

call upon you to maintain the modest funding USIA currently receives to support these programs.

Sincerely,

Patricia S. Ticer, Mayor of Alexandria, VA; Jerry E. Abramson, Mayor of Louisville, KY; Cardell Cooper, Mayor of East Orange, NJ; Susan S. Weiner, Mayor of Savannah, GA; Meyera E. Oberndorf, Mayor of Virginia Beach, VA; Leonard M. Creary, Mayor of Lyndhurst, OH; Kane Ditto, Mayor of Jackson, MS; Mike Johanns, Mayor of Lincoln, NB; Mary Rhodes, Mayor of Corpus Christi, TX; Joseph P. Ganim, Mayor of Bridgeport, CT; Saul N. Ramirez, Jr., Mayor of Laredo, TX; Patsy Jo Hilliard, Mayor of East Point, GA; Richard A. Lang, Mayor of Modesto, CA; Raul J. Valdes-Fauli, Mayor of Coral Gables, FL; James S. Whitaker, Mayor of Lynchburg, VA; Jack Geraghty, Mayor of Spokane, WA; Neil G. Giuliano, Mayor of Tempe, AZ; Raul G. Villaronga, Mayor of Killeen, TX; Dennis W. Archer, Mayor of Detroit, MI;

Norm Coleman, Mayor of St. Paul, MN; Gus Morrison, Mayor of Fremont, CA; Dr. William E. Ward, Mayor of Chesapeake, VA; J. Christian Bollwage, Mayor of Elizabeth, NJ; H. Brent Coles, Mayor of Boise, ID; Gerald Wright, Mayor of West Valley City, UT; Martin J. Chavez, Mayor of Albuquerque, NM; Chuck Hazama, Mayor of Rochester, MN; Ann Azari, Mayor of Fort Collins, CO; Martha S. Wood, Mayor of Winston-Salem, NC; Charles V. Smith, Mayor of Westminster, CA; Robert A. Pastrick, Mayor of East Chicago, IN; Lynn F. Pett, Mayor of Murray, UT; Charles A. DeVaney, Mayor of Augusta, GA; Peter A. Clavelle, Mayor of Burlington, VT; and Charles E. Box, Mayor of Rockford, IL.

TRIBUTE TO DR. RICHARD C. STEIN, M.D.

**HON. LYNN C. WOOLSEY**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, July 19, 1995*

Ms. WOOLSEY. Mr. Speaker, I rise today to pay tribute to Dr. Richard Stein, M.D., who is retiring after more than 32 years of service as an outstanding physician with Kaiser Permanente in San Rafael and Santa Rosa, CA, which are located within the congressional district I am privileged to represent. Dr. Stein was Physician-in-Charge at the Kaiser Permanente Clinic when it came to Santa Rosa in 1980, and since 1989, he has served as Physician-in-Chief. Dr. Stein has been a cornerstone in Kaiser's outstanding record of service here in northern California and, in particular, he has been instrumental in overseeing the provision of quality medical care services for many residents of Sonoma County.

Because Dr. Stein has worked with Kaiser since 1962, he has played an integral role in the development of the innovative health maintenance organization which Kaiser pioneered in our country. I am proud of the leadership that Kaiser has taken in creating a healthcare system that is accessible, affordable, and high quality, and recognize that it takes the vision, courage, and hard work of people like Dr. Stein to make these ideals a reality.

After graduating from the New York University Medical School in 1956, Dr. Stein started his medical career by serving his country as the Chief of Pediatrics for the United States Air Force, 3970th USAF Hospital. In addition to his many years of leadership with Kaiser, Dr. Stein has served on a variety of community and medical association boards and is currently a member of the Sonoma County Medical Association Board.

Mr. Speaker, Dr. Stein is a superb example of the excellence and dedication of our healthcare professionals who have provided our Nation with the best healthcare services in the world. As we celebrate Dr. Stein's 32 years of service to this community, I wish to recognize his commitment to the people of Sonoma County, and to thank him for his long record of service to all of us.

MORTON BAHR: LEADER OF THE AMERICAN LABOR MOVEMENT

**HON. TOM LANTOS**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, July 19, 1995*

Mr. LANTOS. Mr. Speaker, I rise today to pay tribute to one of the outstanding leaders of the American labor movement, as well as a dear friend. Morton Bahr has been extraordinarily influential and effective in fighting to advance the cause of the American worker. For Morty, greater worker empowerment has been a lifelong commitment, a commitment that culminated with this election to the presidency of the Communications Workers of America in an especially demanding period for the communications industry, as well as organized labor.

Morty has made worker training and education programs a top priority in his struggle for a better educated and more productive workforce. Moreover, he has sought to bridge the gap between management and workers by bringing the workers into the decisionmaking arena, contributing, in this way, to the development of a more responsible and efficient labor force.

The globalization of the economy poses a unique challenge to the American economy in general and the American worker in particular. Morty, through his membership in the Executive Committee of the Postal, Telegraph and Telephone International, has managed to represent the interests of the American workers and secure their competitiveness in the world market.

Morty, in addition to being the champion of the C.W.A., has made invaluable contributions to many worthwhile causes. As one of the founders and a cochairman of the "Jobs with Justice" community-labor action coalition group, as vice chairman of the United Way Board of Governors and also as an executive committee member of the Democratic National Committee, he has offered service to the economic and political life of the community as a whole.

People have often referred to Morty as one of the most influential leaders in the American labor movement, a designation which is fully accurate and well deserved. I rise today to honor Morty's many wonderful accomplishments and ask my colleagues to join me in extending our heartfelt appreciation for his leadership.

IMPROVEMENT MANAGEMENT OF NATIONAL PARK SERVICE

**HON. JAMES V. HANSEN**

OF UTAH

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, July 19, 1995*

Mr. HANSEN. Mr. Speaker, today I am introducing legislation to facilitate improvement management of the National Park Service. The bill I am introducing today amends two separate statutes, the Land and Water Conservation Fund Act and the 1970 Act to Improve the Administration of the National Park System.

The first title of the bill clarifies the existing authority of the National Park Service to make minor boundary revisions. Currently, the National Park Service has some generic authority to make such boundary adjustment "is an arbitrary one made on a case by case basis." In 1991, Congress passed legislation to authorize a 19-acre donation of land to Ocmulgee National Monument. In 1992, the National Park Service accepted a 125-acre donation at Shiloh National Military Park without any legislation. What is needed is legislation to define what is meant by a minor adjustment to ensure consistency and to relieve Congress from spending time on relatively insignificant and noncontroversial legislation.

The second title to this bill authorizes the National Park Service to enter into agreements to provide essential facilities for park administration, visitor use and park employee housing on non-Federal lands. Currently authorities restrict the use of Federal moneys on non-Federal lands and frustrate efforts to initiate partnership projects on adjacent non-Federal lands.

For example, park administrative and visitor center locations may often make better sense and serve the public better on non-Federal lands. These locations open opportunities for partnerships, such as the recent proposal at Rocky Mountain National Park to provide a visitor center on private land next to the park at no construction cost to the Federal Government.

I urge my colleagues to support both of these good government measures to improve the management of the National Park System.

TRIBUTE TO THE JANE DOUGLAS CHAPTER OF THE NATIONAL SOCIETY, DAUGHTERS OF THE AMERICAN REVOLUTION'S CONSTITUTION WEEK

**HON. EDDIE BERNICE JOHNSON**

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, July 19, 1995*

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Speaker, I rise to commend the Jane Douglas Chapter of the National Society, Daughters of the American Revolution for designating September 17 through 23 as Constitution Week.

Constitution Week commemorates the 208th anniversary of the drafting of the Constitution of the United States of America.

The Daughters of the American Revolution understand the importance of the provisions and principles contained in the Constitution.

Recognition of this historic event is an opportunity for all Americans to realize the achievements of the Framers of the Constitution and the rights, privileges, and responsibilities it affords.

Again, I commend the Jane Douglas Chapter of the National Society, Daughters of the American Revolution, for its genuine effort in urging all our citizens to reflect during Constitution Week on the many benefits of our Federal Constitution and American citizenship.

TRIBUTE TO CHICAGO RIDGE  
MAYOR, EUGENE L. SIEGEL

**HON. WILLIAM O. LIPINSKI**

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, July 19, 1995*

Mr. LIPINSKI. Mr. Speaker, I rise today to pay tribute to Mr. Eugene L. Siegel, an outstanding public leader and resident of the third Congressional District in Illinois. Gene Siegel has dedicated 20 years of public service to the community of Chicago Ridge.

Mr. Siegel began his political career in 1963 when he was appointed as the deputy coroner for the Cook County Coroner's Office. After serving in that position for 8 years, Gene accepted another appointment as the assistant chief to the Cook County Sheriff's Office. In 1987, he accepted yet another appointment as administrative assistant to the State Treasurer's Office. Mayor Siegel was also a member of the Cook County Criminal Justice Commission for 6 years; one of two mayors in all of Cook County serving in that capacity. He is also a past associate of the Crisis Center for South Suburbia.

In 1975, Gene was elected as part-time mayor of Chicago Ridge to fill an unexpired term. He was re-elected in 1977, 1981, 1985, 1989, and in 1993, was elected as a full-time mayor. At the present time, Mayor Siegel is serving as vice-chairman of the Southwest Council of Mayors, and is the legislative chairman for the Southwest Conference of Local Government. Also, he is serving as vice-president and a member of the board of directors for the Illinois Municipal League. He is a member of the Midway Airport Task Force and a member of the Cook County advisory board on community development block grant applications.

So far, during his tenure as mayor, Mayor Siegel has accomplished a tremendous amount on behalf of the residents of Chicago Ridge. Gene created a solvent tax base by instrumenting the development of the Chicago Ridge Mall in 1981, and the Commons of Chicago Ridge in 1988. These developments allow his administration to hold the line on property owner's taxes and still permit such village improvements as the improvement of Ridgeland Avenue to establish commercial land use and the installation of an adequate water system with a two-million-gallon reservoir and a pumping station. The mayor has worked diligently to make Chicago Ridge a beautiful and safe place to live and raise a family. Under his administration, countless streets have been paved with storm sewers, curbs, gutters, and modern street lighting and traffic signals have been installed at hazardous intersections. Presently, the mayor is working on development projects that include

the Industrial Park, a 130 acre parcel of property, and the Chicago Ridge Commons TIF Extension.

Mayor Siegel is a dedicated public servant who has worked to build a genuine community feeling in Chicago Ridge. Throughout his 20 years as mayor, Gene has maintained an open door policy for all his constituents and employees. Also, he and his wife have been residents of Chicago Ridge for 39 years.

I ask my colleagues to join the residents of Chicago Ridge and myself in expressing our gratitude to Mayor Siegel for his many years of devotion to public service. I look forward to working with Mayor Siegel for many more years to come.

THE QUEEN MARY: FROM MAJESTIC PASSENGER LINER TO GALLANT TROOPSHIP OF THE SECOND WORLD WAR

**HON. STEPHEN HORN**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, July 19, 1995*

Mr. HORN. Mr. Speaker, as the our Nation honors those whose sacrifices and dedication brought an end to the Second World War, we must also include the *Queen Mary*. Just as devoted as those who carried rifles in combat or wore riveters' masks on the home front, the *Queen Mary* sailed above and beyond the call of duty with her wartime assignment. Her combat troopship uniform of camouflage gray paint may have temporarily hidden her normally glamorous fittings, but she—because those who toiled above and below her decks—had a heart and soul that showed through that dull exterior and served as a beacon of hope and inspiration in those dark days.

It is a privilege to join with those who are honoring the *Queen Mary* for her wartime service. I have included a detailed history of her wartime activities in the CONGRESSIONAL RECORD so that generations to come may know of her contributions in the fight to preserve freedom. May she continue to serve an inspiration to us all.

THE QUEEN MARY: FROM MAJESTIC PASSENGER LINER TO GALLANT TROOPSHIP OF THE SECOND WORLD WAR

THE LAUNCHING OF THE QUEEN MARY

In May of 1930, Britain's Cunard Steamship Company awarded John Brown and Company of Clydebank, Scotland, the task of constructing what was being hailed as the "ultimate ship." Less than a year later, production was stopped due to Cunard's financial hardships. With the help of the British Government and some creative financing, John Brown and Company was able to continue production on the Cunard ship, and the Royal Mail Steamer, christened the *Queen Mary*, was launched at Clydebank on September 26, 1934.

It would be another 18 months before she would make her first transatlantic voyage. During that period workers labored night and day to install engines, fittings and the furnishings that would ensure the *Queen Mary's* reign as the world's ultimate passenger liner. When the ship set out on her maiden voyage from Southampton on May 27, 1936, she was a floating resort boasting five dining areas and lounges, two cocktail bars and swimming pools, a grand ballroom, a squash court and a small, but well equipped hospital. She carried some of the

world's most rich and famous passengers, from the Duke and Duchess of Windsor to many of Hollywood's screen idols. She was considered by the elite as the only civilized way to travel.

THE TRANSFORMATION INTO TROOPSHIP

When she docked in New York Harbor in September of 1939, the civilian passengers she carried would be her last for years to come. With the outbreak of the Second World War, the *Queen Mary* was called up for duty.

To transform her into a troopship, she was stripped of her signature Cunard red, black and white and slapped with a coat of camouflage gray. Placed in storage, along the Hudson River, were her finer amenities including several miles of plush carpeting, expensive art deco furnishings, and more than 200 cases of crystal, china and silverware. The luxuries were replaced by an underwater sound detection system, a single four-inch gun, a mine sweeping protective system, and a degaussing girdle meant to neutralize magnetic mines. More than 2,000 stateroom doors were removed in order to install tiers of wooden bunks and rows of canvas hammocks. Once posh shops and boutiques were now the site of military offices.

Future refits would include the installation of several thousand standing room bunks to the ship's Promenade Deck, first-class swimming pool, and ladies' drawing room. Additional toilet facilities would be added as well as storage areas to house the several hundred tons of food and water that would be consumed by the many troops. Enhancements to the armament and the anti-aircraft defenses. Included a 40mm cannon, a 24 single-barrel 20mm cannon, six three-inch high/low angle guns and four sets of two-inch rocket launchers.

Any trace of elegance, except her graceful silhouette, had vanished.

THE GRAY GHOST ERA

The *Queen Mary* was the largest and fastest troopship to sail, capable of transporting as many as 16,000 troops at a speed of 30 knots. Even Adolf Hitler couldn't stop her, despite his offer of \$250,000 and the Iron Cross to any U-Boat captain that could sink her. During the war, The Grey Ghost would encounter several close calls with the enemy, however, she would always manage to outwit the combined military intelligence of Germany, Italy and Japan.

After the United States entered the war near the end of 1941, the *Queen Mary*—now fondly referred to as The Grey Ghost—began transporting American troops. On August 1, she successfully carried a record number of 16,000 troops and crew across the Atlantic, but her second trip of similar proportions would not be so fortunate. On September 27, 1941, The Grey Ghost left New York Harbor bound for the United Kingdom. Five days later she was nearing Scotland when the bridge watch sighted the British cruiser H.M.S. Curacao, a 4,200-ton veteran of the First World War. It was now being used as an anti-aircraft escort ship. The Grey Ghost's Senior First Officer became increasingly concerned about the Curacao's proximity and ordered that the *Queen Mary* turn slightly away from the approaching ship. In a split second, the massive troopship sliced the smaller vessel in half. The Grey Ghost was ordered not to stop for any reason and she carried on despite the disaster. She sustained sizable damage to her stem, while the Curacao sank rapidly. Of the 439 aboard the Curacao, only 101 men survived.

In June of 1943, The Grey Ghost began her duty as a GI shuttle, making transatlantic crossings on a schedule that resembled her pre-war party days. The six day GI "shuttle" had thousands of men passing time playing