

depend on a strong United States of America.

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If there is to be decency and honor and integrity anywhere in the world, it will be because the United States of America has set the standard. It will be because those standards are protected by law in the United States of America.

Without the people of the United States of America and their commitment to freedom, there would be no freedom on this planet. The Nazis would have won. The Communists would have won, the isms and the tyrannical forces that have been at play for this last 100 years would have overwhelmed the west. But it has been the strength of purpose found in the souls of the people of the United States of America that has preserved all of those forces of good and decency on this planet.

If our business elite, now with their multinational corporations, have given up on the American people, because in order to run a plant here and maintain our standard of living, they will only make a 5 percent profit, but if they go to a Communist dictatorship they can earn a 15 or 20 percent profit with, of course, the taxpayers guaranteeing their investment, pretty soon the American people's standard of living will decline and the American people will feel justifiably betrayed.

We cannot let that happen. The battle over the patent is only one of the fights that we will be having in the next few years. But we have to make sure that the American people maintain their standard of living, that decent, high tech jobs are available here, that our wealth is not drained from our society to give frivolously to others, that our technology is not taken from us to be used against us in competition, economically and militarily. Because if we lose the battle here in the United States of America and the American people lose faith in those principles that our Founding Fathers established 250 years ago, well, then the future of freedom on this planet will be short-lived indeed. The future of decency and honor, the future of things that have made this a planet not dominated by the likes of Mao Tse Tung or some petty dictator that now occupies his seat in Beijing, but instead reflect the value of our people which created a White House that does not look like, I looked in the oval office.

I used to work in the White House. I remember walking into the oval office with my friend 10 years ago and just looking at the oval office. And what I saw looked like some sort of a library or some sort of a sitting room in somebody's home. I said, does this not look like someone's living room here? We both agreed that in every other country in the world, the offices of the chief executive looked like a palace of power. It looked like a place where

boots could be worn or heels clicked and salutes given.

Instead, where the first executive of the United States sat at a desk, it looked more like someone's living room, like someplace with a family.

These are the values of decency that come with human freedom. We would not put up with some gestapo Communist dictatorship in this country because our people believe in freedom. But if the freedom that we have permitted our multinational corporations is used to destroy the prosperity of our people and if we think that now we have an allegiance to free trade so that people can use guarantees by the American taxpayers to build up the economy in dictatorships, the American people will lose their faith.

If we are going to win this battle, the American people have to be a part of it. One of the reasons we were able to defeat this drastic change that they were trying to make in the patent bill, as it went through the House, one of the reasons why the Kaptur amendment passed, the Kaptur amendment which gave us 60 percent of what we wanted passed in a vote, was that the American people called their representatives and said, for goodness sake, do not vote for that patent bill, the Steal American Technologies Act that Congressman Rohrabacher is talking about. Vote to kill it.

That is what people have to do to the Members of the House and the Members of the Senate, because it is still alive in the Senate and that means it probably will come back to the House.

The American people have got to remain alert to this and the other threats that we face, because there are some very powerful forces at play in this world. There are some very powerful forces at play in this city.

The only thing that turned the tide in this last battle on the floor of the House were the thousands upon thousands of phone calls that came from all over America to the House of Representatives and said, defeat this attempt to give away American technology.

The American people have every right to be proud of themselves. So tonight we stand on the threshold of finishing that fight, because it is still going on in the Senate. It may come back here to the House if they succeed. Tomorrow, as I said, Capitol Hill will be invaded by some of these multinational corporations and some very hifalutin sounding people. But small businessmen throughout this country, university professors, people who are engaged in research and development of new ideas understand how important patent protection is, and they have tried their best here, even though we have not had very many resources behind us.

I would just close by asking my colleagues to be alert as the patent bill comes back from the Senate and, if there is any influence they can exert on the Senators on this piece of legisla-

tion, to please talk to the Senator from their State to ensure that they know just how dramatic the effect of diminishing our patent rights will be and that that indeed is the purpose of the legislation that is now being pushed in the Senate.

FAST TRACK TRADE AUTHORITY

The SPEAKER pro tempore (Ms. GRANGER). Under the Speaker's announced policy of January 7, 1997, the gentleman from Ohio [Mr. BROWN] is recognized for 60 minutes as the designee of the minority leader.

Mr. BROWN of Ohio. Madam Speaker, I begin my 60 minutes by yielding to the gentleman from Cooperstown, NY [Mr. BOEHLERT].

A TRIBUTE TO RICHIE "WHITEY" ASHBURN.

Mr. BOEHLERT. Madam Speaker, I pause in these deliberations to give some well-deserved recognition.

Madam Speaker, it is with great sadness that I rise to announce the passing of baseball Hall-of-Famer Richie Ashburn. Richie Ashburn was my first boyhood hero when he began his career with the Utica Blue Sox back in 1945.

Mr. Ashburn played center field, primarily with the Philadelphia Phillies from 1948 to 1962. Ashburn became the starting center fielder in 1948, after the incumbent and previous year's batting champion, Harry "The Hat" Walker, broke his foot in spring training. By the time Walker was ready to return, Ashburn had won the job by hitting .348 and was the only rookie named to that year's All-Star game.

Ashburn finished the year hitting .333 and led the league with 32 stolen bases and was named by the Sporting News as rookie of the year. In his 15-year career, Ashburn hit .300 or better nine times, won two batting titles, and finished with a lifetime batting average of .308. Despite these impressive hitting numbers, Ashburn was best known for his fielding skills. He set new records by recording 500 or more putouts in 4 different seasons and 400 or more putouts in 9 different seasons.

He tied a major league record by leading the league in that category nine times. He was in some very distinguished company. The only ones who did better were Max Carey, Willie Mays, Tris Speaker, and Ty Cobb.

In 1962, Ashburn's final season, he became an original member of the New York Mets and was the Mets' first All-Star. He finished his career with six All-Star appearances and a World Series appearance with the 1950 Phillies pennant-winning team that was affectionately known as the Whiz Kids. Ashburn continues to hold that Phillies record for consecutive games played at 731.

After retiring, Ashburn considered running for public office, but I think he thought better of it, in his home State of Nebraska. Instead he began a career as a broadcaster for the Phillies where he remained until his death.

For many years Richie Ashburn's talents were overshadowed by other outfielders like Mickey Mantle and Duke Snider and Willie Mays. But finally, in 1995, he received well-deserved recognition. He was elected to the Baseball Hall of Fame in my district in Cooperstown, NY. We have not only lost a tremendous player but a great ambassador for the game of baseball. May he rest in peace.

I thank my distinguished colleague for pausing in these important deliberations to let me share this sad news with the rest of my colleagues in this House.

Mr. BROWN of Ohio. Madam Speaker, I thank the gentleman from New York. I would add, before getting into perhaps a more serious subject than the Baseball Hall of Fame, my daughters and I drove to Cooperstown this summer. My younger daughter thought there were too many New York Yankee memorabilia in the Hall of Fame. I think she was raised right, that she thinks that. Nonetheless, it was a great trip to your district, to Cooperstown. I had been in the Hall of Fame when I was my daughter's age, when I was 13 or 14. I had not been back in 30 some years. It was a great chance to be in your district and see Cooperstown again.

Tomorrow the President will announce fast track to his legislation he will present to Congress tomorrow to expand the North American Free-Trade Agreement; ultimately, he hopes, to the rest of Latin America. Before he does that, before we talk about fast track, I am joined tonight by my friend from Michigan, who has been a real leader in the effort, everything from food safety to jobs to the environment to clean water, all of these trade issues, before we get into fast track, let us back up a moment and look at what this expansion of NAFTA means and what NAFTA itself has meant and other trade agreements in the last few years in this institution.

First of all, bad trade deals hurt America's working families. They threaten to move American jobs to low wage countries, as we have already seen under NAFTA, with jobs fleeing to Mexico. We are importing under NAFTA 10 times as many cars from Mexico as we are exporting. But it is not just auto workers that have lost jobs. We have lost jobs in the electronic industry and in other high-wage sectors.

Where I come from, as in most places in this country, NAFTA, simply put, is a bad deal. These bad trade deals threaten America's economic future.

The same people that brought us NAFTA want to use something called fast track to expand NAFTA, to expand NAFTA to countries, other countries in Latin America, beginning with Chile and moving up and down the South and Central American continent and into Central America.

I think all of us want equal trade and want fair trade, but we do not want

this kind of free trade that fast track will bring us.

After 44 months, NAFTA simply has not panned out. It has meant job losses in the auto and electronic sectors to Mexico. It has meant record amounts of illegal drugs. Now it means threats to food safety and truck safety. Everybody wants open markets for American goods. Exports create jobs, no doubt about that. But imports claim jobs.

If only exports counted, we would not have the kind of massive trade deficit we have. This institution, in the last couple, really in the last 5 or 6 years, since the initial Clinton budget in 1993, has dealt with one of the twin deficits. We have dealt with the budget deficit. At the same time we have let the trade deficit get larger and larger.

Sure, we have exported more goods to countries around the world, but the number of dollar's worth of imported goods to this country has mushroomed, causing huge trade deficits. We need to get tough with these countries that keep out American goods.

Japan still is not playing fair with the United States. The Japanese Government drags its feet on the framework agreement of autos and auto parts. Even the administration is concerned about this problem.

Our trade deficit with China, brought on in part by most favored nation status that we continue for reasons beyond my understanding to give to China, even our trade deficit with China has become larger now than our trade deficit with Japan, because the Chinese have a perverse concept of fair trade.

With equal trade and fair trade, we can open foreign markets without dropping our defenses. We need to call a time-out on free trade. And fast track, especially, is an abdication of the responsibility that all of us have in this institution to negotiate fair trade agreements, to negotiate democratic trade agreements, to negotiate trade agreements that protect the environment, protect food safety, ensure truck safety and ensure that Americans have an equal footing in the global marketplace and the global work force.

Perhaps one of the most unknown but most important problems with NAFTA is that specific issue of food safety. In an effort to increase trade with Mexico, NAFTA has limited border inspections of food, both for vegetables and fruits, frozen and fresh, and allowed Mexican trucks to enter the United States with limited inspection. As a result, NAFTA is directly responsible for a significant increase in the imports of contaminated food into the United States from Mexico.

These lax inspection practices contributed to a sharp increase in food imports from Mexico. Imports of Mexican fruit have increased 45 percent. Imports of Mexican vegetables have increased 31 percent. More than 70 percent of these imports are carried into the United States on trucks.

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Yet we inspect only 1 out of 100 trucks and 1 out of 100 truckloads that come into this country. That means huge numbers of unsafe Mexican trucks are driving on American highways; it means large amounts of Mexican fruits and vegetables are consumed by the American people, especially American children, that have come across the border. And many of those foodstuffs simply are not healthy.

We are proposing, several of us are proposing to prevent similar kinds of incidents that my friend from Michigan will talk about with Michigan schoolchildren that contracted hepatitis by eating tainted Mexican strawberries.

We are suggesting three things: that we renegotiate the provisions in NAFTA which relate to border inspections and food safety and ensure that any future requests for fast track authority include strong food safety provisions;

Second, we should increase the funding for border inspections or limit the increasing rate of food imports to ensure the safety of our food supply; and

Third, we should begin an aggressive program to label all foodstuffs, including fresh and frozen vegetables, fresh and frozen fruits, vegetables and meats with their country of origin so American consumers, when they go to the grocery store, will know where these foods were grown, where these foods were processed, to give additional information similar to the food labels that we are used to seeing on our cans of soup and other products in this country.

I think we must work with President Clinton to address these serious deficiencies in our trade policy. We should not move so quickly on fast track. We need to back up, look at NAFTA, examine the problems with NAFTA, paying special notice and special attention to food safety.

Mr. Speaker, I yield to my friend from Michigan, Mr. STUPAK.

Mr. STUPAK. Mr. Chairman, I thank the gentleman from Ohio [Mr. BROWN] for yielding to me.

The safety and security of our Nation's food supply that has recently been in the news because of contamination of the Hudson plant in Nebraska, but the gentleman and I both sit on the Health and Environment Subcommittee of the full Committee on Commerce, and we have watched over the last few years especially what has happened to food safety in this country.

If we take a look at the Hudson plant situation, over 20 million pounds of beef was recalled by the company because it was determined that this meat was contaminated with the deadly *E. coli* virus. In response, we have a bill sent up to the Hill here last week by Secretary of Agriculture Mr. Glickman, who wants more authority to inspect and take action against meat and poultry factories.

So if we take a look at what is going on here in this country, we are demanding more authority by the Secretary of Agriculture because he is concerned about the safety and security of our Nation's food supply. But what we are saying here tonight is that the concern for safety and security of our Nation's food supply must extend to NAFTA and to any other fast track agreement that we may be presented with.

As the gentleman mentioned, the President is preparing once again to ask Congress to delegate broad trade negotiating authority to him, and we still have many arguments not only to the economic effects of NAFTA, but also as regards NAFTA's undermining the food safety in this country. There is no discussion to engage in to fix it, on how to fix this growing problem that threatens the well-being of every American family.

So I appreciate the gentleman's efforts here and we have come out here tonight to start alerting the American public that this fast track authority will be here. There is a major concern about food safety in this Nation. The Secretary of Agriculture has pinpointed it, but when we take a look at it, when we take a look at what has really happened since the passage of NAFTA, Mexican imports to the United States are up 82 percent and nearly 70 percent of these imports come across the United States border by trucks.

In May 1977, the General Accounting Office released a study of the Animal and Plant Health Inspection Service's efforts to minimize the risks to agriculture from pests and disease from entering the United States. This General Accounting Office report states that NAFTA and the political muscle from the supporters have, and I quote now, "have put pressure on these inspectors to carry out the increased inspection responsibilities more quickly."

In other words, go ahead and inspect, but they have to do it much more quickly, because if we take a look at it, 12,000 trucks per day, 12,000 crossing from Mexico into the United States, carrying fruits and vegetables and meat. So that is a total of 3.3 million trucks coming into this country carrying poultry and vegetables and meat into the United States, and only 1 percent, 1 percent of 3.3 million, are actually being inspected. And then when they are inspected, there is pressure to do it quickly, to move them along.

Again let me quote from the GAO. The GAO said, quote, "At the Mexican border crossing, with the heaviest passenger vehicle volume in the country, a supervisory inspector said the staff was inspecting less than one-tenth of 1 percent, less than one-tenth of 1 percent of the passenger vehicle traffic because the volume is so high."

So if they are not even inspecting cars, how are they going to inspect these large trucks? And, again, 12,000 per day enter the United States.

Most of the ports visited by the GAO investigators who were doing this re-

port said that the inspection program could not keep up with the increasing demand. Due to the heavy workloads, inspectors do not conduct complete inspections, allowing possibly unsafe products into the United States. And they said, quote, "Because of staffing shortages, one work unit alone at the U.S. Mexican border can provide inspection coverage of a busy pedestrian crossing for less than 8 hours in an 18-hour port operation a day." So that means that not even 50 percent of the time is there someone there to even do the inspections.

This increased traffic, as the gentleman has indicated, has caused outbreaks of disease in the United States. After passage of NAFTA in 1993, let us just take a look at what happened.

In 1993, NAFTA was passed. The rate of hepatitis A in the border region rose 2½ times greater than the U.S. national average. This is in the border communities. In fact, in Maverick, TX, the rate of hepatitis A doubled from 5.3 times in 1993 to over 10.3 in just 1 year, in 1994.

Webb County, that is El Paso County and Cameron County, they all had at least 2-, almost a 3-percent increase, or 2 to 3 times doubling the rate of hepatitis A in Texas.

Each year we have about 130 cases of hepatitis A identified even in Michigan. The gentleman mentioned Michigan and the strawberries. We had 130 cases of hepatitis A identified in Calhoun County, MI, because of illegally imported strawberries from Mexico.

Now, not only did it come from Mexico and it was not inspected, but we already have a law on the books which says that in the school lunch program we cannot use agricultural goods grown in another country, bring them in the United States and put them into the U.S. agriculture food program. So as we can see, even the laws we had prior to and since NAFTA have not increased the safety of our Nation's food supplies to make sure they are safe and secure for all of us.

So when we take a look at it, overall NAFTA, and especially the food safety, certainly has been a disaster.

Besides the increased flow of traffic of foods, there is evidence that Mexican fruit have high levels of illegal pesticides. On studies performed by the environmental working group using data before and after NAFTA, 42 different fruits and vegetables, which comprise 96 to 83 percent of all the fruits and vegetables coming into this country, they found that the imported crops from Mexico have very high rates of illegal pesticides, including strawberries.

This is a violation rate of like 18.4 percent. Lettuce from Mexico is at 15.6 percent violation, and carrots are at 12.3 percent. These are staples in the American diet, carrots and lettuce and strawberries, and we have an average here of about 15 percent of it coming into this country violating U.S. law because of illegal pesticides.

Illegal pesticides were under-reported actually by the FDA on crops from Mexico, where this environmental working group felt it was much higher.

Certainly, the strawberry has drawn a lot of attention, especially because it occurred in my State of Michigan; and at the time, while the administration, through Secretary Glickman, is here pushing us for more and more regulation of meats and poultry and continuing to raise concerns, and rightfully so, about the pesticide safety in this country, those who are in favor of this new fast track authority, they want to make it easier for unsafe food to come into this country.

Mr. BROWN of Ohio. If I may interrupt the gentleman, I think that is exactly the point that all of us support, all of us on both sides of this debate, those of us that oppose fast track and oppose these *carte blanche* free trade agreements, all of us support expanded trade between the United States and other countries as long as that trade is done right.

But if we back up to the gentleman's illustration from 1993, when NAFTA passed in November of that year, we simply, as a legislative body and as a Nation, were not prepared, nor did the administration and the leaders in the pro-NAFTA movement really plan to be ready for the increased border traffic. There was no way that at the Mexican-United States border, in those days or since, that they could be ready, that we as a Nation, that our Customs officials could be ready to inspect the huge number of trucks, increased truck traffic coming into the United States.

As the gentleman said, 1 percent of the thousands and thousands and thousands of trucks that cross that border every week, only 1 percent of them are inspected, and of those that are inspected, about half of them fail the safety inspection.

On top of that is what those trucks are actually carrying when they come across the border. In many cases, they are carrying, as the gentleman said, fruits and vegetables, fresh and frozen foods and meats and other kinds of products, and we simply have not been able to keep up with those inspections.

I think it goes to the whole idea of free trade that as we in this country believe in a free enterprise system with certain regulations. We have clean air laws, we have safe drinking water laws, we have worker safety laws, we have pure food laws in these trade agreements. We encourage trade agreements, but they should have worker safety laws and environmental laws and clean air laws and safe drinking water laws and pure food safety laws.

It is exactly the same thing we want for our own manufacturers and our own producers; we want food safety, we want good food quality inspection and good food quality safety laws. When we negotiate trade laws with other countries, we want those same kinds of protections built in for people in this country that are consuming those

fruits and vegetables and meats from other countries.

It is not asking much. That is why a lot of us in the institution will oppose giving the President fast track authority to negotiate trade agreements that do not have food safety as part of them.

I yield to the gentleman from Michigan.

Mr. STUPAK. If I may cut in here, the gentleman and I both have a letter that was going to the President in which we are asking him to include very specific food safety provisions in his fast track proposal.

This really is not a trade issue. It is really a safety issue.

What we are asking here, while Secretary Glickman says we have to do more things in this country, let us make sure that these provisions and regulations we are going to put out for our producers and growers and poultry and meat plants in this country also apply to goods and services. Especially when it concerns our health, meat and poultry and vegetables and fruits, let us apply those same standards in our trade agreements. Isn't that only fair?

When we take a look at it, and if we study NAFTA, whether it is chapter 7 or 9, which talks about inspection of trucks, if we put kind of a standard out there, the first thing people say is we are putting up a trade barrier, we are putting up trade barriers. Let us have fair trade, but let us have a level trading position here and make sure our safety standards are not compromised. That is the least we should expect from these agreements, because it does threaten the well-being of every American family.

There is no doubt that NAFTA has been a direct cause of threats to our communities and our health and our safety. The NAFTA rules securing investment in Mexico was actually lowering the few existing tariffs and quotas that are directly responsible for the new wave of NAFTA imports.

So if we take a look again at NAFTA, chapter 7, which limits the border inspections of food and similar items in NAFTA, and then take a look at chapter 9, which opens the border to Mexican trucks, with limited inspection, how about the trucks themselves? Are they safe to be on our highways, 12,000 trucks a day? Do the people driving those trucks have the qualifications and credentials, the chauffeur license, as we know it in this country? Being a former State trooper, I am concerned about that.

Really the bottom line here is that while many consumer and health groups that opposed NAFTA in 1993 feared, NAFTA is threatening the public health and safety; and the government inspection systems that were charged with guaranteeing our health and safety, they just have not been followed through. They have not been followed; in fact, we have been overwhelmed.

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If we take a look at the May 1997 General Accounting Office report, certainly the border inspection documentation is alarming. We are not doing it. We are not doing a good job. When 1 percent of 3.3 million trucks coming over from Mexico are actually inspected and then there is pressure on them to do it quickly, what about the other 99 percent that are coming in and are not being inspected? Is the truck being inspected? Are the contents being inspected? Is the driver being inspected? Is there any kind of test given to him as to whether he is under the influence of any kind of alcohol, drug or whatever other kind of chemical or substance that may be used at the time. I would certainly hope that as we begin this debate on fast track, and I am here to talk about the food safety issue and I appreciate the help of the gentleman from Ohio [Mr. BROWN] and leadership in this as we sit on the Subcommittee on Health and Environment. We have watched this unveil for the last 3, 4, 5 years, that while we demand more of our own country as far as inspecting food, meats, fish, and poultry as Secretary Glickman wants more authority to do that and to take action, should that same action not be taken about food, meat, poultry, and vegetables coming into this country? It is an issue of safety, it is an issue of security for our families, it is an issue of fairness, it is an issue of free trade, but fair trade. We certainly are calling upon the President to make sure that food safety is number one paramount in any kind of fast track extension. Remember that under fast track, while we give the President great power and actually Congress delegates broad negotiating authority to the President and his advisers in this area, we do not have an opportunity then when it comes back before this House floor to put on an amendment for food safety, to put on an amendment for increased truck safety, to put on an amendment that says at least 50 percent of all trucks would be inspected and thoroughly inspected. It is either an all-or-nothing vote. We either accept it or reject it. So unfortunately, and I say that even though I opposed NAFTA in 1993, it is unfortunate what we have seen. They have been overwhelmed by trucks and vehicle traffic moving across here, and we are beginning to see whether you are in Michigan, California and especially Texas with the doubling and tripling of hepatitis A, the great threat it is to the health of this Nation and to our families.

Mr. BROWN of Ohio. In summary, I appreciate the gentleman from Michigan joining me tonight on this special order. We have seen the results of NAFTA since 1993. We have seen job loss, we have seen huge trade deficits with Mexico, we have seen problems with truck safety, we have seen problems with food safety, we have seen more illegal drugs going across the Mexican border into the United States.

With all of that, I think it is particularly important that we stop and get NAFTA right before expanding it into ever increasing numbers of countries. There are too many problems that too many newspapers, too many radio stations, too many citizens, magazines, Members of Congress, elected officials all over the country, too many problems that all of us have pointed out with the North American Free Trade Agreement to just in a halfhearted sort of way to continue to expand NAFTA into countries like Chile, Argentina and all over.

Madam Speaker, I would add in closing that we again are asking for three changes in NAFTA so that we can get it right before we continue this discussion of expanding NAFTA. One, that we renegotiate the provisions in NAFTA which relate to border inspections and food safety and ensure that any future requests for fast track authority includes strong food safety provisions, that we increase funding for border inspections or limit the increasing rate of food imports to ensure the safety of our food supply in this country which has come a long way in the last 50, 75, 100 years in ensuring a good quality food supply for all of our Nation's citizens; and, third, that we begin an aggressive campaign to label all foodstuffs, fresh and frozen fruits, vegetables and meats with their country of origin so that American consumers know where in fact these fruits and vegetables and meats, where they came from, where they were grown, where they were processed, where they were produced. All of us I think should pledge ourselves to these three changes in NAFTA so once we can fix NAFTA, once we can make NAFTA work better, at least in the area of food safety, then we can have this discussion on fast track.

Mr. STUPAK. Those three points that the gentleman points out have come from discussions we have had on the Subcommittee on Health and Environment which has jurisdiction over health and safety and food and FDA in this country; but also in looking at the GAO report, the Report to Congressional Committees on Agricultural Inspection, Improvements Needed to Minimize the Threat of Foreign Pests and Diseases, GAO Report 97-102. What we are asking for before we extend what we feel are the inadequacies of NAFTA under another fast track authority which the President would like done this fall, before we rush headlong into it, before we put further restrictions on American producers and manufacturers and meatpacking plants throughout this country, that those same quality assurances apply not just to items produced in this country but also coming into this country. We have done a dismal job according to the GAO report in even trying to address the issues. Again I thank the gentleman for his leadership on this issue, and I look forward to working with him. We do have the letter going to the President.

We are asking Members to sign that letter and just to say whatever your position is on fast track, let us make sure we take these minimum basic three steps to ensure the health and safety and security of American families.

Mr. BROWN of Ohio. Madam Speaker, we have no business moving ahead on NAFTA, moving to expand NAFTA until we really do protect the American public with better quality food, vegetables, fruits, meats, whatever.

LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted to:

Mr. DELLUMS (at the request of Mr. GEPHARDT) for today, on account of medical reasons.

Ms. CARSON (at the request of Mr. GEPHARDT) for today, on account of illness.

Mr. SCHIFF (at the request of Mr. ARMEY) for today through September 19, on account of medical reasons.

SPECIAL ORDERS GRANTED

By unanimous consent, permission to address the House, following the legislative program and any special orders heretofore entered, was granted to:

(The following Members (at the request of Mr. PALLONE) to revise and extend their remarks and include extraneous material:)

Mr. FILNER, for 5 minutes, today.

Ms. BROWN of Florida, for 5 minutes, today.

Mrs. MEEK of Florida, for 5 minutes, today.

Mr. HASTINGS of Florida, for 5 minutes, today.

(The following Members (at the request of Mr. SHADEGG) to revise and extend their remarks and include extraneous material:)

Mr. HULSHOF, for 5 minutes, today.

Mr. HUTCHINSON, for 5 minutes, on September 10.

Mr. HILL, for 5 minutes, on September 10.

Mr. HAYWORTH, for 5 minutes, today.

Mr. JONES, for 5 minutes, on September 10.

Mr. PAPPAS, for 5 minutes, on September 10.

EXTENSION OF REMARKS

By unanimous consent, permission to revise and extend remarks was granted to:

(The following Members (at the request of Mr. PALLONE) and to include extraneous matter:)

Mr. WEXLER.

Mr. DAVIS of Illinois.

Mr. HALL of Ohio.

Mr. LIPINSKI.

Mr. BARCIA.

Mr. SANDLIN.

Mr. SCHUMER.

Ms. MILLENDER-McDONALD.

Mr. KUCINICH.

Mr. HASTINGS of Florida.

Mr. SHERMAN.

Mr. CAPPS.

Ms. VELAZQUEZ.

Mr. STOKES.

Ms. NORTON.

Mr. BLAGOJEVICH.

Mr. DEUTSCH.

Ms. SANCHEZ.

Mr. TOWNS.

Mrs. MALONEY of New York.

(The following Members (at the request of Mr. SHADEGG) and to include extraneous matter:)

Mr. RADANOVICH.

Mr. GINGRICH.

Mr. OXLEY.

Mrs. ROUKEMA.

Mr. GALLEGLY.

Ms. ROS-LEHTINEN.

Mr. PACKARD.

Mr. GOODLING.

(The following Members (at the request of Mr. BROWN of Ohio) and to include extraneous matter:)

Mr. BALLENGER.

Mr. GILLMOR.

Mr. BARR of Georgia.

Mr. NEUMANN.

Ms. MCCARTHY of Missouri.

Mr. CASTLE.

Mr. STENHOLM.

Mr. BOB SCHAFFER of Colorado.

Mr. KIND.

ADJOURNMENT

Mr. BROWN of Ohio. Madam Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 11 o'clock and 7 minutes p.m.), the House adjourned until tomorrow, Wednesday, September 10, 1997, at 10 a.m.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XXIV, executive communications were taken from the Speaker's table and referred as follows:

4941. A letter from the Congressional Review Coordinator, Animal and Plant Health Inspection Service, transmitting the Service's final rule—Mediterranean Fruit Fly; Additions to the Quarantined Areas [Docket No. 97-056-3] received July 10, 1997, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Agriculture.

4942. A letter from the Director, Office of Regulatory Management and Information, Environmental Protection Agency, transmitting the Agency's final rule—Triclopyr; Pesticide Tolerances for Emergency Exemptions [OPP-300535; FRL-5738-8] (RIN: 2070-AB78) received September 4, 1997, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Agriculture.

4943. A letter from the Director, Office of Regulatory Management and Information, Environmental Protection Agency, transmitting the Agency's final rule—Gamma Aminobutyric Acid; Pesticide Tolerance Exemption [OPP-300547; FRL-5741-4] (RIN: 2070-AB78) received September 4, 1997, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Agriculture.

4944. A letter from the Director, Office of Regulatory Management and Information,

Environmental Protection Agency, transmitting the Agency's final rule—Glutamic Acid; Pesticide Tolerance Exemption [OPP-300546; FRL-5741-3] (RIN: 2070-AB78) received September 4, 1997, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Agriculture.

4945. A letter from the Director, Office of Regulatory Management and Information, Environmental Protection Agency, transmitting the Agency's final rule—2,4-D; Pesticide Tolerances for Emergency Exemptions [OPP-300536; FRL-5738-9] (RIN: 2070-AB78) received September 4, 1997, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Agriculture.

4946. A letter from the Secretary of Agriculture, transmitting a draft of proposed legislation to amend the Agricultural Fair Practices Act to authorize the administrative enforcement of the AFPA by the Secretary of Agriculture; to the Committee on Agriculture.

4947. A letter from the Secretary of Agriculture, transmitting a draft of proposed legislation to amend the Packers and Stockyards Act, 1921, to establish a trust for the benefit of the seller of livestock until the seller receives payment in full for the livestock; to the Committee on Agriculture.

4948. A communication from the President of the United States, transmitting an amendment to the FY 1998 appropriations requests for the Compensation program of the Department of Veterans Affairs, pursuant to 31 U.S.C. 1107; (H. Doc. No. 105-126); to the Committee on Appropriations and ordered to be printed.

4949. A letter from the General Counsel, Department of Transportation, transmitting the Department's final rule—Citizenship Requirements for Owners and Charterers of Vessels with Obligation Guarantees [Docket No. R-171] (RIN: 2133-AB31) received September 8, 1997, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on National Security.

4950. A letter from the Acquisition Executive, United States Special Operations Command, transmitting a report on the intention to waive the requirement for the realistic survivability tests for the MH-47E and MH-60K aircraft program, pursuant to Public Law 102-484, section 142; to the Committee on National Security.

4951. A letter from the Comptroller of the Currency, Department of the Treasury, transmitting the Department's final rule—Prohibition Against Use of Interstate Branches Primarily for Deposit Production [Docket No. 97-16] (RIN: 1557-AB50) received September 5, 1997, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Banking and Financial Services.

4952. A letter from the Board of Governors, Federal Reserve System, transmitting the eighth annual report on the assessment of the Profitability of Credit Card Operations of Depository Institutions, pursuant to 15 U.S.C. 1637; to the Committee on Banking and Financial Services.

4953. A letter from the Director, Financial Crimes Enforcement Network, transmitting the Network's final rule—Amendment to the Bank Secrecy Act Regulations—Exemptions from the Requirement to Report Transactions in Currency (RIN: 1506-AA11) received September 3, 1997, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Banking and Financial Services.

4954. A letter from the Assistant Secretary for Pension and Welfare Benefits, Department of Labor, transmitting the Department's final rule—Class Exemption for Collective Investment Fund Conversion Transactions [Prohibited Transaction Exemption 97-41; Exemption Application No. D-09988] received August 11, 1997, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Education and the Workforce.