

buck stops here." It is the job of the Congress to make sure that the Nation's insurance policy is paid in full and that we have an adequate, fully trained properly educated, well-equipped, and highly motivated military.

This Congress should heed the necessity to fully fund the Bottom-Up Review, which is designed to successfully fight two major regional conflicts nearly simultaneously; to maintain a high level of readiness; to give adequate pay raises to uniformed personnel; to allow our forces to have the quality of life they so well deserve; and to have continued modernization of equipment and weapons systems.

I say to you, Members of this distinguished organization: Your visits to Capitol Hill, and communications with Members of Congress, are extremely important. Never underestimate the impact of your presence as Congress debates our national defense policy. When the history of this new post-cold-war era is written, I hope the history books will say that the Americans in uniform stood tall and had the strong support of the Congress of the United States.

Let me share with you a magic, memorable moment from yesteryear. I remember it so clearly. I was 9 years of age, attending the fifth grade at Central School in Lexington. My father, a veteran of the First World War, trial lawyer, and well-known orator in Lafayette County, was invited to speak at the Armistice Day ceremonies at the Odessa High School, just a few miles from Lexington. That was November 11, 1941. He took me from my class and we drove to the Odessa High School, where I sat in the back of the student body, listening and watching the Armistice Day program. On the stage, students portraying soldiers were dressed in World War uniforms, and the beating of a bass drum simulated artillery fire.

Then my father gave his speech. He told of the freedoms of America, and how those in uniform had defended our country through the years. He also stated that there were those in that audience who might well have to defend our freedoms once again. How prophetic he was, for less than a month later, the Japanese attacked Pearl Harbor, and our Nation was engulfed in what became known as World War II. Two young men from that Odessa graduating class of May, 1942 were killed in action.

My father concluded his speech to the student body by reciting—

"In Flanders Fields the poppies blow
Between the crosses, row on row,
That mark our place; and in the sky
The larks, still bravely singing, fly
Scarce heard amid the guns below.

"We are the dead. Short days ago
We lived, felt dawn, saw sunset glow,
Loved and were loved, and now we lie,
In Flanders Fields.

"Take up our quarrel with the foe:
To you from failing hands we throw
The torch; be yours to hold it high.
If ye break faith with us who die
We shall not sleep, though poppies grow
In Flanders Fields."

Let those inscriptions on the crosses of Flanders Field be more than forgotten names. Let those men be remembered for their patriotism, courage, and dedication. Let those citizen soldiers who lie there ever cause us to remember that we, in our day and time, have the duty to hold high the touch of freedom in this dangerous and unstable world.

Thank you, and God bless you.

The SPEAKER pro tempore. Under a previous order of the House, the gen-

tleman from Michigan [Mr. EHLERS] is recognized for 5 minutes.

[Mr. EHLERS addressed the House. His remarks will appear hereafter in the Extensions of Remarks.]

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from California [Mr. DORNAN] is recognized for 5 minutes.

[Mr. DORNAN addressed the House. His remarks will appear hereafter in the Extensions of Remarks.]

MEMORANDUM OF UNDERSTANDING

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Pennsylvania [Mr. SHUSTER] is recognized for 5 minutes.

Mr. SHUSTER. Mr. Speaker, I submit for Members attention the following letter from myself and the chairman of the Committee on National Security, Mr. SPENCE, regarding jurisdiction.

CONGRESS OF THE UNITED STATES,
HOUSE OF REPRESENTATIVES,
Washington, DC, January 4, 1995
Hon. NEWT GINGRICH,
Speaker, House of Representatives, Washington, DC.

DEAR MR. SPEAKER: As Chairmen of the Committee on Transportation and Infrastructure and the Committee on National Security, we wanted to advise you of our mutual agreement concerning the division of jurisdiction over the merchant marine due to the dissolution of the Committee on Merchant Marine and Fisheries. Rule X, clause 1(k) of the Rules of the House for the 104th Congress provides jurisdiction to the Committee on National Security over:

"(7) National security aspects of merchant marine, including financial assistance for the construction and operation of vessels, the maintenance of the U.S. shipbuilding and ship repair industrial base, cabotage, cargo preference, and merchant marine officers and seamen as these matters relate to the national security."

The new Rule X, clause 1(q) provides the Committee on Transportation and Infrastructure with jurisdiction over:

"(12) Measures relating to merchant marine, except for national security aspects of merchant marine."

This split in jurisdiction in what was previously entirely within the Committee on Merchant Marine and Fisheries is based on the fact that, while various aspects of the merchant marine and related activities are transportation matters that are handled in the executive branch by the Department of Transportation, certain aspects are so closely tied to national security that primary jurisdiction should be within the Committee on National Security. For example, the maintenance and control of the National Defense Reserve Fleet and the Ready Reserve Fleet would be within the jurisdiction of the Committee on National Security.

However, it may not be clear in all cases to which of the two Committees a particular bill should be referred. In general, matters relating to merchant marine activities will be referred to the National Security Committee if the national security aspects of the matter predominate over transportation and other merchant marine aspects.

While present programs of the Maritime Administration have both national security and transportation implications, we agree

that primary jurisdiction over the annual authorization for the Maritime Administration would be in the Committee on National Security. Primary jurisdiction over the annual authorization for the Federal Maritime Commission would be in the Committee on Transportation and Infrastructure.

Shipbuilding is a subject that has a particularly strong connection with national security because of the implications for our defense industrial base. We agree that the National Shipbuilding Initiative, including the loan guarantee program under Title XI, would be within the primary jurisdiction of the Committee on National Security. In addition, the Congress likely will be requested to approve legislation to implement an international agreement to eliminate shipbuilding subsidies worldwide. While this is generally a laudable goal, the contents of this agreement must be examined in the context of its long-term effect on the shipbuilding industrial base. Of particular concern is the question of whether U.S.-based shipyards are disadvantaged by this agreement to the point that a transition from naval construction to commercial construction is impossible. We agree that, as between the Committees on National Security and Transportation and Infrastructure, primary jurisdiction over implementing legislation for this agreement should reside with the Committee on National Security.

Jurisdiction over the State and Federal Maritime Training Academies is granted in the rule specifically to the Committee on National Security. With respect to the provision in Rule X, clause 1(k)(9) concerning merchant marine officers and seamen, it is understood that measures whose predominant purpose is the maintenance of a well trained merchant mariner manpower pool capable of meeting sustainment and surge sealift requirements will be within the jurisdiction of the Committee on National Security. Shortages of qualified U.S. mariners to serve during the mobilization for Desert Storm highlighted the need to consider these problems from a national security standpoint.

Jurisdiction over the Coast Guard is provided to the Committee on Transportation and Infrastructure by Rule X, clause 1(q)(1). This confers upon the Transportation and Infrastructure Committee authority over all matters handled by the Coast Guard that were previously within the jurisdiction of the Merchant Marine and Fisheries Committee.

This letter may not address all merchant marine issues that will come before you. We will continue to work with you toward resolution of other issues as they arise.

Finally, it is understood that this agreement does not in any way alter or limit the jurisdiction of the Committee on Transportation and Infrastructure or of the Committee on National Security over matters discussed herein which were properly within the respective Committees' jurisdiction prior to the dissolution of the Committee on Merchant Marine and Fisheries.

Sincerely,

FLOYD D. SPENCE,
Chairman, Committee
on National Security.

BUD SHUSTER,
Chairman, Committee
on Transportation
and Infrastructure.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Ohio [Mr. CHABOT] is recognized for 5 minutes.