

The Shovals will be honored at the prestigious S.J. Strauss Lodge of the B'nai B'rith Lincoln Day Dinner on May 24 as this year's recipients for the distinguished Community Service Award. I am pleased and proud to have been asked to participate in this event.

Judd and Susan Shoval are among the most entrepreneurial and community-minded business leaders in my district. As partners in the Guard Insurance Company, specializing in workers' compensation insurance, the Shovals have expanded the company from its founding in the early 1980s to a sophisticated insuring organization with more than 20,000 customers in 16 states, with three subsidiaries. Just last fall, the couple opened Guard Security Bank, which uses electronic banking procedures, offering select financial products to both individuals and business.

Susan is a native of Northeastern Pennsylvania. She graduated magna cum laude from Cornell University and graduated with highest honors from the College of Insurance in New York City. In 1993, she was honored as the recipient of the Greater Wilkes-Barre Chamber of Commerce Athena Award and was named among Pennsylvania's Best 50 Women in Business in 1997. She is a member of the Committee of 200, a select group of women who head successful firms.

Susan has served the community on the United Way Board and local university boards, but I am especially appreciative of the tremendous amount of time and leadership Susan provided as a director on the board of the Earth Conservancy, a non-profit organization dedicated to reclaiming 16,000 acres of former coal mine land. Among the couple's proudest accomplishments are their four children, Ben, Deborah, Karyn and Rebecca.

Judd Shoval is Susan's life partner and business partner, serving also as chief executive officer and a director of Guard Insurance, its subsidiaries and the Guard Security Bank. He is a past chairperson of Associated Risk Managers International and has been a member of the Young Presidents Organization, comprised of presidents and chief executive officers of medium- to large-sized companies.

He is also very involved in the community, serving on boards of the local universities, the Jewish Community Center and United Jewish Campaign. Born in Austria, Judd was raised in Israel and received his law degree from the Hebrew University in Jerusalem. He came to the United States in the early 1970s, finally settling in Northeastern Pennsylvania.

Mr. Speaker, the Shovals are dedicated professionals and community leaders. I applaud the S.J. Strauss Lodge's choice of this year's recipients for the distinguished Community Service Award. I am pleased and proud to join with the Lodge and the community in congratulating them and sending my sincere best wishes for continued success.

HONORING MR. JOSEPH
BALCHUNAS AS FLORIDA'S
TEACHER OF THE YEAR

HON. ALCEE L. HASTINGS

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Monday, May 22, 2000

Mr. HASTINGS of Florida. Mr. Speaker, today I pay tribute to a phenomenal teacher,

Mr. Joseph Balchunas, recently named Florida's Teacher of the Year. A teacher who realizes the sky is the limit, who understands that knowledge is power, and who enriches the lives of those around him distinguishes Mr. Balchunas. Mr. B, as his friends and family call him, insist that his students raise their ideals, broaden their horizons, but most importantly learn to demand more of themselves. His students regularly test above average standards, a testimony to his tireless efforts and commitment to education. This is the first time in twelve years that a teacher from Broward County has been honored with this achievement.

Joseph Balchunas inspires his students to dream, and not to let anyone get in the way of those dreams. In his five years as a teacher, Mr. B has proven that teaching is not only a job, but a personal commitment, and expects his students to make the same commitment to their future. He is loved by many, but most fortunate are those who have the pleasure of being one of his students. His devotion encourages his students to imagine and create.

Mr. Speaker, I am proud to salute Joseph Balchunas for being named Florida's Teacher of the Year. He is truly a great educator, one that all of us should be proud to commend.

NATIONAL MARITIME DAY

HON. PAT DANNER

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Monday, May 22, 2000

Ms. DANNER. Mr. Speaker, today I pay tribute to the hundreds of thousands of United States Merchant Mariners who have courageously served our country during times of peace and war. Congress established National Maritime Day in 1933 to recognize the vital contributions of all American seamen throughout our nation's rich maritime history. This day would soon come to hold special meaning in honor of those merchant mariners who served in defense of American freedoms during WWII. On behalf of Kansas City resident Marshall Garry, I feel privileged to honor their accomplishments today.

As legendary Navy Admiral Chester A. Nimitz wrote following the Allied victory in 1945, "Not one of us who fought in the late war can forget—nor should any citizen be allowed to forget—that the national resource which enabled us to carry the war to the enemy and fight in his territory and not our own was our Merchant Marine." The Merchant Marine played a vital role in our nation's greatest victory, indeed almost 7,000 mariners—or one in 32 personnel—would make the ultimate sacrifice in honor of our country.

Once again, Mr. Speaker, I encourage my colleagues to join with me in commemorating the extraordinary, yet often forgotten, accomplishments of these brave individuals. Our nation is forever indebted to their service and I honor them today on this, America's 67th celebration of National Maritime Day.

PERSONAL EXPLANATION

HON. LUIS V. GUTIERREZ

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Monday, May 22, 2000

Mr. GUTIERREZ. Mr. Speaker, I was unavoidably absent from the House floor when a vote was taken on amendment number 204 regarding the School of the Americas. I have always voted in support of any amendment to eliminate and/or drastically change the way this school functions and had I been present in this Chamber when this vote was cast, I would have voted "yes."

HONORING JENNIE SLEGGERS ON
HER 100TH BIRTHDAY

HON. STEPHEN HORN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Monday, May 22, 2000

Mr. HORN. Mr. Speaker, today I want to extend congratulations and best wishes to Mrs. Jennie Slegers of Artesia, California, who celebrates her 100th birthday later this week.

Mrs. Slegers was born May 26, 1900, in the Netherlands and came to the United States in 1922. Celebrating this occasion with her are her five children, 20 grandchildren, 34 great-grandchildren and seven great-great-grandchildren. By my count that is 66 Americans—many of them my constituents—who are living, working, playing, learning, paying taxes, contributing to our economy, helping build our communities—all because Jennie Slegers decided long ago that she wanted to be an American.

Mr. Speaker, this remarkable woman now enjoys life at the Artesia Christian Home, where she spends her spare time in knitting and what she called "socializing." And, she remains very involved in doing all she can to help fellow residents of the home. I join her family and many friends in wishing Mrs. Slegers a happy 100th birthday and many more to come.

PERSONAL EXPLANATION

HON. CASS BALLENGER

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Monday, May 22, 2000

Mr. BALLENGER. Mr. Speaker, on Wednesday, May 17, 2000, I missed rollcall vote 193 (H.R. 4205) because I was conducting a Subcommittee on the Western Hemisphere hearing in the absence of the Chairman. Had I been present I would have voted "yea".

INTRODUCTION OF THE RAIL
MERGER REFORM AND CUS-
TOMER PROTECTION ACT

HON. EARL POMEROY

OF NORTH DAKOTA

IN THE HOUSE OF REPRESENTATIVES

Monday, May 22, 2000

Mr. POMEROY. Mr. Speaker, I am pleased to introduce the Rail Merger Reform and Customer Protection Act. This legislation would

extend the reach of the antitrust laws to the railroad industry while providing the Surface Transportation Board (STB) with additional criteria on which to evaluate future railroad mergers.

For virtually every business in the United States, mergers and acquisitions in excess of \$10 million are subject to Antitrust Division of the Department of Justice. Railroads, however, are treated differently. Under current law, the STB has exclusive jurisdiction over most matters concerning rail transportation including mergers and acquisitions. In exercising that authority, the STB has approved a series of mergers over the past twenty years since passage of the Staggers Act which has resulted in widespread consolidation in the rail industry. This consolidation has reduced the number of rail carriers from 40 Class I railroads to just 7, resulting in significant service disruptions, negative impacts on shippers and a reduction in competition.

Mr. Speaker, believe it or not, the railroad industry is the only industry, except for America's favorite pastime, baseball, that is almost entirely exempt from the substance of the antitrust laws. With the rail industry now consolidated to seven major railroads, and the stage set for a possible final consolidation, there is an increased potential for the rail industry to exercise market power and monopoly abuse against shippers. In order to protect shippers and promote true competition, it makes sense to treat the railroads like other industries and subject them to the jurisdiction of the Department of Justice and full application of antitrust laws.

Currently, the Department of Justice can only comment on proposed mergers. In previous mergers the recommendations of DOJ were ignored. For example the Department of Justice pegged the Union Pacific-Southern Pacific merger "the most anti-competitive rail merger in history." In that merger, the STB ignored not only the concerns expressed by Department of Justice, but also the concerns of rail customers, organized labor and the United States Department of Agriculture. I believe that the Department of Justice, an agency that can objectively evaluate the impact of mergers and protect shippers from the continual decrease in competition, needs to have a strong voice in mergers reviewed by the Surface Transportation Board.

My legislation would require both the Department of Justice and the STB to review and approve future rail mergers. Under this proposed regulatory framework, the DOJ would approve a merger unless it substantially restrains commerce in any section of the country or tends to create a monopoly in any line of commerce. The STB would still be required to review and approve a merger under a similar standard but it would also judge the proposed merger by a broader public interest standard. However, my legislation would not allow a merger to move forward without approval from both Department of Justice and Surface Transportation Board.

Under my legislation, the STB would also be required to examine several additional criteria before approving a merger. The merger (1) cannot eliminate transportation alternatives; (2) must improve transportation alternatives; (3) must improve competition among rail carriers; (4) must improve service to customers.

Additionally, the legislation ensures that relief can be sought under the current regulatory framework or through the antitrust laws.

In light of the recent decision by the Surface Transportation Board to place a 15-month moratorium on mergers and its solicitation on how merger rules can and should be revised, we have an unprecedented opportunity to re-shape railroad policy for the 21st Century. In this day and age, there is no public policy reason to justify the industry's special treatment, particularly since the railroads have enjoyed considerable deregulation under both the Staggers Act and the Interstate Commerce Commission (ICC) Termination Act. The passage of these laws which reduced the scope and effectiveness of the regulatory agency, makes it more necessary than ever for shippers to have the full panoply of remedies available against monopolistic activities.

I am pleased that the Alliance for Rail Competition, the Consumers United for Rail Equity, National Farmers Union, American Farm Bureau Federation, National Association of Wheat Growers, Northern States Power, the American Forests and Paper Association and the National Association of Chemical Distributors have endorsed this legislation.

I urge my colleagues to join me in this effort to ensure that the railroad industry is subject to the same laws as every other industry. It is in the public interest to raise the bar for review of the last few remaining mergers and to have oversight by the Department of Justice of the actions of the railroads.

IN HONOR OF BOB MOLINA

HON. JOE BACA

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Monday, May 22, 2000

Mr. BACA. Mr. Speaker, on Saturday, May 27th at 10 a.m. we will be dedicating the new Bob Molina Memorial Park and Fountain in Rialto.

Bob Molina passed away on July 7, 1998, after battling an illness. Those of us who knew him were moved by his incredible determination, positive attitude, and cheerfully optimistic disposition.

Bob distinguished himself as a member of the International Brotherhood of Teamsters for 36 years, serving as Shop Steward, Business Agent, and President, as well as on the Executive Boards, grievance committees, and negotiation teams.

He was a tenacious fighter for the members he represented; he battled for higher wages, improved pensions, and the highest quality medical benefits; and he struggled for contract language providing for a safe workplace and decent working conditions.

As we dedicate the Park and Fountain, it is fitting to note that Bob Molina demonstrated his commitment to the community through his service as a Little League Coach, Pop Warner Coach, and Girls' Softball Coach, as well as the Cub Scouts. He also served our nation in the United States Navy.

He was a devoted husband, father, and grandfather. During his 32 year marriage, he and his wife Barbara had 9 children and 14 grandchildren.

This Park and Fountain honor Bob Molina's lifetime of service to his nation, community, cherished Teamsters Union, and beloved family. It is a symbol of his outstanding qualities that included hard work, concern, and dedication that enhanced the lives of the many people who had the pleasure of being touched by his life.

FLOYD D. SPENCE NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2001

SPEECH OF

HON. TIM ROEMER

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 17, 2000

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 4205) to authorize appropriations for fiscal year 2001 for military activities of the Department of Defense and for military construction, to prescribe military personnel strengths for fiscal year 2001, and for other purposes:

Mr. ROEMER. Mr. Chairman, I strongly support the Defense Authorization bill for fiscal year 2001. This legislation has placed great emphasis on expanding quality of life initiatives, addressing readiness shortfalls, and enhancing modernization programs. I am particularly supportive of the procurement budget in this legislation for the High Mobility Multipurpose Wheeled Vehicle (HMMWV) or Hummer.

The Congress and especially the Armed Services Committee have strongly supported sustained Hummer production. The hard-working people of Indiana's Third Congressional district have responded by providing a vehicle that has met, and in many cases, exceeded the needs of our brave troops in the field.

Moreover, both the Army and the Marine Corps have identified the Hummer among their unfunded modernization priorities. This defense authorization bill meets those priorities by increasing the budget by \$28 million, thereby allowing the Army and the Marines to buy more Hummers to replace their aging fleet and provide technology insertion. This will go a long way toward protecting our brave men and women in uniform deployed in Kosovo and Bosnia.

I am excited by the growing capabilities of the Hummer. Earlier this year, I went home to visit the Hummer plant and saw a prototype of the commercial Hummer II which is being developed by a joint effort between AM General and General Motors. The Hummer's expansion into the commercial marketplace will result in the sharing of leading technologies for commercial and military vehicles while maintaining a highly skilled technological workforce in Indiana who I am very proud to represent.

Mr. Chairman, I wish to express my gratitude to the members of the Armed Services Committee who have reported a defense authorization bill that will ensure continued Hummer production. I urge my colleagues to support this legislation.