

as to whether or not we are going to let it go on from there. Companies cannot plan in that sort of an environment. They do not know whether or not they are going to have the money to do the research over the long haul. We need to make that permanent.

Third, we need to build the technology structure. This is about broadband communication, giving people access to the Internet. The Internet has the ability to be the greatest equalizer of all time in terms of knowledge. It is not going to divide us. It is going to give anybody with a PC and a link to their phone line to get to the Internet the ability to gather knowledge which they never would have had access to before. But we have got to give companies the incentive to build that infrastructure so that people will get that access.

This means deregulation and allowing that competition to flow so that we will build the infrastructure and get access to the Internet beyond just the urban areas which have it now and out into the rural and suburban areas where it is desperately needed.

Fourth, we need to leave the Internet alone. Overregulating the Internet can potentially strangle its ability to get that information out there and help companies grow. Too much regulation would be a very bad thing, and we need to leave the Internet alone and not overregulate it.

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Lastly, we need to increase exports. We need to get access to more markets. Ninety-six percent of the people in the world live someplace other than the United States. If we are going to increase markets for all goods, we are going to have to do it overseas.

I want to emphasize that this is not limited to certain technology areas, the Silicon Valley or Seattle or the research triangle or Boston. Any company one can think of is affected by technology.

We just heard today that we had another 4 percent increase in productivity this last quarter. That is driven almost exclusively by advances in technology and helps grow the economy everywhere. Regardless of what business you are in, technology can help make that business more productive, help make our economy stronger and, most importantly, help people get and keep good jobs that will enable them to raise their family and take care of their bills and obligations. We must embrace the new economy and the high-tech economy so that we can prepare for the future.

THE BOMBING OF YUGOSLAVIA

The SPEAKER pro tempore (Mr. BRADY of Texas). Under a previous order of the House, the gentleman from Tennessee (Mr. DUNCAN) is recognized for 5 minutes.

Mr. DUNCAN. Mr. Speaker, many people have felt right from the start

that the President and Secretary of State made a horrible mistake in starting the bombing of Yugoslavia. The President and Secretary Albright have made this horrible mistake even worse by escalating the bombing so much. Now Yugoslavia has been bombed far more than in World War II when it was bombed by both sides.

This war has been and is so unpopular that I read last week that the main White House spin doctor had gone over to try to help improve NATO's public relations. We certainly did not have to have White House spin doctors to convince us to go to war after Pearl Harbor. At that time, only one Member of Congress voted against the U.S. entering World War II, but at that time the people were solidly behind the war effort because we and our allies had been attacked.

In Yugoslavia, for the first time ever, the U.S. has become an aggressor nation. Our foreign policy has been turned upside down.

Tony Snow, the columnist-commentator, wrote last Friday: "Three features distinguish the war in Kosovo from every other in American history. This is the first in which we have been the unambiguous aggressor; the first in which we've had no discernible national interest at stake; and the first in which we have let others act as our sovereign."

Paul Harvey, in his Friday newscast, said someday this will be called "Monica's War," meaning many people believe the President was in part attempting to improve his image as a world statesman after the embarrassment of the impeachment scandal.

Now the party line coming out of the White House is simply to label anyone who opposes the war as doing so because of hatred for the President.

Well, while I strongly disagree with the President over all these bombings, I do not hate him or even feel any personal animosity toward him. But anyone who uses this hatred argument is simply trying to avoid discussing the case on its merits or lack thereof. They are appealing to emotion and prejudice and resorting to name calling when they accuse people of opposing the war simply because of hatred for the President. It is so obvious that an argumentative ploy like that is simply an attempt to avoid discussing the merits of the war.

We bombed Afghanistan and the Sudan just 3 days after the President's apology about the Lewinsky scandal was such a flop.

We started bombing Iraq on the afternoon before the House was scheduled to begin impeachment proceedings.

When bad publicity started coming out about the Chinese espionage, on the eve of the Chinese Premier's visit, we started bombing Yugoslavia.

We should not be so eager to bomb people. We should only go to war when absolutely forced to and when our national security is threatened or our

very vital national interest is at stake. Neither is present in Yugoslavia.

The U.S., using NATO for a political cover, has now done over \$50 billion worth of damage to Yugoslavia, a very small country with less than 4 percent of our population.

It is obvious that Milosevic cannot hold out much longer, but we have already spent billions which we are taking from Social Security, and we will have to spend many billions more on this stupid war before it is all through, all to make a bad situation much worse than it was before we started. We are creating enemies all over the world, giving up our reputation as a peace-loving nation by attacking a country that had not attacked us nor had even threatened to do so. And apparently this was done mainly to help improve the President's legacy and because NATO was desperately seeking a new mission.

Very soon this war will be settled, I hope, and then the President and his spin doctors will declare a great victory. But, in reality, it will take us many years to recover from the damage that we are doing to ourselves and our country, both financially and diplomatically.

Don Feder, the nationally syndicated columnist of the Boston Herald, summed it up this way:

President Clinton and Secretary of State Madeleine Albright set the stage for the catastrophe in Kosovo. If there were a Nobel Prize for ineptitude in diplomacy, they would be its joint recipients.

He continued:

The military will be so exhausted by doing social work with bombs and troops that resources won't be there to defend the United States when our vital interests are at stake. When China confronts us in Asia, we can tell our allies there that we have spent all of our missiles in the Balkans.

He wrote this before we bombed the Chinese embassy in Belgrade.

Finally, Mr. Feder, wrote this:

Kosovo was an avoidable tragedy. Clinton and Albright should toast marshmallows over the flames of Kosovo. They lit the fire.

TCSP GRANTS AWARDED AS PART OF ADMINISTRATION'S LIVABILITY AGENDA

The SPEAKER pro tempore (Mr. REYNOLDS). Under a previous order of the House, the gentleman from Pennsylvania (Mr. HOEFFEL) is recognized for 5 minutes.

Mr. HOEFFEL. Mr. Speaker, I am very pleased to join a number of my colleagues this evening in reporting on the benefits to our congressional districts of the TCSP grants that were awarded last week by the Secretary of Transportation and by the Administrator of the Federal Transit Administration.

The TCSP grants stand for Transportation, Community and System Preservation grants. These are a vital part of the transportation program as part of the administration's livability agenda.

Montgomery County, Pennsylvania, the 13th District of Pennsylvania, received a grant of \$665,000 to promote a transit-oriented development along a proposed rail line.

I would like to talk about that in some detail, but first it is clear to me in my travels around the district, in my town meetings and meetings at supermarkets, that the questions of suburban sprawl, of gridlocked traffic, of overdevelopment are the very highest issues facing the suburbs throughout this country and certainly the suburbs of Philadelphia. We need to do a better job in managing our growth, in fighting traffic gridlock, in fighting sprawl, in making sure we plan for the orderly growth and development in our suburban communities. These transportation grants are a very important way of doing that.

We are trying to restore train service that was stopped 15 years ago from the City of Philadelphia through Montgomery County, my district, out to Reading, Pennsylvania. This train service, if restored, would allow for both commuting into the city and reverse commuting from the city every day.

It would take shoppers to the largest mall on the East Coast. It would take shoppers to the Reading discount markets. It would allow access to cultural and historical benefits and assets, such as Valley Forge National Park. It would do a number of very beneficial things in my area.

The question is, why did passenger service end on this train route 15 years ago? Why was ridership so low? It is because we were not doing a very good job in promoting that service or making it attractive to people.

The Transportation Department, through its transit-oriented development grant, is trying to promote the expansion of this commuter service along what will be called the Schuylkill Valley Metro by urging municipalities to plan for adequate parking at train stations to allow dense development so that there can be residential opportunities and retail and commercial opportunities surrounding the proposed train stations. We need to make commuting by rail not only attractive to those who would drive to a station and park their car but to create an area where people would be attracted to come and live, to rent an apartment or buy a condo around a train station with all of the commercial amenities and recreational amenities that a small town can offer, so that people would be attracted to live there and drive their cars there as well, to use the transit program.

This is an exciting opportunity and one that we have to aggressively market if we are going to help reduce the traffic gridlock around Philadelphia and make people come back to trains and come back to a place of living and working, where they can walk to their train station from their apartment, they can walk to commercial and re-

tail opportunities. If they are driving to the train station from a more remote area, they can do shopping, they can drop off their dry cleaning or get their hair cut when they come back from work, whatever it takes to make life more manageable and more livable and improve the quality of life while, at the same time, getting people off of highways.

This is the goal. This sort of transit-oriented development encouraged by the Secretary of Transportation will help to fight sprawl in the suburbs. It will encourage smart growth strategies so that we can have a more livable community. It will ease traffic congestion and help to end some of the traffic gridlock that make our suburban areas so difficult.

And it would also encourage what is called location-efficient mortgages. This is an exciting aspect of this program that will encourage lenders to lend more money to folks that live in these transit areas because they will not need to have the high expense of owning a car that many Americans have to face. So if they can live in an area where they can walk to a train station and take the train to work, a lender will be encouraged to give more money in terms of a loan to that prospective homebuyer or condominium buyer so that he or she can buy more house for the same income than they would if they had to factor into their expenses the cost of owning two or three cars and living in a remote suburban community.

Fundamentally, this will reduce pressure on green space. It will allow us to save open space, preserve farmland and make all of the suburbs a more livable area for all of us.

So the transit-oriented development to be encouraged by this transportation grant is exactly the right sort of thing that we should be promoting to improve livability throughout the suburbs and throughout this country.

GENERAL LEAVE

Mr. HOEFFEL. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on the subject of my special order today.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Pennsylvania?

There was no objection.

NATIONAL TAX FREEDOM DAY

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from South Dakota (Mr. THUNE) is recognized for 5 minutes.

Mr. THUNE. Mr. Speaker, today is national Tax Freedom Day. That means that if you are an American taxpayer, every penny you have earned from January 1 through the end of your workday yesterday has gone to pay the cost of government. Today is the first day that the American taxpayer starts working for him or herself. Today is Tax Freedom Day.

Now, that is the good news. The bad news is that Tax Freedom Day falls later and later every year. This year Tax Freedom Day falls one day later than it did last year, which means the government has grown fast enough over the last year alone to take in one more 8-hour day of the American taxpayer's paycheck. That is wrong.

Now, a lot of people in this country do not think they need tax relief. They think, I do okay. I pay my bills. I take care of my family. They have most of the things they need. Well, I am here to tell you today that if you do not think your taxes are too high, you do not know how many times you have been paying your taxes.

I would like to walk you through the average American taxpayer's average American day just so that people in this country realize how much they are actually paying in the form of taxes.

It starts when the alarm goes off in the morning. You hit the alarm clock. You paid a sales tax on the alarm clock. As soon as you turn on the light, you are paying a utility tax. You walk in the bathroom, turn on the faucet to brush your teeth, or at least your co-workers hope you will, you pay a utility tax on the water. You go in to get ready to go to work. You put on your suit or your work clothes on which you paid a sales tax.

You drive to work. You grab your car keys. You probably paid some form of sales tax or excise tax on the car and on the tags and on the license that you need to drive it. You stop at the gas station to put gas in your car. You pay the gas tax every time you fill up at the pump.

You probably stop along the way somewhere to have a nutritious breakfast, maybe coffee and a doughnut, on which again you likely paid the sales tax.

You finally get to work. Here is where it really starts adding up. Because from the moment you walk in the door, every second of that 8-hour day is subject to the income tax. In fact, you will spend the next 2 hours and 51 minutes of your day working to pay taxes. That is more time than you spend working to pay for food, clothing and shelter combined.

But maybe it is your lucky day. Today could be payday. So you look at your pay stub and you see that Social Security, which you may never see depending on how old you are, and FICA and everything else is taken out. If you have enough left over you may go out pay your bills and buy your lunch somewhere, maybe at McDonald's again, on which you pay sales tax. You stop at the bank at the end of the day to deposit what is left of your paycheck in a savings account on which you will pay income tax on the interest.

Finally, you get home, your castle, on which you pay property tax. You say hello to your spouse and discover, of course, that even love is not free because when you got married you paid a hefty marriage penalty tax.