

Jake began to develop his political expertise at the University of Texas at Austin where he served as student body president. His political journey began in the early 1930s when he became a friend and political ally of Lyndon B. Johnson. Jake Pickle was a student of the New Deal era which taught that a person has an individual responsibility and that the government should be responsible for its citizens.

Jake Pickle answered the call of his country and served in the U.S. Navy during World War II. After the war, Jake returned to Austin and was a business partner in a local radio station. He maintained his political ties, stayed involved in the community and continued to practice his philosophy of individual and governmental responsibility.

He brought that philosophy with him to Washington when he took his seat in the U.S. House of Representatives in December 1963, less than a month after LBJ assumed the presidency. Jake immediately got to work for the country and the constituents of his Hill Country congressional district.

Jake Pickle cast important ground breaking votes for the Civil Rights Act of 1964 and the Voting Rights Act of 1965. These votes were politically difficult for a new member from the South, but Jake Pickle made the right decision.

Jake served on the powerful House Ways and Means Committee, where he was a leader on many important issues and willing to take a stand for working families. He worked tirelessly on Social Security reform and on programs that provided a better life for this nation's senior citizens.

I am proud to have served in this House with Congressman Jake Pickle. His service to the State of Texas and the people of the 10th district will be remembered for many years to come. It is appropriate and quite fitting that the federal building in Austin is designated in Jake Pickle's honor.

GENERAL MOTORS EXPORTS
AMERICAN JOBS

HON. WILLIAM O. LIPINSKI

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 15, 1998

Mr. LIPINSKI. Mr. Speaker, GM, America's largest auto manufacturer, is embroiled in a costly and expensive showdown with the United Auto Workers. The strike is expected to cost GM around \$1 billion in second quarter profits. This strike has nearly paralyzed GM's North American operations.

Since NAFTA was signed into law by President Clinton, GM has aggressively shifted manufacturing jobs to places like Silao, Mexico. That's not the only GM plant in Mexico. At last count, GM has one car assembly plant, two truck assembly plants and 29 parts plants in Mexico employing a total of 70,000 Mexican workers. Unfortunately, it is not too far of a jump to conclude that these 70,000 jobs in Mexico came at the expense of 70,000 American workers.

GM contends that these cost-saving measures are necessary for it to stay competitive in this global economy. In the unrelenting drive to fatten the bottom line, GM has thrown American workers to the side of the road.

Free trade does not equal fair trade, especially when American working families suffer

the consequences of our misguided trade policies that throws American workers out of work and only fattens the multinational corporations' bottom line. Corporations are in the black with record profits while American workers stand in the unemployment lines.

The UAW is right on target in placing this at the core of their negotiations with GM. It is a valid issue that is of vital concern to all American workers in the manufacturing industry. I believe that it is fair to say that the outcome of this strike will highlight what is to come in the future. Will multinational corporations continue to move their manufacturing operations to foreign nations? Will they continue to export American jobs overseas?

I urge my colleagues to consider these questions as this chamber is expected to consider MFMs for China and fast track renewal authority later this year. With foreign trade equal to 30 percent of our gross domestic product, it is inextricably intertwined with our national economy. The dream of global free trade has been marred by realistic facts: the spiralling U.S. trade deficit, stagnant wages, and the export of American jobs.

Wake up, America! It's time we stop this relentless, blind march toward the so-called "global economy" and embrace effective trade policies, and yes, perhaps even industrial policies, that will ensure a rising standard of living for the American people and protect vital economic interests. We can—and we must—do more for American workers by embracing trade policies that embraces American workers.

It's time to stop representing the multinational corporations and time to start working for the American people.

IMPROVING COST RECOVERY FOR
THE COAST GUARD'S INTER-
NATIONAL PATROL

HON. SAM GEJDENSON

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 15, 1998

Mr. GEJDENSON. Mr. Speaker, in the "Year of the *Titanic*," I rise to salute the brave men and women of the United States Coast Guard who are engaged in important life-saving work of the International Ice Patrol. The Ice Patrol is headquartered in my district of Groton, Connecticut.

As a direct result of the sinking of the *Titanic*, the Ice Patrol was established in 1914 as part of the International Maritime Organization's first convention of the Safety of Life at Sea. Over eighty years later, icebergs still pose a significant threat to commercial navigation. The Coast Guard Ice Patrol program provides a vital and internationally-recognized contribution to maritime safety.

The Coast Guard uses C-130 aircraft equipped with side-looking airborne radar to overfly North Atlantic shipping lanes during the annual "ice season." Radar observations are combined with ocean current and water temperature information to produce computer-generated predictions of the southern-most limits of floating ice for each day of the season. The resulting information is broadcast on open radio frequencies to all ships transiting the North Atlantic.

The great circle route past Newfoundland and Nova Scotia is the shortest distance to

North America from all European and Mediterranean ports. Operators of commercial vessels save tens of thousands of dollars per year in fuel costs and voyage time by relying on the Coast Guard's radio broadcasts to determine how far north they may safely sail and at what speed. In addition, knowledge of ice zone limits over time allows ships to pass farther north than they would otherwise travel. Without this information, voyages would take longer and be more expensive.

Ice Patrol activities cost the U.S. Coast Guard an average of \$3.5 million per year, not including fixed capital costs. Under a 1956 International Maritime Organization financial support agreement, the U.S. Government collects and tabulates national flag and tonnage data, bills other parties to the Agreement, and remits collections to the U.S. Treasury.

When the Agreement about costs was established, most maritime nations which used the North Atlantic routes were located in the North Atlantic region or were flag states with large amounts of traffic on the route. The seventeen current members of the Agreement are: the United States, Greece, Germany, Belgium, Denmark, Finland, the United Kingdom, Spain, Norway, Canada, Panama, France, Italy, Sweden, the Netherlands, Japan and Poland. The Agreement operates on the honor system: membership is voluntary, and, because it involves safety of life at sea, the information generated by the Coast Guard is broadcast to all North Atlantic mariners free-of-charge.

In recent years, the 1950s-era handshake approach has become inequitable for paying members. In short, it is no longer fair. Non-contributing countries represent a growing share of North Atlantic shipping, and as a result, the seventeen Agreement members are becoming increasingly unwilling to pick up all non-member costs while using a shrinking share of the service. Currently, only about 53 percent of the total benefiting tonnage belongs to vessels flagged to contributing states. The remaining 47 percent is flagged to ships that use the service but do not pay. I would call them "free riders." The United States must pay almost \$250,000 per year more than it would pay if every nation contributed its fair share.

Another growing problem is the accumulated debt to the United States by member countries who are not settling their Ice Patrol accounts. Liberia, which dropped out of the agreement in 1990, still owes \$1.9 million in pre-1990 arrearages. All told, current and former Agreement members owe the U.S. Treasury over \$7.3 million. Unfortunately, this balance continues to grow every year.

At a meeting of member states in late 1996, there was a unanimous consensus that the Ice Patrol is a valuable navigation safety service which should be continued. There was also general agreement that the financing system was not working, due to the increasing use of the service by non-contributing states. Members authorized the United States to explore other collection options. Accordingly, the United States Coast Guard intends to raise the issue at the next meeting of the International Maritime Organization later this month. They will be seeking changes in the agreements that would permit the U.S. to recover all costs of the Ice Patrol on an equitable basis.

Mr. Speaker, for the record, I would like to lend my full support to the efforts of the Coast

Guard and other U.S. government agencies engaged in the provision of this valuable safety service. I also encourage the Administration to continue vigorously its efforts to replace the current inequitable financing system with one that reflects national costs more closely tied to the benefits enjoyed by the users involved.

50TH ANNIVERSARY OF THE BOROUGH OF RARITAN, SOMERSET COUNTY, NEW JERSEY

HON. RODNEY P. FRELINGHUYSEN

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 15, 1998

Mr. FRELINGHUYSEN. Mr. Speaker, I rise today to congratulate the people of the Borough of Raritan, Somerset County, New Jersey, as they commemorate the 50th Anniversary of the incorporation of their community. While Raritan has been incorporated as a self-governing municipality for only fifty years, its history dates back to the 1600's.

The Borough of Raritan is situated on the river bearing the same name, about one mile southwest of Somerville, New Jersey. Early records indicate that in 1846 or 1848 a group of residents gathered to decide upon a name for the village. After some discussion, it was decided to name the village after the Raritan River.

As we look back in time, we find a place rich in history and culture. In 1734, George Middaugh, one of the early settlers, built a tavern at the corner of Glaser Avenue and Granetz Place. This tavern became the first meeting place for the colonists of the village of Raritan. One of the oldest historic houses in Somerset County is also located in Raritan. The Central Railroad of New Jersey, with the first bridge built across the Raritan River, provided excellent transportation for the citizens of Raritan.

In 1844, there were four houses and a gristmill in Raritan. The first store was opened by J.V.D. Kelly, who owned the gristmill. The first Sunday School was established in 1845 in the blacksmith shop on Somerset Street, owned by John A. Staats. Religious services were held for several years at private residences by members of different denominations until the building of the old school-house on Wall Street.

During the ministry of Gulliam Bertholf, and while he was on a missionary tour of north-west New Jersey, the First Reformed Church of Raritan was formed. Records indicate that written material of the church was in the Dutch language and the first record, dated March 8, 1699, is of the baptism of the children of Jeronimus Van Neste, Cornelius Theunissen and Pieter Van Neste. In 1872, a group of people united and formed the Methodist Church and in, 1854, St. Bernard's Church was established.

The year 1850 saw the opening of a new post office for the residents of Raritan. The population of the village at that time was approximately 2,240 people. Additionally, the first school-house was 25 by 36 feet, and two stories high. In December 1871, the school and lot were sold to the Methodist Society. This is just a glimpse of Raritan's development as a community.

The Borough of Raritan also has a very special place in our nation's history. Raritan

has become a landmark of freedom and independence. The Reformed Church is proud of the fact that General George Washington spent the winter of 1779 in a home in Raritan. Another historical fact notes that, in 1778, General Lafayette made his headquarters in the "Cojeman House" in Raritan.

Raritan gave its all to the World War I effort and the sacrifice of the people was acknowledged by the United States Congress when they decided that a ship be built and named after the Borough. The S.S. Natirar (Raritan spelled backwards), was launched at Wilmington, Delaware in 1920. This was a high honor bestowed upon a town, but Raritan received another distinction when President Warren G. Harding signed the Treaty of Raritan at the home of United States Senator Joseph S. Frelinghuysen of Raritan on July 20, 1921, officially ending World War I.

During World War II, thousands of citizens from Raritan also served with distinction and honor and one in particular is remembered each year. Marine Sergeant John Basilone was awarded the first Congressional Medal of Honor for his heroic actions on Guadalcanal. He was later killed in Iwo Jima in 1945. Today, his memory is celebrated by the annual Basilone Parade, held each September.

Mr. Speaker, I ask that you join me and our colleagues, in congratulating the citizens of the Borough of Raritan as they celebrate this historic milestone.

A SALUTE TO THE WOMEN'S RIGHTS MOVEMENT

HON. MARTIN FROST

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 15, 1998

Mr. FROST. Mr. Speaker, I rise today in recognition of the 150th anniversary of the Women's Rights Movement.

In Seneca Falls, New York in the summer of 1848, the first convention of American women was held. It was there that the women of America officially began their struggle toward empowerment. On the 150th anniversary of the landmark Seneca Falls convention, the history of the United States is indelibly marked with the amazing accomplishments of its women. As Congress prepares to salute the women of our nation on this important anniversary, I would like to take this opportunity to celebrate 150 years of women's achievement.

The Seneca Falls participants, led by women's rights pioneers Lucretia Mott and Elizabeth Cady Stanton, shared a hopeful vision of the future of women in America. The women came together to demand fair treatment in every aspect of American life. In their Declaration Sentiments, the Seneca Falls women offered a new vision of equality in America: "We hold these truths to be self-evident: that all men and women are created equal."

As women's leaders fought for equal property and voting rights, American women busily achieved in other areas. In 1872, Charlotte E. Ray became the first American woman to graduate law school. In 1916, Jeannette Rankin of Montana became the first woman elected to the Congress of the United States. In 1920, women celebrated a major victory as the 19th Amendment was signed into law, guaranteeing the women of America the right to vote.

American women have displayed remarkable talent in almost every imaginable field of endeavor. Authors such as Louisa May Alcott, Harriet Beecher Stowe, and Toni Morrison have contributed great works to American literature. In 1932, Amelia Earhart became the first woman to fly solo across the Atlantic Ocean; fifty-two years later, Dr. Kathryn Sullivan became the first woman to walk in space.

One hundred and fifty years after the Seneca Falls convention, we see just how far women have come in America. Today, Justice Sandra Day O'Connor and Justice Ruth Bader Ginsburg both sit on the Supreme Court, and Secretary of State Madeline Albright is the first woman to hold that prestigious office. I salute those women, past and present, who fought and continue to fight to achieve their goals of freedom.

THE GRADUATE MEDICAL EDUCATION TECHNICAL AMENDMENTS ACT OF 1998

HON. JOHN ELIAS BALDACCI

OF MAINE

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 15, 1998

Mr. BALDACCI. Mr. Speaker, I rise today to introduce the Graduate Medical Education Technical Amendments Act of 1998. This bill addresses the serious, albeit unintended consequences of reimbursement changes for Graduate Medical Education residency programs, particularly rural family practice residency programs, resulting from the Balanced Budget Act of 1997.

Various adjustments in the Graduate Medical Education program (GME) resulted from last year's Balanced Budget Act (BBA). In an attempt to reign in costs and address a nationwide glut of physicians, reimbursement levels have been capped for all hospitals, including those in rural and underserved areas. While there may be an overabundance of physicians willing to serve in cities like Boston or New York or Los Angeles, towns like Lewiston in my district in Maine lack an adequate number of physicians, especially family practice physicians. The bill that I am introducing with the support of Congressman ALLEN will ensure that rural areas maintain the flexibility needed to react to primary physician shortages. This legislation also clarifies the definition of rural facilities allowed "special consideration" under the GME reimbursement caps. These changes are essential for my state, and for many others around the country.

The Balanced Budget Act of 1997 places a cap on the number of residents "in the hospital" as of December 31, 1996, as opposed to the number of residents enrolled in the GME program. Due to instances of residents on leave from the hospital or in training at ambulatory care facilities in the base cost reporting period, many hospitals are facing a lowered cap. This cap does not reflect the true number of residents enrolled in their programs. The problem is acute for family practice residency programs, which rely heavily on site training of their residents.

Also lost in the GME reimbursement changes in the Balanced Budget Act of 1997 is the definition of rural programs given flexibility under the cap. Clarification is needed in order to recognize the innovative programs