

down. The Government Shutdown Prevention Act allows appropriators to finish their work as funding levels automatically continue at the rate of the previous year: an "instant replay" that allows the Government to operate until a budget agreement is reached. An "instant replay" that allows senior citizens to get their social security checks on time, allows veterans to receive their benefits, and keeps federal workers on the job during budget negotiations. I'd say Congress ought to take a page out of the NFL play book and pass H.R. 142, the Government Shutdown Prevention Act.

MY COMMITMENT TO REPEALING
THE JONES ACT

HON. BOB SCHAFFER

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 18, 1999

Mr. SCHAFFER. Mr. Speaker, American agricultural producers today do not have access to domestic deep-sea transportation options available to their foreign competitors. There are no bulk carriers operating on either coast of the United States, in the Great Lakes, nor out to Guam, Alaska, Puerto Rico, or Hawaii. This places Colorado producers at a competitive disadvantage because foreign producers are able to ship their products to American markets at competitive international rates whereas U.S. producers are not.

Colorado agricultural producers also need access to deep-sea transportation options because other modes of transportation are often expensive, unpredictable, or unavailable. The rail car shortage we experienced in 1997 could have been averted if just 2% of domestic agricultural production could have traveled by ocean-going vessel. With continued record harvests anticipated across our state, the bottlenecks and congestion on rail lines could easily happen again. This raises rail rates to artificially high levels at a time when commodity prices are already depressed. This in turn raises the costs of production, lowers income, and makes it more difficult for Colorado's producers to compete against subsidized foreign products.

The reason there are no domestic bulkers available to agriculture shippers is because of an outdated maritime law, known as the Jones Act, which as passed in 1920 in an effort to strengthen the U.S. commercial shipping fleet. This law mandates any goods transported between two U.S. ports must travel on a vessel built, owned, manned, and flagged in the United States—no exceptions. The domestic fleet has languished under the Jones Act because it is prohibitively expensive to build new ocean-going vessels in U.S. shipyards.

Only two bulkers have been built in U.S. shipyards in the last 35 years, which has left our country with the oldest fleet in the industrialized world. To contract for a new ship would cost an American operator over three times the international non-subsidized rate, almost assuring no new bulkers are built in the United States.

At a time when we should be fighting ever harder to open foreign markets, reduce unnecessary costs and regulatory burdens, and promote sales of American products, we should not be imposing artificial costs and burdens on Colorado's hardworking agriculture producers.

I will continue my work in Congress to repeal the Jones Act and assure a more efficient and cost-effective system for transporting agricultural goods to market.

TRIBUTE TO THOMAS FERNANDEZ

HON. HEATHER WILSON

OF NEW MEXICO

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 18, 1999

Mrs. WILSON. Mr. Speaker, I wish to bring to your attention an award won by Thomas Fernandez, a 12-year-old resident of our great community, Albuquerque, NM. Thomas Fernandez is the 1999 BMX Grand National Champion for his age group.

Thomas began competing when he was 4½ years old. He has more than 200 trophies displayed at his family's home in Barrio de Duranes. This is the second time Thomas has taken this prestigious national title. The first time was in 1992 at the age of 6.

Please join me in recognizing this achievement of Thomas Fernandez and wish him continued success.

OPPOSING COMMUNISM

HON. TOM DeLAY

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 18, 1999

Mr. DELAY. Mr. Speaker, I commend the following remarks given by Paul Harvey in a radio broadcast on March 16, 1999 to my colleagues.

[Excerpt from Paul Harvey News, March 16, 1999]

When Communism was threatening to take over the world there were Americans with divided allegiance. Communists had infiltrated some high places into the United States. A lean young traitor was able to walk out of the Supreme Court building with two character references in his briefcase.

In Hollywood individuals suspected of communist sympathies were blacklisted. Some were denied employment for years. Less well known is the Hollywood blacklist of ANTI communists and this one still exists.

March 21, next Sunday; in Los Angeles, California at the Dorothy Chandler Pavilion there will be a ceremony of support for the actors and actresses who have been blacklisted because they dared oppose communism. Adolph Menjou, Elia Kazan, and recognition for his red-white and blue colleagues: Writer Jack Moffitt, Richard Macaulay, Morris Ryskind, Fred Niblo, Junior. Albert Mannheimer who dared fight communists within the Screen Actors Guild.

Most of these who opposed communism never worked in Hollywood again. They represent the "other blacklist." And it is not limited to Hollywood.

All media include some whose patriotism is diluted and to whom anybody consistently on the right is anathema. They hated Reagan and still do.

Such is the "new discrimination" a new organization has taken root to protect the civil rights of the American right. The American Civil Rights Union chaired by Robert Carlson and with a board comprised of Bob Bork, Linda Chavez, Ed Meese, Joe Perkins, Ken Tomlinson.

In my professional experience there is less—left-right—polarization in our nation

than ever in this century. But what it is is insidious, entrenched, tenacious. Until the day when there will be need for an ACLU or an ACRU . . . it is constructive that we now have both.

AFL-CIO MAKES GOOD SENSE ON
TRADE

HON. BARNEY FRANK

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 18, 1999

Mr. FRANK of Massachusetts. Mr. Speaker, one of the most important issues on which many of us are now working is to forge policies which allow us to get the benefits of the global mobility of capital while dealing with the negative impacts that accompany that movement of money throughout the world in the absences of sensible, humane public policies.

No organization in America has done as much to articulate the important, principles that we need to follow in this regard than the AFL-CIO, and the statement on Trade and Deindustrialization issued by the AFL-CIO's executive Council last month is an excellent presentation of this problem. A significant number of us here in the House believe that unless we are able to embody these principles in legislation, the chances of adopting further trade legislation will be substantially diminished, an support for international financial institutions will be similarly negatively affected. Because the AFL-CIO does such a good job of spelling out the approach that is economically, morally and politically called for in dealing with the international economy, I ask that the Council's statement be printed here.

TRADE AND DEINDUSTRIALIZATION

The financial crisis that began in Asia more than a year-and-a-half ago continues and spreads. The countries hit first struggle to recover, and new countries succumb to the contagion. Millions of workers have lost their livelihoods in the crisis countries and hunger and poverty have grown alarmingly. The United States is not immune, and many American workers are already paying a high price for global turmoil.

It is clear that the crisis is neither temporary, nor easily fixed. The cause of the crisis is systemic, and solutions must go straight to the heart of a global trade and investment regime that is fundamentally flawed. Deregulated global markets, whether for capital and currencies, or for labor and goods, are not sustainable. They produce speculative, hot money explosions and a relentless search for lower costs that devastate people, overturn national economies and threaten the global economy itself. The so-called Washington consensus on "economic reform"—trade and investment liberalization, privatization, deregulation, and extreme austerity—is a recipe for instability, social strife, environmental degradation, and growing inequality, not long-term growth, development, and broadly shared prosperity.

The combination of the global financial crisis and long-term trends in trade and investment have inflicted deep wounds in the U.S. manufacturing sector. The United States has lost 285,000 manufacturing jobs since March of 1998. Trade-related job loss will likely grow in 1999, as the trade deficit in goods is projected to climb from about \$240 billion in 1998 to close to \$300 billion this year.

This trade imbalance is accelerating industrialization in a broad array of industries—