

Commerce marked its 200th anniversary. I rise today to honor and recognize this momentous occasion.

On July 1, 1799, 43 community merchants and professionals gathered at the home of John Ripley on Main Street and signed their names to a document officially organizing the Hartford Chamber of Commerce. Since its organization, the MetroHartford Chamber of Commerce has tirelessly pursued the goals of civic support and economic promotion to make Hartford a bigger and better industrial and commercial city. For the last 200 years, the Chamber's traditions of business and principles of living have carried the greater Hartford region to the front list of municipalities in the country.

For example, during the First World War, the MetroHartford Chamber of Commerce played a critical community support role, financing an evaporation plant to preserve fruits and vegetables, improving housing conditions for African-Americans moving from southern States to work in Hartford's defense industries, and providing emergency funds for the families of soldiers killed in action in Europe. The Chamber became one of the first organizations to establish a registry and canvass local community businesses to help find work for returning soldiers and disabled veterans.

In the years following the Great Depression, the MetroHartford Chamber of Commerce built plants for companies, secured air mail and passenger service, supported the development of roads and highways, established a Better Business Bureau, advocated for the creation of trade schools, and promoted traffic safety and fire prevention programs. During the 1960's, the MetroHartford Chamber of Commerce organized antipoverty programs such as the Community Renewal Team, and again turned their efforts toward building and rehabilitating housing for community residents who otherwise could not afford it.

Today, we stand on the dawn of the 21st century, and on the heels of one of the worst recessions in history the MetroHartford Chamber of Commerce is once again playing a critical role in the revitalization and economic development of the greater Hartford area. Whether it is working with local communities and businesses on projects such as Riverfront Recapture aimed at reclaiming the history, beauty, and community embodied along the banks of the Connecticut River, or the Adriaen's Landing aimed at making Hartford the showcase city of the new millennium, the MetroHartford Chamber of Commerce stands as a testament to what can be achieved by those who have faith in their community.

INTRODUCTION OF THE RON BROWN TORT EQUALITY ACT OF 1999

HON. ELEANOR HOLMES NORTON

OF THE DISTRICT OF COLUMBIA

IN THE HOUSE OF REPRESENTATIVES

Monday, April 12, 1999

Ms. NORTON. Mr. Speaker, we are reintroducing the Ron Brown Tort Equality Act today because it is the first opportunity to commemorate the third anniversary of the trag-

ically needless crash of the plane carrying Commerce Secretary Ron Brown and 34 others in Croatia. Congress was out of session on the actual anniversary date, April 3rd of this year. This uniquely poignant accident will be remembered as a singular American tragedy. It is still hard to believe that 33 Americans and two Croatians were killed in a crash that our government could have prevented. The 33 Americans on board that plane were from California, Connecticut, the District of Columbia, Florida, Illinois, Louisiana, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Pennsylvania, Texas, Virginia, and West Virginia. Since the crash, my cosponsors and I have regarded it as a solemn obligation to accomplish two purposes: (1) help secure damages for a loss that can never be repaid, and (2) help see that no such accident occurs again.

We reintroduce the bill today spurred on by the vigilance of the families who lost their loved ones in the crash and who are intent on preventing other such tragedies. Since the last introduction of the bill on April 15, 1997, the families have been invaluable allies in helping us gain cosponsors and in keeping this bill alive. Just last week, members of the families met with congressional staff from the offices of cosponsors and me in a valuable strategy session. One result of that meeting and of further consultations with the families is the reintroduction of the Ron Brown tort Equality Act of 1999 today.

The families deserve more than the official funerals, the much deserved tributes, and our continuing grief. They deserve more than the insult to their injury that would remain if the law are not altered in light of the tragedy and families are not fully compensated. I believe that the Congress eventually will do the right thing and that the President will sign the right bill.

The Air Force Accident Investigation Board report was honest and forthcoming. It concluded that the accident resulted from the negligence of federal employees involving three independent causes, "any one of which had it not existed would have prevented the accident." The command gave authorization to flight procedures that had not been properly reviewed and approved; the aircrew made errors in planning and executing the flight; and the approach to the airport was improperly designated. In addition, inadequate training was a substantial contributing factor. When negligence is this pronounced, compensating the victims also has a deterrent effect on those responsible for assuring that such serious negligence is not repeated.

Thus far, however, there have been few indications that federal authorities are serious about assuring that no such tragedy occurs again. Two Article 15 disciplinary actions, two letters of reprimand, and 12 other actions were taken against particular officers. Is this all that our government can do? Following the shocking crash in Croatia, is this the extent of the federal obligation?

First, for the families of civilian federal employees, there is the obligation to do more than grant a few thousand dollars through the Federal Employee Compensation program. Our obligation is to amend the law to reach the very few instances of gross negligence,

like this horrendous crash, that may occur. The bill would allow federal civilian employees or their families to sue the federal government but only for gross negligence by its officers or employees. Because there will be few instances where gross negligence can be shown, this is a small change in our law. This change will allow the families of federal employees to seek the compensation they have every right to expect while leaving the integrity of the federal government's worker compensation system intact.

There also were non-federal employees on that fated plane for whom no compensation is possible today. Astonishingly, federal law does not allow compensation when private citizens are killed or injured overseas. The failure of the Federal Tort Claims Act to allow for any compensation for civilians is either callous or an oversight in the law, and I believe that it is in need of correction. After all, private citizens can sue under the Act for the same injuries when they occur in this country. My bill would allow individuals who do not work for the federal government, or their families, to sue the United States for negligent or wrongful acts or omissions that occur in a foreign country.

We also introduce the bill because we know our government would want to deter such accidents in the future. We especially introduce this bill today for the families of those killed with Ron Brown on April 3, 1996, and I urge the Congress to pass this bill this session. The families who lost their loved ones deserve nothing less.

TRIBUTE TO VIRGIL G. LOVITT

HON. ROB PORTMAN

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Monday, April 12, 1999

Mr. PORTMAN. Mr. Speaker, on March 24, 1999, the city of Sharonville, Ohio, lost one of its finest citizens. Virgil G. Lovitt, a leader in the business world as well as the community, passed away at the age of 63. A great friend to many people, myself included, he did more for Sharonville quietly from behind the scenes than most people will ever know.

A very successful businessman, Mr. Lovitt founded a State Farm insurance agency in 1957. In 1985, he represented Ohio for the annual agents field planning conference at the home office in Bloomington, Illinois. He was a State Farm Millionaire Life agent over 20 times. He was one of the first State Farm agents in Ohio to receive the series 6 security license. At the time of his death, he was national director and a member of Insurance Risk Management and a committee member of the Family Motor Coach Association.

However, when people think of Virgil Lovitt, most will remember his willingness to serve and his desire to improve the lives of those around him. As a result of his commitment to serve the public, he spent 1963-1975 as President of the Sharonville City Council. He was Sharonville's ward chairman for over 20 years. Mr. Lovitt was also a member of the Hamilton County Republican Central Committee and Executive Committee, chairman of the Hamilton County Tax Incentive Review