

their mackerel fishery, and are now turning to the United States mackerel fishery for production. As a result, market prices have increased substantially, and there is new market pressure to fish for mackerel. This has created opportunity and incentive for U.S. companies to develop our fishery.

Congress must prevent the unregulated expansion of fishing capacity with this temporary, emergency measure, until the National Marine Fisheries Service can do a stock assessment on Atlantic herring and mackerel; and the Mid-Atlantic Fishery management councils time to set sound fishery management plans. As the east coast fishery industry responds and develops under these new pressures, we must prevent over-capitalization of this unknown fishery. The alternative is to invite possible long-term economic and environmental harm.

Mr. Speaker, permitting the introduction of large factory trawlers into our fishery could mean repeating the mistakes of the past. Codfish and haddock were over-fished by U.S. vessels after the implementation of the Magnuson Act in 1976. Now large fishing vessels, with capacities exceeding 50 metric tons per year, are ready to enter these fisheries to pursue new high prices. Some of them plan to begin harvesting as early as this fall.

Mr. Speaker, I urge my colleagues to support H.R. 1855, and temporarily prevent large fishing vessels from entering the Atlantic mackerel and herring fisheries, until policies that will prevent them from exhausting our resources can be developed.

PERSONAL PRIVACY

HON. GERALD D. KLECZKA

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 29, 1997

Mr. KLECZKA. Mr. Speaker, I rise today to address the growing concerns that our constituents have about the invasion of their personal privacy.

The latest to take up the cause is Money magazine. In its August issue, Money recounts a poll it took. It found that nearly 75 percent of those surveyed were somewhat, or very concerned, about threats to their privacy. Those concerns have increased—about 66 percent are more worried now than they were 5 years ago. And more women than men are feeling threatened: 80 percent versus 68 percent.

People's biggest fear is the sale of their Social Security numbers and other personal identifiers, such as unlisted telephone numbers. Why? Because this information can unlock the door to medical records, school records, your name it. Under current Federal law, it is not a crime to sell this information. Some 88 percent want Government to change that.

The Money article, entitled "Protect Your Privacy," talks about legislation that I introduced to protect personal privacy. H.R. 1813, the Personal Information Privacy Act, would prevent the sale of Social Security numbers, unlisted phone numbers, home addresses, dates of birth, and other private information by credit bureaus, departments of motor vehicles and Internet vendors.

Money says, "Washington and private businesses need to work hard to minimize the biggest threats you face." It says that Congress

and the President should enact this piece of legislation into law. I urge my colleagues to heed the concerns of their constituents and become cosponsors of H.R. 1813.

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 1998

SPEECH OF

HON. JUANITA MILLENDER-McDONALD

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 23, 1997

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 2169) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1998, and for other purposes:

Ms. MILLENDER-McDONALD. Mr. Chairman, I want to commend Chairman WOLF, Mr. SABO and the members of the Appropriations Committee for the yeoman's job of meeting the numerous funding priorities in this tough fiscal environment.

Many of us do not recognize the arduous task the committee faces each time it is asked to balance economic development with fiscal responsibility. Transportation provides substantial economic benefits to our country. According to the Department of Transportation, 42,000 jobs are created for every \$1 billion we invest in roads, highways, transit, bridges, and airports.

The committee has drafted a solid bill that while not perfect meets most of the Nation's transportation needs. I am pleased with the bill's funding for the Airport Improvement Program and many of the local transit projects in my State, and further commend the appropriators for not presupposing the authorizers as we attempt to reauthorize ISTEA.

This bill further reflects the chairman's commitment to both airline and highway safety—issues of tantamount concern to me and my constituents.

To compete in today's global economy we need world-class highways, airports, and transit systems—this bill goes a long way toward providing adequate funding to meet those needs.

I am pleased to support this bill.

MORATORIUM ON LARGE FISHING VESSELS IN ATLANTIC

SPEECH OF

HON. FRANK A. LoBIONDO

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Monday, July 28, 1997

Mr. LoBIONDO. Mr. Speaker, I would also like to thank my colleague from New Jersey, Mr. SAXTON, for his efforts on the behalf of fishermen in New Jersey.

Make no mistake, Mr. Chairman, the appearance of factory trawlers in Atlantic waters is one of the most serious issues fishermen on the eastern seaboard have ever faced. These vessels, which are built only to haul large amounts of fish in a short amount of time, are nothing more than seagoing vacuum cleaners.

Factory trawlers represent a threat to the job of American fishermen. Many of these hard-working people have generational ties to the waters in which they fish.

Equally as important is the damage these vessels can do to fisheries. Regional fishery councils are working hard to strike a balance between conservation and the needs of fishermen. The entry of factory trawlers in Atlantic waters will only serve to disrupt that balance, and ultimately deplete fishery stocks.

Mr. Chairman, let me conclude by saying that H.R. 1855 is a commonsense solution to this problem, and I am proud to join the environmentalists, commercial fishermen, and recreational anglers who have thrown their support behind this legislation.

ADM. RICHARD E. BYRD HONORED IN WINCHESTER, VA

HON. FRANK R. WOLF

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 29, 1997

Mr. WOLF. Mr. Speaker, I had the pleasure, on July 14, 1997, to attend a ceremony in Winchester, VA, where a statue of Adm. Richard Evelyn Byrd was dedicated to his memory. Born in Winchester, Admiral Byrd was a legendary naval officer, aviation pioneer, adventurer and explorer of both polar icecaps and winner of the Congressional Medal of Honor. Admiral Byrd was a lion of a man who captured the heart of America and the imagination of the world.

In attendance were members of the Byrd family including the Admiral's daughter, Mrs. Bolling Byrd Clarke, former U.S. Senator Harry F. Byrd, Jr., and Mr. Thomas T. Byrd, representing the region were U.S. Senator CHARLES ROBB, State senator H. Russel Potts, State delegate Beverly Sherwood, former delegate Alson H. Smith, county board of supervisors member Mr. Harrington Smith, county board of supervisors chairman Mr. James Longerbeam, Winchester city councilman Mr. Harry S. Smith and Shenandoah University president Dr. James Davis, along with many men, women, and children from the community.

Principal addresses were given by Secretary of the Navy John H. Dalton and Mrs. Bolling Byrd Clarke. Dr. Jay Morton, who sculpted the statue, was also in attendance and spoke briefly.

The statue of Admiral Byrd was funded entirely by contributions, large and small, from members of the community, friends, neighbors, and admirers. I would like to share with my colleagues the remarks by Navy Secretary Dalton and Mrs. Bolling Byrd Clarke.

WHAT WOULD ADMIRAL BYRD EXPLORE TODAY?

(By the Honorable John H. Dalton)

Distinguished guests, ladies and gentlemen . . . what an honor and a pleasure it is for me to be here today, to unveil this proud monument to one of the most distinguished maritime explorers in our Nation's history.

One of the great pleasures I have as Secretary of the Navy is to help honor the life and work of those who have come before us those brave men and women . . . Sailors, Marines and civilians who have made our Naval Service the best in the world.

Let me say first of all, thank you, to those who had a part in making this memorial a