

will be promises kept." Instead, he has given them 2 more years of who knows what while almost 1 million veterans will die.

Mr. Speaker, my bill, the Keep Our Promise to America's Retirees Act, has over 300 cosponsors and will go a long way towards restoring faith with them. Tricare, the military health care program, does not work for many military retirees. Veterans and military retirees are tired of empty words and broken promises. Let us think about it. For the last 20 years we have been telling the military retirees and veterans about health care saying when we get some money, we are going to help them with their health care. We have not delivered. Let us not wait another 2 years and let another million veterans die in disgrace.

□ 1015

BUDGET AN INSULT TO VETERANS

(Mr. FILNER asked and was given permission to address the House for 1 minute.)

Mr. FILNER. Mr. Speaker, as we speak, the Republicans are celebrating over at the White House their big tax break plan. These same folks who are celebrating gave great speeches on Memorial Day last week saying how much they supported our veterans. Yet they voted for a tax break plan and they voted for a budget which is an insult to our Nation's veterans.

This budget barely keeps pace with inflation from past years. We will have veterans waiting years to adjudicate their claims and 10,000 cases a week are being added to the backlog. Veterans will have to wait months and months for doctors' appointments. We are doing nothing to find a cure for Persian Gulf War illness. We are doing nothing to advance our treatment of mental illness. We are doing nothing for the homeless veterans that are on our streets.

Yes, they are celebrating their tax breaks, they passed a budget, but they are dishonoring our veterans. They ought to be ashamed of themselves for such a celebration and we ought to change the appropriations to reflect our real commitment and our real appreciation of our Nation's veterans.

BUSINESS AS USUAL FOR MAIN STREET AMERICA

(Mr. DEFAZIO asked and was given permission to address the House for 1 minute.)

Mr. DEFAZIO. Mr. Speaker, as I speak, down at the White House they are signing the \$2 trillion tax bill and champagne corks are popping on Wall Street. What about Main Street? Well, Main Street is getting the bill. Main Street is seeing higher gasoline prices, higher electric bills and natural gas prices. The President said, well, they could use their refund to help pay those costs. They give you some money

and you send it to an energy company in Texas.

Unfortunately nearly 30 percent of American families will not be getting any of that rebate. Most American families, more than half, pay more in Social Security taxes than they do income taxes. Many of those families will not get a penny of this so-called rebate. Some will get a check for a dollar. It costs the Federal Government 15 bucks to write the check and they will get a buck back. Hey, it buys almost a half a gallon of gas. Good deal.

For the most wealthy families in America, this is a day to celebrate the repeal of the estate tax and other things that will benefit them tremendously, but for average Americans, Main Street Americans, it is business as usual in Washington, D.C. They will get the bill, not the check.

INTERNET PRIVACY VIOLATIONS

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

Mr. INSLEE. Mr. Speaker, I want to alert Members this morning to a disturbing report we received in response to our demand for an accounting of privacy violations on governmental Web sites. We just received the other day the audit report of the Department of Defense Web sites. We found disturbing information. Of 400 sites that were reviewed, over a quarter of them had privacy violations where Americans' privacy rights were being abused by Federal agencies. There were 128 sites that had unauthorized use of cookies which is essentially a system used to collect personal information on your system placed there by a government Web site. There were 100 sites that had no privacy notice. Perhaps most disturbing, there were seven sites where the government agencies had used Web bugs which essentially are capable of tracking an individual's uses of the Internet.

This is extremely disappointing after all of our work on privacy here in this Chamber for the executive branch to be so callously indifferent to people's privacy. I urge Members to be alert to this. We need to work together to make sure that these agencies stop these nefarious practices. Government should start respecting Americans' privacy.

TAX CUT BENEFITS WEALTHY AT EXPENSE OF EVERYONE ELSE

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

Mr. ALLEN. Mr. Speaker, the Congressional Budget Office just released revised estimates on the fiscal year 2002 surplus. The so-called contingency fund has shrunk from \$12 billion to \$1 billion.

Surprise, surprise, surprise.

I know now why we rushed through passage of this \$1.35 trillion tax cut.

There is not enough room for both the tax cut and funding for essential programs.

In school, we learned that the hip bone is connected to the thigh bone, but unfortunately many of my colleagues do not understand that expenditures are connected to revenues. As a result, our constituents will suffer.

According to the Economic Policy Institute, my home State of Maine will lose \$44 million next year alone under the proposed Bush budget. LIHEAP is cut. School renovation and construction grants are eliminated. That is only the beginning.

This country would be better off if the President today did not sign this \$1.35 trillion tax cut which benefits the wealthy at the expense of everyone else.

ON ENERGY AND REVEREND SHARPTON

(Ms. JACKSON-LEE of Texas asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. JACKSON-LEE of Texas. Mr. Speaker, I think it is important as my colleagues have already noted that as we discuss this energy concern or energy crisis, we begin to be part of the solution and not part of the crisis. I think it is important to note there are problems in the western part of this Nation; but as the hot summer months proceed, we will find it moving throughout this country. Enhanced funding for LIHEAP is important. Dialogue about a consideration of a moratorium on pricing is important. Businesses are closing. People cannot provide for their needs in the western States. And I clearly believe that it is important that we look at alternative fuel sources, but we will do nothing if we are not discussing these issues. We need to discover the solution over the problem.

Finally, might I say in a totally different mode as a Member of the House Committee on the Judiciary, I am enormously disappointed in what has happened to Reverend Al Sharpton and a number of individuals who pressed the point of protest about the use of the naval base in Puerto Rico. It seems ridiculous that an individual who was pressing political speech and protesting on behalf of his beliefs should not be allowed bail. I would hope that there would be a consideration of his case so that as he is pressing his case of his innocence, he is allowed to be out on bail. It makes no sense. We believe in the first amendment in this Nation, and we should have the right to freedom of speech.

PROVIDING FOR CONSIDERATION OF H.R. 1699, COAST GUARD AUTHORIZATION ACT OF 2001

Mrs. MYRICK. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 155 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 155

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. 1699) to authorize appropriations for the Coast Guard for fiscal year 2002. 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. The bill shall be considered as read. No amendment to the bill shall be in order except those printed in the portion of the Congressional Record designated for that purpose in clause 8 of rule XVIII and except pro forma amendments for the purpose of debate. Each amendment so printed may be offered only by the Member who caused it to be printed or his designee and 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.

SEC. 2. House Resolutions 130, 147, 149, and 150 are laid on the table.

The SPEAKER pro tempore (Mr. LATOURETTE). The gentlewoman from North Carolina (Mrs. MYRICK) is recognized for 1 hour.

Mrs. MYRICK. Mr. Speaker, for the purpose of debate only, I yield the customary 30 minutes to the gentleman from Texas (Mr. FROST), pending which I yield myself such time as I may consume. During consideration of this resolution, all time yielded is for the purpose of debate only.

On Tuesday, the Committee on Rules did meet and granted a modified open rule for the Coast Guard Reauthorization Act. The rule provides for 1 hour of general debate equally divided and controlled by the chairman and ranking minority member of the Committee on Transportation and Infrastructure. The rule also provides that the bill shall be open to amendment at any point. The rule makes in order only those amendments printed in the CONGRESSIONAL RECORD and pro forma amendments for the purpose of debate. The rule provides that each amendment printed in the CONGRESSIONAL RECORD may be offered only by the Member who caused it to be printed or his designee, and that each amendment shall be considered as read. The rule provides one motion to recommit, with or without instructions.

Finally, Mr. Speaker, the rule provides that House Resolutions 130, 147, 149, and 150 are laid on the table.

In a way, this is a sad moment because our friend Mr. Moakley always handled this rule in the past. But he is no longer with us. The gentleman from Texas (Mr. FROST) will be managing this rule for the minority. He is the

new ranking minority member, and I know he will do a fine job in his new position.

Mr. Speaker, H. Res. 155 is a fair and open rule for a noncontroversial bill. The gentleman from Alaska (Mr. YOUNG) of the Committee on Transportation and Infrastructure as well as the gentleman from New Jersey (Mr. LOBIONDO) worked very hard to craft a clean, straightforward bill so that the Coast Guard can quickly get the tools it needs to protect lives and property at sea.

This is the way legislation should be done. I urge my colleagues to support this rule and to support the underlying legislation.

Mr. Speaker, I reserve the balance of my time.

Mr. FROST. Mr. Speaker, I yield myself such time as I may consume. I thank the gentlewoman for her kind remarks.

Mr. Speaker, H. Res. 155 is a modified open rule providing for the consideration of H.R. 1699, the Coast Guard Authorization Act of 2001. While Democratic members of the Committee on Rules question the need to require preprinting of amendments, we will not object to this rule since it otherwise allows for the consideration of any germane amendments.

Mr. Speaker, H.R. 1699 authorizes \$5.4 billion for Coast Guard programs and operations in fiscal year 2002, which is, according to the Committee on Transportation and Infrastructure, about \$300 million short of its needs for operating expenses for the coming fiscal year. Considering the important maritime safety, marine environmental protection, and law enforcement operations performed by the Coast Guard, this deficiency should be remedied either in this bill or in the appropriations which will follow in the coming weeks.

Mr. Speaker, I urge support of the rule.

Mr. Speaker, I yield 5 minutes to the gentleman from Massachusetts (Mr. DELAHUNT).

Mr. DELAHUNT. Mr. Speaker, I thank the gentleman for yielding me this time. I also want to acknowledge his leadership now as ranking member. It is obviously for me particularly being a Member from Massachusetts with a heavy heart that our dear friend and colleague Joe Moakley is not in his customary seat.

Many of the issues that come before us in this Chamber are close calls. Not this one. The United States Coast Guard is so underfunded that its fleets are aging, its gas tanks are near empty, its supply of spare parts are low, its communications equipment is outdated, and its personnel is overworked. Why? Because for years now, the Coast Guard has been assigned mission after new mission, from search and rescue to ice breaking, from drug interdiction to environmental enforcement, without anything resembling commensurate funding increases. Some

years we have been able to patch things over with supplemental appropriations. We have got our fingers crossed right now for a supplemental to address a deficit exceeding \$100 million.

In the meantime, the Coast Guard has become one of the oldest fleets in the world. I believe it ranks 39 out of 40. Its ability to respond to marine distress calls is dangerously stretched.

□ 1030

It is true, literally true, that it is now a matter of life and death and it is no secret. Testimony at hearing after hearing has documented how personnel fatigue from double shifts struggle with old communications equipment to dispatch extended air and sea assets. From hurricanes and refugee migrations, SOS calls and oil spills, the wear and tear accumulates, placing at risk Coast Guard personnel and the life-saving mission they are mandated to fulfill.

Now so far the Coast Guard has bootstrapped itself into beating the odds and getting the job, all of its many jobs, done; in fact, with the highest marks of any Federal agency in terms of efficiency and management. But there is a breaking point. There will come a time when the American people will get from the Coast Guard not what they want, but what they are paying for. Put it another way, it is time for us to decide precisely what we want the Coast Guard to do and then to pay for it.

This bill is a good start. President Bush set a constructive tone with a budget that proposed a \$545 million increase over last year's funding level. The gentleman from New Jersey (Mr. LOBIONDO), who really does deserve the gratitude of all of those who benefit from our oceans and waterways, today has brought to this floor legislation with an additional \$250 million for an overall authorization of \$5.35 billion. I encourage all of my colleagues to support this bill.

As I mentioned, studies have repeatedly lauded the Coast Guard for its institutional efficiency, for its morale and commitment to duty, but these reviews always seem to conclude with a mournful refrain about what might be possible if only the commandant had the tools he really needs to work with.

If fully funded, H.R. 1669 would mean the Coast Guard could cover more of the costs of salary, health care and housing, of technological retrofits to improve fisheries enforcement and drug traffic surveillance, of deferred maintenance repairs to get its aircraft off the ground and its ships to sea.

When I first arrived in this body 4 years ago, I joined with my colleagues the gentleman from North Carolina (Mr. COBLE) and the gentleman from Mississippi (Mr. TAYLOR) to form the Congressional Coast Guard Caucus. As former Coast Guardsmen, we sought to focus attention on the courageous service of the men and women who risk life and limb every day to enforce the law of the high seas and to save lives.

Day in, day out they do their job. Well, now it is time for us to do ours. I support the rule and the underlying bill.

Mrs. MYRICK. Mr. Speaker, I yield 5 minutes to the gentleman from Ohio (Mr. TRAFICANT).

(Mr. TRAFICANT asked and was given permission to revise and extend his remarks.)

Mr. TRAFICANT. Mr. Speaker, I support the rule and I support the bill, and I was very saddened and it is saddening here today to realize that one of the great Members of Congress, Mr. Moakley, is not here, who normally handles this bill. He was a friend of mine, and he was not afraid to be a friend of mine as some other Democrats were. He treated all Democrats fairly, and I think that is a legacy that speaks for itself. An old saying relative to Coach Vince Lombardi at Green Bay is that why did everybody love him? All his players said, everybody loved Coach Lombardi because he treated us all alike; like dogs at times but all alike. And Joe Moakley treated us all alike, the big chairman with all the power and just the little representatives with an idea.

I have an amendment for this bill. I am going to support this bill whether it passes or not. I understand there has been a deal made that there is going to be no amendments, everybody is going to withdraw theirs. Well, I have news. I am not going to withdraw mine. My area used to be the third leading steel producing region of the world, and now I have my last steel mill in Chapter XI, with CSC being ready to be dismantled.

Now my amendment can be beat. It can be said that part of it is already law. They do not really follow that law anyway. I want it established, firmly ingrained into this bill, the following: Any new vessel constructed for the Coast Guard with amounts made available under this act shall be constructed in the United States of America, built by Americans, number one. Number two, shall not be constructed using any steel other than steel that is made in the United States of America by American workers. Number three, that this bill shall be monitored and held in compliance with the Buy American Act that is waived more than women sailors.

I understand there are some difficulties, and I want the Committee on Transportation and Infrastructure Members who are here to listen. There are small components which would make it difficult to trace the origin of the steel. I do not care about that. Handle that in conference. I am talking about the major bulk of steel that goes into construction. And by God, if we cannot do that, what do we say it for? I am utterly disappointed that the Democrat administration would not even look at unfair steel dumping and now President Bush, a Republican, has taken the task on of looking at illegal dumping of steel in America. Now Democrats, wise up.

I expect groceries on the shelf. I want my amendment included in this bill. It can be tailored in conference but, by God, if there is any new vessel to be built, it should be built by American workers with American steel in American ports.

Mr. Speaker, I want to thank the gentlewoman from North Carolina (Mrs. MYRICK) for giving me the consideration to offer my little idea as a Democrat.

Mr. HALL of Ohio. Mr. Speaker, I yield 2 minutes to the gentlewoman from California (Ms. WOOLSEY).

(Ms. WOOLSEY asked and was given permission to revise and extend her remarks.)

Ms. WOOLSEY. Mr. Speaker, I rise in support of this rule and in support of the fiscal year 2002 Coast Guard reauthorization bill. I commend the work of the Committee on Transportation and Infrastructure and the Coast Guard Caucus in bringing this bill to the floor today.

Mr. Speaker, the Coast Guard has five training facilities across the country that prepares its members to perform their jobs so ably, and I am proud to represent the only Coast Guard training facility on the West Coast, the Two Rock Training Facility in Petaluma, California. Several years ago, my constituents and I fought hard to keep Two Rock Coast Guard Training Facility open. The Coast Guard's most modern, spacious and environmentally clean training facility survived, and we were delighted.

This decision to keep Two Rock open ensured the Coast Guard that the Coast Guard continues nationwide the technological, environmental and global economic challenges of the 21st century. I am pleased that today's bill will give Two Rock and the Coast Guard the financial tools they need to meet their challenges.

The Coast Guard does a top notch job of enforcing maritime law and safeguarding the lives and property of Mariners throughout the coastal waters of the United States and its possessions, and its territories. Through this bill's provisions, the Coast Guard will continue its program, operations, including search and rescue, marine environmental protection, defense readiness and drug interdiction. I urge my colleagues to support this rule and support this bill.

Mr. HALL of Ohio. Mr. Speaker, I yield back the balance of my time.

Mrs. MYRICK. Mr. Speaker, I yield back the balance of my time, and I move the previous question on the resolution.

The previous question was ordered.

The resolution was agreed to.

A motion to reconsider was laid on the table.

THE JOURNAL

The SPEAKER pro tempore (Mr. LATOURETTE). Pursuant to clause 8 of rule XX, 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.

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.

Mr. McNULTY. Mr. Speaker, I object to vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

The SPEAKER pro tempore. Evidently a quorum is not present.

The Sergeant at Arms will notify absent Members.

The vote was taken by electronic device, and there were—yeas 362, nays 36, not voting 33, as follows:

[Roll No. 154]

YEAS—362

Abercrombie	Cunningham	Hobson
Ackerman	Davis (CA)	Hoefel
Akin	Davis (IL)	Hoeksstra
Allen	Davis, Jo Ann	Holden
Andrews	Davis, Tom	Honda
Armey	Deal	Hooley
Baca	DeGette	Horn
Bachus	Delahunt	Hostettler
Baird	DeLauro	Houghton
Baker	DeLay	Hunter
Baldacci	DeMint	Hutchinson
Baldwin	Deutsch	Hyde
Ballenger	Diaz-Balart	Inslee
Barcia	Dicks	Isakson
Barr	Dingell	Israel
Barrett	Doggett	Issa
Bartlett	Doolittle	Istook
Barton	Doyle	Jackson (IL)
Bass	Dreier	Jackson-Lee
Becerra	Duncan	(TX)
Bentsen	Dunn	Jenkins
Bereuter	Ehlers	John
Berkley	Ehrlich	Johnson (IL)
Berman	Emerson	Johnson, E.B.
Berry	Eshoo	Johnson, Sam
Biggert	Etheridge	Jones (NC)
Bilirakis	Evans	Kanjorski
Bishop	Everett	Kaptur
Blagojevich	Farr	Keller
Blumenauer	Flake	Kelly
Blunt	Fletcher	Kennedy (RI)
Boehlert	Foley	Kerns
Boehner	Fossella	Kildee
Bonilla	Frank	Kilpatrick
Bonior	Frelinghuysen	Kind (WI)
Bono	Frost	King (NY)
Boswell	Galleghy	Kingston
Boucher	Ganske	Kirk
Boyd	Gekas	Klecza
Brady (TX)	Gephardt	Knollenberg
Brown (FL)	Gibbons	Kolbe
Brown (OH)	Gilchrest	LaFalce
Brown (SC)	Gillmor	LaHood
Bryant	Gilman	Lampson
Burr	Gonzalez	Langevin
Buyer	Goode	Lantos
Callahan	Goodlatte	Largent
Calvert	Gordon	Larson (CT)
Camp	Goss	Latham
Cannon	Graham	LaTourette
Capito	Granger	Leach
Capps	Graves	Lee
Cardin	Green (TX)	Levin
Carson (IN)	Green (WI)	Lewis (CA)
Castle	Grucci	Lewis (GA)
Chabot	Gutierrez	Lipinski
Chambliss	Gutknecht	Lofgren
Clay	Hall (OH)	Lowe
Clayton	Hall (TX)	Lucas (KY)
Clement	Hansen	Lucas (OK)
Clyburn	Harman	Luther
Coble	Hart	Maloney (CT)
Collins	Hastings (FL)	Maloney (NY)
Combest	Hastings (WA)	Manzullo
Condit	Hayes	Markey
Conyers	Hayworth	Mascara
Cooksey	Herger	Matheson
Cramer	Hill	Matsui
Crenshaw	Hilleary	McCarthy (MO)
Cubin	Hilliard	McCarthy (NY)
Culberson	Hinchey	McColum
Cummings	Hinojosa	McCrary