

the island's population, or those carrying out acts of civil disobedience, they will have to face the consequences, because Los Macheteros will not remain with their arms crossed. You can be sure of that."

He added that Puerto Rico should take advantage of "this historic moment and battle against the revolutionary offenses being developed by the United States government, among others."

Why is this important? Because this gentleman was the leader of Los Macheteros, a ruthless terrorist organization that claimed responsibility for bombings and other acts of violence, along with the FALN, throughout the seventies and eighties. He emerged from a decade of hiding this week with this statement that I just read that was broadcast over radio.

One of the prisoners who has been released, who is now free, was a member of this organization. So here we have it, just several days after some of these terrorists were set free, after several days we sent the wrong signal that we are going to tolerate terrorists, negotiate with terrorists, coddle terrorists; just several days after, someone who has been in hiding for a decade rears his ugly head once again.

Yesterday in the other body there was a hearing, and in an effort to try to get to the bottom of what happened here, why the White House would reach this mind-boggling conclusion to release people who were part of a network, who had no remorse, offered no apologies, no contrition for this act that innocent people could be killed, and it could have been anywhere in this country, it could have been any American family just having lunch who could have been killed, the White House office of deputy counsel to the President responded that the reason why they were granted clemency, among other things, they do not pose a danger to society.

These are people who were videotaped making bombs. These are people who were proudly part of an organization that killed innocent people. These were people who were convicted of seditious conspiracy. Some of them at their trial said that they wanted to kill the sentencing judge. Some of them said that if they could, they would kill anybody. These are the people that this White House has chosen to send back into society.

To this very day, we do not know why. I would think the American people and the victims, especially, deserve to know.

#### ANNOUNCEMENT REGARDING SUBMISSION OF AMENDMENTS ON H.R. 1875, CLASS ACTION JURISDICTION ACT OF 1999

(Mr. DREIER asked and was given permission to address the House for 1 minute.)

Mr. DREIER. Mr. Speaker, this afternoon a Dear Colleague letter will be

sent to all Members informing them that the Committee on Rules is planning to meet the week of September 20 to grant a rule for consideration of H.R. 1875, the Class Action Jurisdiction Act of 1999.

Yesterday the Committee on the Judiciary filed its report on this legislation, House Report 106-320. The Committee on Rules may grant a rule which would require that amendments be preprinted in the CONGRESSIONAL RECORD.

In this case, amendments must be preprinted prior to consideration of the bill on the floor. Amendments should be drafted to the version of the bill ordered reported by the Committee on the Judiciary. Members should use the office of legislative counsel to ensure that their amendments are properly drafted, and should check with the office of the parliamentarian to be certain that their amendments comply with rules of the House.

#### REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H.R. 1402, CONSOLIDATION OF MILK MARKETING ORDERS

Mr. DREIER, from the Committee on Rules, submitted a privileged report (Rept. No. 106-324) on the resolution (H. Res. 294) providing for consideration of the bill (H.R. 1402) to require the Secretary of Agriculture to implement the Class I milk price structure known as Option 1A as part of the implementation of the final rule to consolidate Federal milk marketing orders, which was referred to the House Calendar and ordered to be printed.

#### CONGRESS SHOULD REPEAL ANTIQUATED SHIPPING LAWS

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

Mr. SCHAFFER. Mr. Speaker, U.S. shipping laws can add as much as \$1 to the cost of a bushel of export wheat. These antiquated policies should be repealed, and the sooner, the better.

No sector of the U.S. economy is more susceptible to international trade barriers and foreign economic market conditions than agriculture. This fact has become increasingly evident for the past couple of years as Colorado's farmers and ranchers have struggled to market their goods to an ever-expanding global marketplace replete with faltering foreign economies and highly subsidized competitors.

Compounding these profound challenges is a package of special interest laws that have been preserved in America's law books for almost 80 years.

Along with my colleagues on the House Committee on Agriculture, I have worked extensively to pull these regulations out by their roots. U.S. shipping laws impose great costs and burdens on Colorado producers while providing the least benefits to our Na-

tion. In many cases, these regulations have far outlived their original purpose, yet remain on the books, persistently chipping away at the profits and livelihoods of rural Americans.

The most onerous of these policies is one which former U.S. Senator Hank Brown of Colorado worked actively to eliminate during his service in the United States Senate, an outdated maritime law known as the Jones Act.

Passed in 1920 in an effort to strengthen the U.S. commercial shipping fleet, this law mandates any goods transported between two U.S. ports must travel on a vessel built, owned, manned, and flagged in the United States, no exceptions. Unfortunately, over the years the U.S. domestic fleet has languished under the Jones Act, because the Act itself has made it prohibitively expensive to build new ocean-going vessels in U.S. shipyards.

In fact, only two bulkers have been built in U.S. shipyards in the last 35 years, which has left our country with the oldest fleet in the industrialized world. To contract for a new ship would cost an American operator over three times the international non-subsidized rate, almost assuring that no new bulkers are built in the United States.

Still, those few carrier owners who operate U.S.-flagged vessels enjoy an absolute business monopoly. Effectively shielded from any form of international market competition by the U.S.-only policy, known as "cargo preference", operators charged artificially inflated shipping rates, fees and other expenses all underwritten by those who can still afford to ship their products.

Because of this, agricultural producers today do not have access to domestic deep sea transportation options available to their foreign competitors. There are no bulk carriers operating on either coast of the United States, in the Great Lakes, nor out to Guam, Alaska, Puerto Rico, or Hawaii. Colorado producers are thus placed at a competitive disadvantage. Foreign producers are able to ship their products to American markets at competitive international rates, whereas U.S. producers cannot.

Colorado producers also need access to deep sea transportation options because other modes of transportation are often expensive, unpredictable, or unavailable. The rail car shortage we experienced in 1997 could have been averted if just 2 percent of America's domestic agricultural production could have traveled by ocean-going vessel.

With continued record harvests anticipated across the West, and bottlenecks and congestion on rail lines, this could easily happen again. Colorado farmers are therefore vulnerable to artificially high rail rates at a time when commodity prices are already depressed. This in turn raises the cost of production, lowers income, and makes it more difficult for Colorado producers to compete against subsidized foreign products.