

bedrock of the economy of Guam, my district, and instrumental to the continued economic growth of our islands.

Last year nearly 1 million visitors alone came to Guam. In 1997, visitor arrivals peaked at 1½ million. Guam is 4 flying hours away from major markets in Asia such as Tokyo, Osaka, Seoul, Taipei, Hong Kong, Bangkok, and Manila. Guam is served by several major airlines including Continental, Micronesia, Northwest, Japan Airlines, Korean Air, and All Nippon Airways.

Guam has been struggling to rebound in the aftermath of the September 11 terrorist attacks, Super typhoon Pongsona, the war in Iraq, and recently the SARS epidemic.

In February, in the omnibus appropriations bill, Congress included \$50 million for a promotional campaign to encourage travel to the United States, including territories. We need to continue our efforts here in Congress to promote tourism. Let us support the visitor industry. Support the American economy, support National Tourism Week.

MISUSE OF FEDERAL POWER

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

Mr. DOGGETT. Mr. Speaker, not content as U.S. House commander, redistricting czar, and mapmaker for the Texas Legislature, J. Edgar DeLay apparently seeks a job directing law enforcement.

His first response to political differences is to call in the G-men, the FBI, the U.S. Marshals to brazenly pursue his political foes. [AP, Suzanne Gamboa, May 13, 2003] He told reporters that "bringing in either U.S. Marshals or FBI agents is justified because redistricting is a federal issue." [Houston Chronicle, May 13, 2003]

The United States attorney in San Antonio was asked to explore how to employ Federal resources. [Fort Worth Star-Telegram, May 14, 2003; Washington Times, May 14, 2003] Meanwhile, someone in the Homeland Security Department was enlisted to track a cotton farmer from Hale Center, Texas. [Fort Worth Star-Telegram, May 14, 2003] According to Plainview airport manager Marlin Miller, the Homeland Security official "made the comment that I think this is some kind of political people they're looking for." [Fort Worth Star-Telegram, May 15, 2003]

Americans had thought this Department was to look for terrorists. Perhaps those who attacked these courageous citizen-legislators would treat them as terrorists. This is how tyranny begins, and that is why 16 Members of the House are requesting an official Administration explanation.

America is waiting. Who is hiding now?

REPUBLICAN RUNAWAY FREIGHT TRAIN

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

Mr. LAMPSON. Mr. Speaker, I read a poignant article in the Fort Worth Star-Telegram this morning. Mr. Sanders compares the legislative body in Texas and its lack of leadership to a runaway freight train that has been hijacked by a self-serving Congressman, Mr. TOM DELAY, who is willing to put his own agenda and the presumed agenda of the national Republican leadership ahead of the people of Texas.

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He describes the freight train as carrying redistricting, but that it is also carrying other important cargo like school finance and the CHIPS program, and that this train with DELAY and Craddick at the helm is headed for a wreck. Fifty-three House Members saw the wreck coming, did what they thought was best for the State of Texas, and hightailed to Oklahoma to prevent this train from slamming into the Texas House. It is a stand that I see as nothing short of heroic.

They have put DELAY and Craddick, and in fact, the Nation, on notice that there are many of us out here who are willing to put it all on the line for what we think is right; that there are many of us who will not be threatened or bullied into an agenda that is bad for Texas. Joe Deshotel, Craig Eiland, and Alan Ritter, as well as their colleagues who have joined them, are risking everything for the people of Texas, not their party.

NATIONAL TRANSPORTATION SAFETY BOARD REAUTHORIZATION ACT OF 2003

Mr. LINCOLN DIAZ-BALART of Florida. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 229 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 229

Resolved, That at any time after the adoption of this resolution the Speaker may, pursuant to clause 2(b) of rule XVIII, declare the House resolved into the Committee of the Whole House on the state of the Union for consideration of the bill (H.R. 1527) to amend title 49, United States Code to authorize appropriations for the National Transportation Safety Board for fiscal years 2003 through 2006, and for other purposes. The first reading of the bill shall be dispensed with. General debate shall be confined to the bill and shall not exceed one hour equally divided and controlled by the chairman and ranking minority member of the Committee on Transportation and Infrastructure. After general debate the bill shall be considered for amendment under the five-minute rule. Each section of the bill shall be considered as read. During consideration of the bill for amendment, the Chairman of the Committee of the Whole may accord priority in recognition on the basis of whether the Member of-

fering an amendment has caused it to be printed in the portion of the Congressional Record designated for that purpose in clause 8 of rule XVIII. Amendments so printed shall be considered as read. At the conclusion of consideration of the bill for amendment the Committee shall rise and report the bill to the House with such amendments as may have been adopted. The previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommit with or without instructions.

The SPEAKER pro tempore (Mr. Culberson). The gentleman from Florida (Mr. LINCOLN DIAZ-BALART) is recognized for 1 hour.

Mr. LINCOLN DIAZ-BALART of Florida. Mr. Speaker, for purposes of debate only, I yield the customary 30 minutes to the gentleman from Massachusetts (Mr. MCGOVERN), pending which I yield myself such time as I may consume. During consideration of this resolution, all time yielded is for the purposes of debate only.

(Mr. LINCOLN DIAZ-BALART of Florida asked and was given permission to revise and extend his remarks.)

Mr. LINCOLN DIAZ-BALART of Florida. Mr. Speaker, House Resolution 229 is an open rule, providing for the consideration of H.R. 1527, the National Transportation Safety Board Reauthorization Act of 2003. The rule provides 1 hour of general debate, evenly divided and controlled by the chairman and ranking minority member of the Committee on Transportation and Infrastructure.

Finally, the rule provides one motion to recommit, with or without instructions. Obviously, this is a fair rule. It is a totally open rule, one that provides ample opportunity to debate this important reauthorization before us today.

Last year, the House passed essentially the same bill by suspension, but the other body failed to consider the legislation. The House then must again act this year to ensure that the NTSB has the funding necessary to carry out its important tasks.

The NTSB was established in 1967 as an independent agency with the task of investigating transportation accidents, conducting transportation safety studies, issuing recommendations, aiding victims' families after disasters, and promoting general transportation safety.

Since 1967, NTSB has investigated over 114,000 aviation accidents. The NTSB's constant participation in transportation safety, evidenced through 12,000 recommendations to regulators, operators and users of transportation systems, has made them the government leader in crash investigation. I think what is even more impressive is that 82 percent of their recommendations have actually been adopted by these regulatory and transportation bodies.

This bill will increase the effectiveness of the board by authorizing funding through fiscal year 2006 at levels necessary to carry out their investigative mission both here and at aviation disasters abroad.