

THE 100TH ANNIVERSARY OF THE FRATERNAL ORDER OF EAGLES AERIES #33 and #34

HON. BRUCE F. VENTO

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 16, 1999

Mr. VENTO. Mr. Speaker, I want to note for the U.S. House of Representatives the 100th Anniversary of St. Paul, Minnesota's Fraternal Order of Eagles, Aerie #33 which was founded in 1899 and Minneapolis Aerie #34 which was founded the same year. These anniversaries are being celebrated this month with gatherings which reflect on the century of service and the positive impact upon families and communities as a result of the Fraternal Order of Eagles Aeries #33 and #34 in Minnesota.

The Minnesota chapters of the Eagles in 1998 alone raised \$838,000 and nationally, the Fraternal Order of the Eagles (F.O.E.) donated \$7 million to the Max Baer Heart Fund, \$6 million for the Jimmy Durante Crippled Children and Cancer fund, \$4 million for Alzheimer's research and \$1.5 million to the Make a Wish Foundation.

These contributions speak for themselves as to the important role and spirit of care for those in need the F.O.E. has performed. Equally important are the local efforts and contributions of time and funds to youth and families in many local communities across the nation which has helped to sustain athletic and recreational activities and involvement that has enabled participation by many low and moderate income children and youth.

Even at a dinner celebrating their 100th anniversary in St. Paul, the volunteer athletic club of young men involved in boxing, and servers for the event were generously handed \$200 in tips and the regular monthly support for their program monthly.

Certainly, as we emphasize the investment in families and communities and recognize anew today the importance of such private community based efforts, we should give a big thanks to the F.O.E. and especially recognize a century of service for St. Paul F.O.E. #33 and Minneapolis F.O.E. #34 in Minnesota. Their leadership and commitment to people has helped shape our cities, state and nation and certainly we hope that the F.O.E. will have positive success for the next century. They are an outstanding, quintessential example of the American spirit of generosity and grassroots non-profit self help that have well served our nation in the past, today and hopefully for the millennium.

A POINT-OF-LIGHT FOR ALL AMERICANS: THE BROOKLYN ALUMNAE CHAPTER OF DELTA SIGMA THETA SORORITY, INC.

HON. MAJOR R. OWENS

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 16, 1999

Mr. OWENS. Mr. Speaker, on Sunday, November 21, 1999 at the Bridge Street AME Church the Members of the Brooklyn Alumnae

Chapter of Delta Sigma Theta Sorority, Inc. will celebrate 50 years of Public Service to the Brooklyn, New York Community. The achievements of this very dedicated group deserves recognition from the wider "Caring Majority" community.

In observing it's 50th Anniversary, the Brooklyn Chapter will celebrate a history that began with it's charter in November, 1949 as the Delta Gamma Sigma Chapter of Delta Sigma Theta Sorority. The first meeting was called by the late Soror Catherine Alexander. Other sorors in attendance were Pearl Butler Fulcher, Ann Fultz, Dorothy Funn, Rhoda Green, Mary Hairston, Willie Rivers, Vennie Howard, Llewelyn Lawrence, Arneida Lee, Agnes Levy, Fannie Mary, Dorothy Paige, Olive Robinson, Ruth Scott, Gwendolyn Simpson, Carrie Smith, Helen Snead, Frances Van Dunk, and Edith Mott Young.

These twenty dedicated and committed sorors set out to organize programs to enhance the education and cultural life in the Brooklyn Community.

As the years passed, the chapter membership grew as more and more sorors in the area began to take notice of the contributions being made by the Brooklyn Chapter. Today the chapter is comprised of over 200 women dedicated to fulfilling the aims of Delta's National Five Point Program. The activities of these dedicated women provide immediate benefits for local constituents. The example set by the Brooklyn Alumnae Chapter of Delta Sigma Theta Sorority, Inc. should be viewed as a "POINT-OF-LIGHT" for all Americans.

TRIBUTE TO BRIAN LANCE GUTLIEB

HON. ANTHONY D. WEINER

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 16, 1999

Mr. WEINER. Mr. Speaker, I rise today to recognize an upstanding member of our community who is being recognized by the Brighton-Atlantic Unit #1672 of B'nai Brith on the occasion of its 1999 Youth Services Award Breakfast.

Brian Lance Gotlieb has earned a well-deserved reputation as a tireless fighter on behalf of the youth in our community, and is rightfully honored for his achievements by B'nai Brith on this special occasion.

Gotlieb, who serves as the liaison to Intermediate School 303 and Public Schools 90, 100, 209 and 253, is currently working on different ways to protect our community's children. As a member of the District 21 School Board, he has initiated the process of identifying unsafe streets throughout District 21 to ensure the safety of all pedestrians. And, throughout this school year, Gotlieb will be hosting a series of Child Safety Programs that will provide parents with free copies of their children's fingerprints along with Polaroid pictures to present to law enforcement personnel in the event of an emergency.

Further, as my Deputy Chief of Staff, Brian Lance Gotlieb has served as my liaison to the Board of Education and School Construction Authority for the last three years. In addition,

he is primarily responsible for the intake and resolution of constituent concerns in my Community Office located in the Sheepshead Bay section of Brooklyn.

Gotlieb, who credits his late mother, Myrna, with teaching him the importance of helping others and being active in the community, created the highly successful organization Shorefront Toys for Tots in 1995. Founded in his mother's memory, Shorefront Toys for Tots has helped bring Chanukah cheer to more than 7,500 underprivileged children in the Shorefront community.

As a student at the Rabbi Harry Halpern Day School and its Talmud Torah High School division, Gotlieb packed and delivered Pass-over packages to aid needy senior citizens. Gotlieb strengthened his bond with the Jewish community as an undergraduate and graduate student through his involvement with the Jewish Culture Foundation at New York University and B'nai B'rith Hillel at the University of Florida, where he served as a Reporter for the Jewish Student News.

Gotlieb is a member of Community Board 13 and serves on it's Education and Library and Youth Services committees. He also serves his neighbors as a member of the Board of Directors in Section 4 of Trump Village and as an Executive Board member of the 60th Precinct Community Council.

Mr. Speaker, I applaud the members of Brighton-Atlantic Unit #1672 of B'nai Brith for recognizing the achievements of Brian Lance Gotlieb, a tireless worker for the people of Brooklyn and Queens.

INTRODUCTION OF DICKINSON DAM BASCULE GATES SETTLEMENT ACT

HON. EARL POMEROY

OF NORTH DAKOTA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 16, 1999

Mr. POMEROY. Mr. Speaker, I rise today to introduce the Dickinson Dam Bascule Gates Settlement Act to bring closure to a long-standing issue between the city of Dickinson, North Dakota and the Bureau of Reclamation. The legislation would permit the Secretary of the Interior to accept a one-time lump sum payment of \$300,000 from the city of Dickinson in lieu of annual payments required under the city's existing repayment contract for the construction of the bascule gates on the Dickinson Dam.

In 1950, a dam was constructed on the Heart River in North Dakota to provide a supply of water to the city of Dickinson. However, by the 1970s, the need for additional water in the area was identified. Early in the 1980s the bascule gates were constructed as a Bureau of Reclamation project to provide additional water storage capacity in Lake Patterson, the reservoir created by the Dickinson Dam. At the time, the city expressed concern about the cost and viability of the gates. Prior to the placement of the gates in North Dakota, no testing on the gates had been conducted at any location in a northern climate. Unfortunately, this significant oversight proved fatal for the gates. In 1982, shortly after the start of

operations of the bascule gates, a large block of ice caused excessive pressure on the hydraulic system causing it to fail. These damages added additional costs to the project and a financial burden on the city as modifications to the gate hydraulic system were made and a de-icing system installed.

Today, the city of Dickinson no longer benefits from the additional water capacity of Lake Patterson. The city of Dickinson now received their water through the Southwest Pipeline which was made possible through the Garrison Diversion Unit, another Bureau of Reclamation Project. The pipeline provides a high quality and more reliable water supply than the city's previous supply from Lake Patterson. To date, the city has repaid more than \$1.2 million for the bascule gates despite the fact that they no longer provide any significant benefit to the city.

In addition to allowing a lump sum payment, the bill also requires the city of Dickinson to pay annual operation and maintenance costs for the bascule gates, up to a maximum of \$15,000. Annual O&M costs to date have averaged about \$9,000 over the past 10 years. Any annual O&M costs beyond \$15,000 would be the responsibility of the federal government. Finally, the bill permits the Secretary of the Interior to enter into appropriate water service contracts with the city for any beneficial use of the water in Patterson Lake.

Mr. Speaker, I believe that the legislation represents a fair and appropriate resolution for the federal government and the city of Dickinson to this longstanding issue.

THE ALL AMERICAN CRUISE ACT
OF 1999

HON. DUNCAN HUNTER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 16, 1999

Mr. HUNTER. Mr. Speaker, today I am introducing a bill critical to the future of our domestic shipbuilding industry. This bill, aptly named the "All American Cruise Act of 1999," takes steps that are long overdue to promote the construction of cruise ships by U.S. shipbuilders. My bill is a prime example of a "Made in the USA" initiative.

The United States is the largest cruise ship market in the world. In 1998, 120 foreign-built, foreign-registered cruise ships serviced the American market, which consists of nearly seven million passengers annually. Experts anticipate that by 2003 there will be 10 million passengers and 160 foreign-built and operated ships servicing North America. American shipbuilding firms have been placed at a decisive disadvantage in the global shipbuilding market due to U.S. tax laws and European subsidy policies. European builders of cruise ships receive numerous tax incentives and other assistance from their governments to reduce the price of their ships. Foreign cruise companies operating from U.S. ports pay no U.S. income tax, an immediate price advantage for the foreign competitor. For example, Carnival Cruise Lines, a Libyan registered company, is reported to have earned \$652 million in tax-free income during 1998, yet 90 percent of their passengers are Americans.

The All American Cruise Act is designed to bring this industry back to our shores through tax parity desperately needed to encourage our domestic industry. My bill, among other recommended changes, would implement the following: tax credits to U.S. builders of cruise ships of 20,000 gross tons and greater; U.S. cruise ship owners will be exempt from paying U.S. corporate income tax; cruise ship owners will be able to depreciate their ships over a five-year period rather than the current 10-year period; the current \$2,500 business tax deduction limit for a convention on a cruise ship would be repealed to give the same unlimited tax deductions for business conventions held at shore-side hotels; and a 20 percent tax credit will be granted to U.S. companies which operate ships using environmentally clean burning engines manufactured in the United States.

While some of these tax provisions may at first glance seem costly to the U.S. Treasury, it should be noted that, since cruise ships are not presently built domestically nor operated as U.S. companies, current tax revenues will not be impacted. In fact, when this bill is passed, hundreds of thousands of high technology and high skill manufacturing jobs will be created. Although my bill has not yet been scored by the Joint Tax Committee or the Congressional Budget Office, I am confident that it will actually contribute to the U.S. Treasury as well as to the U.S. manufacturing base.

In addition, the All American Cruise Act has national security implications. At this time there are only six private-sector shipyards in the United States. These shipyards are located in California, Connecticut and Rhode Island, Louisiana, Maine, Mississippi, and Virginia. Taking legislative action to ensure a robust domestic ship building industry will ensure that U.S. taxpayers have access to competitive prices, technology, and a ready supply of ships and labor in time of conflict. A recent Congressional Research Service Report (RL 30251) stated, ". . . competition in defense acquisition can generate benefits for the government and taxpayers by restraining acquisition costs, improving product quality, encouraging adherence to scheduled delivery dates, and promoting innovation." Further, "achieving effective competition in Navy ship construction has become more difficult in recent years due to the relatively low rate of Navy ship procurement . . ." It is in our best interest as a nation to do all we can to ensure that there is a viable and productive United States shipbuilding industry that will meet our national security, cargo and recreational needs long into the future.

The All American Cruise Act will also stimulate revenue for our nation's ports. With U.S. built and operated cruise ships in operation, American cruise lines will be able to dock at more than one U.S. port per trip. This will ultimately benefit both passengers and local ports.

It is also important to emphasize that ships built in the United States and operated by Americans adhere to the highest construction, labor, and environmental standards, unlike ships that are neither built nor operated to America's high safety standards. Our citizens deserve better. My bill will give American tour-

ists the safety they deserve when vacationing at sea.

The All American Cruise Act is supported by both industry and labor. In fact, I am submitting letters in support of this legislation from the following organizations: the American Shipbuilding Association, the International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers, the American Maritime Officers, and the American Maritime Officers Service.

I urge all of my colleagues to join me in sponsoring this legislation. Throughout our history, seafaring vessels have played a critical role in our military, cargo movement and entertainment. The time has come to bring the cruise industry back to America's shores. Support the All American Cruise Act of 1999.

AMERICAN SHIPBUILDING ASSOCIATION

November 9, 1999.

Hon. DUNCAN HUNTER,

Rayburn House Office Building, Washington, DC.

DEAR CONGRESSMAN HUNTER: On behalf of the shipbuilding industry, the American Shipbuilding Association (ASA) would like to express to you its strong support of your legislation, entitled the "All American Cruise Act of 1999". This bill will provide American shipbuilders, owners, and crews with tax parity with foreign builders and owners of cruise ships that operate almost exclusively from U.S. ports and derive over 90 percent of their income from U.S. citizens.

As you have recognized, American shipbuilders, ship owners, and crews have been placed at a severe competitive disadvantage in the American cruise ship market because of the U.S. tax code that rewards companies that build and register their ships in foreign countries while penalizing American companies who wish to build and register their ships in the United States. For example, the 120 cruise ships that serve the North American market depart U.S. ports with vacation tours bought by U.S. citizens. These ships, however, are built in foreign countries where governments provide tax credits and other assistance that equates to as much as a 50 percent reduction in the price of these ships. The ships in turn are operated by companies that register them in foreign countries to avoid U.S. corporate income tax. By building and operating these ships foreign, these companies avoid America's high environmental, labor, and safety standards in the construction and operation of their ships, and jeopardize the lives of American tourists.

Some in Congress would propose that the United States just surrender the U.S. cruise ship market to these foreign entities by repealing the American Passenger Vessel Services Act, which requires ships carrying passengers between two U.S. ports to be U.S.-built, owned, and crewed. Our industry believes there is a better way—your way—which would create an All American industry built by Americans for Americans. Your legislation would retain U.S. high safety standards in the construction and operation of cruise ships, while providing American builders and owners tax parity with foreign builders and owners of cruise ships that operate from U.S. shores.

Your bill would create hundreds of thousands of high technology, high skilled manufacturing and seagoing jobs for Americans; strengthen the American defense shipbuilding industrial base; and ignite a powerful engine that would propel all segments of the U.S. economy toward strong growth and prosperity into the 21st Century. Furthermore, American tourists would be assured