

Buion Tomb:

Dear Sir:

I would like for you to question some
of your guest about, this situation in old
mexico.

would they like some negotiables from
amer there.

would they like their life by trade on
tunnel?

Did they know the city's in old mexico
Do not have sewer plants.

Guernsey is 1,000,000 people, Does not have
a sewer plant.

Yours Truly

E. C. Larkins
To our Senators
to Rep. from N. M.

P.S. Looking to hear from you.

June 2, 1993

This is a copy of an article in the Las Cruces Sun News.

This is what I've always thought the free trade would be. And also, lower the standard of wages in the United States.

To top this all off, the city of Juarez, Mexico is 1,000,000 people. But, did you know that they do not even have a sewer plant?

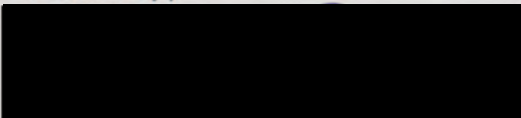
I would suggest in your health reform that you take medicare and medicade and add them into your National Health Plan. Then put the Social Security funds back into it's original Permanant Trust Fund- WHERE IT BELONGS.

President Roosevelt told some congressmen who wanted the money put into the U.S. Treasury, no. Roosevelt said, I want the money put into a Permanant Trust Fund where you congressmen cannot get your hands on it.

Then in 1958, under the Eisenhower administration, they voted to pull it out of the Permanant Trust Fund. Since this time, doctors and other health care providers have ripped it off to no end. I want to direct your attention to the emergency room billing I have enclosed \$135.00 for 5 minutes. Then, a pharmacy billing of \$90.00 for 30 capsules. These kind of charges have to stop.

Please consider my opinion in your health plan. I am a 72 year old citizen of the United States. I have lived through many presidents, many administrations, and many wrong decisions.

Sincerely,

A large black rectangular redaction box covering the signature of the letter.

Las Cruces, New Mexico 88005

p.s. The Health Department in El Paso Texas found salmonella in the cantelope crop raised in Mexico. They were found to have irrigated the fields with sewer waste water.

[REDACTED]
LAS CRUCES, NEW MEXICO 88001

Area Code [REDACTED]
Telephone [REDACTED]

INFORMATION NEEDED TO FILE YOUR INSURANCE:

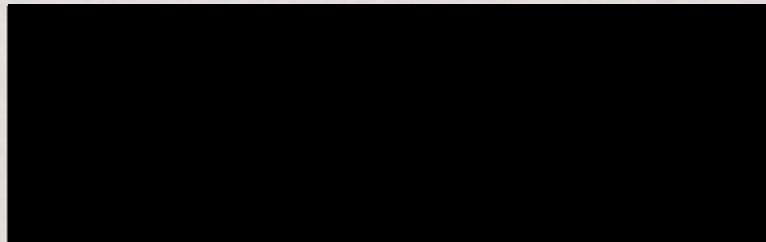
PATIENT NAME:
[REDACTED]

DATE OF SERVICE:
5/21/93

PROCEDURE CODES:	99213	CHARGES	28.00
	81000	CHARGES	7.00
		CHARGES	
		CHARGES	
		CHARGES	

PAID: 35.00

DIAGNOSIS CODE: 601.1



CYCLE 04/21/91
OUTP.

LAS CRUCES NM
FEL 0 85-6000669

88001-5076

0036

S E

61098364 M 04/17/91

1 MEDICARE B G04

LAS CRUCES, NM 88005

SIEBEL G 5228641

DETAIL OF CURRENT CHARGES, PAYMENTS AND ADJUSTMENTS

04/17 01EMERGENCY ROOM58100355	38.75	38.75
04/17 01CERVICAL COLLA66323924	17.75	17.75
04/17 01E/R PROF-EXTEN31905177	135.00	135.00

BALANCE FORWARD 0.00

SUMMARY OF CURRENT CHARGES

270 MED-SUR SUPPLY	17.75	17.75
450 EMERG ROOM	38.75	38.75
960 PRO FEE-ER	135.00	135.00

SUB-TOTAL OF CURR. CHARGES 191.50 191.50

COINSURANCE 38.30- 38.30

**NOT FOR INSURANCE PURPOSES
ALL BENEFITS ASSIGNED**

TOTALS 191.50 153.20 38.30

61098364

PAY THIS AMOUNT 38.30

MEMORIAL MEDICAL CENTER
LAS CRUCES NM

LS

Cartels

From Page A-1

these people better opportunities to smuggle drugs."

The trade agreement, which was signed in December by President Bush, President Carlos Salinas de Gortari and Prime Minister Brian Mulroney, awaits approval by Congress and by the legislatures of Mexico and Canada. Over the next 15 years, it would gradually eliminate tariffs on goods traded among the three nations and eventually allow Mexican truckers to drive their rigs anywhere in the United States and Canada.

A trade expert and two former U.S. trade negotiators said that while U.S. and Mexican officials had foreseen the possibility that drug traffickers would take advantage of the trade pact, the problem was not raised during the negotiations. In fact, the pact does not address law-enforcement issues related to trade.

"This was in the 'too hot to handle' category," said Gary Hufbauer, a senior fellow at the Institute for International Economics and co-author of a favorable book about the trade pact. "It's a painfully obvious problem. The huge increases in traffic will provide a huge cover for drug traffickers."

The challenges facing customs inspectors are already daunting. Mexican smugglers working with the Medellin and Cali drug cartels in Colombia already ship 50 percent to 70 percent of the cocaine consumed in the United States, hauling roughly 200 tons a year over the border and pocketing billions of dollars in profit.

The maquiladoras have grown over the past decade into Mexico's most important source of foreign exchange after oil. More than 2,100 maquiladoras employ half a million workers to make components or finished products from materials that are allowed into Mexico duty-free. The products, from furniture and television sets to auto parts, are shipped back by truck or train, with duty payments only on the value added in Mexico.

A senior Mexican law-enforcement official, speaking on condition that he not be named, said the U.S. officials' warning could "definitely" be well founded.

He said officials were investigating a report of a cocaine shipment hidden in electronics components, although he had not confirmed that any specific maquiladora was being used to smuggle drugs.

Since Mexico deregulated its trucking industry in 1989, each maquiladora has been allowed to operate its own truck fleet and set up its own trucking company. That alone might make them attractive to smugglers.

"The issue of the maquilas is a new one," the Mexican official said. "There is no hard evidence, but these guys are not stupid, and the path is very clear."

A senior Mexican customs official who, following the policy of the Finance Secretariat, also spoke on the condition that he not be named, said maquiladora commerce was being treated deferentially on both sides of the border. He said that the U.S. Customs Service has the right to inspect the plants and their shipments, but that in practice such checks were rare.

"I think the controls will, naturally, get looser" under the free-trade pact, the Mexican customs official said. "Control will be reduced."

The free-trade pact is likely to complicate life for customs supervisors like Bill Lackey in El Paso.

At Lackey's post on Friday, a line of tractor-trailers spewing diesel fumes stretched for a quarter of a mile across the Bridge of

the Americas into Ciudad Juarez, waiting for inspections by the two officials on duty.

About 1,700 trucks cross the bridge over the Rio Grande each day, almost all from maquiladoras making textiles and electronic components. Inspections last as little as five minutes.

"We understand they have to get in and get out," Lackey said. "That is their living. We respect each other. The people coming across understand our problems and adapt to that."

Customs officials are torn between the goals of stopping contraband and supporting commerce. Today "most trucks that go through customs go through almost unimpeded," said Mike Lane, deputy customs commissioner at El Paso.

But he said 300 new inspectors and new surveillance gear at the 22 customs posts between the Pacific and the Gulf of Mexico would help ferret out the smugglers.

But others familiar with the cocaine trade express doubts.

"The passage of NAFTA will clearly put additional strain on customs at the borders," said Assistant U.S. Attorney Glenn MacTaggart, who prosecuted members of the so-called Juarez cartel, one of the Mexican syndicates cited in the intelligence report.

The Juarez cartel imported the biggest cocaine cache ever seized in the United States, a 21-ton supply found in 1989 in a warehouse near Los Angeles.

"If NAFTA provides opportunity for legitimate businesses, it may clearly provide opportunities for illegitimate businessmen," MacTaggart said. "It's almost common sense."

Under the trade agreement, the export of Mexican products in Mexican trucks would vastly expand. Today, a tractor-trailer truck owned by a Mexican company cannot travel beyond a narrow commercial zone near the border, and trailers are transferred there to American haulers. If the pact is approved, a Mexican trucker will be able to travel to

Monday, May 24, 1993

ills/Sports, B-1

Good morning, New Mexico



35 CENTS

Free trade, drug trade Cartels prepare bases in Mexico for NAFTA boom

By The New York Times

WASHINGTON — Cocaine smugglers working with Colombian drug cartels are starting to set up factories, warehouses and trucking companies in Mexico to exploit the flood of cross-border commerce expected under the North American Free Trade Agreement, U.S. intelligence and drug-enforcement officials say.

The Mexican smugglers are buying and setting up the companies "as fronts for drug trafficking," said a report written by an intelligence officer at the U.S. Embassy in Mexico City. The phenomenon was confirmed by a senior U.S. drug-enforcement official, who spoke on condition that he not be identified.

The cocaine traffickers "intend to maximize their legitimate business enterprises within the auspices of the new U.S.-Mexico free trade agreement," the report said. The report was released under the Freedom of Information Act to the National Security Archive, a private research group in Washington that seeks to declassify government documents.

The document said traffickers planned to invest in trucking and warehousing businesses in Mexico as conduits for drug shipments. They have also started to buy manufacturing and assembly plants known as maquiladoras as fronts for drug shipments, the senior U.S. official said.

Under a program established in 1965, the maquiladoras have special tariff exemptions, and the goods they produce move in and out of the United States with minimal inspection.

"A lot of intelligence demonstrates the drug traffickers' ties to maquiladoras," the United States official said. "They are investing in these plants for shipments to the United States."

U.S. investigators said that they first noted the phenomenon 16 months ago and that the problem was growing; Mexican officials, who first heard of it six weeks ago from their U.S. counterparts, said they knew of only a few such cases.

The intelligence report did not specify how widespread the problem was or which companies the smugglers were investing in. Law-enforcement officials on both sides of the border said they did not know the scope of the threat.

"The free-trade agreement makes the United States more accessible and convenient for traffickers," the U.S. enforcement official said. "It gives

Please see Cartels, Page A-3



JAS. CRUSE'S, NM, 88005

Fold at line over top of envelope to the
right of the return address

CERTIFIED

P 877 245 280

MAIL



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400 N. Capitol St. #650
Washington, D. C. 20001

Bryon Tamm.