

shortcomings. Jim Jones also managed to legitimize the group among some conventional religious and political leaders by supporting their public events and contributing money to their causes during the years when the Peoples Temple was based in San Francisco.

How could so many people find themselves hoodwinked to varying degrees, letting themselves even be linked with this deviant community, much less joining its ranks and sacrificing their lives?

Mr. Speaker, it is a hard question to confront. And the Peoples Temple example teaches us most dramatically not to be seduced by easy answers. It is left to historians and specialists in mass psychology to piece together and place in context the puzzle of Jonestown, the rise of Fascism in Europe, and any number of other instances in which a twisted and charismatic individual has found ways to exploit the weaknesses of large groups and to destroy their will.

As John Ross Hall wrote in one of the definitive studies of Jonestown, *Gone From the Promised Land*, "We hear the screams, but we do not entirely understand them, and we will continue to wrestle with the apocalypse they unveiled."

And I would add, we will continue to commemorate the victims, and to pay tribute to their lives. Mr. Speaker, I would like to ask for a moment of silence here in this chamber to remember our fallen colleague, my predecessor representing the San Francisco Peninsula in Congress, Leo Ryan, and to honor his work for justice and human rights.

SPECIAL ORDERS

The SPEAKER pro tempore (Mr. NEUGEBAUER). Under the Speaker's announced policy of January 7, 2003, and under a previous order of the House, the following Members will be recognized for 5 minutes each.

H.R. 876, THE LOCAL RAILROAD REHABILITATION AND INVESTMENT ACT

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

Mr. MORAN of Kansas. Mr. Speaker, I rise tonight on behalf of thousands of America's rural communities, and I would like to focus attention on a looming crisis within our Nation's transportation infrastructure. Short line railroads, rural America's link to the national rail network, are approaching a crisis point.

Before the rail industry was deregulated, Federal policy created a tremendous investment disincentive whose repercussions can still be felt today. With America's generation of heavier rail cars, which many short lines cannot accommodate, this situation has grown worse. We must move quickly, because thousands of miles of track are in danger of being abandoned forever.

Over 550 short line rail carriers now operate 30 percent of the Nation's rail network. Short line railroads exist in all 50 States and in over 70 percent of all congressional districts. They oper-

ate 50,000 miles of track, employ over 23,000 workers at an average wage of \$47,000, and earn \$3 billion in annual revenue.

Today, this local service is threatened due to the introduction of heavier 286,000 pound railcars that have become a new industry standard. Because of the interconnectivity of our Nation's rail network, short lines are forced to use these heavier cars, placing an added strain on track structure and making rehabilitation urgent. Studies indicate that it will take \$7 billion in new investment for our Nation's short lines to accommodate these heavier railcars. To keep our constituents connected with the national rail network, these lines must be upgraded. Unfortunately, the small railroad revenue is insufficient to get the job done.

Today, our Nation's short line railroads need help to make the capital investment required to maintain and rebuild rail service between rural and urban America. This is why I introduced H.R. 876, the Local Railroad Rehabilitation and Investment Act. This legislation has enjoyed bipartisan support with, currently, 178 cosponsors. H.R. 876 provides a \$10,000-per-mile tax credit as an offset for rehabilitation investments needed to maintain and strengthen local rail service. This temporary incentive program provides a valuable tool for our railroads to rebuild and improve as they work to meet our Nation's increasing shipping needs.

Short line railroads play an important role in my home State of Kansas. Kansas ranks second in the Nation in the amount of farm products it ships out of State by rail. These railroads keep our farmers and small businesses connected to a national rail network. However, since 1980, approximately 2,500 miles of short line rail in Kansas have been abandoned.

In my State alone, the loss of short line railroads would add nearly \$50 million in annual repair costs to the State's highway system. The loss of short line rail service could also add over \$20 million to the annual cost of transporting and handling the State's wheat harvest, which would result in an annual net decline in farm income of over \$17 million. Nearly every State and every congressional district would experience similar consequences without short line rail service.

Congress should have a strong interest in preserving the freight connection between rural and urban America, because once track is abandoned, odds are it will never be replaced. In today's world, a disruption of the network that carries our food, raw materials, and the fuel for our power plants can be ill afforded. Tens of thousands of jobs in agriculture, manufacturing, refining, and mining in almost every congressional district depend upon this service. I urge my colleagues to join me in co-sponsoring this vital transportation infrastructure legislation, and I ask the leadership of this Congress to bring this bill forward.

PHARMACEUTICAL PROMOTION AND PROFITS PROTECTION ACT

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

Mr. DEFAZIO. Mr. Speaker, Christmas has come early for the pharmaceutical and insurance industries, and it is going to be presented as a very large and complex piece of legislation that as yet no rank and file Member of Congress, no Democrat on this side of the Hill, has been able to review, and it will be voted on later this week.

It is being cast as simply a pharmaceutical benefit for seniors and some sort of a revision of Medicare to make it competitive and so on and so forth. But what it really is is legislation that was written by and for the pharmaceutical and insurance industries, the most powerful lobbies in this country and the most generous of campaign contributors, particularly to the President and the Republican Party; and it is first and foremost designed to protect their profits. In fact, perhaps we should call it the "Pharmaceutical Promotion and Profits Protection Act." That would be an apt title.

Boston University School of Public Health has analyzed the bill and they said, 61 percent of the benefits will flow as increased profits to the pharmaceutical industry. The bill specifically prohibits the Government of the United States of America, on behalf of America's seniors and, indeed, all of the American people, to do anything to lower the extortionate price of prescription drugs in the United States. In fact, it closes the door on the importation of prescription drugs from Canada, which is the only relief that many Americans are able to find today. Oh, they say, well, we do not close the door; we are going to give the authority to the Secretary of Health and Human Services to certify whether or not American-manufactured, FDA-approved pharmaceuticals that have had a short vacation in Canada, where their price goes down by 50 percent or more, would be safe if they flowed back into the United States. And, of course, the Secretary of Health and Human Services, in his wisdom, has already said that he will not find them to be safe, just to reassure the industry. So they will give him a power which he will not use, or which he has already arbitrarily decided.

In fact, it is arguable that the chain of custody of drugs in Canada is safer than in the United States of America, and it would be arguable that, in fact, those drugs would be safer than those that are sometimes made available in the system here because of unregulated, unlicensed pharmacies, and phoney, closed-door pharmacies and other things that were exposed recently in a series by the Washington Post. But nonetheless, we are going to act to protect here, and what we are really protecting, the Congress will vote, and I am sure the House will