

Ewing	LaTourette	Rogan
Forbes	Lazio	Rogers
Fox	Lewis (CA)	Rohrabacher
Galleghy	Lewis (KY)	Ros-Lehtinen
Ganske	Linder	Royce
Gekas	Livingston	Ryun
Gibbons	LoBiondo	Salmon
Gillmor	Lucas	Sanford
Goode	Manton	Saxton
Goodlatte	Manzullo	Scarborough
Goodling	Mascara	Schaefer, Dan
Goss	McCollum	Schaffer, Bob
Graham	McCrery	Sensenbrenner
Granger	McDade	Sessions
Gutknecht	McIntosh	Shadegg
Hall (OH)	McIntyre	Shimkus
Hall (TX)	McKeon	Shuster
Hamilton	McNulty	Skeen
Hansen	Metcalfe	Skelton
Hastert	Mica	Smith (MI)
Hastings (WA)	Moakley	Smith (NJ)
Hayworth	Mollohan	Smith (OR)
Hefley	Moran (KS)	Smith (TX)
Herger	Murtha	Smith, Linda
Hill	Myrick	Snowbarger
Hilleary	Nethercutt	Solomon
Hobson	Neumann	Souder
Hoekstra	Ney	Spence
Holden	Northup	Stearns
Hostettler	Norwood	Stenholm
Hulshof	Nussle	Stump
Hunter	Ortiz	Stupak
Hutchinson	Oxley	Sununu
Hyde	Packard	Talent
Inglis	Pappas	Tauzin
Istook	Parker	Taylor (MS)
Jenkins	Paul	Thornberry
John	Paxon	Thune
Johnson, Sam	Pease	Tiahrt
Jones	Peterson (MN)	Upton
Kanjorski	Peterson (PA)	Walsh
Kaptur	Petri	Wamp
Kasich	Pickering	Watkins
Kildee	Pitts	Watts (OK)
Kim	Portman	Weldon (FL)
King (NY)	Poshard	Weldon (PA)
Kingston	Quinn	Weller
Kleccka	Radanovich	Weygand
Klink	Rahall	Whitfield
Knollenberg	Redmond	Wicker
Kucinich	Regula	Wolf
LaHood	Riggs	Young (AK)
Largent	Riley	Young (FL)
Latham	Roemer	

NOT VOTING—14

Ackerman	Miller (CA)	Stark
DeGette	Oberstar	Taylor (NC)
Gephardt	Pombo	Torres
Lipinski	Pomeroy	Yates
McHugh	Schiff	

□ 2119

Mr. POSHARD and Mr. SKELTON changed their vote from "aye" to "no." Mr. NEAL of Massachusetts changed his vote from "no" to "aye."

So the amendment was rejected.

The result of the vote was announced as above recorded.

Mr. SPENCE. Mr. Chairman, I move that the committee do now rise.

The motion was agreed to.

Accordingly the Committee rose; and the Speaker pro tempore (Mr. COOKSEY) having assumed the chair, Mr. YOUNG of Florida, Chairman of the Committee of the Whole House on the State of the Union, reported that that Committee, having had under consideration the bill (H.R. 1119) to authorize appropriations for fiscal years 1998 and 1999 for military activities of the Department of Defense, to prescribe military personnel strengths for fiscal years 1998 and 1999, and for other purposes, had come to no resolution thereon.

THE JOURNAL

The SPEAKER pro tempore. Pursuant to clause 5 of rule I, the pending

business is the question of agreeing to the Speaker's approval of the Journal of the last day's proceedings.

The question is on the Speaker's approval of the Journal.

Pursuant to clause 1, rule I, the Journal stands approved.

SPECIAL ORDERS

The SPEAKER pro tempore. Under the Speaker's announced policy of January 7, 1997, and under a previous order of the House, the following Members will be recognized for 5 minutes each.

WORKERS STANDING UP FOR THEIR RIGHTS

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Michigan [Mr. BONIOR] is recognized for 5 minutes.

Mr. BONIOR. Mr. Speaker, tonight I want to talk about workers in this country. Workers all over this country are standing up for their rights, organizing and they are demanding justice. From the hog processors in North Carolina to the nurses in San Diego, from the strawberry workers in California to the newspaper workers in Detroit, workers are raising their voices, and those voices are being heard.

This weekend we will again hear those strong voices loud and clear in Detroit. At least 50,000 workers and their families and supporters are expected to participate in Action Motown 1997, which is a mobilization of solidarity for the Detroit community locked out newspaper workers and union members. I am going to be there, and we will be speaking out for the workers, the labor movement in our community, against the management of the Detroit News and the Detroit Free Press. The News and the Free Press have locked out nearly 2,000 hard-working men and women since February of this year when they sought to resolve a 2-year labor dispute by unconditionally offering to return to work.

□ 2130

How were they treated when they tried to jump start contract talks and return to work? They were locked out, replaced, and told to go home.

It is clear to me that the News and the Free Press are willing to lose millions of dollars in an attempt to break the unions. How clear is it? Well, their combined circulation is down almost 300,000 despite a huge ad rate discount. Fifteen hundred advertisers have stayed away from the paper, costing them a 24-percent dip in advertising revenue.

Yet the most startling fact is not a statistic, but a quote made 1 month after the newspaper workers took the stand for justice by the Detroit News editor and publisher Robert Giles. This is what he said: "We are going to hire a whole new work force, go on without unions, or they can surrender unconditionally and salvage what they can."

Now, does that sound like someone who is willing to bargain in good faith?

Despite a 1994 Detroit Free Press editorial which stated that: "The U.S. Senate should approve a bill that would prohibit companies from hiring permanent replacements for striking workers. The right to strike is essential if workers are to gain and preserve wages."

Despite that, they did another editorial. They did another editorial after their workers decided to engage in their rights to collective bargaining. Mr. Stroud at the paper, the editor who talks a good game, but when it comes to standing up for principle and backing up his words, he caved, he caved so quick, in a blink of an eye he caved when they came down to corporate headquarters. In fact, that same paper who claimed to support the right to strike in 1994 did an about-face in 1995, and this is what they said: "We intend to exercise our legal right to hire permanent replacements."

Perhaps our Cardinal, Cardinal Adam J. Maida of Detroit, put it best when he said, "The hiring of permanent placement workers is not an acceptable solution. If striking workers are threatened with being permanently replaced, this practice seems to undermine the legitimate purpose of the union and destroy the possibility of collective bargaining."

I would like to read to my colleagues a quote this evening about a great American who said, "Labor is prior to and independent of capital. Capital is the only fruit of labor and could never have existed if labor had not first existed." That was Abraham Lincoln.

The News and Free Press are owned by two of the biggest media conglomerates in the United States, Gannett and Knight-Ridder, who have deep pockets and are willing to lose millions to set an example in Detroit. They are tying to break the unions and deprive 2,000 workers and their families of a job and a living in a decent community. Their actions are unfair, they are unjust, they are illegal.

We will be marching in Detroit, because many of our parents and our grandparents fought too hard and too long for the gains that unions have made: For the 40-hour work week, for pension benefits, for health care, for the weekend, for safe-working conditions, for overtime pay. That is what people struggled for in this country in the last 100 years, and now people like the News and Free Press want to hire striker replacements in an effort to turn back the clock before we had these benefits.

I encourage everyone to join us for Action. Motown 1997 this weekend.

On another front real quickly, Mr. Speaker, those of us who went out to California and marched with the strawberry workers, people who make \$8,500 a year, who have no representation, who are treated miserably, good news on that front. The biggest company, Coastal Berry, was sold to two new

owners and this is what they have said. The new owners want the company to take a neutral position with regard to union organizing campaigns. We want you to know that California law gives you the right to decide if you want to join or support any union organization effort, and we generally respect that right.

We need more of that attitude out there in the corporate world.

UPDATING THE JONES ACT

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Michigan [Mr. SMITH] is recognized for 5 minutes.

Mr. SMITH of Michigan. Am I allowed to whistle, Mr. Speaker, in the Chamber to get everybody's attention?

The SPEAKER pro tempore (Mr. COOKSEY). No. The Chair will get order with the gavel.

Mr. SMITH of Michigan. Mr. Speaker, today we are introducing a bill that changes the law that was passed in 1920 that is now disrupting commerce, that is now putting Americans out of jobs and out of business, that is making American consumers pay much more for their products than they otherwise might pay. That law in 1920 was passed in order to get the United States of America going in terms of building our sea fleet, our ships, in terms of getting a crew of sailors that were trained that could help this country in time of war, in time of commerce. That bill is known as the Jones Act.

That Jones Act bill does several things. It said that one has to have a U.S.-owned ship, that it has to be built in the United States, all the component parts and everything else built in the United States, that it has to be American sailors that pay taxes in this country.

I say some of that is good, but let me tell my colleagues what has happened to this bill as we have lost 60 percent of our fleet that goes from U.S. port to U.S. port in this country. We are forcing sailors out of jobs; we are forcing businesses out of business. I will give my colleagues a couple of examples.

Right now in Michigan, wheat can be purchased from Canada, the same priced wheat, and shipped to other ports through the seaways at a cheaper price than they can buy it much closer in United States ports. I would like to get the gentleman from Maryland [Mr. GILCHREST] to give me the case, because I cannot remember what that was.

Mr. GILCHREST. Mr. Speaker, I thank the gentleman for yielding. I am not going to take a position on the Jones Act, but what I would like to describe to the gentleman from Michigan is that there was a ship in Baltimore that was loading cargo, helicopters. One of the helicopter blades that was just loaded onto the ship fell and was damaged. The only place to replace those helicopter blades was in Jacksonville, FL.

Now, the ship was a Norwegian-owned ship. The ship traveling from Baltimore to Florida could take on the new blade, but it could not exchange it for the old blade without a fairly significant fine, because of the Jones Act. We were able to work through this and mitigate that down, which is still in the process of being mitigated.

I think in instances where one can exchange parts under those circumstances, that probably ought to be accomplished.

Mr. SMITH of Michigan. Mr. Speaker, I thank the gentleman. The problem is, what we do in this bill is we keep everything else the same. We say it has to be an American crew, it has to come under all American laws, pay all U.S. taxes. It has to be American owned. But in the cases where an international company can build that ship much cheaper than they can build in this United States, allow that bid to happen. Let us buy American, but where it is unreasonably high and right now the United States in our shipbuilding ports are not interested in building those ships for the Jones trade. They turned down Walt Disney. You might have seen that. They turn down cruise ships. What this bill does is it says that at least some of those component parts, that ship can now be built in another country.

If we want to expand our seaways and our ships, then I think we have to face up to the fact that we are losing jobs in this country.

I yield to the gentleman from Colorado [Mr. SCHAFFER], who has worked a long time on this issue.

Mr. BOB SCHAFFER of Colorado. Mr. Speaker, I thank the gentleman from Michigan for bringing this issue forward and for his leadership in the effort.

In the conference that we had yesterday to announce the bill, of course we were joined by many people from the agriculture industry, as well as the steel industry, and many individuals, many industries represented that shipping and goods and services throughout the country, and the Jones agent, back in the 1920's is the age on this thing, was described as an act which increases the cost of goods and services to consumers.

Now, I come from a State where we produce a lot of wheat, an awful lot of corn, a lot of cattle, and a lot of pork, and so on, and shipping is an incredibly important mode of transportation for these goods that need to get to market. The wheat farmers, as one example, in Colorado tell me that the cost of a bushel of wheat is increased by upward of \$1 per bushel because of the regulatory impact of the Jones Act.

I commend the gentleman from Michigan for bringing this issue forward. By deregulating this particular industry, we stand a chance of turning these numbers around, actually increasing the number of ships produced in the United States, the number of people employed in the industry by ap-

pealing to the benefits of the free market, and in the long run, reduce the cost for consumers throughout the country and strengthen our global and competitive position.

Mr. SMITH of Michigan. I thank the gentleman very much.

Mr. Speaker, if I can prove to my colleagues that we are going to end up with more American jobs, that our national security is going to be enhanced by the increased number of ships, will my colleagues support this bill? It is dramatic. Look at it, study it. I would suggest to my colleagues that we do not have this kind of requirement for our trucks, our trains, our airplanes or anything else.

If we had done this to the American automobile industry and shut off any imports coming into this country, we would not have the quality of cars. Today, we have the highest quality, the best price, the best deal car in the world because there is competition.

I would suggest to my colleagues, Mr. Speaker, that we have to face up to the fact that we have an antiquated law that needs to have competition brought into this industry. We are dropping the bill tonight.

ORDER OF BUSINESS

Mr. PASCRELL. Mr. Speaker, I ask unanimous consent to claim the time of the gentlewoman from California [Ms. WOOLSEY].

The SPEAKER pro tempore [Mr. COOKSEY]. Is there objection to the request of the gentleman from New Jersey?

There was no objection.

CHINA MOST-FAVORED NATION STATUS

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from New Jersey [Mr. PASCRELL] is recognized for 5 minutes.

Mr. PASCRELL. Mr. Speaker, over the course of the next few days, the Members of this august body will be forced to weigh a great deal of information, withstand a tremendous lobbying effort from both sides of the issue, and eventually cast one of the most critical votes that we will take in this Congress.

I am referring to the vote on extending most-favored-trade status to China. The outcome of this vote, Mr. Speaker, will say as much about where our priorities lie as any other dozen votes we will cast in the Congress, the 105th Congress.

I am certain that there will be those who will take to this well over the next few days and claim that this vote is not really about anything exceptional. They will no doubt argue that we are already simply extending the same trade status to China that we do to 160 other nations. Such an evaluation of this debate is nothing short of sophomoric and fails to do little more than scratch the surface of the issue.