

encouraging the police to work hand in hand with the community to address problems before they become crises he has been instrumental in increasing community confidence and police effectiveness.

I join my fellow St. Louisans in congratulating Chief Harmon on a job well done and wish him the best in his future endeavors.

RECOGNIZING FIRST PRESBYTERIAN CHURCH OF LIVERMORE, CA

HON. BILL BAKER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, January 31, 1996

Mr. BAKER of California. Mr. Speaker, in 1871, a group of nine farmers drew together to form a new church in the Livermore Valley in northern California. Started at a time when bars were more prevalent in Livermore than churches, what became the First Presbyterian Church of Livermore has witnessed the remarkable events that have shaped our country—the sorrow of war and the prosperity of peace, the anxiety of drought and the blessing of abundant harvest. And throughout its 125 year history, First Presbyterian has celebrated the importance of family and the centrality of enduring values.

Over its 125 year history, the First Presbyterian Church has grown to a ministry serving not only its 800 members but the greater Livermore Community. Very deliberately, the Church has chosen to stay in its downtown location rather than move to a more comfortable suburban area precisely because of its desire to serve those who most need its assistance. First Presbyterian has been a leader in supporting such vital efforts as the Family Crisis Center and the Emergency Fund Center, which help persons needing food, shelter, and other critical assistance.

In addition, the Church has worked actively with the Tri-Valley Haven for Women, which ministers to women and children suffering from abusive situations. First Presbyterian has also played a lead role in the Interfaith Backpack project, through which the greater religious community works together at the beginning of each school year to provide backpacks for young people whose families can't afford them.

First Presbyterian celebrates its 125th anniversary with the grateful knowledge that it has improved the lives of countless men, women, and children in central California. In coming years, this legacy will serve to inspire new acts of charity and generosity that, in themselves, will encourage others to serve as they have been served. It is an honor for me to recognize First Presbyterian Church of Livermore in the CONGRESSIONAL RECORD, and to express my personal thanks to Pastor William E. Nebo and all the members of the Church for what they are doing to build the Livermore community. My best to each of them on this unique and special occasion.

CAMPAIGN FINANCE REFORM

HON. LEE H. HAMILTON

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, January 31, 1996

Mr. HAMILTON. Mr. Speaker, I would like to insert my Washington Report for Wednesday, January 3, 1996, into the CONGRESSIONAL RECORD.

COMMON-SENSE CAMPAIGN REFORMS

The past year was productive for congressional reform. Congress acted to apply private sector laws to Congress, ban gifts, and restrict lobbying. These common-sense reforms are important, and Congress should build on this momentum and pass sweeping campaign finance reform this year.

In the past few decades, Congress has made substantial progress in opening up the political process and making Members more accountable. Members of Congress are now required to make comprehensive financial disclosure, and public and private transactions are subject to careful scrutiny. This exposure is directly responsible for the numerous successful ethics investigations in recent years. Prior to these changes—thirty, fifty, or a hundred years ago—such ethics violations were rarely prosecuted because the public knew nothing about them. We need to build continually on this progress, including the important steps taken last year.

CONGRESSIONAL ACCOUNTABILITY ACT

Last January Congress passed a law to apply private sector laws to Congress. This legislation was based on a recommendation of the Joint Committee on the Organization of Congress, which I co-chaired, and is an expansion of a measure passed by the House in 1994. This new law establishes an Office of Compliance to apply these laws to Congress, including labor regulations of the Occupational Safety and Health Administration (OSHA).

LOBBYING REFORM

With my strong support, Congress passed a lobbying reform law that requires paid lobbyists to disclose who pays them, whom they lobby, what issues they lobby for, and how much they are paid to influence the government. A similar bill was filibustered by the Senate in 1994. I am pleased that leaders of both parties removed their opposition to these reforms.

GIFT BAN

The House passed a bill to ban all gifts to Members, with limited exceptions for close family or friends. There is simply no reason to take valuable gifts, meals, or vacations from lobbyists.

THE 1996 REFORM AGENDA

We must push hard for additional reforms in 1996. The forces against reform are strong—last year lobbying reform and the gift ban were blocked five times before public pressure forced the House leadership to have a vote. Congress must build on these successes to complete additional reforms.

CAMPAIGN FINANCE REFORM

The overriding reform issue for 1996 is campaign finance reform. Some observers liken congressional reform to a three-legged stool. Banning gifts and restricting lobbying are the first two legs, but without the third leg—campaign finance reform—the stool will fall over. Hoosiers are fed up with the flood of campaign money and favors from lobbyists.

I have expressed the concern for many years that money plays a disproportionate role in American politics. The system forces candidates to spend too much time raising

money instead of meeting with the public and focusing on issues of national importance. My sense is that the public will demand major change in the present system. Reforming campaign finance is critical if Congress is to be a truly representative body.

There are a number of key issues in campaign finance reform:

*Political action committees (PAC's)*

The importance of PACs should be reduced. We should cap total PAC contributions to a candidate and reduce the limit on contributions from a single PAC. Members of Congress should also be prohibited from running "leadership PACs", which a few Members use to gain power and influence over other Members for their own personal agenda. We should also block "bundling" of checks by PACs, which evades the \$5,000 limit on PAC contributions.

*"Soft money"*

We should limit contributions by corporations, wealthy individuals, and other organizations to political parties and PACs affiliated with Members of Congress. These donors now give hundreds of thousands of dollars for "independent" expenditures. While direct expenditures for candidates are prohibited—advertising, campaign salaries, etc.—the indirect efforts, such as organization and issue or party advertising, can be as influential. Because these actions are theoretically not for federal candidates, they skirt federal campaign limits and can avoid public disclosure.

*Small contributors*

Reforms should emphasize the importance of grassroots political fundraising over big-ticket donors. The number of large contributions should be capped, and candidates should be encouraged to seek a broad base of support from contributions of less than \$200—perhaps with a tax deduction for individuals who make small contributions. A balance should also be struck between small in-state contributions and larger national contributions.

*Spending limits*

Congress passed some mandatory spending limits in 1974, but the Supreme Court overturned them as an unconstitutional restriction on free speech. We should examine ways to encourage voluntary limits, such as providing reduced-cost television and radio time to candidates who abide by the limits. Presidential campaigns now provide public matching funds for candidates who agree to abide by voluntary spending limits.

*Enforcement*

Congress must also give more authority to the Federal Election Commission to crack down on election law violations. In one recent case, the FEC needed 12 months to audit a House Member's campaign records that turned out to be fraudulent. Prompt, tough enforcement is the key to cleaning up the system.

CONCLUSION

Congress made significant progress on reforms in 1995, but it must build on that momentum in 1996. Major campaign finance reform will be the overriding reform issue this year in Congress. The purpose of reform is to reduce special interest influence and increase political competition. The campaign finance system may never be perfect, but the influence of money can and should be reduced. Until we begin limiting money's disproportionate influence, public cynicism will continue to grow.

The passage of a complete reform agenda will help demonstrate that members are serious about enhancing the openness, effectiveness, and public credibility of Congress. I

strongly support sweeping campaign finance reform, and will urge my colleagues to act now to make these commonsense changes that reflect on the integrity of Congress.

INTERSTATE TRANSPORTATION OF  
MUNICIPAL SOLID WASTE ACT  
OF 1995

SPEECH OF

HON. JIM McDERMOTT

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

Tuesday, January 30, 1996

Mr. McDERMOTT. Mr. Speaker, I rise in reluctant support of this bill. While I would have preferred a stronger affirmation of local government's right and responsibility to direct the collection and disposal of its solid waste, this bill makes much needed clarification of the conditions under which flow control authority can be exercised, both now and in the future. Also, this measure is an admirable attempt to strike a balance between promoting competition between solid waste management facilities, and protecting communities, facility owners, and operators who have built facilities on the assumption that they would have a revenue base to finance those facilities.

However, it is not without reservations that I offer my support. Although the bill does grandfather flow control authority for county governments in Washington State that have invested millions of dollars into developing and integrating their disposal systems, the bill does not grandfather flow control authority exercised by the city of Seattle on behalf of my constituents.

It was the city of Seattle's ability to exercise flow control authority over commercial garbage, and its ability to direct contract-collected residential garbage to a designated facility, that made it possible for the city to procure a low-cost long-haul disposal contract in 1989. Simply put, the city's ability to guarantee a large volume of waste to the winning bidder made it possible for the bidders to offer the city the huge financial benefits of economies of scale in providing disposal services.

The ability of the city of Seattle and other jurisdictions who exercise flow control and use competitive contracting to get the best deal for their citizens should be protected under any flow control bill. Unfortunately, this bill does not.

While I am supporting this bill at this time, I am reserving judgment on the final bill that emerges from House and Senate negotiations. I hope to work with the committee to craft a final bill that better protects the citizens of Seattle and the nationally recognized solid waste management system the city has created.

OIL SPILL PROTECTION

HON. JACK REED

OF RHODE ISLAND

IN THE HOUSE OF REPRESENTATIVES

Wednesday, January 31, 1996

Mr. REED. Mr. Speaker, I am pleased to join my colleague, Representative PATRICK KENNEDY, in an effort to protect Rhode Island's precious coastline from the environmental devastation of oil spills.

Tragically, on January 19, the tug boat *Scandia* caught fire in severe weather off the coast of my congressional district.

The tug's crew could not control the fire and abandoned both the tug and the barge's cargo of 4 million gallons of oil to the high winds and seas.

While the tug crew was swiftly pulled from the sea by brave members of the Coast Guard, the same cannot be said for the unmanned barge which spilled 1 million gallons of oil off the Rhode Island coast.

The environmental and economic destruction of the spill is, at the present time, incalculable. Indeed, no one can estimate the damage to the fishery's long-term health, the wildlife, or my State's tourism industry.

But what has become clear in articles from the Providence Journal and my own experience as a member of the now defunct Merchant Marine and Fisheries Committee, is that Congress must address the growing reliance of this Nation on towing vessels to transport hazardous materials like oil.

It may surprise some of my colleagues that a tug boat which pulls 4 million gallons of oil and has a crew of 6 is not required to be inspected by the Coast Guard.

That's correct, the tug boat that pulled thousands of barrels of oil off the coast of my district and the estimated 2 to 4 barges that ply the waters of Narragansett Bay each day do not even get inspected once a year like an automobile.

Moreover, even though the *Scandia's* pilot had a master's license, no license is actually required to pilot these vessels.

And, perhaps even more disturbing is the fact that tug boats are not required to have some of the most basic navigational and safety equipment on board.

This body has tried to address this situation in previous years, only to have efforts to improve tug safety sink in the other body.

However, I would urge my colleagues, especially those from our Nation's coastal States, to consider joining me and Congressman KENNEDY in supporting legislation that tries to prevent avoidable accidents in the future.

The Towing Vessel Safety Act of 1996 takes a better safe than sorry approach to protecting our Nation's environment and the hard-working families who make their living on the water.

This legislation will require tugs that pull hazardous materials to be inspected once a year, just like the cars of my constituents.

It will also establish licensing standards for the pilot and crew of tug boats towing hazardous materials, just like truckers who have a license to carry these items.

The bill would also ask the Coast Guard and Secretary of Transportation to ensure that tug boats carry basic navigational items like a radar system, a compass, and up-to-date charts as well as adequate fire fighting equipment, just as oil tankers must do.

The legislation protects crew members who report safety violations from wrongful discharge, like other employees who handle volatile cargo.

These common sense, preventative measures are a responsible first-step in addressing the increase in oil barge traffic off our Nation's pristine beaches. Indeed, the National Transportation Safety Board has made similar recommendations in the past.

At the same time, we need to take other steps to ensure that the barges pulled by

these tugs are safe, and in the weeks to come we will be examining legislation to accomplish this aim.

The Coast Guard recognizes that there is a need to improve tug and barge safety, and it has proposed some new safety measures. And, the towing industry plans to have a self-inspection regime ready in 2 years.

However, I believe we need to take direct, reasonable steps to prevent environmental and economic catastrophes like the spill off Rhode Island.

Prevention is not without cost, but as the saying goes, an ounce of prevention is worth a pound of cure.

At the present time, questions remain as to the cause of the accident and whether the accident could have been prevented, but concerns remain that this disaster was preventable. It is in this spirit that we are introducing the Towing Vessel Safety Act.

Mr. Speaker, my State has seen the results of an oil spill once, and I hope this legislation can reduce the chances of it happening again.

NORMA MATHES KNIGHT, KINGS  
PARK CHAMBER OF COMMERCE  
1995 WOMAN OF THE YEAR

HON. GARY L. ACKERMAN

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, January 31, 1996

Mr. ACKERMAN. Mr. Speaker, I rise today to offer my sincere congratulations to Norma Mathes Knight on being named the Kings Park, NY, Chamber of Commerce 1995 Woman of the Year.

In 1963, Norma Mathes Knight, her husband Harold (Harry) Mathes and their daughters Patricia, Marilyn, and son Bill moved to Fort Salonga in Suffolk County, NY.

Patricia was then a freshman at Immaculate College in Pennsylvania, Marilyn a freshman at Kings Park High School, and Bill a student at Ralph J. Osgood Elementary School.

In 1970, Norma and Harry opened Mathes & Son, Inc. at 95 Pulaski Road in Kings Park. In 1980, they bought the building at 101 Pulaski Road where their business Mathes & Son Auto Parts Supply became a familiar sight and an integral part of the hamlet of Kings Park. This year will mark the 25th anniversary in business of Mathes & Son.

Norma was one of the founding members of the Kings Park Chamber of Commerce. In 1971, she became one of its original directors. She is presently the vice president of the chamber. Her participation in all aspects of the functioning of the chamber has not only been an integral part of Norma's life, but has served as an outstanding contribution and benefit to the entire community.

Norma has dedicated herself to improving the quality of life for others. She has demonstrated this over and over through her involvement and deep commitment to community service. She is also a member of the Fort Salonga Civic Association, St. Charles Hospital Auxiliary, and the Smithtown Professional Women's Network.

Mr. Speaker, I ask my colleagues to join me in saluting Norma Mathes Knight for her outstanding commitment and selfless dedication to her community, and to extend our best wishes and congratulations on her being named 1995 Woman of the Year.