

Mr. Williams served as Speaker of the House in the Georgia Silver Haired Legislature from 1978 to 1981 and four years as a Small Claims Court magistrate judge. He and his wife currently reside in Statesboro, Georgia where he continues to serve on the city's zoning board. He is also a charter member of the Snooky's Restaurant Political Action Committee. Snooky's is Mr. Williams favorite place to eat breakfast, which is evidenced by the fact that he eats their sausage biscuit and grits every morning he is in Statesboro. He has his own special table in the restaurant. Friends come by every morning to tell him hello and receive one of his world famous hugs. Snooky's is located directly across the street from Georgia Southern University and was the location of Mr. Williams 90th birthday party today.

Certainly, Mr. Chester Williams has been a wonderful leader and role model to the many individuals he has touched throughout his life. He has demonstrated the enduring principles of education, health, patriotism, service, and leadership. It is my honor to commend the outstanding life of model citizen Chester Williams and thank him for all that he has done for the State of Georgia.

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#### CLEAN DIAMOND TRADE ACT

SPEECH OF

**HON. EVA M. CLAYTON**

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, November 27, 2001*

Mrs. CLAYTON. Mr. Speaker, I am pleased to rise in support of H.R. 2722. This is good legislation whose time is long past due.

I want to recognize the leadership of the gentleman from Ohio (Mr. HALL) and that of the gentleman from Virginia (Mr. WOLF), and also to compliment the gentleman from New York (Mr. HOUGHTON) for his leadership in the Committee on Ways and Means, and the gentleman from California (Mr. MATSUI) for his leadership in the Committee on Ways and Means.

I participated last April, along with five other Members, in a Congressional fact-finding trip to Botswana led by the gentleman from New Jersey (Mr. PAYNE) and the gentleman from Louisiana (Mr. JEFFERSON). Those who accompanied us on that particular delegation trip also included the gentlewoman from Indiana (Ms. CARSON) and the gentlewoman from Texas (Ms. JACKSON-LEE).

Today, I rise in support of this legislation to see how we can indeed rule out the conflict diamonds, the trade system that finances conflict, and the great devastation that is currently happening throughout regions of Africa. As part of our trip to Botswana, we examined first-hand the "secure" diamond industry in Africa and saw in this process how legitimate diamonds are being used in Botswana and other countries in that area. I was pleased to learn that Botswana, through a combination of democratic leadership and its seamless and secure diamond industry, is able to utilize clean diamonds to educate its people, to provide some of the African continent's strongest efforts in the fight against HIV-AIDS pan-

demic, and to undergird the country's overall economic and social development.

In Botswana, we met with President Mogae and members of his Cabinet. Since then, President Mogae has come to this country because he, too, wants a distinction to be made between clean diamonds and conflict diamonds. During his visit, President Mogae met with Congressional leaders in the House and Senate, Secretary Powell, and members of the Administration to express Botswana's commitment to keeping its diamond industry secure and its strong support for an international agreement on diamond certification through the Kimberley process. President Mogae has been part of the U.N., writing part of their resolution, and has made a statement to that effect that Botswana wants to be part of a clean diamond industry, and wants to be part of the force that makes this distinction.

I am pleased that this legislation is indeed focused on ending diamonds' financing of conflicts in Africa and other parts of the world. It is vitally important, Mr. Speaker, for well-intentioned legislation, such as H.R. 2722, to recognize and safeguard African nations, such as Botswana, which have secure and legitimate diamond industries, and which have no relationship to atrocities and conflicts in other nations on this continent.

I raise this point because it is important, Mr. Speaker. It is for this reason that through the leadership of Congressmen JEFFERSON, PAYNE, and RANGEL, we have worked with the distinguished author of H.R. 2722, Mr. HOUGHTON, to insert specific language recognizing that the provisions of this bill should not harm legitimate diamond-producing countries.

The good intention of this legislation also acknowledges those people who are following the law, and indeed, trying to do the right thing.

Again, I want to compliment everyone involved in this legislation. This legislation is long overdue and has been brought to bear at a time when we know that not only the conflict in Africa but now conflict in other parts of the world is being financed by diamonds. So hopefully this legislation would not only curtail, as the gentleman from Virginia (Mr. WOLF) said, the loss of lives, the lives of thousands of persons, not only killing them but killing in other parts of the country. I want to thank all the persons involved in this, and I urge my colleagues to pass this legislation that we all should be proud of.

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#### CONFERENCE REPORT ON H.R. 2299, DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 2002

SPEECH OF

**HON. JOSÉ SERRANO**

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Friday, November 30, 2001*

Mr. SERRANO. Mr. Speaker, I rise in strong support of the conference report to accompany H.R. 2299, a bill making appropriations for the Department of Transportation and related federal agencies for fiscal year 2002.

At the outset, I want to thank our Chairman, the gentleman from Kentucky, (Mr. ROGERS)

and our Ranking Democrat, the gentleman from Minnesota (Mr. SABO) for bringing to the Floor a good conference report.

This legislation provides almost \$59.6 billion for the Transportation Department and related agencies. Significant expenditures include \$32.9 billion for the Federal Highway Administration; \$13 billion for the Federal Aviation Administration; \$6.7 billion for the Federal Transit Administration; and \$5 billion for the Coast Guard.

This year's bill also includes \$750,000 for one of my priorities, which is the eventual construction of a continuous greenway along the entire 23 miles of the Bronx River. It also includes \$2 million for the Second Avenue Subway. I also would like to thank the Chairman and Ranking Member for reinstating the \$20 million for the Pennsylvania Station Redevelopment Project. This money will be used to redevelop Pennsylvania Station, which involves renovating the James Farley Post Office building into a train station and commercial center.

Being a regular rider of Amtrak, I am glad that the conferees provided the requested funding level. Amtrak is an important system of transportation for the Bronx and New York City, especially after the horrendous events of September 11.

Finally, Mr. Speaker I am pleased that the conferees were able to work out a resolution regarding trucks from Mexico coming to this country in a manner that seems to satisfy all sides.

Mr. Speaker, I urge my colleagues to support the conference report.

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#### KAZAKHSTAN'S DICTATOR MUST CLEAN UP HIS ACT

**HON. ILEANA ROS-LEHTINEN**

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, December 4, 2001*

Ms. ROS-LEHTINEN. Mr. Speaker, I understand that the corrupt and repressive dictator of Kazakhstan, Nursultan Nazarbayev, plans to visit Washington early next year in search of U.S. approval and a dampening of the Administration's criticism of the Nazarbayev regime's deplorable human rights record. Following the tragic events of September 11th, Nazarbayev promised to "support action against terrorism by all available means." He made it clear to a reporter that this support would include military bases and the use of Kazakhstan's air space.

Yet, Russia's ITAR-TASS news agency reported that Kazakhstan's Minister of Defense, Sap Topakbayev, stated on November 8 that Kazakhstan was not planning to set up any airfields for the U.S. Air Force on its territory. ITAR-TASS went on to quote Topakbayev as saying that "after the tragic events in the United States, any contact with the Americans raises many questions." If Mr. Nazarbayev is to be granted meetings at the White House, he should at the very least be pressed to provide an unambiguous commitment to support the war on terrorism.

In addition, Moscow's Centre TV on February 17, 2001, accused the Nazarbayev regime of illegally selling weapons to "criminal regimes." Centre TV reported that among the

sales were the advanced Russian-made S-300 air defense system and heavy tanks. Although Centre TV did not name the countries receiving arms from Kazakhstan, Britain's Guardian reported on August 14, 2001 that the S-300's may have ended up in Sudan. In any event, the United States has had many run-ins with the Nazarbayev regime over arms sales. Early last year, for example, Kazakhstan sold forty MIG fighters to North Korea. And on June 4, 1997, the Washington Times reported that the U.S. had protested plans by Kazakhstan to sell advanced air defense missiles to Iran. So there is a disturbing pattern of arms sales to rogue states and no known commitment by Nazarbayev to end them. He needs to make such a commitment, and now!

Finally, It has come to my attention that on September 14, 2001 the Swiss Federal Department of Justice made available to the U.S. Department of Justice the findings of a lengthy investigation of corruption involving President Nursultan Nazarbayev of Kazakhstan, a former director of Mobil Oil, Mr. J. Bryan Williams, and a senior official of the Geneva-based bank Credit Agricole Indosuez. According to Swiss press reports, the Swiss investigation into money laundering and other corrupt activities has established the existence of a bribery chain set up in the 1990's by James Giffen, a U.S. businessman who reportedly acted as a mediator between several oil companies and officials of the government of Kazakhstan, including President Nazarbayev. The U.S. Department of Justice has been investigating Giffen's activities since last year.

I would thus urge President Bush not to host someone whose regime has been condemned by leading human rights organizations, has trafficked in arms with rogue states, has been ambiguous in its support of the war on terrorism, and is under investigation by both Swiss and U.S. law enforcement agencies. Further, a priority objective of U.S. policy should be to insist that Mr. Nazarbayev clean up his act.

LET PRIVATEERS TROLL FOR BIN LADEN

HON. RON PAUL

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 4, 2001

Mr. PAUL. Mr. Speaker, I recommend my colleagues read the attached article "Let Privateers Troll for Bin Laden" by Larry Sechrest, a research fellow at the Independent Institute in Oakland, California, and a professor of economics at Sul Ross State University. Professor Sechrest documents the role privateers played in the war against pirates who plagued America in the early days of the Republic. These privateers often operated with letters of marque and reprisal granted by the United States Congress.

Professor Sechrest points out that privateers could be an effective tool in the war against terrorism. Today's terrorists have much in common with the pirates of days gone by. Like

the pirates of old, today's terrorists are private groups seeking to attack the United States government and threaten the lives, liberty, and property of United States citizens. The only difference is that while pirates sought financial gains, terrorists seek to advance ideological and political agendas through violence.

Like the pirates who once terrorized the high seas, terrorists today are also difficult to apprehend using traditional military means. We have seen that bombs and missiles can effectively and efficiently knock out the military capability, economy and technological infrastructure of an enemy nation that harbors terrorists. However, recent events also seem to suggest that traditional military force is not as effective in bringing lawless terrorists to justice.

When a terrorist stronghold has been destroyed by military power, terrorists simply may move to another base before military forces locate them. It is for these reasons that I believe the drafters of the Constitution would counsel in favor of issuing letters of marque and reprisal against the terrorists responsible for the September 11 attacks.

Secretary of Defense Rumsfeld recently acknowledged the role that private parties, when provided sufficient incentives by government, can play in bringing terrorists to justice. Now is the time for Congress to ensure President Bush can take advantage of every effective and constitutional means of fighting the war on terrorism. This is why I have introduced the Air Piracy Reprisal and Capture Act of 2001 (HR 3074) and the September 11 Marque and Reprisal Act of 2001 (HR 3076). The Air Piracy Reprisal and Capture Act of 2001 updates the federal definition of "piracy" to include acts committed in the skies. The September 11 Marque and Reprisal Act of 2001 provides Congressional authorization for the President to issue letters of marque and reprisal to appropriate parties to seize the person and property of Osama bin Laden and any other individuals responsible for the terrorist attacks of September 11. I encourage my colleagues to read Professor Sechrest's article on the effectiveness of privateers, and to help ensure President Bush can take advantage of every available tool to capture and punish terrorists by cosponsoring my Air Piracy Reprisal and Capture Act and the September 11 Marque and Reprisal Act.

LET PRIVATEERS TROLL FOR BIN LADEN

(by Larry J. Sechrest)

In the wake of the Sept. 11th attacks, a group of American businessmen has decided to enlist the profit motive to bring the perpetrators to justice. Headed by Edward Lozzi of Beverly Hills, California, the group intends to offer a bounty of \$1 billion—that's billion with a "b"—to any private citizens who will capture Osama bin Laden and his associates, dead or alive.

Paying private citizens to achieve military objectives seems novel but is hardly untried. Recall Ross Perot's successful use of private forces to retrieve his employees from the clutches of fundamentalist Muslims in Iran in 1979.

We are all familiar with bail bondsmen, who employ bounty hunters to catch bail-jumping fugitives. Less familiar are two U.S.

companies, Military Professional Resources Inc. and Vinnell Corporation, which provide military services to governments and other organizations worldwide.

Historically, private citizens arming private ships, appropriately called "privateers," played an important role in the American Revolution. Eight hundred privateers aided the seceding colonists' cause, while the British employed 700, despite having a huge government navy.

During the War of 1812, 526 American vessels were commissioned as privateers. This was not piracy, because the privateers were licensed by their own governments and the ships were bonded to ensure that their captains followed the accepted laws of the sea, including the humane treatment of those who were taken prisoner. Congress granted privateers "letters of marque and reprisal," under the authority of Article I, Section 8 of the U.S. Constitution.

Originally, privateering was a method of restitution for merchants or shipowners who had been wronged by a citizen of a foreign country. Privateers captured the ships flying the flag of the wrongdoers' nation and sailed them to a friendly port, where a neutral admiralty court decided whether the seizure was just. Wrongful seizures resulted in the forfeiture of the privateers' bond to the owners of the seized ship.

If the seizure was, just, the ship and cargo were sold at auction, with the bulk of the proceeds going to the privateer's owners and crew. The crews were volunteers who shared in the profits, and the investors viewed the venture as remunerative—albeit risky,

Privateering soon evolved into a potent means of warfare. Self-interest encouraged privateers to capture as many enemy ships as possible, and to do it quickly. Were privateers successful in inflicting serious losses on the enemy? Emphatically, yes. Between 1793 and 1797, the British lost 2,266 vessels, the majority taken by French privateers.

During the War of the League of Augsburg (1689-1697) French privateers captured 3,384 English or Dutch merchant ships and 162 warships, and during the War of 1812, 1,750 British ships were subdued or destroyed by American privateers. Those American privateers struck so much fear in Britain that Lloyd's of London ceased offering maritime insurance except at ruinously high premiums. No wonder Thomas Jefferson said, "Every possible encouragement should be given to privateering in time of war."

If privateering was so successful, why has it disappeared? Precisely because it worked so well. Government naval officers resented the competitive advantage privateers possessed, and powerful nations with large government navies did not want to be challenged on the seas by smaller nations that opted for the less-costly alternative—private ships of war.

In sum, the armed forces of the U.S. government are not the only option for President Bush to defeat bin Laden, his al Qaeda network, and "every terrorist group with a global reach." The U.S. military is not necessarily even the best option.

Let's bring back the spirit of the privateers. By letting profits and justice once more go hand-in-hand, victims and their champions can have an abundance of both, rather than a paucity of either.