

an anti-narcotics center in Panama. The whole premise for supporting an anti-drug center was to reassure those in this country that wanted the U.S. to remain in Panama that it was possible to do so and to avoid the controversy within Panama of retaining a bona fide military base in that country beyond 1999 and in violation of the Panama Canal Treaties. A multinational, anti-drug center seemed to fit the bill with at least a wink and a nod. Even the other nations of the region, while supporting the concept of an anti-narcotics center, were not about to sign on if the center was simply a cover for a U.S. military base.

Yet, the negotiations have broken down at least in part due to the Clinton Administration's insistence that it be allowed to conduct additional operations out of the center which are more closely associated with military operations than counter-narcotics operations. One can argue the finer points of search and rescue or humanitarian resupply, but to insist on them being part of a non-military base, anti-drug center, does give the Panamanian government a legitimate issue to argue over. It seems that both sides could compromise on this issue. The U.S. side could temporarily drop its insistence on the inclusion of other missions and just work on the anti-drug center, provided of course that the anti-drug center is the priority. The Government of Panama could commit, preferably in a side note, to take up the question of the other missions once the anti-drug center agreement is finalized, if it really wants such a center in Panama.

Mr. Speaker, the bottom line is that both sides must determine what it really wants. President Balladares must face the voters. The Clinton Administration must face the American people. If the drug center is that important, and in many respects it is. And if the ability to retain some element of the U.S. military in Panama beyond 1999 is a political necessity, and it could be, then the Administration must decide the price in throwing away this opportunity solely because we may not be able to write into the agreement whether or not search and rescue training can be conducted once in a while in Panama over the next twelve years.

#### A TRIBUTE TO ERIC BACHMANN

### HON. ROB PORTMAN

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, July 15, 1998*

Mr. PORTMAN. Mr. Speaker, today I rise to celebrate the life of Eric Bachmann, a remarkable young man who was working to preserve an important chapter in our nation's history. Tragically, Eric died on Saturday, July 11, one day before his 27th birthday.

Eric was the Assistant to the President and CEO at the National Underground Railroad Freedom Center in Cincinnati, Ohio. He also helped us develop the National Underground Railroad Network to Freedom Act which will be signed into law soon. As we move forward to promote racial cooperation, we will continue to be motivated by Eric's spirit.

Eric graduated from Texas Tech in 1993 with a degree in history. Eric then moved on to the National Conference for Community and Justice (formerly the NCCJ), before beginning

his service as an official of the National Underground Railroad Freedom Center.

Healing the wounds of racial and social injustice was one of Eric's true passions, and he admired those who worked for freedom. These ideals led him to work diligently to honor the courage of those involved with the Underground Railroad.

Eric was loyal and dedicated. He served his community and country through his good work. All of us in Cincinnati will miss him as a colleague and friend.

#### PERSONAL EXPLANATION

### HON. FRANK R. WOLF

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, July 15, 1998*

Mr. WOLF. Mr. Speaker, I was unable to be present for rollcall 266 on Wednesday, June 24. Had I been present, I would have voted "yea" on passage of H.R. 4103, the fiscal year 1999 defense appropriations bill.

#### THE FREEDOM AND PRIVACY RESTORATION ACT

### HON. RON PAUL

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, July 15, 1998*

Mr. PAUL. Mr. Speaker, I rise today to introduce the Freedom and Privacy Restoration Act, which repeals those sections of the Illegal Immigration Reform and Immigrant Responsibility Act of 1996 authorizing the establishment of federal standards for birth certificates and drivers' licenses. This obscure provision, which was part of a major piece of legislation passed at the end of the 104th Congress, represents a major power grab by the federal government and a threat to the liberties of every American, for it would transform state drivers' licenses into national ID cards.

If this scheme is not stopped, no American will be able to get a job; open a bank account; apply for Social Security or Medicare; exercise their Second Amendment rights; or even take an airplane flight unless they can produce a state drivers' license, or its equivalent, that conforms to federal specifications. Under the 1996 Kennedy-Kassebaum health care reform law, Americans may even be forced to present a federally-approved drivers' license before consulting their physicians for medical treatment!

Mr. Speaker, the Federal Government has no constitutional authority to require Americans to present any form of identification before engaging in any private transaction such as opening a bank account, seeing a doctor, or seeking employment.

The establishment of a national standard for drivers' licenses and birth certificates makes a mockery of the 10th amendment and the principles of federalism. While no state is forced to conform their birth certificates or drivers' licenses to federal standards, it is unlikely they will not comply when failure to conform to federal specifications means none of that state's residents may get a job, receive Social Security, or even leave the state by plane? Thus, rather than imposing a direct mandate on the

states, the federal government is blackmailing states into complying with federal dictates.

Of course, the most important reason to support the Freedom and Privacy Restoration Act is because any uniform, national system of identification would allow the federal government to inappropriately monitor the movements and transactions of every citizen. History shows that when government gains the power to monitor the actions of the people, it eventually uses that power to impose totalitarian controls on the populace.

I ask my colleagues what would the founders of this country say if they knew the limited federal government they bequeathed to America would soon have the power to demand that all Americans obtain a federally-approved ID?

If the disapproval of the Founders is not sufficient to cause my colleagues to support this legislation, then perhaps they should consider the reaction of the American people when they discover that they must produce a federally-approved ID in order to get a job or open a bank account. Already many offices are being flooded with complaints about the movement toward a national ID card. If this scheme is not halted, Congress and the entire political establishment could drown in the backlash from the American people.

National ID cards are a trademark of totalitarianism and are thus incompatible with a free society. In order to preserve some semblance of American liberty and republican government I am proud to introduce the Freedom and Privacy Restoration Act. I thank Congressman BARR for joining me in cosponsoring this legislation. I urge my colleagues to stand up for the rights of American people by cosponsoring the Freedom and Privacy Restoration Act.

#### J.J. "JAKE" PICKLE FEDERAL BUILDING

SPEECH OF

### HON. CHET EDWARDS

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, July 14, 1998*

Mr. EDWARDS. Mr. Speaker, I rise today to tip my hat and pay tribute to former Congressman Jake Pickle for his service to the state of Texas and the people of the 10th Congressional District. Jake Pickle served with distinction and honor during his 31 years in Congress. I consider it a great privilege to have served with him. I now find it an honor to support H.R. 3223 which names the Federal Building in Austin, Texas, as the J.J. "Jake" Pickle Building. The bill has my wholehearted support and the man has my deepest respect.

Jake Pickle's legacy extends far beyond the naming of a building in his honor. His legacy lies in his many years of public service and the millions of Americans who have been touched by his devotion and dedication. Jake Pickle was an independent minded man who never shied from a fight, but who was always ready to listen to a problem and lend a helping hand. Jake Pickle looked beyond partisan politics to help insure that Social Security is solvent today and that the elderly have Medicare. He was instrumental in a wholesale reform of the tax code and in fostering government programs that spurred small business and created jobs for working families.

Jake began to develop his political expertise at the University of Texas at Austin where he served as student body president. His political journey began in the early 1930s when he became a friend and political ally of Lyndon B. Johnson. Jake Pickle was a student of the New Deal era which taught that a person has an individual responsibility and that the government should be responsible for its citizens.

Jake Pickle answered the call of his country and served in the U.S. Navy during World War II. After the war, Jake returned to Austin and was a business partner in a local radio station. He maintained his political ties, stayed involved in the community and continued to practice his philosophy of individual and governmental responsibility.

He brought that philosophy with him to Washington when he took his seat in the U.S. House of Representatives in December 1963, less than a month after LBJ assumed the presidency. Jake immediately got to work for the country and the constituents of his Hill Country congressional district.

Jake Pickle cast important ground breaking votes for the Civil Rights Act of 1964 and the Voting Rights Act of 1965. These votes were politically difficult for a new member from the South, but Jake Pickle made the right decision.

Jake served on the powerful House Ways and Means Committee, where he was a leader on many important issues and willing to take a stand for working families. He worked tirelessly on Social Security reform and on programs that provided a better life for this nation's senior citizens.

I am proud to have served in this House with Congressman Jake Pickle. His service to the State of Texas and the people of the 10th district will be remembered for many years to come. It is appropriate and quite fitting that the federal building in Austin is designated in Jake Pickle's honor.

#### GENERAL MOTORS EXPORTS AMERICAN JOBS

#### HON. WILLIAM O. LIPINSKI

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, July 15, 1998*

Mr. LIPINSKI. Mr. Speaker, GM, America's largest auto manufacturer, is embroiled in a costly and expensive showdown with the United Auto Workers. The strike is expected to cost GM around \$1 billion in second quarter profits. This strike has nearly paralyzed GM's North American operations.

Since NAFTA was signed into law by President Clinton, GM has aggressively shifted manufacturing jobs to places like Silao, Mexico. That's not the only GM plant in Mexico. At last count, GM has one car assembly plant, two truck assembly plants and 29 parts plants in Mexico employing a total of 70,000 Mexican workers. Unfortunately, it is not too far of a jump to conclude that these 70,000 jobs in Mexico came at the expense of 70,000 American workers.

GM contends that these cost-saving measures are necessary for it to stay competitive in this global economy. In the unrelenting drive to fatten the bottom line, GM has thrown American workers to the side of the road.

Free trade does not equal fair trade, especially when American working families suffer

the consequences of our misguided trade policies that throws American workers out of work and only fattens the multinational corporations' bottom line. Corporations are in the black with record profits while American workers stand in the unemployment lines.

The UAW is right on target in placing this at the core of their negotiations with GM. It is a valid issue that is of vital concern to all American workers in the manufacturing industry. I believe that it is fair to say that the outcome of this strike will highlight what is to come in the future. Will multinational corporations continue to move their manufacturing operations to foreign nations? Will they continue to export American jobs overseas?

I urge my colleagues to consider these questions as this chamber is expected to consider MFM for China and fast track renewal authority later this year. With foreign trade equal to 30 percent of our gross domestic product, it is inextricably intertwined with our national economy. The dream of global free trade has been marred by realistic facts: the spiralling U.S. trade deficit, stagnant wages, and the export of American jobs.

Wake up, America! It's time we stop this relentless, blind march toward the so-called "global economy" and embrace effective trade policies, and yes, perhaps even industrial policies, that will ensure a rising standard of living for the American people and protect vital economic interests. We can—and we must—do more for American workers by embracing trade policies that embraces American workers.

It's time to stop representing the multinational corporations and time to start working for the American people.

#### IMPROVING COST RECOVERY FOR THE COAST GUARD'S INTER- NATIONAL PATROL

#### HON. SAM GEJDENSON

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, July 15, 1998*

Mr. GEJDENSON. Mr. Speaker, in the "Year of the *Titanic*," I rise to salute the brave men and women of the United States Coast Guard who are engaged in important life-saving work of the International Ice Patrol. The Ice Patrol is headquartered in my district of Groton, Connecticut.

As a direct result of the sinking of the *Titanic*, the Ice Patrol was established in 1914 as part of the International Maritime Organization's first convention of the Safety of Life at Sea. Over eighty years later, icebergs still pose a significant threat to commercial navigation. The Coast Guard Ice Patrol program provides a vital and internationally-recognized contribution to maritime safety.

The Coast Guard uses C-130 aircraft equipped with side-looking airborne radar to overfly North Atlantic shipping lanes during the annual "ice season." Radar observations are combined with ocean current and water temperature information to produce computer-generated predictions of the southern-most limits of floating ice for each day of the season. The resulting information is broadcast on open radio frequencies to all ships transiting the North Atlantic.

The great circle route past Newfoundland and Nova Scotia is the shortest distance to

North America from all European and Mediterranean ports. Operators of commercial vessels save tens of thousands of dollars per year in fuel costs and voyage time by relying on the Coast Guard's radio broadcasts to determine how far north they may safely sail and at what speed. In addition, knowledge of ice zone limits over time allows ships to pass farther north than they would otherwise travel. Without this information, voyages would take longer and be more expensive.

Ice Patrol activities cost the U.S. Coast Guard an average of \$3.5 million per year, not including fixed capital costs. Under a 1956 International Maritime Organization financial support agreement, the U.S. Government collects and tabulates national flag and tonnage data, bills other parties to the Agreement, and remits collections to the U.S. Treasury.

When the Agreement about costs was established, most maritime nations which used the North Atlantic routes were located in the North Atlantic region or were flag states with large amounts of traffic on the route. The seventeen current members of the Agreement are: the United States, Greece, Germany, Belgium, Denmark, Finland, the United Kingdom, Spain, Norway, Canada, Panama, France, Italy, Sweden, the Netherlands, Japan and Poland. The Agreement operates on the honor system: membership is voluntary, and, because it involves safety of life at sea, the information generated by the Coast Guard is broadcast to all North Atlantic mariners free-of-charge.

In recent years, the 1950s-era handshake approach has become inequitable for paying members. In short, it is no longer fair. Non-contributing countries represent a growing share of North Atlantic shipping, and as a result, the seventeen Agreement members are becoming increasingly unwilling to pick up all non-member costs while using a shrinking share of the service. Currently, only about 53 percent of the total benefiting tonnage belongs to vessels flagged to contributing states. The remaining 47 percent is flagged to ships that use the service but do not pay. I would call them "free riders." The United States must pay almost \$250,000 per year more than it would pay if every nation contributed its fair share.

Another growing problem is the accumulated debt to the United States by member countries who are not settling their Ice Patrol accounts. Liberia, which dropped out of the agreement in 1990, still owes \$1.9 million in pre-1990 arrearages. All told, current and former Agreement members owe the U.S. Treasury over \$7.3 million. Unfortunately, this balance continues to grow every year.

At a meeting of member states in late 1996, there was a unanimous consensus that the Ice Patrol is a valuable navigation safety service which should be continued. There was also general agreement that the financing system was not working, due to the increasing use of the service by non-contributing states. Members authorized the United States to explore other collection options. Accordingly, the United States Coast Guard intends to raise the issue at the next meeting of the International Maritime Organization later this month. They will be seeking changes in the agreements that would permit the U.S. to recover all costs of the Ice Patrol on an equitable basis.

Mr. Speaker, for the record, I would like to lend my full support to the efforts of the Coast