to America's agricultural economy and I urge this body to seriously consider this issue.

#### SPECIAL ORDERS GRANTED

By unanimous consent, permission to address the House, following the legislative program and any special orders heretofore entered, was granted to:

The following Members (at the request of Mr. NEAL of Massachusetts) to revise and extend their remarks and include extraneous material:

Mr. ABERCROMBIE, for 5 minutes, today.

Ms. FURSE, for 5 minutes, today.

Mr. BLUMENAUER, for 5 minutes, today.

Ms. JACKSON-LEE of Texas, for 5 minutes, today.

Mr. CONYERS, for 5 minutes, today.

Mr. FALEOMAVAEGA, for 5 minutes, today.

The following Members (at the request of Mr. HULSHOF) to revise and extend their remarks and include extraneous material:

Mr. UPTON, for 5 minutes, today.

Ms. ROS-LEHTINEN, for 5 minutes, today.

Mr. GUTKNECHT, for 5 minutes, today.

Mr. PAUL, for 5 minutes, today.

Mr. DUNCAN, for 5 minutes, today.

Mr. SOUDER, for 5 minutes, today.

Mrs. ROUKEMA, for 5 minutes, today.

Mr. COBURN, for 5 minutes, on October 8.

Mr. HULSHOF, for 5 minutes, today.

#### EXTENSION OF REMARKS

By unanimous consent, permission to revise and extend remarks was granted to:

(The following Members (at the request of Mr. NEAL of Massachusetts) and to include extraneous material:)

Mr. LEVIN.

Mr. REYES.

Mr. FRANK of Massachusetts.

Mr. VISCLOSKY.

Mr. KIND.

Mr. KANJORSKI.

Mr. BENTSEN.

Mr. TOWNS.

Mr. PAYNE.

Mr. HALL of Ohio.

Ms. KAPTUR.

Mr. SABO.

Ms. DELAURO.

Mr. PASCRELL.

Mr. STARK.

Ms. JACKSON-LEE of Texas.

Mr. EVANS.

Mr. UNDERWOOD.

Ms. NORTON.

Mrs. LOWEY.

Mr. BORSKI.

(The following Members (at the request of Mr. HULSHOF) and to include extraneous material:)

Mr. OXLEY.

Mr. GALLEGLY.

Mr. GILMAN.

Mr. CRAPO.

Mr. PAUL.

Mr. BEREUTER.

Mr. MCCOLLUM.

Mr. SMITH of New Jersey.

Mr. LEWIS of California.

Mr. RAMSTAD.

Mr. BILIRAKIS.

Mr. PORTER.

Mr. GEKAS.

Mrs. NORTHUP.

Mr. DREIER.

Mr. WELER.

Mr. WHITFIELD.

Mr. YOUNG of Alaska.

Mr. RIGGS.

Ms. ROS-LEHTINEN.

Mr. STUMP.

#### ENROLLED BILLS SIGNED

Mr. THOMAS, from the Committee on House Oversight, reported that that committee had examined and found truly enrolled bills of the House of the following titles, which were thereupon signed by the Speaker.

H.R. 449. An act to provide for the orderly disposal of certain Federal lands in Clark County, Nevada, and to provide for the acquisition of environmentally sensitive lands in the State of Nevada.

H.R. 930. An act to require Federal employees to use Federal travel charge cards for all payments of expenses of official Government travel, to amend title 31, United States Code, to establish requirements for prepayment audits of Federal agency transportation expenses, to authorize reimbursement of Federal agency employees for taxes incurred on travel or transportation reimbursements, and to authorize test programs for the payment of Federal employee travel expenses and relocation expenses.

H.R. 1481. An act to amend the Great Lakes Fish and Wildlife Restoration Act of 1990 to provide for implementation of recommendations of the United States Fish and Wildlife Service contained in the Great Lakes Fishery Resources Restoration Study.

H.R. 1836. An act to amend chapter 89 of title 5, United States Code, to improve administration of sanctions against unfit health care providers under the Federal Employees Health Benefits Program, and for other purposes.

H.R. 3381. An act to direct the Secretary of Agriculture and the Secretary of the Interior to exchange land and other assets with Big Sky Lumber Co. and other entities.

#### SENATE ENROLLED BILL SIGNED

The SPEAKER announced his signature to an enrolled bill of the Senate of the following title:

S. 314. An act to provide a process for identifying the functions of the Federal Government that are not inherently governmental functions, and for other purposes.