makes my otherwise sedentary life brighten up!

The food selections for the entire month are left at the beginning of the month, so I can anticipate my favorites. The noon hour is the highlight of my day, thanks to the friendly and kind volunteers who deliver my lunch.

She completes her letter by letting me know that she is concerned about the future of this program. She prays that she will never receive a notice that says, ''Sorry, there will be no Meals on Wheels until further notice.''

On behalf of the people who depend upon the elderly nutrition programs, I commend my colleagues for recognizing the importance of elderly nutrition programs by approving additional funding for elderly nutrition programs during debate on the Agriculture Appropriations bill. Furthermore, I respectfully request the conference committee to maintain and strengthen this commitment to our Nation's seniors by making sure critical funding for these programs does not dry up.

ENERGY AND WATER DEVELOPMENT APPROPRIATIONS ACT, 1998

SPEECH OF

HON. PORTER J. GOSS

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 24, 1997

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 2203) making appropriations for energy and water development for the fiscal year ending September 30, 1998, and for other purposes:

Mr. GOSS. Mr. Chairman, I rise in strong support of the Klug amendment to cut $90 million in duplicate road funding from ARC.

Mr. Chairman, I want to be clear from the start—I believe that we should eliminate all funding for the Appalachian Regional Commission. In many ways, the economic development projects that ARC funds are more egregious than the highway projects. Absent elimination, though, I believe the Klug approach makes sense for both sides, as it only cuts a small portion of duplicate funding from the program.

The passionate statements of ARC supporters today serves to underscore what Reader's Digest had to say about ARC just a few years ago —''You can't kill a good giveaway!'' A look at ARC's past funding shows that the money largely follows important legislators, rather than needy constituents.

An excellent example is the Corridor H program in West Virginia. A proposed 114 mile Federal four-lane highway through the scenic West Virginia mountains, Corridor H would cost $1.1 billion, with 80 percent of the money coming from Federal taxpayers. The costs of carving through 4,000 foot mountains contribute to a $10 million per mile project cost. The West Virginia Department of Transportation's own traffic projections do not support the need for this project and over 90 percent of residents from neighboring Virginia opposed Corridor H in public hearings. Yet, the beat goes on for this Federal pork, partly due to millions of dollars of annual ARC funding.

The ARC was founded over 30 years ago on the ''Field of Dreams'' proposition that, if you build a massive highway system with Federal bucks, economic growth would ride into town. Under that assumption, two-thirds of all ARC money spent since 1965 has gone into highway construction. The original estimated cost to Federal taxpayers was $840 million, yet the 26 highway system is now slated to cost $9 billion and won't be completed until 2060.

Mr. Chairman, this debate especially hits home for growth States like Florida struggling to get their fair share of highway funds. While Florida has seen dramatic increases in its population, ARC has rewarded States that are losing people with more and more Federal funds. According to their own annual reports, $872 million in ARC grants for highways, out of a total of $1.1 billion, has been spent in West Virginia between 1980 and 1992, despite the fact that the State experienced a population loss of 7.2 percent over that time. As we struggle to make ends meet with limited transportation funds, this type of largesse is simply unacceptable.

Mr. Chairman, I am not a fan of the ARC program. I believe that Great Society relics like ARC need to be shelved altogether. But if we are going to provide funding for ARC, we should at least extract some savings for the American taxpayer. We should at least prohibit States from double dipping when other States are struggling to make ends meet. The Klug amendment is a responsible, conservative approach that recognizes the reality of our limited resources while striking a blow for fairness. I urge its adoption.

TRIBUTE TO DR. MORTIMER ELKIND

HON. BOB SCHAFFER

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Friday, July 25, 1997

Mr. BOB SCHAFFER of Colorado. Mr. Speaker, I rise today in honor of Dr. Mortimer Elkind. Dr. Elkind is receiving the prestigious Enrico Fermi Award for his valuable contributions to cancer research. He is a cell biologist at Colorado State University in Fort Collins, which is in the Fourth Congressional District of Colorado. The Enrico Fermi Award recognizes extraordinary scientific research and is awarded through the U.S. Department of Energy.

Dr. Mortimer Elkind was born in Brooklyn, NY, and earned his Ph.D. in physics from the Massachusetts Institute of Technology. He worked at the National Cancer Institute in Bethesda, MD, and the Donner Laboratory at the University of California at Berkeley. He also worked at the Brookhaven National Laboratory from 1969 to 1973, and then worked at Argonne National Laboratory until 1981. He was also Professor of Radiology at the University of Chicago. He is currently University Distinguished Professor at Colorado State University's Department of Radiological Health Sciences.

Dr. Elkind worked conjunctively with another Fermi Award winner, Dr. Withers to research the response of normal and malignant cells to ionizing radiation. Collectively, their work established a scientific basis for radiation therapy for cancer. Their work produced the ''fractional hypothesis'' which demonstrated the value of spreading out the radiation dose treatment over time for the best effects. Dr. Elkind's work has significantly contributed to cancer treatment affecting almost 50 percent of cancer patients today in assisting them with care. This extraordinary work has tremendously impacted cancer research and I am proud of this service to the American people through his association with Colorado State University.

The effects of cancer on our society are extremely devastating, so it is Dr. Elkind's kind of dedication to research and mankind that illuminates the human spirit in America. Dr. Elkind is truly an American pioneer and I ask the Congress to join me in thanking him for his remarkable contributions to this country.

ENERGY AND WATER DEVELOPMENT APPROPRIATIONS ACT, 1998

SPEECH OF

HON. ROBERT B. ADERHOLT

OF ALABAMA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 24, 1997

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 2203) making appropriations for energy and water development for the fiscal year ending September 30, 1998, and for other purposes:

Mr. ADERHOLT. Mr. Chairman, I rise today in opposition to the Klug amendment. As has already been stated, there are no funds for Appalachian highways in the Transportation appropriations bill that passed the House earlier this week.

This bill today, the Energy and Water appropriations bill, which has been so well crafted by the chairman, JOSEPH MCDADE and the ranking member VIC FAZIO, includes $160 million for the Appalachian Regional Commission [ARC]. This bill represents a cut below the President's request and is less than half the amount appropriated 15 years ago. If non-Defense discretionary programs had been reduced like this, we would have a balanced budget this year.

It is important to note that since the ARC was created over 30 years ago, the economic condition in the Appalachian Region has significantly improved. Poverty rates have been cut in half, infant mortality has been reduced by two-thirds, and good paying jobs have been created through infrastructure improvements.

But our job is not done. Businesses are closing and others refusing to locate in northern Alabama due to the lack of a four-lane highway to connect the cities of Atlanta, Birmingham, and Memphis.

For job creation and safety issues this is an unacceptable omission from our National Highway System.

Economic growth is hampered because it is so difficult to transport goods and services between Birmingham and Memphis and throughout the northerwestern part of Alabama.

The current inadequate two-lane route is extremely dangerous with a traffic incident or fatality occurring every month for the last 50 months.

The ARC provides needed funds for highways located in the Appalachian Region like Corridor X, which is the proposed four-lane