

petition was drawn up, which twenty-three men signed, asking the Charlton Superior Court for permission to incorporate.

Eight days later, on April 3rd, 1895, probably as the first order of business of Superior Court Judge, J.W. Sweat at the April term of court of Traders Hill. I was born. The order creating me as the Town of Folkston was scratched with quill pen and ink on this yellowed sheet of ruled paper and signed by Judge Sweat.

So that's who I am—just a folded paper document—an object that means home and life-long friends to those who once lived within my borders . . . but to those fortunate ones who enjoy the privilege of strolling my sidewalks, or talking daily with friends made fifty years or more ago, or the unexcelled pleasure of standing on the depot porch hearing and watching a mile-long train roar through Love, Main and Martin Streets all at once. I'm a sacred piece of paper. . . . I'm the best!

In fact, right now I'm the center of the universe!

DR. L.D. BRITT, 1995 RECIPIENT OF THE GREAT AMERICAN TRADITIONS AWARD

HON. ROBERT C. SCOTT

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 6, 1995

Mr. SCOTT. Mr. Speaker, on behalf of the B'nai B'rith Foundation of the United States, I am pleased to announce that Dr. L.D. Britt is a 1995 recipient of the Great American Traditions Award.

Dr. Britt, a renown surgeon and educator, serves as Professor, Chairman of General Surgery, and Chief of Trauma and Critical Care at Eastern Virginia Medical School. He is also Medical Director for the Shock Trauma Center at Sentara Norfolk General Hospital, is a general surgeon in the Norfolk and Suffolk Virginia area and serves on the boards of Norfolk State University and the University of Virginia.

He received a B.A. from the University of Virginia, a M.P.H. from the Harvard School of Public Health and a M.D. from the Harvard Medical School.

But as great as they are, Dr. Britt's professional accomplishments are not the reason he was chosen for this award. What distinguishes Dr. Britt from other accomplished men and women is his tireless service to the Tidewater Virginia community.

He has given freely of his time, talents, and resources to others. From church, to Boy Scouts, to cultural institutions, Dr. Britt has worked to bring all elements of the Tidewater community together regardless of race, ethnicity, or religion. It is in that tradition that the proceeds from his award dinner will go to the Dr. L.D. Britt Young Leaders Scholarship Fund.

Dr. Britt finds the time to give so freely of himself to others because he believes that we should reach out to those around us. It is for this spirit of giving to others that Dr. L.D. Britt is presented with the Great American Traditions Award.

THE OSHA CONSULTATION AUTHORIZATION ACT OF 1995

HON. JAMES A. HAYES

OF LOUISIANA

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 6, 1995

Mr. HAYES. Mr. Speaker, the Occupational Safety and Health Administration's [OSHA] Consultation Services [OSHCN] currently derive their authority from a shaky regulatory framework. OSHCON programs compete for very limited dollars with other OSHA education and training compliance assistance programs. Therefore, in an effort to enhance the Federal Government's responsiveness to the business community and to provide more effective solutions to the problems impacting safety and health in the workplace, I, along with my colleague Congressman CASS BALLENGER, am introducing the Occupational Safety and Health Administration Consultation Authorization Act of 1995.

Our bill would, simply put, statutorily codify the authority of the Department of Labor to establish the current scheme of cooperative agreements with States. There is overwhelming and widespread support for our language amongst representatives of both large industry and small business, officials from the Occupational Safety and Health Consultation Programs, and the Administration.

Businesses in Louisiana and throughout the country convey to me horror stories about the burdens that OSHA standards and paperwork requirements impose upon their fiscal stability without producing discernable corresponding benefits to safety and health. They would welcome initiatives that seek to distribute information on safety and health in a more timely and efficient manner. Businessmen realize that safe employment practices enable them to compete for and retain the most qualified employees.

State run consultation offices are overworked and understaffed. OSHA has consistently failed to allocate adequate resources to OSHCON programs. With the proposed fiscal year 1996 budget request, we are again faced with a budget recommendation heavily slanted toward enforcement rather than compliance assistance. We owe businesses and employees alike the opportunity to work in a safe environment. We can and should redirect our priorities toward productive and pro-active strategies, such as consultation assistance, and away from the reactive and cumbersome overregulatory approaches of the past.

I welcome my colleagues to join Mr. BALLENGER and I in our fight to ensure the successful continuation of a health and safety program that works.

BELÉN JESUIT SCHOOL KEY CLUB

HON. LINCOLN DIAZ-BALART

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 6, 1995

Mr. DIAZ-BALART. Mr. Speaker, I rise today to pay special tribute to the Belén Jesuit School Key Club and their continuing meritorious service and assistance in providing relief to refugees from tyranny.

As my colleagues are aware, the massive Cuban exodus that occurred last summer has

been just the latest sad chapter of a 36-year saga. The suffering faced by those brave rafters did not end when they were rescued from their rafts or when the television crews went home. Because of circumstances beyond their control, many are still suffering today from privations and indefinite detention.

From the onset of this latest crisis, the young men of the Belén Jesuit Key Club have been sacrificing and working to help alleviate the many hardships faced by these brave Cubans. Among other things, these selfless high school students have bottled water to be dropped to rafters while they were still at sea, collected donations for pillows, pencils, and paper for those in the camps, and traveled themselves to the camps to help distribute aid.

Most importantly Mr. Speaker, it should be noted that these young men continue to demonstrate time and time again their concern and humanity towards those who are suffering. They truly exemplify the Jesuit ideal and can be called "men for others". We as a country must be proud to have such men in our society. I for one am privileged that they reside in my community.

METRO ARBITRATION RELIEF ACT

HON. FRANK R. WOLF

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 6, 1995

Mr. WOLF. Mr. Speaker, today I am introducing legislation for myself and Mr. DAVIS of Virginia, to provide financial relief to the Washington Metropolitan Area Transit Authority [WMATA] and to the citizens of the Washington metropolitan area by allowing for more flexibility in resolving labor disputes. Under the interstate compact establishing Metro, WMATA must have a balanced budget and Metro cannot provide service unless there are funds to pay for it. These funds are becoming more and more pinched by rising labor costs that threaten the affordability of the Metro system for the ridership.

Labor costs at Metro are among the highest in the Nation in terms of operator salaries and benefits. For example, starting operator wages for bus drivers in New York City are \$12.35 per hour compared to \$13.76 in the District. The average annual wage for a Metrobus operator is currently \$45,683. This is higher than the average wage for teachers in our area and is more than a GS-12 starting salary for many professionals in the Government. With overtime, Metrobus operator salaries can approach \$60,000 to \$70,000 per year, the equivalent salary of a GS-14 or GS-15 or an assistant school principal.

In addition, Metro salaries and benefits are far higher than other transit operators in the region when compared with bus operators such as Montgomery County Ride-On or Fairfax Connector and Dash. The average annual wage for Ride-On, DASH, and Connector operators is \$27,148, \$25,459, and \$23,400 respectively. These high comparative costs have made it very expensive for local governments to continue to contract with Metro bus service. As a result, local governments are increasingly choosing to provide their own service leaving Metro with fixed overhead costs to distribute among shrinking bus services.