

Jake began to develop his political expertise at the University of Texas at Austin where he served as student body president. His political journey began in the early 1930s when he became a friend and political ally of Lyndon B. Johnson. Jake Pickle was a student of the New Deal era which taught that a person has an individual responsibility and that the government should be responsible for its citizens.

Jake Pickle answered the call of his country and served in the U.S. Navy during World War II. After the war, Jake returned to Austin and was a business partner in a local radio station. He maintained his political ties, stayed involved in the community and continued to practice his philosophy of individual and governmental responsibility.

He brought that philosophy with him to Washington when he took his seat in the U.S. House of Representatives in December 1963, less than a month after LBJ assumed the presidency. Jake immediately got to work for the country and the constituents of his Hill Country congressional district.

Jake Pickle cast important ground breaking votes for the Civil Rights Act of 1964 and the Voting Rights Act of 1965. These votes were politically difficult for a new member from the South, but Jake Pickle made the right decision.

Jake served on the powerful House Ways and Means Committee, where he was a leader on many important issues and willing to take a stand for working families. He worked tirelessly on Social Security reform and on programs that provided a better life for this nation's senior citizens.

I am proud to have served in this House with Congressman Jake Pickle. His service to the State of Texas and the people of the 10th district will be remembered for many years to come. It is appropriate and quite fitting that the federal building in Austin is designated in Jake Pickle's honor.

GENERAL MOTORS EXPORTS  
AMERICAN JOBS

**HON. WILLIAM O. LIPINSKI**

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, July 15, 1998*

Mr. LIPINSKI. Mr. Speaker, GM, America's largest auto manufacturer, is embroiled in a costly and expensive showdown with the United Auto Workers. The strike is expected to cost GM around \$1 billion in second quarter profits. This strike has nearly paralyzed GM's North American operations.

Since NAFTA was signed into law by President Clinton, GM has aggressively shifted manufacturing jobs to places like Silao, Mexico. That's not the only GM plant in Mexico. At last count, GM has one car assembly plant, two truck assembly plants and 29 parts plants in Mexico employing a total of 70,000 Mexican workers. Unfortunately, it is not too far of a jump to conclude that these 70,000 jobs in Mexico came at the expense of 70,000 American workers.

GM contends that these cost-saving measures are necessary for it to stay competitive in this global economy. In the unrelenting drive to fatten the bottom line, GM has thrown American workers to the side of the road.

Free trade does not equal fair trade, especially when American working families suffer

the consequences of our misguided trade policies that throws American workers out of work and only fattens the multinational corporations' bottom line. Corporations are in the black with record profits while American workers stand in the unemployment lines.

The UAW is right on target in placing this at the core of their negotiations with GM. It is a valid issue that is of vital concern to all American workers in the manufacturing industry. I believe that it is fair to say that the outcome of this strike will highlight what is to come in the future. Will multinational corporations continue to move their manufacturing operations to foreign nations? Will they continue to export American jobs overseas?

I urge my colleagues to consider these questions as this chamber is expected to consider MFIM for China and fast track renewal authority later this year. With foreign trade equal to 30 percent of our gross domestic product, it is inextricably intertwined with our national economy. The dream of global free trade has been marred by realistic facts: the spiralling U.S. trade deficit, stagnant wages, and the export of American jobs.

Wake up, America! It's time we stop this relentless, blind march toward the so-called "global economy" and embrace effective trade policies, and yes, perhaps even industrial policies, that will ensure a rising standard of living for the American people and protect vital economic interests. We can—and we must—do more for American workers by embracing trade policies that embraces American workers.

It's time to stop representing the multinational corporations and time to start working for the American people.

IMPROVING COST RECOVERY FOR  
THE COAST GUARD'S INTER-  
NATIONAL PATROL

**HON. SAM GEJDENSON**

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, July 15, 1998*

Mr. GEJDENSON. Mr. Speaker, in the "Year of the *Titanic*," I rise to salute the brave men and women of the United States Coast Guard who are engaged in important life-saving work of the International Ice Patrol. The Ice Patrol is headquartered in my district of Groton, Connecticut.

As a direct result of the sinking of the *Titanic*, the Ice Patrol was established in 1914 as part of the International Maritime Organization's first convention of the Safety of Life at Sea. Over eighty years later, icebergs still pose a significant threat to commercial navigation. The Coast Guard Ice Patrol program provides a vital and internationally-recognized contribution to maritime safety.

The Coast Guard uses C-130 aircraft equipped with side-looking airborne radar to overfly North Atlantic shipping lanes during the annual "ice season." Radar observations are combined with ocean current and water temperature information to produce computer-generated predictions of the southern-most limits of floating ice for each day of the season. The resulting information is broadcast on open radio frequencies to all ships transiting the North Atlantic.

The great circle route past Newfoundland and Nova Scotia is the shortest distance to

North America from all European and Mediterranean ports. Operators of commercial vessels save tens of thousands of dollars per year in fuel costs and voyage time by relying on the Coast Guard's radio broadcasts to determine how far north they may safely sail and at what speed. In addition, knowledge of ice zone limits over time allows ships to pass farther north than they would otherwise travel. Without this information, voyages would take longer and be more expensive.

Ice Patrol activities cost the U.S. Coast Guard an average of \$3.5 million per year, not including fixed capital costs. Under a 1956 International Maritime Organization financial support agreement, the U.S. Government collects and tabulates national flag and tonnage data, bills other parties to the Agreement, and remits collections to the U.S. Treasury.

When the Agreement about costs was established, most maritime nations which used the North Atlantic routes were located in the North Atlantic region or were flag states with large amounts of traffic on the route. The seventeen current members of the Agreement are: the United States, Greece, Germany, Belgium, Denmark, Finland, the United Kingdom, Spain, Norway, Canada, Panama, France, Italy, Sweden, the Netherlands, Japan and Poland. The Agreement operates on the honor system: membership is voluntary, and, because it involves safety of life at sea, the information generated by the Coast Guard is broadcast to all North Atlantic mariners free-of-charge.

In recent years, the 1950s-era handshake approach has become inequitable for paying members. In short, it is no longer fair. Non-contributing countries represent a growing share of North Atlantic shipping, and as a result, the seventeen Agreement members are becoming increasingly unwilling to pick up all non-member costs while using a shrinking share of the service. Currently, only about 53 percent of the total benefiting tonnage belongs to vessels flagged to contributing states. The remaining 47 percent is flagged to ships that use the service but do not pay. I would call them "free riders." The United States must pay almost \$250,000 per year more than it would pay if every nation contributed its fair share.

Another growing problem is the accumulated debt to the United States by member countries who are not settling their Ice Patrol accounts. Liberia, which dropped out of the agreement in 1990, still owes \$1.9 million in pre-1990 arrearages. All told, current and former Agreement members owe the U.S. Treasury over \$7.3 million. Unfortunately, this balance continues to grow every year.

At a meeting of member states in late 1996, there was a unanimous consensus that the Ice Patrol is a valuable navigation safety service which should be continued. There was also general agreement that the financing system was not working, due to the increasing use of the service by non-contributing states. Members authorized the United States to explore other collection options. Accordingly, the United States Coast Guard intends to raise the issue at the next meeting of the International Maritime Organization later this month. They will be seeking changes in the agreements that would permit the U.S. to recover all costs of the Ice Patrol on an equitable basis.

Mr. Speaker, for the record, I would like to lend my full support to the efforts of the Coast