

GREENWOOD) came running up to me when he saw me and said, "How did you know? How did you know?" Well, the question is why did any of us not know? Why did we not know? Why did those whom we have hired to protect us not know?

It is time for those who made possible the rise of the Taliban, the rise of bin Laden, and, yes, the tragedy of 9-11 to be held personally accountable and for us to understand the policies and the people that caused 9-11. It was not something that was ordained by God to happen. It could have been stopped had we been responsible and had people done their job.

The list stretches over both Republican and Democratic administrations. Through the failures of the CIA under Ronald Reagan when the CIA fellow in Islamabad channeled our money to fanatics when there were other people fighting the communists, the Soviets, who would have been happy to get those supplies. We could have built their strength up. So from that failure to the blunders of the State Department under George Bush to the incompetence and disingenuous posturing of the diplomats under Bill Clinton, accountability requires that their names be given.

Retired General Patrick Hughes, who as head of the Defense Intelligence Agency, fired Julie Sirrs and today holds a high position in the Department of Homeland Security. He must accept responsibility for something he did that was just demonstrably wrong. Former ambassador and now Governor Bill Richardson, a man who was our ambassador to the United Nations, a good person, a good human being whom I personally like, he, under orders from who knows who, saved the Taliban from defeat when they were vulnerable. He personally did, along with Former Assistant Secretary of State Rick Inderfurth.

Had the Taliban been defeated as they were in a position of being defeated, 9-11 just would not have happened. There would not have been a staging area for bin Laden to operate out of, and, as I say, the former CIA Officer Milton Bearden, who armed the most fanatic of the Afghan forces who struggled against the Soviet occupation.

The former CIA Director George Tenet, whose culpability I have mentioned several times, he resigned. He should have done so long ago. Former Secretary of State Madeleine Albright, she was the point person for the policy of covert support for the Taliban, and she was the one who detailed the opportunity for us to receive information from Sudan that would have permitted us to eliminate bin Laden's terrorist network. Of course it was not the policy. She was doing something that was consistent with the policy of that administration.

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Then, of course, Dick Clarke, who has criticized this President for the few

months he had in power before 9/11, was, along with a few others, in a high level position to argue against, if not to change, the grotesquely mistaken policies of the eighties and nineties, but he failed to do so. In fact, we know a few of the things that he did were exactly in the wrong direction.

If another 9/11 is to be avoided, we need accountability. We do not need the rearranging of a bureaucratic organizational chart. There is nothing wrong with our system that brought on 9/11, and there is nothing wrong with our system which will not be corrected by having different policies in place and different people in positions of authority.

Let us now, if nothing else, be honest with each other. We have Ms. Gorelick, who is on the panel investigating 9/11, when she herself issued mandates that undercut our ability to fight terrorism back in the 1990s. Let us be honest with each other. Let us have an honest accounting. We can start right there by relieving that person from her responsibilities and looking at that role that she played that undercut the ability of our departments and agencies to do their job.

So, let us be honest with one another, have an honest accounting, and then let us join together and let us commit ourselves to defeating this murderous enemy, this enemy that would destroy our way of life, who hates everything that America stands for, and let us defeat this enemy so completely that no one will ever again miscalculate about the power of the American people or the courage of the American people.

Today, we have a chance to make a better world for tomorrow. We saw where people and policies of a decade ago have left us in this turmoil and this bloodshed that we face today. But if we have courage, and our President has this courage, and he is unrelenting, and if we get behind him, and if the American people are unified in our commitment, this threat, just like the threat of Nazism and Japanese militarism in the 1940s and 1930s, we defeated that threat to mankind, and then we defeated the threat of communism.

But if we are honest with ourselves and we move forward, correcting our mistakes, and there will always be mistakes, there were mistakes in World War II, there were mistakes in the war against communism, but if we correct our mistakes and insist that people be held accountable, we will build a future for our children that is secure, and we will build a country that can live in peace and prosperity and in friendship with others.

More than that, we will live in friendship with all people, especially those moderate Muslims who do not share in the hatred and are appalled by the hatred of bin Laden towards the West. Let us build a world where Christians and Muslims can respect each other's faith. But we need to take the leadership. We cannot depend on the

Saudis or the Pakistanis or anyone else to provide the leadership. It is up to the people of the United States and our leaders here to lead the way, and I have every confidence that our President will do and is doing just that.

#### LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted to:

Mr. BECERRA (at the request of Ms. PELOSI) for today on account of personal reasons.

Ms. CARSON of Indiana (at the request of Ms. PELOSI) for today on account of personal reasons.

Mr. EMANUEL (at the request of Ms. PELOSI) for June 18 and today on account of personal reasons.

Mr. FROST (at the request of Ms. PELOSI) for today on account of personal reasons.

Mr. HASTINGS of Florida (at the request of Ms. PELOSI) for today on account of illness in the family.

Mr. REYES (at the request of Ms. PELOSI) for today and June 22 on account of a family health matter.

Mr. MCINNIS (at the request of Mr. DELAY) for today and June 22 and 23 on account of attending a funeral.

Mr. PORTER (at the request of Mr. DELAY) for today on account of official business.

Mr. PUTNAM (at the request of Mr. DELAY) for today on account of official business.

Mr. TAUZIN (at the request of Mr. DELAY) for today and the balance of the week 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 Mrs. MCCARTHY of New York) to revise and extend their remarks and include extraneous material:

Mrs. MCCARTHY of New York, for 5 minutes, today.

Mr. DEFAZIO, for 5 minutes, today.

Mr. BROWN of Ohio, for 5 minutes, today.

Mr. BLUMENAUER, for 5 minutes, today.

Ms. WOOLSEY, for 5 minutes, today.

Ms. SOLIS, for 5 minutes, today.

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

Mr. GOODLATTE, for 5 minutes, June 22.

Mr. BURTON of Indiana, for 5 minutes, June 22, 23, 24, and 25.

Mr. GUTKNECHT, for 5 minutes, today and June 22.

Mrs. MUSGRAVE, for 5 minutes, today.

Mr. GINGREY, for 5 minutes, today.

#### ADJOURNMENT

Mr. ROHRBACHER. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 11 o'clock and 34 minutes p.m.), the House adjourned under its previous order, until tomorrow, Tuesday, June 22, 2004, at 9 a.m., for morning hour debates.

#### EXECUTIVE COMMUNICATIONS, ETC.

Under clause 8 of rule XII, executive communications were taken from the Speaker's table and referred as follows:

8669. A letter from the Director, Defense Security Cooperation Agency, transmitting notification concerning the Department of the Air Force's Proposed Letter(s) of Offer and Acceptance (LOA) to Israel for defense articles and services (Transmittal No. 04-09), pursuant to 22 U.S.C. 2776(b); to the Committee on International Relations.

8670. A letter from the Assistant Legal Adviser for Treaty Affairs, Department of State, transmitting copies of international agreements, other than treaties, entered into by the United States, pursuant to 1 U.S.C. 112b(a); to the Committee on International Relations.

8671. A letter from the Chairman, Consumer Product Safety Commission, transmitting the semiannual report on the activities of the Office of Inspector General for the period October 1, 2003 through March 31, 2004, pursuant to 5 U.S.C. app. (Insp. Gen. Act) section 5(b); to the Committee on Government Reform.

8672. A letter from the Secretary, Department of the Agriculture, transmitting the Department's Report to Congress on Fiscal Year 2003 Competitive Sourcing Efforts in accordance with section 647(b) of Division F of the Consolidated Appropriations Act, 2004, Pub. L. 108-199; to the Committee on Government Reform.

8673. A letter from the Secretary, Department of Agriculture, transmitting the Department's competitive sourcing policy and FY 2004 budget for contracting out in accordance with Division A of the Consolidated Appropriations Act, 2004, Pub. L. 108-199; to the Committee on Government Reform.

8674. A letter from the Secretary, Department of Veterans Affairs, transmitting the semiannual report on activities of the Inspector General for the period October 1, 2003, through March 31, 2004, pursuant to 5 U.S.C. app. (Insp. Gen. Act) section 5(b); to the Committee on Government Reform.

8675. A letter from the Secretary, Department of Veterans Affairs, transmitting in accordance with Section 647(b) of the Transportation and Treasury Appropriations Act, FY 2004 Pub. L. 108-199 and the Office of Management and Budget Memorandum 04-07, the Department's Report to Congress on FY 2003 Competitive Sourcing Efforts; to the Committee on Government Reform.

8676. A letter from the Director, National Gallery of Art, transmitting in response to OMB Memorandum 04-07, dated February 26, 2004, the National Gallery of Art's FY 2003 Inventory of Commercial and Inherently Governmental Activities Report; to the Committee on Government Reform.

8677. A letter from the Deputy Director for Management, Office of Management and Budget, transmitting the Administration's competitive sourcing initiative for FY 2003, in accordance with Section 647(b) of the Transportation, Treasury, and Independent Agencies Appropriations Act, FY 2004 (Division F of the Consolidated Appropriations Act, Pub. L. 108-199); to the Committee on Government Reform.

8678. A letter from the Regulations Officer, FHA, Department of Transportation, trans-

mitting the Department's final rule — National Standards for Traffic Control Devices; the Manual on Uniform Traffic Control Devices for Streets and Highways; Specific Service and General Service Signing for 24-Hour Pharmacies [Docket No. FHWA-2004-17321] (RIN: 2125-AF02) received May 19, 2004, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

8679. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Raytheon Aircraft Company Model 1900C Airplanes [Docket No. 2003-CE-27-AD; Amendment 39-13620; AD 2004-09-30] (RIN: 2120-AA64) received June 16, 2004, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

8680. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Honeywell International Inc. (formerly AlliedSignal Inc., Garrett Turbine Engine Company, and AiResearch Manufacturing Company of Arizona) TPE331-10 and -11 Series Turboprop Engines [Docket No. 2003-NE-02-AD; Amendment 39-13619; AD 2004-09-29] (RIN: 2120-AA64) received June 16, 2004, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

8681. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Bombardier Model DHC-7-100 Series Airplanes [Docket No. 2003-NM-153-AD; Amendment 39-13612; AD 2000-02-07 R1] (RIN: 2120-AA64) received June 16, 2004, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

8682. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; General Electric Company CF6-80E1 Model Turbofan Engines [Docket No. 2001-NE-45-AD; Amendment 39-13625; AD 2004-09-34] (RIN: 2120-AA64) received June 16, 2004, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

8683. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Modification of Class E Airspace; Oshkosh, NE. [Docket No. FAA-2004-17427; Airspace Docket No. 04-ACE-27] received June 16, 2004, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

8684. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Modification of Class E Airspace; Superior, NE. [Docket No. FAA-2004-17432; Airspace Docket No. 04-ACE-30] received June 16, 2004, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

8685. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Modification of Class E Airspace; Minden, NE. [Docket No. FAA-2004-17426; Airspace Docket No. 04-ACE-26] received June 16, 2004, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

8686. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Modification of Class E Airspace; Holdrege, NE. [Docket No. FAA-2004-17425; Airspace Docket No. 04-ACE-25] received June 16, 2004, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

8687. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Air-

worthiness Directives; Eurocopter France Model AS332C, L, and L1 Helicopters; Correction [Docket No. 2002-SW-45-AD; Amendment 39-13471; AD 2004-03-27] (RIN: 2120-AA64) received June 16, 2004, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

8688. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Eurocopter France Model AS355E, F, F1, F2, and N Helicopters [Docket No. 2003-SW-56-AD; Amendment 39-13495; AD 2004-01-51] (RIN: 2120-AA64) received June 16, 2004, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

8689. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; McDonnell Douglas Model DC-8-70 and -70F Series Airplanes [Docket No. 2001-NM-133-AD; Amendment 39-13532; AD 2004-06-06] (RIN: 2120-AA64) received June 16, 2004, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

8690. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Engine Components Incorporated (ECI) Reciprocating [Docket No. 2004-NE-07-AD; Amendment 39-13579; AD 2004-08-10] (RIN: 2120-AA64) received June 16, 2004, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

8691. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Saab Model SF340A and SAAB 340B Series Airplanes [Docket No. 2002-NM-146-AD; Amendment 39-13626; AD 2004-09-35] (RIN: 2120-AA64) received June 16, 2004, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

8692. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Saab Model SAAB 340B Series Airplanes Equipped with Hamilton Sundstrand Propellers [Docket No. 2002-NM-200-AD; Amendment 39-13630; AD 2004-09-39] (RIN: 2120-AA64) received June 16, 2004, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

8693. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Saab Model SAAB 2000 Series Airplanes [Docket No. 2002-NM-261-AD; Amendment 39-13610; AD 2004-09-21] (RIN: 2120-AA64) received June 16, 2004, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

8694. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Saab Model SAAB 2000 Series Airplanes [Docket No. 2002-NM-259-AD; Amendment 39-13615; AD 2004-09-25] (RIN: 2120-AA64) received June 16, 2004, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

8695. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Gulfstream Aerospace LP Model 1125 Westwind Astra Series Airplanes [Docket No. 2001-NM-402-AD; Amendment 39-13609; AD 2004-09-20] (RIN: 2120-AA64) received June 16, 2004, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.