

**NO APPEASEMENT OF CHINA ON
INTELLECTUAL
PROPERTY
RIGHTS ISSUES**

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

Mr. DEFAZIO. Mr. Speaker, once again the U.S. trade negotiators have taken a page out of history. For the second time in 16 months, we have threatened sanctions to stop the outright piracy of more than \$2.3 billion a year in intellectual property rights, software, and CDs from the United States of America. Remember, this is the most unfair trading nation on Earth, with the most protectionist trade policies, as identified by even the World Bank.

They are going to run a \$41 billion trade surplus with the United States this year. That means we are going to export 800,000 jobs to China because we do not have the guts to stand up to their unfair trade practices. But even worse is the piracy, outright theft and piracy, violating all international standards, \$2.3 billion. Where are our negotiators? They finally got tough. They threatened trade sanctions. We were going to retaliate. They negotiated past the deadline. Then, in an all too familiar pattern, they entered into nothing but another meaningless face-saving agreement where the Chinese will continue their piracy and we will continue occasionally to bellow and huff and puff. They took a page out of history, but unfortunately, the page was from Neville Chamberlain at Munich: appeasement. Appeasement will not work.

**CONGRATULATING SUCCESS OF
51ST WOMEN'S OPEN CHAMPIONSHIP**

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

Mr. FUNDERBURK. Mr. Speaker, on Sunday, June 2, the 51st U.S. Women's Open Championship was concluded at Pine Needles Lodge and Golf Course in Southern Pines, NC. Annika Sorenstam repeated as champion with a record score of 272, 8 under par, on a golf course considered to be one of the toughest ever on which a U.S. Golf Association event was held. An outstanding job was done by Peggy Kirk Bell, her family, and Pine Needles, and we are justly proud of them.

Mr. Speaker, not only was the 51st Women's Open the most successful in history, but the event raised hundreds of thousands of dollars for the research and detection of breast cancer. I would like to congratulate Peggy Kirk Bell and her family, the U.S. Golf Association, and all those in the 2d District of North Carolina who watched or contributed to the success of the 51st Women's Open. I hope to see the same level of support when Pine Needles

hosts the 56th U.S. Women's Open in the year 2001.

SPECIAL ORDERS

The SPEAKER pro tempore. Under the Speaker's announced policy of May 12, 1995, and under a previous order of the House, the following Members will be recognized for 5 minutes each.

**INNOVATIVE FINANCING FOR OUR
NATION'S BORDER INFRASTRUC-
TURE NEEDS**

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

Mr. FILNER. Mr. Speaker, I rise today to join Senator BARBARA BOXER in introducing legislation to improve our transportation infrastructure along the United States border with Mexico.

The border area has become a popular campaign stop for those who publicly attack decades of Federal neglect along the border, but who propose few solutions to the problem. Senator BOXER and I have a solution.

This bill would provide critical Federal funding for border improvements without affecting Federal highway assistance to our border States. It will keep our border cities and States from having to absorb the costs of building the roads, bridges, railroads, and highways needed to implement Federal trade policy.

The \$500 million border infrastructure fund which would be established by our legislation would pay for construction and improvements to the area infrastructure. Our bill would also authorize a Federal loan program to reopen what we in San Diego call the jobs train—the San Diego & Arizona Eastern Railroad. With direct rail connections to the east, the Port of San Diego can become the center of commercial activity and we can transform the economy of this entire region.

American investment in roads, highways, airports, seaports, and railroads have been responsible for creating the most advanced and efficient economy in the history of the world. Business leaders and elected officials remain united in the belief that improving our transportation infrastructure is the key to growing our economy.

When Congress approved NAFTA, we all knew that ensuring its success would require that all parties provide the necessary infrastructure to facilitate the flow of trade. We believed that inherent in the passage of this agreement was a commitment to build, repair, and maintain the physical infrastructure needed to implement the agreement; like State Route 905 and the jobs train in San Diego. Although this has not been the case, and the physical needs of the trade treaty still have not been addressed, this bill will make sure that the Federal Government meets this commitment.

As a result of the passage of NAFTA, our country is now taking in increased custom duties, merchandise fees, and revenues from other commerce-related activities. Our proposal would direct that those funds, collected as a result of our increased trade, be reinvested into the roads, bridges, railways, harbors, and airports that support that trade.

My own district has two unfunded NAFTA mandates that our local communities alone cannot address: completion of State Route 905 and revitalization of the San Diego & Arizona Eastern rail line, the jobs train.

State Route 905 serves as the only link connecting the Nation's second busiest southern commercial border crossing to the National Interstate Highway System. This road, however, is currently a four-lane city street. It was not intended to carry the additional border traffic that will soon be coming. And it was never intended to be a tool to implement international trade policy. I know this is also the case in numerous other border crossing communities.

The jobs train rehabilitation would revitalize San Diego's rail link to the eastbound rail lines. Repairing and improving this now abandoned railroad would provide direct access to eastern markets for trade arriving through the Port of San Diego and the United States-Mexico border crossing.

Our cities and States undergo a constant struggle to build and maintain their own infrastructure. They do not have sufficient funds to single-handedly complete projects which support Federal trade policy. Not funding these projects is the worst kind of unfunded mandate. The Federal Government must meet its responsibility.

I encourage my colleagues to join me in this effort to provide this vital infrastructure to help our Nation take full advantage of the new global market.

TRAVELGATE

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

Mr. SCHIFF. Mr. Speaker, I want to take a few minutes to talk about the matter that has been before the Congress and before the public for some time now, that began with the involvement of the White House Travel Office in 1993, and has been known in the media as Travelgate, and has now, through the continuing investigations by the House, brought up the issue of FBI files being sent to the administration in an inappropriate manner.

What I want to make the point of is that it has often been accused that everything that happens in Washington is for political purposes. It would be very naive to suggest that in a Presidential year, particularly, there is not politics on the minds of both sides of both major parties. That is certainly the case.