

the noblest of pursuits. His contribution to culture, education, ethnic understanding, and the spreading of democratic and free market principles is truly awe inspiring. Through his vast commitment to preserving and nurturing Jewish communal life, both in the United States and Canada, Gabriel Erem has made a tremendous and enduring gift to the education of future generations about Jewish history and culture.

I commend Gabriel Erem and Lifestyles magazine for their unnumberable contributions to our society and I invite my colleagues to join me in applauding Gabriel Erem and Lifestyles magazine on their continuing mission.

THANK YOU, HELEN LEMANSKI

**HON. JAMES A. BARCIA**

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

*Thursday, November 13, 1997*

Mr. BARCIA. Mr. Speaker, it is the people who work in local government who make things happen. They deal with the needs of our constituents on a face-to-face basis, each and every day. They are required to deal with difficult problems at work, and because they are so accessible around the community, they often deal with them at times when they are away from the office. Huron County is about to lose a most capable official when Helen Lemanski, the county clerk, retires from her post as county clerk on December 20.

Helen has worked for Huron County for 44 years, having been county clerk for the past 17 years. In fact, Helen's attention to detail and performance have been so daunting that she has been unopposed in her campaign for county clerk in four out of five of her elections.

Helen Lemanski was responsible for computerization of the country's records. The official records of births, deaths, voter registration, the circuit court, and all other public records important to the community were maintained by her, and greatly facilitated by her computerization efforts. If any resident of the county needs official information, they can easily get it because of her.

And, of course, it is also easier to get information because of the type of person that Helen Lemanski has been. No one ever goes without assistance. She always works to be sure that a resident gets the help they need. She assists local township clerks in performing their responsibilities to be sure that there is effective cooperation between township and county offices. The people of Huron County have been fortunate to have had the assistance of Helen and the fine support staff she has trained and nurtured.

Her work for the county has been exemplary, particularly in her record of attendance. Very rarely does Helen ever miss a day of work. And when she does, it is either because she is unquestionably ill, or because she is spending time with her daughter Bobbi, who has returned home for a visit. This woman is truly a model for both a good official, and a good mother.

Mr. Speaker, this institutional memory will surely be missed in the halls of Huron County government. I urge you and all of our colleagues to join me in wishing Helen, and her husband Bob, the very best in her retirement, and good fortune in all that life still holds for her.

FAST TRACK

**HON. ALLEN BOYD**

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, November 13, 1997*

Mr. BOYD. Mr. Speaker, today's vote is about the direction we want our economy to take, and there are three crucial issues which must be addressed if future trade agreements are going to be good for America. One, we must ensure our sovereignty is protected. Two, there must be a level playing field for American workers, and three, the promises made to garner support for trade agreements must be kept.

As we enter the global market place, it is important that Congress ensures our sovereignty is protected. Since the World Trade Organization was created, over 20 U.S. laws have been challenged or are currently being challenged. Congress has already changed one law to avoid facing the massive tariffs the WTO can implement when they ruled a U.S. law was actually a barrier to trade. In my home State of Florida, we require foreign agricultural producers to ship crops into our State to pay for inspections when their produce enters our ports. These inspections protect locally grown crops from exposure to foreign-based infestations which could devastate a multibillion dollar agriculture industry. While this State law does not violate any Federal statute, it is being challenged in the WTO.

In addition, this bill does not address the issue of the emerging global labor market. As we move toward the global economy, where our workers will compete with workers from every country in the world, it is important that we address this crucial issue. Given a level playing field, American workers are the most productive in the world and they can compete with any other country's work force. However, the fast track bill we are being asked to vote on today would force Americans to compete against people earning less than a dollar an hour and work 12 hour days. In many cases, our workers are being asked to compete with child and forced labor earning slave wages.

It is important for Americans that trade agreements ensure a level playing field is cultivated by bringing foreign wages and worker safety provisions up to ours, not by allowing our standards to fall to theirs. The fast track bill we are voting on jeopardizes American wage and safety standards.

Finally, I have serious reservations about the promises being made to try and force this agreement through Congress. While I was not in Congress when NAFTA was debated and voted on, I am well aware of the host of promises made to Florida agriculture growers to enlist their support. In reviewing those promises, I am sorry to say that vast majority of them were not kept.

In 1993, the administration made specific promises to assist agriculture producers in my State. Today, we have half as many tomato growers as there were in 1992 and the industry has lost \$500 million because Mexican tomatoes were dumped in the United States. Our citrus growers have not fared any better. They have not exported one orange to Mexico since NAFTA became law.

In the last few days, the promises have started to flow again and I have some advice for my colleagues. Listen to the people of Flor-

ida who have paid the price for believing the promises in the past. Today, every major agricultural group in Florida opposes this agreement. In short, fool me once, shame on you. Fool me twice, shame on me.

In all three cases, this fast track bill fails hardworking American families. I am a supporter of free trade, but not at the price of American jobs. I urge my colleagues to vote no on fast track and let's get a trade bill which respects American sovereignty, farmers, and workers.

FAST TRACK

**HON. ROB PORTMAN**

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

*Thursday, November 13, 1997*

Mr. PORTMAN. Mr. Speaker, it is unclear whether the House will vote on H.R. 2621, the Reciprocal Trade Agreement Act, this session. I want to reiterate my strong support for the passage of this legislation to permit the negotiation of trade agreements that would then be brought back to the Congress for approval or disapproval.

Some of my colleagues have said that granting this negotiating authority to the U.S. Trade Representative will inevitably lead to a loss of American jobs. This argument is not supported by the facts. In fact, trade agreements to open foreign markets will lead to more and better jobs and help sustain a strong economy.

Obviously, the degree to which any bilateral or multilateral trade agreement affects American jobs will depend on the type of agreement reached and on many external economic factors, such as productivity. But to assert that trade agreements that might be negotiated under this authority will lead to fewer American jobs just doesn't hold up. Since 1993, more than a third of our economic growth has directly come from exports, and the number of export-related jobs has increased by 1.7 million. We have to remember that last year the United States created more new jobs than the other major industrial countries combined. And, jobs related to international trade on average pay 15 percent more than non-trade-related jobs.

My own State, Ohio, is the eighth largest exporter in the country with exports totaling \$25 billion in 1996. The products exported from our State, including industrial machinery, cars, electronic equipment, plastic, and agricultural equipment, support many of our high-skilled, high-paying jobs at home. Ohio is the 12th largest agriculture exporting State, shipping \$1.6 billion in agricultural exports in 1996. In the Cincinnati region alone, we exported \$4.8 billion of merchandise over the last year. By adopting fast track, we will be able to sustain growth by further leveling the playing field and opening new markets to American products.

Mr. Speaker, opening foreign markets through bilateral or multilateral agreements is vital to maintaining a strong economy. Europe, China, Japan, and others are forging preferential commercial alliances with emerging markets, which puts American exports at a disadvantage. These trade alliances also play a vital role in defining strategic relationships between countries and regions. The alternative is to paralyze the ability of the United

States to negotiate such agreements and jeopardize our leadership role in the world. I support H.R. 2621 because I am deeply concerned about the long-term damage this would cause to our economy and to jobs in my district and around this country. Passage of this important legislation would help us ensure we remain leaders in the global economy.

ADDRESS OF LT. GEN. ROGER G.  
THOMPSON, JR.

**HON. JOHN JOSEPH MOAKLEY**

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

*Thursday, November 13, 1997*

Mr. MOAKLEY. Mr. Speaker, as the sponsor of House Concurrent Resolution 65, I rise today to bring to my colleagues attention the U.S. military's belief in a strong domestic maritime industry, as well affirmed in a speech last month before the national convention of the Propeller Club by Lt. Gen. Roger Thompson, the deputy commander in chief of the U.S. Transportation Command.

In his remarks, General Thompson reaffirmed support for the Jones Act as a "proven performer that supported both our nation's military security and its economic soundness," further commenting that the cabotage law "provides its root structure for our strategic transoceanic sealift capabilities." In recognizing the valuable insurance the Jones Act fleet presents to the Defense Department, General Thompson noted that 75 percent of ocean going Jones Act vessels of over 1,000 gross tons are militarily useful and some 89,000 domestic mariners are qualified to crew the Government's Ready Reserve Force.

With your approval, Mr. Speaker, I wish to place the full text of his address into the CONGRESSIONAL RECORD.

REMARKS BY LT. GEN. ROGER G. THOMPSON,  
JR.

It's a pleasure to be here today . . . Admiral Siler, Mr. Joseph, Mr. Myrick, Mr. Bazemore, ladies and gentlemen—no . . . let me make that "our friends in the Propeller Club of the United States . . . because today we are indeed, all among friends.

It's a wonderful opportunity to be here today with all of you—here in the magnificent city of Savannah. Certainly it's a fitting place for this conclave. It is at the same time rooted deeply in the rich history of our South Atlantic coast and its equally rich maritime traditions; currently of course, a thriving port both for commercial and military activity; and a strategic shipping and logistics location poised to continue its critical economic and military importance unhesitatingly into the 21st century.

I have a particular relationship with Savannah, because in the mid 80s I was stationed in Charleston, SC, in the Military Traffic Management Command, and I was the port commander and our responsibilities were for the entire Southeast coast, so all Department of Defense Cargo that moved through the Southeastern ports was my responsibility. And I spent a lot of hours down on the waterfront at both ocean terminals and of course, the city, where we loaded day and night some ships that were deploying around the world our combat ships for various missions, mostly, I thank goodness, for exercises as opposed to major crises. So I have a lot of days and nights in the Savannah waterfront area.

So it is a pleasure for me to be here today to represent the United States Transportation Command.

A brief word about the Transportation Command . . . it is a joint command, that is part of the Department of Defense. And as a joint command it has three components.

There is the Military Traffic Management Command that is primarily in charge of surface transportation and intermodal transportation . . . and there is Air Mobility Command, which is of course just what the name implies. It provides our airlift, and makes arrangements not only with organic airlift, but also with commercial aircraft . . . and finally there is the Military Sealift Command, with which I'm sure you are very familiar, which is responsible for our over ocean transportation. So that is a quick snap shot of the United States Transportation Command's organization. In total numbers, with active military, civilian and reserve, we have about 163,000 folks who are responsible for orchestrating the Defense Transportation System.

I need to tell you, that since my arrival some six weeks ago at USTRANSCOM, my primarily Army background—although it has included extensive port operations and other involvement with maritime operations—has broadened tremendously. Of course, much of what we do in the military is underpinned by slang and jargon—and among other skills, I've been learning additional seagoing terminology! So this story kind of tells how I am learning, and you can be the judge of whether I am learning well, or not.

I was told in my first days at TRANSCOM about a wizened World War II merchant skipper. He was renowned not just for open ocean navigation acumen but especially for his restricted harbor situation maneuvering skills. In fact, he seldom used tugs. But every morning when he arrived on the bridge, he unlocked a drawer, peered into it quickly, concentrated, shut the drawer and then locked it.

As luck would have it, after navigating the world's oceans for decades, dodging enemy subs and bombers, the aging mariner passed away quietly in his bunk. When the boat-swain found him in the morning, although somewhat hesitant, he quickly grabbed the now deceased captain's keys and rushed to the bridge. Breathlessly opening the lock and peering into the drawer, he saw a yellowed, frazzled, neatly lettered: "Port is Left . . . Starboard is Right." So I just want you to know I'm learning.

So I know my left from right now, and I've also learned a little about where the word "push" came from. When I was growing up I thought the word "push" meant elegant. I thought I'd learned my lessons, but wrong . . . it's really a nautical term and derives the sea trade routes between Great Britain and its former Indian subcontinent colonies. In the days before air conditioning, transiting the Mediterranean in the summer, and then the Indian Ocean near the equator, one wanted to be on the north, or left side of the ship, deriving such comfort from the shade as might be possible.

On the return voyage—of course—you wanted again to be on the north, or this time, the starboard side. Thus, using England as a point of reference, the best cabins were on the Port side Outbound, and to the Starboard side coming Home—Port Outbound . . . Starboard Home . . . P-O-S-H . . . push. So I'm learning all kinds of things in my new job.

But I'd like now to shift my course, and talk about the subject of this gathering in Savannah—America's Maritime Lifeline—The Jones Act.

The purpose that has been most commonly ascribed to the Jones Act is of course, the re-

quirement that domestic waterborne commerce—shipping between two points in our nation—shall be conducted in U.S.-crewed and flagged vessels.

Frankly, if that's as far as it went, we at USTRANSCOM probably would not be terribly concerned with its future. We see little prospect of any need to transport our 3rd Armored Division from Beaumont to Boston. We sincerely hope that the unpleasantness some 130 years ago is indeed behind us forever.

And so if I may draw an analogy, if the Jones Act was a tree, the domestic maritime shipment issue would be a trunk—a main structure. But the roots that support that trunk also support another trunk—the strategic sealift that gives our nation much of its capability to project power overseas.

The Jones Act, conceived some 80 years ago as a measure to ensure our domestic maritime base, just as assuredly provides its root structure for our strategic transoceanic sealift capabilities. The Jones Act is truly a "win-win package" for our country.

Before I more closely examine the strategic sealift ramifications of the Jones Act, I might note that this is not an exclusive piece of protectionist legislation to favor our nation, nor is it unlike laws that support other forms of commercial road, rail and air transportation in the United States. On the contrary, cabotage laws—derived from the French word, *Caboter*—which means to sail along the coast or "by the capes"—are in various forms, the laws of some 56 nations around the world.

Now I'd like to state for the record, that the domestic maritime industry is not some small potatoes special interest group.

Our domestic maritime industry employs some 124,000 taxpayers, either serving in the vessels or in shipbuilding, repair and of course many other related fields, with which you all are very familiar.

The private investment in U.S.-flag domestic shipping investment exceeds \$26 billion for some 44,000 vessels and barges.

Domestic shipping moves 30% of United States' cargo at a cost of less than 2% of our nation's total freight bill.

Having clearly defined left from right, port from starboard—just what do our nation's military, strategic sealift interests derive from this piece of domestic legislation? The question is—ladies and gentleman—Where's the "beef" for USTRANSCOM?

Surely it has not in recent history been the actual military employment of vessels. During Operations Desert Shield and Desert Storm, only 2 of 22 militarily useful dry cargo vessels and 6 of 99 Jones Act Tankers were employed. Although I might add, these 6 tankers delivered more than 20% of U.S. tanker petroleum products deliveries in the course of 40 voyages. But we should never forget the tremendous potential here. We should remember that 75% of ocean going Jones Act vessels of over 1,000 gross tons are militarily useful, as defined by Department of Defense. They in themselves are valuable insurance.

But these vessels don't have to sail to foreign ports to serve our nation, and you know that. Great Lakes ships and inland river barges are vital conduits that move cargoes from the interior of our nation to coastal ports for shipment overseas. And throughout, they contribute to and support our great nation's economy.

Perhaps the most critical contribution of the Jones Act to Desert Shield-Desert Storm activity was the crewmembers—the American merchant mariners—who sailed our Ready Reserve Force of Vessels in harm's way, delivering the tracked and wheeled vehicles, the sustaining supplies, that enabled the United States and its coalition partners