

being recognized on this day for his community involvement.

Minister Cassell is an associate minister at the Opportunity Church of God and Christ in Charleston, MO, and has been employed as a letter carrier at the Sikeston, Missouri Post Office since December 1981. He is married to Lucille (Richardson) Cassell who is president of their diaper company. The Cassells are the parents of four sons.

Minister Cassell is a former marine who has been an active worker in the Southeast Missouri area since his discharge. He is the president of the Charleston Branch of the NAACP, chairman of the Weed & Seed Steering Committee in Charleston; has served as an executive board member of Southeast Missouri Legal Services since 1989, and served on the Community Outreach Center board in Sikeston, MO.

Minister Cassell also has cosponsored job preparedness classes, youth services, and activities. In his own words, "Through helping others and trying to meet people's needs, I have found that even more needs to be done." Minister Cassell's philosophy is, "If you're going to do it, go all out."

Congratulations, Minister Cassell, on your recognition by the "Daughters of Sunset." By "going all out" for your family, church and community, you have touched the lives of so many others, and have helped them discover the possibility of brighter futures.

IN HONOR OF JOHNNIE JOHNSON

HON. DENNIS J. KUCINICH

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 4, 1999

Mr. KUCINICH. Mr. Speaker, I rise today to honor the beloved rock and roller, Johnnie Johnson, for his monumental contributions he has made to American music over the past half-century. The rock and roll community will recognize him for his accomplishments by naming December 1, 1999 "Johnnie Johnson Day" at the Rock and Roll Hall of Fame in Cleveland, Ohio.

It all began on New Year's Eve 1952. The saxophonist for the Johnnie Johnson Trio fell ill and could not perform. Johnnie knew of a local guitar player named Chuck Berry, who agreed to sit in for the occasion. The evening was a smashing success and Berry instantly became a member of the Johnnie Johnson Trio. As their popularity grew, it was evident that Berry had a flare for entertaining audiences. Because of Berry's business insight, Johnnie agreed to make him the headliner. They decided that Berry would write the lyrics, and then he and Johnnie would put the music behind them. They eventually went on to record their first album, *Maybellene*, in 1955 and later great hits including *Roll Over Beethoven*, *Rock and Roll Music*, and *Back in the USA*.

Although not fully credited in the past, Johnnie Johnson has become widely recognized as the best blues pianist in the world and holder of the trademarks "Father of Rock & Roll" and "Father of Rock & Roll Piano." Recently, Johnnie Johnson has won several "Best Pianist" awards as well as receiving the Lifetime Achievement Award from the *Riverfront Times Music Magazine* and the city of St.

Louis in 1996. In a recent book about the man of music, author Travis Fitzpatrick tells the story of the music and the man that shaped the rock and roll world. *Father of Rock & Roll: The Story Of Johnnie "B. Goode" Johnson* secures the unsung hero his rightful place in history. Johnnie Johnson is finally on the way to receiving the credit he so rightfully deserves.

My fellow colleagues, please join me in honoring this great musician, Johnnie "B. Goode" Johnson, for his unselfish dedication to music. "Johnnie Johnson Day" is only a small recognition that we could give the man who's music moved us time and again.

TRIBUTE TO THE MIAMI-DADE FIRE AND RESCUE TEAM

HON. E. CLAY SHAW, JR.

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 4, 1999

Mr. SHAW. Mr. Speaker, I rise today to honor and pay tribute to the Miami-Dade County Fire and Rescue team for their efforts and contributions in international disaster responses.

The team was created in 1985 to respond with search and rescue efforts following the earthquake that rocked Mexico City. Since then, the team has been called upon for disaster assistance throughout the world including Armenia, the Philippines, and El Salvador. They have also responded to emergencies closer to home including the bombing of the Federal building in Oklahoma City, Hurricane George, and Hurricane Mitch. Most recently the Miami-Dade County Fire and Rescue Team has assisted in earthquake disaster relief in Turkey and in Taipei, Taiwan.

The Miami-Dade County Fire and Rescue Team has specialized equipment and K-9 units trained to find people trapped in collapsed buildings. Their technical response team members are experts in vehicle extrication, confined space rescue, and rope rescue. Additionally, their department maintains a mass casualty bus and mobile command vehicle for large scale incident response.

The contributions of the Miami-Dade Fire and Rescue Team to the humanitarian relief community are invaluable. I know the House will join me in paying tribute to this outstanding team of people and wish them continued success in their endeavors.

NATIONAL SECURITY SEALIFT ENHANCEMENT ACT OF 1999

HON. JIM MCCRERY

OF LOUISIANA

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 4, 1999

Mr. MCCRERY. Mr. Speaker, today my friend from Louisiana, Mr. JEFFERSON and I are introducing comprehensive legislation to address provisions of the tax code that have led to the decline of our domestic maritime industry.

The last fifty years have seen a steady erosion of the size and capacity of the U.S.-flag merchant marine. In 1947, more than 2,300 ships flew the Stars and Stripes. That figure has shrunk by nearly 90% since then. Amazingly, there are now seventeen countries with larger merchant marine fleets. For those who have followed the decline of the U.S.-flag, it will come as no surprise that we have been eclipsed by such nations as Panama, Liberia, Cyprus, and Saint Vincent.

These nations do not have enormous merchant marines because of their exports or imports. I am convinced that favorable tax treatment in those countries is directly responsible for the decline of our own merchant marine and the growth we have seen elsewhere in the world.

This is a critical matter of both national security and economic growth. Unless we as a country respond quickly and effectively to this situation our United States-flag merchant marine—the nation's fourth arm of defense—will in all likelihood be unable to fulfill its historic mission of responding in times of war or other international emergencies.

As I remarked earlier this year, as recently as the Persian Gulf War and the conflict in Bosnia, United States-flag commercial vessels and United States citizen crews respond quickly, effectively, and efficiently to our nation's call, providing the sealift sustainment capability necessary to support America's armed forces and to help protect America's interests overseas. In 1992, General Colin Powell, then-Chairman of the Joint Chiefs of Staff, told the graduating class of the United States Merchant Marine Academy at Kings Point that:

"Since I became Chairman of the Joint Chiefs of Staff, I have come to appreciate firsthand why our merchant marine has long been called the nation's fourth arm of defense . . . The war in the Persian Gulf is over but the merchant marine's contribution to our nation continues. In war, merchant seamen have long served with valor and distinction by carrying critical supplies and equipment to our troops in far away lands. In peacetime, the merchant marine has another vital role—contributing to our economic security by linking us to our trading partners around the world and providing the foundation for our ocean commerce."

The maritime industry is not only important to our nation's economic and military security. It is also of particular importance to my State of Louisiana. A recent report concludes that "the ports of Louisiana and the maritime industry are crucial parts of the Louisiana economy." It calculates that in 1997, Louisiana realized a "total economic impact [of] \$28.1 billion" from the activities of our State's ports, steamship and tug and barge companies, firms providing shore side services, and other entities engaged in the maritime, transportation and related service and supply industries. We should not allow these economic benefits to be lost to Louisiana, any other State or to our nation as a whole.

I remain convinced that the best way to ensure that our nation continues to have the militarily-useful commercial vessels and trained and loyal citizen crews we need to support our interests around the world is to pursue policies enabling our maritime industry to flourish in peacetime. The place to start, without question, is the tax code.

A review of foreign tax laws demonstrates that the decline in our merchant marine can be traced to the favorite tax benefits offered by other countries. In 1995, United States-flag vessel carriers presented testimony to the Congress which summarized the impact American tax laws have on American vessels and