

resumption of hostility. This makes the time shared by the 39 host families and the 46 children who are participating in Project Children '96 even more significant.

This year, the 39 families from my home State that have been kindhearted enough to open their lives to these young people include Rodney and Lynda Bialko, Michael and Elizabeth Cancian, Brian and Patricia Carmen, Marc and Tina Marie Cleaver, Kevin and Patricia Comer, James and Patti Cunningham, Anthony and Marge DeSando, Louis and Nancy Dolloway, Al and Ellen Dorso, Arnold and Madeline Fatteross, Rick and Arlene Faustini, Ken and Arleen Ferguson, Patrick and Fiona Ferguson, David and Patricia Freed, Margaret Gilsean, Raymond and Isabelle Kayal, Timothy and Renee Kelly, James and Iza McCosker-Keane, Michael and Doreen Mackin, Michael and Kathleen McBride, Robert and Linda McGee, Brian and Lori McGorty, Peter and Nancy Midgley, Robert and Dyan Moore, Dennis and Meg O'Brien, Sean and Anne O'Neill, Paul and Julie Palminteri, Christopher and Barbara Pickell, John and Lori Rose, Hoby and Joyce Stager, Cheryl Stone, James and Louise Sweeney, Glenn and Diane Taylor, Michael and Anne Tizlo, Robert and Linda Toth, Joseph and Joyce Tricola, Joseph and Barbara Wells, John and Barbara White, and Craig and Barbara Yeske.

The 46 children we are privileged to have visit New Jersey are Denise Coyle, David Mahony, Samantha Walker, Dearbhlagh Digney-McCann, Ryan Corbett, Elaine Coyle, Daniel Fearon, Shauna Scott, Claire McKinley, Lorraine Fitzpatrick, Aisling Leavey, Shauna O'Toole, Laura Deane, Krisoffer Gallagher, Laura McCambridge, Aaron McCay, Joseph Doak, Jennifer Slavin, Jaime Teresa Coyle, Lisa Beggs, Natalia McKeown, Lynsay Martin, Katrina O'Reilly, Seadhna Billings, Brian Anneslay, Stephen Connelly, Brigid Fitzsimmons, Karen Barnes, Ciara Doherty, Karen Rafferty, Jonathan Magennis, Joseph O'Neill, Barry Dobbin, David Goodall, Catrina McQuillan, Charlene Nellins, Kenneth Murphy, Darren Diamond, David Diamond, Richard Johnson, Conor Hunter, Claire Dunseath, Aine Duffy, Elaine Murray, Shauna O'Hagen, and Eamonn Porter.

It is an honor to applaud the outstanding benevolence of the Project Children '96 sponsors. Their efforts to further the cause of peace will serve as a beacon of hope for countless others throughout Northern Ireland and the world. These compassionate individuals are truly local ambassadors of peace.

TRIBUTE TO THE AMERICAN
AUTOMOBILE CENTENNIAL

HON. SANDER M. LEVIN

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, August 1, 1996

Mr. LEVIN. Mr. Speaker, on June 22, 1996, there was a celebration which was held in Detroit to mark the 100th anniversary of the automobile.

And what a celebration it was.

There was a parade with hundreds of cars that reflected the development of automotive production—from the 13 identical vehicles produced by the Duryea Bros. in Springfield, MA, and in June of the same year, the miraculous

machine that Henry Ford drove amidst the horse and buggies in Detroit.

There followed a centennial gala. Thousands from all walks of life connected with the modern American automobile gathered to take note of the revolutionary impact of the automobile on daily life, its key role in the American economy, and its growth into a global industry.

The guiding spirit of the centennial, Keith Crain, presided over the gala's program. His remarks set the tone for the entire evening. They should be widely read, so it is my pleasure to place in the CONGRESSIONAL RECORD the speech given that evening by Keith Crain, chairman of the board of trustees of the American Automobile Centennial Commission and vice chairman of Crain Communications, Inc.

INTRODUCTORY REMARKS AT THE AMERICAN
AUTOMOBILE CENTENNIAL DINNER

(By Keith Crain)

Good evening, it's my very pleasant duty to welcome you to Detroit, and this gala dinner, honoring 100 years of the American automobile industry.

As so many of you know, automobile production was bred, but not born, in Detroit.

The Duryea Brothers manufactured 13 identical motor-wagons in 1896, according that honor to Springfield, Massachusetts.

But it was also in June of that same year, at a site within walking distance of this Cobo Center that Henry Ford first drove what he called a quadri-cycle around the horse and buggy streets of this city and Detroit and the motor car became forever linked in history, and in the collective consciousness of people all around the world.

Tonight we celebrate the American automobile, and the heroic accomplishments of an industry whose business became the business of the century, the business of America.

We celebrate not only the history and lore of that amazing industry this evening, but a victory of ideas, of national will, of genius and muscle, of sweat, and blood, a victory of men and women and organizations and corporations who bent the way of living of an entire planet, in much the same way they bent the steel, that they molded into the vehicles of the world's dreams.

It was my friend and publisher, Leon Mandel, who said, "It is important to understand how important the automobile has been to our development as a country, whether we like the way we developed or not."

I think I speak for those of us in this room tonight, and for millions and millions more around a country connected by highways from coast to coast, in saying that we very much like the way America has developed over the past 100 years, and we thank the American automobile industry for giving us mobility and freedom and speed, and for making wheels the pivotal symbol of the 20th century.

The names of those responsible for this watershed accomplishment in the social evolution of mankind, are forever inscribed in the hearts of auto lovers. To list but a few is to risk omitting so many, but listen to the history, and the magic, those names inspire, Henry and Edsel Ford and the Duryea Brothers, Billy Durant, Walter Chrysler, Randson E. Olds, Maxim, Pope, Nash, Leland, the Dodge Brothers, Packard, Marmon, Studebaker, Willys, Thomas, Jeffery, Pierce, Stanley, Flanders, Chapin, Kettering, Sloan, Earl, Reuther.

We salute these pioneers, and so many of their fellows—past and present—in our centennial observation tonight. And among them, the name Walter Reuther. For it cannot be forgotten, that the American automobile industry was forged not just by cele-

brated men with revered names, but built vehicle by vehicle, on the muscle and strength, the will and, yes, the courage, of those that toiled in their shops.

It has been a wonderful business, developed by and nurtured by engineering geniuses, great designers, marketing powerhouses, manufacturing marvels and financial wizards.

That this business, our business, still exists and thrives today, is testimony to the greatness of the American idea, and testimony to the contributions of all those—known and unknown—that have sustained it for these 100 years.

In honoring this most American of enterprises, we must also take time this evening, to welcome and acknowledge our friends from overseas who join us here at the Cobo Center in this great celebration. There can be no question, that the global competition of the past quarter century, has been the most positive development in recent auto history. The buying public, the customer and the vehicles they purchase, have been the beneficiaries of this competition, and that is the ideal. It harkens back to the rivalries, and the pioneering spirit, of the original days of motor car production.

Who knows—were it not for this international influence, we might all still be driving 1950 Studebakers.

So we also salute America's newest manufacturers, and we thank them for their contributions to this century of growth, and for joining us tonight.

And finally, on a local note, we hope you out-of-towners will forgive us some parochial pride this evening in crowing about our motor capital of the world, this arsenal of democracy, this Detroit. Yes, it might have been Cleveland, it could have been Flint or Auburn, but to our town's everlasting credit and fame, it was Detroit.

And so we welcome you to a celebration that is both international and local at once, this 100th anniversary of the industry that has shaped America, and all of our lives. We thank those whose efforts over the decades have made this evening possible, those who have gone before us, and those who sustain this wonderful and world-changing business today. And we thank you in attendance, for joining us tonight in our centennial salute to the epic history, of the American automobile.

TOAST

I'd like to propose a toast to the men and women who have made the motor car in America, to the industry that has changed all our lives, to a blessed and magical 100 years, and to another 100 years that will rival the achievements of the first.

And finally, to the cars themselves, and the favorites we hold in our hearts; it's been a wonderful ride.

ROGERS CITY 125TH ANNIVERSARY

HON. BART STUPAK

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, August 1, 1996

Mr. STUPAK. Mr. Speaker, it is an honor for me to bring to the attention of the House and the entire Nation the 125th anniversary of Rogers City. Rogers City, found in Presque Isle County in the northeast corner of Michigan, will be celebrating its 125th birthday this weekend in conjunction with its Nautical City Festival.

Rogers City's long and distinguished history began in the late 1860's when William B. Rogers and his partner, Albert Moliter, hired Frederick Denny Larke to locate and land in northern Michigan for their company. The expedition led Mr. Larke to a beautiful area in northern Michigan, known in the 1860's as Alpena County. After returning to Detroit, Mr. Larke organized a number of German and Polish emigrants and returned to Alpena County in the spring of 1869. Rogers City was incorporated in 1877, just 2 years after the Presque Isle area broke away from Alpena to become its own county.

Although Frederick Larke was responsible for leading the settlers to the area, Albert Moliter is more often recognized as the founder. Mr. Moliter was an educated man who had a lot of influence in the small town. He began many businesses, including a store, but was unpopular with his fellow citizens. The resentment toward Mr. Moliter, real or unreal, culminated in tragedy when an individual shot and killed him as he worked in his store.

Albert Moliter was not the only educated man in Rogers City. The town's first two mayors were Charles Pfanneschmidt and Philip O'Farrell. Dr. Pfanneschmidt was one of two doctors in the area and the only dentist. Many other men made their marks and expanded Rogers City through business ventures which included Wendy's Saloon, the Kitchen House, Larke's Drugstore, and finally the county's courthouse.

With all of the distinguished men in Rogers City's history, the men who the town was named after never set foot in the area. William Evan Rogers was instrumental in financing and organizing the expedition that led to Presque Isle County but as a prominent figure from the east coast he never found a desire to move to the remote land many miles north of Detroit.

Surrounded by dense forests of white and Norway pine, white cedar, hemlock, and heavy hardwood, timber became Rogers City main industry. The town is located right on Lake Huron. By using its dock the town found an efficient way to transport the timber downstate. No railway went as far north as Presque Isle County and the automobile had not yet been introduced. The community did all of its trading by vessel.

Eventually, too many people settled in the area. All of the trees were wiped out and no other industry appeared profitable in northern Michigan. Crawford's Quarry, later renamed Calcite, was located just 2½ miles from Rogers City. There was fierce competition between these two towns especially since Quarry had attempted to become the county seat but Rogers City was awarded the honor. Crawford's Quarry lost many of its citizens and the whole city seemed to shut down.

Suddenly, in 1910, a demand for high-calcium limestone was created. Calcite, formerly known as Crawford's Quarry, housed the largest limestone quarry in the world. Once again, Calcite was alive and booming. As jobs opened up more people moved to Rogers City. In 1912, Rogers City had a population of 600. By 1950, more than 4,000 people resided in the town.

With the new industry came a renewed need for a railway that came all the way to Rogers City. On December 18, 1911, the residents of Rogers City welcomed their first train.

Every citizen was waiting at the depot with bated breath. A huge "Welcome" sign hung above the tracks. When the train arrived the entire town broke out in cheers and laughter. One observer stated that the date December 18, 1911, means the same for Rogers City, as the date July 4, 1776, means for the United States.

Mr. Speaker, today Rogers City is a proud community, just as it was on December 18, 1911, and in the spring of 1869 when it incorporated. This small community has stayed together through good times and bad. Many citizens can trace their roots back to one of the original 21 names signed on the original petition for incorporation. It is this pride in their community that has kept Rogers City so strong for the last 125 years. On behalf of northern Michigan and the entire Nation, I would like to congratulate Rogers City on this, their 125th anniversary.

CONGRATULATIONS TO KOHLER
AND CAROL MCINNIS ON THEIR
50TH ANNIVERSARY

HON. SCOTT MCINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Thursday, August 1, 1996

Mr. MCINNIS. Mr. Speaker, I rise today in order to congratulate Kohler and Carol McInnis, my father and mother, on their Golden 50th Wedding Anniversary on August 27, 1996. They will celebrate the occasion by renewing their vows during mass at St. Stephen's Catholic Church in Glenwood Springs, CO. Glenwood Springs has been their home for more than 45 years, and they have many, many friends throughout the area.

Kohler and Carol have six children, Michael McInnis of Boulder, Kohler McInnis II of Durango, Kathy Krey of Glenwood Springs, Patty McInnis-Cole of Evergreen, Carie McInnis-Raam of Grand Junction, and Scott McInnis of Grand Junction.

In addition, Kohler and Carol have 12 grandchildren, all of whom will be joining in the celebration.

Mr. Speaker, I would like to take this opportunity to share with my colleagues some background on these two very special people. Originally from Walsenburg, CO, my parents moved to Glenwood Springs in 1952, where my father, a small businessman, owned and operated a hardwood store. While my mother was a dedicated and hardworking homemaker of six children all of whom were very well behaved, my father became a member of the First Industrial Bank board, and later was part of the group which opened the Bank of Glenwood.

It is rare that a Congressman would profess love in the CONGRESSIONAL RECORD, but in this situation, it comes very easy. I extend my love and congratulations to them both on their Golden Anniversary.

THE ADMINISTRATION'S FOREIGN
POLICY RECORD

HON. LEE H. HAMILTON

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Thursday, August 1, 1996

Mr. HAMILTON. Mr. Speaker, Secretary of State Christopher testified on July 31, 1996,

before the International Relations Committee. It is an appropriate time to review the administration's foreign policy, and I would like to submit for inclusion in the CONGRESSIONAL RECORD my opening remarks.

OPENING STATEMENT BEFORE THE HOUSE
INTERNATIONAL RELATIONS COMMITTEE

(By Lee H. Hamilton)

Mr. Secretary, welcome to the Committee. I look forward to your testimony. Since this may be one of the last times you testify before this committee during the 104th Congress, I also want to commend you personally for your efforts, and foreign policy accomplishments.

These have not been the easiest four years. We have had a difficult time defining our interests since the end of the Cold War. The single overwhelming threat from the Soviet Union is gone, replaced by any number of threats, including ethnic conflict, weapons proliferation, drugs, rogue states and terrorism.

Amidst this difficult environment, I believe the Administration has achieved a number of important foreign policy successes. They include reform in Russia, and Middle East peace.

On the most difficult question—U.S. intervention—the President has made the tough calls and achieved tangible results: in Haiti and Bosnia, and on the financial side, in Mexico. Let's face it: Without U.S. leadership during the past four years, thugs would be ruling Haiti, Bosnia would still be at war, and the Mexican economy would be in a free fall. We all know these successes are fragile; in today's world, no foreign policy achievement is permanent. But so far, so good.

The Administration has also had important success in arms control: the permanent extension of the Nuclear Nonproliferation Treaty; the removal of all nuclear weapons from Ukraine, Kazakhstan and Belarus; and a freeze on North Korea's nuclear program.

The economic record is also impressive. The President has tied together economic and foreign policy as well as any Administration in memory. During the first three years of the Administration, U.S. exports grew 31%. The U.S. economy has created a net 9 million new jobs since the Administration took office: Europe has lost 3 million jobs. The trade agreements initiated or concluded by the Administration have kept the world trading system open and unlocked new markets for U.S. products—with direct benefits for American consumers.

Most important of all, the United States is at peace. That is not small achievement.

You have unfinished business and some difficult tests ahead of you: relations with China; the Comprehensive Test-Ban talks; next steps in Bosnia; and keeping the Middle East peace process on track. I am sure these questions will come up today.

What impresses me most is that the President has decided that America must lead. He has decided that protecting and promoting our interests requires American leadership. This comes at a time when there are strong voices and actions by the Congress to cut resources and the American presence overseas. As he showed at the recent G-7 summit in France, the President is a skilled and highly respected world leader. Mr. Secretary, I commend you, and the President, for your record of accomplishment.