

international organizations. But the Republic of China has always been isolated by the People's Republic of China. I want to reiterate here an unfair situation of Republic of China's accession to the World Trade Organization.

The Republic of China applied to the GATT Secretariat for membership on January 1, 1990. Because the WTO was established in January 1995 to replace GATT after 1996, the Republic of China reapplied to the WTO Secretariat for membership on December 1, 1995. Under the pressure of the People's Republic of China, a political understanding among members—including the United States—of WTO was reached which promised that the People's Republic of China should be admitted to the WTO earlier than the Republic of China. But the People's Republic of China is still reluctant to remove obstacles to comply with WTO criteria, therefore the Republic of China has to wait even though they are ready to fulfill all obligations as a WTO member.

I believe that the Republic of China on Taiwan's accession to WTO should be considered separately with the People's Republic of China's. Whoever reaches the criterion first, should join the WTO first. It is unfair and unjust to ask Taiwan to wait for the People's Republic of China joining the WTO first.

I would like to enter into the CONGRESSIONAL RECORD that I praise the Republic of China's endeavors in its bid to join the WTO, and I maintain that political pressure from the People's Republic of China should not hinder the Republic of China's accession to the WTO.

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 1997

SPEECH OF

HON. RON LEWIS

OF KENTUCKY

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, September 18, 1996*

Mr. LEWIS of Kentucky. Mr. Speaker, I rise today in strong support of the conference report for H.R. 3675, the Transportation Appropriation Act, which passed on the House floor yesterday. I commend Chairman WOLF and the conferees for their hard work and support for the growing transportation needs of our country.

I'm especially pleased that the conference agreed to increase Federal highway funding from the trust funds by approximately \$500 million over last year's level. For Kentucky, that means an additional \$60 million will be available to fund important transportation priorities throughout the Commonwealth.

One of those priorities for the Governor of Kentucky and especially for Kentucky's 2d Congressional District is the William H. Natcher Bridge in Owensboro, KY. The Natcher Bridge was previously a demonstration project, receiving nearly \$54 million in Federal earmarks.

At the request of President Clinton, however, Congress eliminated surface transportation earmarks 2 years ago. Since then, I've testified and repeatedly discussed this project with Chairman WOLF and other members of the Transportation Subcommittee. Chairman WOLF understands the importance of this bridge and its economic value for the community. Therefore, in the 1996 spending bill, he

secured a \$7-million increase in Kentucky's overall spending level, and urged then-Governor Jones to use those funds for the Natcher Bridge.

This year, Chairman WOLF and the conference committee have upheld their commitment to our Nation's transportation needs by providing nearly \$500 million more in overall funding for highways. And once again, Chairman WOLF has remembered our bridge, and made sure Kentucky will receive its needed share of that increase.

Governor Patton has programmed \$25 million in Federal funds for the Natcher Bridge, through his 1997 transportation budget. I am pleased that this measure will provide him with twice that much, so that together, we can work to complete this transportation priority.

Again, I thank Chairman WOLF for his hard work.

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 1997

SPEECH OF

HON. VIC FAZIO

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, September 18, 1996*

Mr. FAZIO of California. Mr. Speaker, due to an illness I was unable to vote for the fiscal year 1997 Transportation appropriations conference report. Nevertheless, I would like to let the Record reflect that had I been present, I would have voted in favor of H.R. 3675.

I would like to thank the Chairman, Mr. WOLF for shepherding this bill through the Appropriations Committee with little or no controversy. I would also like to take this opportunity to say that it has been an honor and a privilege to serve with RON COLEMAN, who is leaving this body at the end of this Congress. RON epitomizes the best characteristics of public service and his leadership will be missed by us all.

Chairman WOLF and ranking member COLEMAN have done a good job at balancing the diverse transportation needs of this country. I am particularly pleased that the committee has recognized the need to upgrade airline safety by funding additional positions at the FAA.

I am also pleased that the committee has included two projects that are very important to the transportation needs of my district.

BUS ACQUISITION—YOLO COUNTY

Last year the Yolo County Transit Authority [YCTA] was able to replace six of its aging and heavily polluting diesel-fueled buses with fully equipped compressed natural gas buses. Because the six buses approved by the committee last year constituted a little less than half of the county's total request, I am pleased that the committee has supported by request to fund the remaining buses. Under this purchase, the count will be responsible for 20 percent of the cost of the total bus purchase.

Yolo County is part of the Sacramento non-attainment air basin and would face serious sanctions if aggressive efforts are not taken to reduce emissions. Compressed natural gas buses have made a significant impact on the air quality in Yolo County. YCTA already operates 4 compressed natural gas buses and has seen its emissions reduced by over 50,000 pounds due to the operation of these buses.

BUS ACQUISITION—CITY OF FAIRFIELD

I am pleased that the conference committee agreed to fund the purchase of seven new commuter buses for the city of Fairfield. While Fairfield is no longer in my district, it is adjacent to the Third Congressional District and more importantly, the new buses will serve constituents in my district.

The purpose of this bus acquisition is to provide for a commuter service along the I-80/680 corridors between northern Solano County—Fairfield/Suisun/Vacaville—and the Pleasant Hill BART in central Contra Costa County. The new commuter service is intended to reduce the level of congestion on I-80 and I-680, to improve local and regional multimodal connectivity, to improve the region's air quality, and to provide a mass transit alternative for commuters and large employers.

SOUTH-LINE EXTENSION

Also included in this legislation is \$6 million for final design of an extension of Sacramento's light rail system. Although the amount is less than the Senate's mark of \$7 million, I do think that \$6 million puts us on the right track. The extension will run southward from the existing rail hub in the downtown business district toward two community colleges, two hospitals, several major employment centers and redeveloping areas, and many of the region's most disadvantaged neighborhoods. These areas comprise the most transit-dependent sections of Sacramento, where no light rail service is available today.

In closing, Mr. Speaker, I want to express my thanks to the conference committee for their fine work and urge my colleagues to support this bill.

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 1997

HON. ANNA G. ESHOO

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, September 18, 1996*

Ms. ESHOO. Mr. Speaker, I am pleased to support the Transportation appropriations bill before the House today. In particular, I want to highlight the inclusion of \$27.5 million in funding for the Tasman Light Rail extension and the BART Airport Extension projects. This funding is just the latest step forward for these two projects and wish to acknowledge the leadership of Chairman WOLF and Congressman COLEMAN for their continued support.

Both BART and Tasman enjoy broad support. And while there are detractors, I believe the transit authority has made an honest effort to address concerns raised along the way. This latest appropriation is a validation of the value to the bay area that these projects represent.

Earlier this year, the Tasman project finalized its full funding grant agreement with the Federal Transit Authority. With the Federal Government committed as a full partner in this project, there should not be any derailments along the way to completion. With many major Silicon Valley employers located along the new route, the Tasman project's value to the region is apparent to anyone who has toured the site. Every effort has been by local authorities to ensure that the scarce funds available for the light rail extension will be put to

the greatest use and provide the greatest benefit to the community.

As a supporter of both the Tasman and BART projects since coming to Congress almost 4 years ago, it is gratifying to have my colleagues recognize the value of these efforts and support the funding necessary to make them a reality.

TRIBUTE TO HARRIET FRANCES  
"BITA" LEE

HON. JOE SKEEN

OF NEW MEXICO

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 19, 1996

Mr. SKEEN. Mr. Speaker, I rise today to speak of the accomplishments of a fellow New Mexican, rancher and a friend: Harriet Frances Lee. Harriet, better known as Bitá, will be posthumously honored on this November 1, 1996, by being inducted into the National Cowgirl Hall of Fame.

The National Cowgirl Hall of Fame is a cultural and heritage museum which originated in Hereford, TX, in 1975. Now located in the heart of Fort Worth, this national hall of fame was formed in order to immortalize the women who embody the spirit of the West. From artist to rancher, each year the National Cowgirl Hall of Fame selects four women who have significantly contributed to the heritage of the West.

Last year alone, over 600 applicants were considered for the four positions. Nominated by a longtime family friend, Dr. Margaret Iden, Bitá was selected to join women already inducted into the hall of fame; women such as Sacajawea, Patsy Cline, Dale Evens, Annie Oakley, and our fellow New Mexican, Georgia O'Keeffe.

Along with biographies of fellow hall of fame inductees, the museum includes historical and personal mementos of the West and the women who exemplified its strength.

Among Bitá's mementos in the museum there may be a lasso, a tiny pair of boots and spurs, or a piece of turquoise. All of these items could be found on Bitá at any time of the day. She was tiny in stature, but could organize and work over 250,000 acres with the force of someone twice her size.

A talented rider, Bitá loved to rope and work with palominos and quarter horses. Bitá also loved the sheep industry. The June marking of the lambs and the April shearing events were always important to Bitá. She could be described as salt of the Earth; never wanting for frills or extravagance, loving and respectful of animals and her land. Bitá often made her own furniture, always liked working with her hands, and was caring of her dogs, cats, or—on occasion—raccoons.

Bitá also took a great interest in family. A fraternal twin, she and her brother, Harry—or Bito—had worked side by side to help their parents operate the ranch through drought and economic hard times. Before and after her brother's untimely death, she took great interest in her nephews, Floyd and Harry, and her niece, Marron. Bitá worked hard, helping them understand the importance of ranching and family. Furthermore, with Bitá's help, her nephew Floyd learned how to ride and rope; Harry learned to work with his hands; and, Marron learned to appreciate poetry. In other

words, she helped guide a new generation of Western ranchers.

Bitá was a rancher from her birth in 1928, to her death in 1991. Bitá was college educated; she could fly a plane; she could ride a horse with grace; she could rope the craftiest of calves; she could write poetry with humor; she could punch cattle; she could shear sheep; and, she always remained a strong and proud woman of New Mexico and the West. I am happy to salute Bitá in this manner, and I am pleased to have recommended her to membership in the National Cowgirl Hall of Fame.

ANSWERING AMERICA'S CALL

HON. FRANK R. WOLF

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 19, 1996

Mr. WOLF. Mr. Speaker, each year the Veterans of Foreign Wars of the United States and its ladies auxiliary conduct the national voice of democracy broadcast scriptwriting contest. This past year more than 116,000 secondary school students participated in the contest competing for the 54 national scholarships totaling more than \$118,000, which was distributed among the winners. The patriotic theme for this year's contest was answering America's call.

I am proud to share with my colleagues the winning script of Sherri Barrier, my constituent from the 10th District of Virginia, the winner for the State of Virginia. Sherri, a junior at Luray High School, is the recipient of the \$1,000 U.S.S. *Battleship Maine* Memorial Scholarship Award for her winning essay. The daughter of Mr. and Mrs. Ray Barrier, she plans a career as a surgeon and was sponsored in the contest by VFW Post 621 in Luray, VA.

ANSWERING AMERICA'S CALL

Somebody, get the phone. If it's Johnny, tell him I'm not home. If it's Elena, tell her I'll call her back. It's my country? I'm washing my hair, can you take a message? It's my country? What was the message? Responsibility. That's all? Anything else? Responsibility for myself, responsibility for others, and responsibility for my country?

Responsibility for myself: What does personal responsibility mean? Well, I guess one thing it could mean is to take responsibility for my values. Good values are important. My country relies on me to set standards for myself, and to uphold them. Education is a responsibility as well. I need to motivate myself to reach my maximum scholastic potential. Another is to set reachable goals that I can strive to achieve. I'm responsible for my future, and need to be all I can be. Yes, I also have to assume the task of being a leader, and not just a follower. My country depends on me to serve as a role model for others, and to possess certain leadership qualities pertinent to being a good citizen.

Responsibility for others: What responsibility for others do I have? Helping to prevent violence is a definite responsibility. I'm in charge of the way I act toward others. This means I have to regulate my behavior and need to help others use anger in a positive way before restoring to violence. I also have to be sensitive to racial issues. "All men are created equal," the Declaration of Independence states. It's up to me to refrain from discriminating against anyone, and to keep peace in the society. I also need to be aware of the drug problem in this country. I

can dissuade friends from the use of drugs and show evident disgust with those who take drugs. I can also project a great influence on my friends. I could help them by giving good advice and by raising my standards in hope they will do the same.

Responsibility for my country: What responsibilities do I have for my country? Only I can involve myself in the government. I am able to do this by voting which gives me a chance to express my opinion on candidates and issues. Responsibility lies with me to be informed about world issues affecting our government. Building a better society is up to every individual. Even though I am only one person, I can convince others to accept their responsibilities. Together, we can ensure that America has a bright future and make this country an even better place to live. Wow! I didn't realize how much responsibility America entrusts in me. Our country depends on its youth to take responsibility and answer America's call.

TRIBUTE TO HONOR SOUTHOOLD  
TOWN POLICE CHIEF STANLEY  
DROSKOSKI FOR 32 YEARS OF  
DEDICATED SERVICE TO THE  
PEOPLE OF SOUTHOOLD

HON. MICHAEL P. FORBES

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 19, 1996

Mr. FORBES. Mr. Speaker, I rise today to honor and pay tribute to Southold Town Police Chief Stanley Droskoski for his 32 years of dedicated service to the people of Southold, Long Island, NY.

It is with great sincerity that I ask my colleagues in the House of Representatives to join me in congratulating Chief Droskoski on his retirement from Southold's police department. This great Nation's police forces are the backbone in maintaining a civil society in which to live and work, and safeguard us by protecting ourselves and our property that we, as a society, value so greatly. Our policemen and women also serve as role models for our youngsters, helping to instill in them a sense of pride and respect for their town, county, State and country. For Chief Droskoski, he has proudly taken on these responsibilities and turned them into personal accomplishments.

Beginning 32 years of distinguished service on May 30, 1964, Chief Droskoski steadily moved up the ranks, serving first as a patrol officer before becoming a detective, sergeant, and then lieutenant. He took over the reins as police chief on January 2, 1990, and served in that capacity until his retirement became effective on May 31, 1996. Joining him to enjoy his retirement is his wife of 40 years, Patricia, and his three children, Mark, Cheryl, and Chrissie, along with four grandchildren.

Too often, we take the services of our many dedicated police officers for granted. Police work is the type of employ where everyday achievements often go unnoticed, and where common mistakes seem highlighted. Chief Droskoski has proven himself over the years to be a man of honor and conviction by spending most of his adult life serving the public and aiding the development of this Nation, by making the Southold community a better place to live. Through his leadership and his work ethic, Chief Droskoski has been a positive influence on his department's quest to