

**OPPOSITION TO EXPANDED MEXICAN TRUCKING IN THE U.S.**

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from North Carolina (Mr. JONES) is recognized for 5 minutes.

Mr. JONES of North Carolina. Mr. Speaker, in just a matter of weeks, thousands of Mexican trucks will stream across America's southern border and pour onto U.S. highways throughout the country.

The U.S. Department of Transportation has given 100 Mexican trucking companies the green light to unleash an unlimited number of trucks onto the highways of America as part of a 1-year pilot program.

Right now, Mexican trucks are only permitted to travel inside a 25-mile commercial zone along the U.S. border, but, soon, thousands of Mexican trucks will have full access to all the Nation's roads.

Allowing low-paid drivers and sub-standard trucks to travel our Nation's roads will endanger the safety of American citizens. It will cost thousands of American jobs.

As an extension of NAFTA, this program is just another example of U.S. trade policies that fail American workers. Before NAFTA, our Nation ran a trade surplus with Mexico. Now, the U.S. runs a \$65 billion annual trade deficit with Mexico. The U.S. has lost 3 million manufacturing jobs in just the past 6 years.

Launching this pilot program in the name of free trade is just one more example of how our government continues to give away American jobs. This program will not only hurt the economy but will put our national security at risk.

The Department of Transportation claims that all of these Mexican trucks will be inspected by U.S. officials in Mexico and at the border, but, Mr. Speaker, less than 10 percent of all Mexican trucks entering the commercial zone are inspected now, only 10 percent. The U.S. cannot afford to send inspectors to Mexico when only a fraction of the hundreds of thousands of U.S. truck companies are inspected each year.

With no guaranteed way to inspect the cargo of each and every truck, this program could easily aid terrorist activities, the entry of illegal drugs and illegal human smuggling.

Mr. Speaker, for the sake of appeasing Mexico, our government is not protecting the national security of this country and the future of our economy. This program does nothing but endanger the safety of American citizens, and it is unacceptable.

I hope the American people will continue to contact this administration to tell them of their outrage and disappointment.

□ 1740

Mr. Speaker, before I close, this is from a heading in an eastern North Carolina paper that says, "Bush Deci-

sion on Mexican Trucks Promotes Era." People are upset and mad. I want to read just very briefly, "The news that Mexican trucks will be allowed to haul freight deep into the United States drew angry reaction Friday from labor leaders, safety advocates and Members of Congress." They said, "Mexico has substandard trucks and low-paid drivers that will threaten national security, cost thousands of jobs and endanger motorists on the northern side of the Mexican border."

Mr. Speaker, I hope that the people of this great Nation will listen to these discussions and debates by my colleagues on both sides of the aisle, because if we are concerned about national security, we should not allow these trucks to have free access to the roads of the American people.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from New Jersey (Mr. PALLONE) is recognized for 5 minutes.

(Mr. PALLONE addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

**GLIDER PILOTS OF WORLD WAR II**

The SPEAKER pro tempore. Under a previous order of the House, the gentlewoman from New York (Mrs. McCARTHY) is recognized for 5 minutes.

Mrs. McCARTHY of New York. Mr. Speaker, I rise today to honor the glider pilots of World War II.

Glider planes were lightweight aircraft without engines that were used to drop supplies and reinforcement personnel for troops and surveillance. They were very efficient, because they made no noise and could fly into the enemy areas undetected.

The gliders would be towed by larger planes in order to take off, but then would fly and land on their own. The glider pilots flew dangerous missions and were constantly at risk for being shot down. Glider pilots were instrumental in the invasion of Normandy on D-Day, despite the fact that pilots had to improvise on landings, since no known landing strips were known to be behind enemy lines.

Later in the war, the Germans would plant wooden poles in open fields to prevent glider pilots from landing. The U.S. Army Air Forces began training glider pilots in 1942. The program quickly grew during the war. Eventually, over 6,500 men were trained to be glider pilots.

Throughout World War II, the glider pilots flew eight successful missions. The glider pilots' first mission occurred on July 19, 1942, Operation Husky, which was called for the glider pilots to carry British airborne troops into Sicily. Despite the heavy casualties from landing at the sea, the glider pilots completed their mission.

In March of 1944, the glider pilots completed Operation Broadway in Burma. The glider pilots took the Jap-

anese completely by surprise, carrying troops, airborne engineers and equipment by night. They seized and prepared landing strips for forthcoming transport planes and evacuated the wounded. The glider pilots accomplished this feat in 2 hours, completing a mission that would have taken 2 months by ambulance.

Perhaps the most famous mission of the glider pilots was the Battle of Normandy. On D-Day the glider pilots participated in the largest combined airborne and seaborne invasion in history. They carried troops of the 82nd and 101st Airborne Division and their equipment to landing areas behind enemy lines. Their work helped to secure victory in World War II.

Mr. Speaker, each year we lose more and more of these courageous veterans. I believe Congress must recognize their accomplishments for the future generations of our veterans. That is why I have introduced House Concurrent Resolution 42. This bill recognizes the glider pilots and the many troops who put their lives on the line to defend the ideas and the freedoms of our country. All of our glider missions were successful. Unfortunately, casualties were suffered.

On March 20, "Silent Wings," a documentary on these great pilots, will be released. The documentary features interviews with glider pilots, Members of Congress and media icons. I will be sponsoring a viewing of this powerful film on the evening of March 20.

I hope you will all join me to commemorate these veterans. We must all remember and teach future generations about the sacrifices that glider pilots and all veterans made for our country. I urge my colleagues to support the glider pilots and cosponsor H. Con. Res. 42.

**TOUGHER BORDER CONTROL POLICIES WILL HELP REDUCE CRIME IN THE UNITED STATES**

The SPEAKER pro tempore. Under a previous order of the House, the gentlewoman from Florida (Ms. GINNY BROWN-WAITE) is recognized for 5 minutes.

Ms. GINNY BROWN-WAITE of Florida. Mr. Speaker, I rise today to discuss the sorry State of our Nation's borders. As we have read in the newspapers every day, we have an estimated 12 to 15 million people living illegally in the United States.

Now, I understand that this is a divisive issue for many people, even for some in this body. I, myself, understand the needs of Florida's citrus growers and sugar cane farmers to have a reliable source of agricultural workers. But as my constituents tell me all the time, what part of illegal doesn't Congress understand?

I know that we need a guest worker program, but not one that includes amnesty or a pathway to citizenship, as some have called it. A guest worker program should be just that, a program

where migrant workers are guests in our country and return home when their visa expires.

Unfortunately, that is not what happens today. We have hundreds of thousands of people sneaking across our borders every day. We don't know who they are, where they are headed or what their intentions are.

Some of those on the other side of the aisle make the argument that the people sneaking across our borders are just good honest people looking to make a better life for themselves. That may indeed be the case for some. But in a post-9/11 world, we can't take that chance. Many of them are common crooks, low-level thugs, brutal gang members, drug dealers, murderers, rapists or kidnappers or serial killers.

One example recently in Florida took place with the brazen abduction of a young man by the name of Clay Moore in Manatee county, which is just outside of my congressional district. Thirteen year-old Clay was waiting for a school bus with other kids when a man driving a pickup truck pulled up alongside of them and kidnapped Clay by gun point. Law enforcement issued an AMBER Alert and set up a concerted manhunt to find Clay and his abductor.

Unlike the case of Jessica Lunsford or Sarah Lunde, in this case, the story ends with good news, not a body bag. Clay managed to escape, but not after being driven to the middle of the woods, duct-taped to a tree for several hours. He freed himself by using a safety pin he had hidden in his mouth to cut the duct tape holding him to the tree, and then he called home for help.

Clay is a brave and resourceful young man to have gotten away without being harmed. I can only wonder if he and his family watched old reruns of *MacGyver* to learn the safety pin trick.

This story ended well for Clay. But the bad news for America is that the alleged abductor was an illegal immigrant who had been deported once from the country. A news report from the Bradenton Herald even describes the problems authorities had tracking him down. "Obtaining the warrants took longer than expected due to the suspected kidnapper's multiple aliases. Beltran-Moreno is an undocumented immigrant who at one time was deported from the United States," they said. When I came down to the floor earlier, the authorities still had not caught Beltran-Moreno. News reports indicated that he was trying to make it to Mexico to escape prosecution and punishment.

Mr. Speaker, if our immigration laws had been enforced and if we had stronger border security measures in place, this kidnapper would not have been in America and would not have had the opportunity to kidnap young Clay Moore. Instead, a dangerous criminal flees, leaving his whereabouts unknown and his motives unclear. This is unacceptable.

The House has passed strong border security legislation in the past, but the

Senate is taking its open path, a path towards amnesty. My constituents in and the constituents of many in this Chamber believe that that is absolutely the wrong path to take. Americans deserve real security and real results.

With other like-minded Members of Congress, I will work to pass legislation that keeps illegal kidnappers and illegal aliens like Beltran-Moreno off our streets and away from our children.

The SPEAKER pro tempore. Under a previous order of the House, the gentlewoman from Nevada (Ms. BERKLEY) is recognized for 5 minutes.

(Ms. BERKLEY addressed the House. Her remarks will appear hereafter in the Extensions of Remarks.)

**THE STAR-SPANGLED BANNER NATIONAL HISTORIC TRAIL AND THE NATIONAL COMMISSION TO PLAN AND COORDINATE THE BICENTENNIAL CELEBRATION OF THE WAR OF 1812**

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

Mr. SARBANES. Mr. Speaker, I rise today to introduce two related bills. The first would create a Star-Spangled Banner National Historic Trail to commemorate the Chesapeake Bay Campaign of the War of 1812. The second bill I am introducing would create a national commission to plan and coordinate the bicentennial celebration of the War of 1812.

The Star-Spangled Banner National Historic Trail would match some of the most important events of the War of 1812. The trail commemorating the only combined naval and land attack on the United States begins with June 1814 battles between the British Navy and the American Chesapeake flotilla in Saint Leonard's Creek in Calvert County and ends at Fort McHenry in Baltimore, where our National Anthem was composed and the British met their ultimate defeat.

□ 1750

Maryland is blessed with a multitude of historic and cultural attractions across the State. Fort McHenry is a classic example of this rich heritage and a centerpiece of the legislation I introduce today. Francis Scott Key best captured the essence of Fort McHenry in his poem written as a prisoner aboard a British frigate during the bombardment of the fort. The text of the poem later became our National Anthem.

For decades, my family has enjoyed Fort McHenry's history as well as its tremendous vistas of our beloved Chesapeake Bay. Just recently, I spent the morning there with my son, an avid birder and budding naturalist, exploring the wetland restoration area that abuts the fort.

The second bill I introduce today would create a Star Spangled Banner and War of 1812 Bicentennial Commission to plan and coordinate the bicentennial celebration of the War of 1812 and the composition of our National Anthem. The Commission would be made up of citizens from States that the National Park Service has determined to be the most historically significant, as well as National Park Service officials, historical experts and other individuals selected by congressional leadership.

With the bicentennial of the War of 1812 quickly approaching, we should move swiftly to approve this measure and enable the Commission to plan a suitable bicentennial celebration.

Mr. Speaker, the War of 1812 was a seminal moment in American history. Many refer to it as the "second war of independence." When the war began, our fragile experiment in democracy was still in its early stages, and the Nation found itself under attack from one of the most powerful countries in the world. Many wondered whether democracy could hold together through the trials of war. The War of 1812 proved that liberty and security are not mutually exclusive conditions and set the stage for the spread of democracy around the world.

Mr. Speaker, just this morning I met with War of 1812 experts and historic preservationists from throughout the State of Maryland at Fort McHenry. For years, these individuals have been dedicated advocates for creating the Star Spangled Banner Trail and Bicentennial Commission. This legislation represents a culmination of their interests and hard work. I am very proud to be introducing it today, and I hope my colleagues will join with me to pass both bills during this Congress.

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

(Mr. SALI addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

**LANCE CORPORAL ANTHONY AGUIRRE**

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

Mr. POE. Mr. Speaker, "I do solemnly swear that I will support and defend the Constitution of the United States against all enemies, foreign and domestic; that I will bear true faith and allegiance to the same; that I will obey the orders of the President of the United States and the orders of officers appointed over me according to the regulations of the Uniform Code of Military Justice. So help me God."

Each day, new Marines take this oath to serve and protect the United States and freedom-loving people. They live their lives by it, and they die by it.