

HONORING BESSIE CROUSE BOREN
MILLER

HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 1, 2000

Mr. McINNIS. Mr. Speaker, I would like to take a moment to pause and remember the life of a woman that always had an open heart and hand to all, Mrs. Bessie Crouse Boren Miller.

Mrs. Miller was born on February 4, 1920, in Montezuma, Kansas, to Joseph Oliver Crouse and Edith Angelique Fincher Crouse. She moved with her family to the Eastern slope of Colorado in a covered wagon. There, in Villgreen, Colorado, she attended school. She was known as a very athletic person and loved to run track.

Mrs. Miller was known for her cooking in all of the local cafes. She was also known for welcoming anyone and doing anything she could to help. Mrs. Miller loved to read and sing old hymns.

It is with this, Mr. Speaker, that I would like to pay tribute to the life of Mrs. Miller, a woman with a heart of gold.

REMARKS ON ALASKA AIRLINES
FLIGHT 261 CRASH

HON. DON YOUNG

OF ALASKA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 1, 2000

Mr. YOUNG of Alaska. Mr. Speaker, I rise today in regards to yesterday's crash of Alaska Airlines Flight 261. In all, an estimated 88 people lost their lives off the southern coast of California at 4:36 p.m. Unfortunately, it is too early to know the cause of this devastating crash. Our prayers go out to all the family and friends of those who lost their loved ones in the crash.

Among Alaska Airlines Flight 261 were an estimated five Alaskans. Included were Malcolm Branson and his fiance, Janice Stokes, both of Ketchikan. Also onboard the airplane was Morris Thompson, age 61, his wife Thelma and daughter Sheryl. The Thompson's were returning to Alaska after a family vacation in Mexico.

Morris Thompson, Thelma, Lu and I have been friends for more than 40 years. Thelma, an experienced dog musher and Morris were married a year after Lu and I were married. Morris and I followed each other on similar paths to public office. Oftentimes we spent time together in Juneau, Alaska, when I served in the State Legislature and later in Washington, DC where I served as Congressman and Morris served as commissioner of the Bureau of Indian Affairs.

After his public service, Morris became president and chief executive officer of Doyon, Ltd., a Native Corporation formed in 1971 as part of the Alaskan Native Claims Settlement Act. At Doyon, Morris turned an operating loss of \$28 million into \$70.9 million in revenues and the largest private landowning corporation in America. Morris Thompson retired in Janu-

ary and was considered a great Native leader, businessman, and friend. I had a conversation with Morris just last month and he was describing to me the cabin he planned to build on the Yukon River and his optimism for the future.

Morris Thompson, his wife Thelma and daughter Sheryl spent a great deal of time with me and my family. In fact, we rang in the New Millennium with Sheryl. Sheryl Thompson grew up with our daughters and became so close to our family that we considered her part of the family. Morris is survived by two young daughters named Nicole and Allison and two grandsons Christopher and Warren.

I will always have fond memories of the Thompson family. Such as Morris and I duck hunting on the Yukon River, Thelma mushing her dog's, and Sheryl managing the extreme skiing association in Valdez. God Bless the memories we have.

Morris was a good father, leader and friend, as well as being one of the great leaders among the Native community. Lu, and I are in shock over this tragic loss. Our prayers go out to the Alaska Airlines employees and their families, and the families and relatives of the 88 passengers that were lost.

PERSONAL EXPLANATION

HON. TERRY EVERETT

OF ALABAMA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 1, 2000

Mr. EVERETT. Mr. Speaker, on January 31, I was unavoidably detained and missed rollcall vote numbers 2 and 3. Had I been present, I would have voted "yes" on H. Con. Res. 244, Permitting the Use of the Capitol Rotunda to Commemorate Victims of the Holocaust; and "yes" on H.R. 2130, the Hillary J. Farias Date-Rape Prevention Drug Act of 1999.

RECOGNITION OF NATIONAL
BIOTECHNOLOGY MONTH

HON. PATRICK J. TOOMEY

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 1, 2000

Mr. TOOMEY. Mr. Speaker, I rise today to commend workers in the biotechnology industry for their progress in improving the lives of all Americans. We just concluded National Biotechnology Month, and I would like to take a brief moment to highlight the potential that biotechnology has for us in the 21st century.

Biotechnology companies are developing treatments and vaccines for devastating diseases—such as Parkinson's, Alzheimer's, cancer, and AIDS—that will improve the lives of millions of Americans afflicted with these ailments. They are also responsible for developing treatments for smaller diseases harming perhaps just a few hundred people, but nonetheless just as debilitating. In addition, biotechnology is about more than just medical research. Scientists are beginning to use biotechnology for other uses, such as environmental remediation.

Furthermore, the biotechnology industry has also had a significant positive impact on our nation's economy. A recent report by the Joint Economic Committee stated that the biotechnology industry spent \$10 billion on research and development in 1998, while employing 150,000 workers nationwide. My home state of Pennsylvania has helped lead the way in biotechnology, ranking second in the nation in the number of jobs based on biotechnology.

Congress needs to continue to work with the biotechnology industry for an equitable public-private sector partnership, and make sure new technologies are not unnecessarily slowed by over-burdensome regulations. I congratulate the biotechnology industry on its accomplishments and its bright future.

LAW OFFICER OF THE YEAR,
SHERIFF JOHN EBERLY

HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 1, 2000

Mr. McINNIS. Mr. Speaker, I would like to take a moment to recognize the Law Officer of the Year recipient, Otero County Sheriff John Eberly of La Junta, Colorado.

This award was presented by the Colorado Cattlemen's Association and the Colorado Brand Board and recognizes Colorado lawmen whose efforts to uphold the state's livestock law have benefitted the entire livestock industry.

During his 25 years with Otero County, Sheriff Eberly has been instrumental in continuing and improving the livestock law training classes for law enforcement. Working with the National Guard, Sheriff Eberly and his staff coordinated the rescue and helicopter feeding operations for stranded livestock during the 1997 blizzard. When floods threatened the Arkansas Valley in 1999, his experience and knowledge was important to the area's ranching businesses.

It is with this, Mr. Speaker, that I would like to congratulate Sheriff John Eberly and also thank him for his tireless commitment to making his community a better place.

TRIBUTE TO THE SOUTHWEST
TEXAS STATE UNIVERSITY ALL-
GIRL CHEERLEADING SQUAD

HON. RON PAUL

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 1, 2000

Mr. PAUL. Mr. Speaker, I rise today to congratulate the members of the 1999-2000 Southwest Texas State University All-Girl Cheerleading Squad. They recently won first place in the All-Girl Cheer Division at the Universal Cheerleading Association's 2000 College Cheerleading and Dance Team National Championship. The competition was held during the Universal Cheerleading Association's 2000 Championship at Walt Disney World in Orlando, Florida, on January 7, 2000.

Located in the Texas Hill Country city of San Marcos, Southwest Texas State University is justifiably proud of their award winning

All-Girl Cheerleading Squad; Karla Brown, Charissa Canuelle, Lexi Chaleff, Alexandria Collie, Krystal Davis, Patricia Goolsby, Ashley Harmon, Robyn Kyrish, Sara Martinez, Shavaun Moynahan, Aimee Moyers, Nicki O'Riley, Kristi Oberpriller, April Rheinlaender, Jennifer Rogers, and Brandi Wilkie. These talented young women received outstanding leadership and support from their coach, Jason Anderson, and the team's trainer, Scott Chambers.

On January 25, 2000, a ceremony was held at the Texas State Capitol Building in Austin, Texas, in honor of the squad. At one o'clock, in the historic chambers of the Texas House of Representatives, State Representative Rick Green presented each of the young champions a copy of a resolution congratulating them on their achievement. A Texas flag flown at the request of Representative Green and a flag of the United States flown at my request were presented to the team. These flags, flown in recognition of their victory, now frame the young women's trophy proudly displayed at their university.

The squad's hard work and dedication to purpose reflects the will that built the great State of Texas and our nation. By continuing this same dedication and work ethic throughout their lives, these young women will succeed in all of their future endeavors. It is my pleasure to be able to congratulate and recognize these fine young Texans in their achievement.

“TAKE DOWN THE FLAG”

HON. JAMES E. CLYBURN

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 1, 2000

Mr. CLYBURN. Mr. Speaker, I rise to speak about an issue that is involving my home State of South Carolina in a national discussion. In recent weeks, the discussion over the confederate flag flying atop the Statehouse in Columbia, South Carolina, has moved from a State issue to a national debate. Of all of the opinions that have been shared throughout this debate, I find the following letter the most cogent and concise on this very emotional issue. Mr. Speaker, I submit for the RECORD the following letter written by Michael A. Allen which appeared in the Post and Courier of Charleston, South Carolina, on Tuesday, January 25, 2000.

[From the Post and Courier, Jan. 25, 2000]

TAKE DOWN THE FLAG

As a promoter and preserver of cultural heritage, the South Carolina African American Heritage Council has a keen appreciation and understanding of those who defend the flying of the Confederate battle flag on that basis. The flag in and of itself is indeed a part of South Carolina's heritage. Let's indeed preserve the flag and its legacy, even though that legacy means different things to different people.

Also in our position as preservers of cultural heritage, the council board of directors recognizes the fact that there are places inappropriate for the conspicuous display of historic relics. We defend the right of flag supporters to defend the banner as a relic of cultural integrity.

However, we contend that it is indeed a historic relic and that its position above the Statehouse and in the House and Senate chambers is indefensible. The Confederate battle flag in question never truly held a place of sovereignty even in the days of the Confederacy in the 19th century, but was carried by troops in battle. This makes it reprehensible and even baffling to the impartial and reasoning mind that such a relic would occupy such a position of sovereignty in 21st-century South Carolina.

Not every South Carolinian is a native Southerner. Not every South Carolinian had ancestors who fought, or fought willingly, for the Confederacy in the Civil War. Not all South Carolinians, even native white South Carolinians, believe in the ideas of the Confederacy fought to uphold. And not every South Carolinian feels good about a flag flown by the Ku Klux Klan, neo-Nazis and other racial and ethnic hate groups also hanging in and flying over the halls of government of their state, as if to give the impression, though the impression may be false, that this flag is who we all are and what we all stand for.

Therefore, the South Carolina African American Heritage Council now adds its voice to the evergrowing chorus of those calling for the removal of the Confederate flags from atop the South Carolina Statehouse, from the Senate and House chambers, from the front ground foyer of the Statehouse, and for them to be put in a place more fitting for the preservation of cultural heritage.

MICHAEL A. ALLEN,

Former Chairman,

S.C. African American Heritage Council.

TRUTH IN BUDGETING ACTS

HON. BUD SHUSTER

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 1, 2000

Mr. SHUSTER. Mr. Speaker, with several of my colleagues from the Transportation and Infrastructure Committee, today I'm introducing the third in a series of "Truth in Budgeting Acts." This bill focuses solely on water transportation—specifically the Harbor Maintenance Trust Fund (HMTF) and the Inland Waterways Trust Fund (IWTF). As you know, the previous bills also included the Highway Trust Fund and the Airport and Airway Trust Fund.

All of the bills have a common theme: taking transportation trust funds "off budget" to help meet our Nation's critical infrastructure needs and to inject some truth serum into the budgeting process. If we take the HMTF and the IWTF off budget, we not only restore the trust of those who pay into the funds, we remove the budget-driven incentive to build a surplus to mask potential deficits and justify other types of spending.

No one should question the wisdom of investing in our Nation's water transportation infrastructure. Our coastal ports and inland waterways have shaped the country's commercial and cultural history and, if properly developed and adequately maintained, will be critical to our country's leadership in the global economy of the 21st century. For example, the tugboat, towboat, and barge industry, which has operations along the Nation's 25,194

miles of inland and intracoastal waterways, contributes \$5 billion a year to the Nation's economy and moves 15 percent of the Nation's freight for less than 2 percent of the Nation's total freight bill. Ports generate significant local and regional economic growth, as well, and move nearly 93 percent of all U.S. waterborne commerce in a given year. With the volume of imported cargo moving through U.S. ports expected to triple by the year 2020, investment in our Nation's port infrastructure is all the more critical.

The infrastructure needs continue to grow. The Nation's locks and dams are aging. Many are more than 50 years old. Long delays at inland locks add to the cost of transporting goods from our farms, mines, and mills to our coastal ports. The Nation's harbors and seaports need continued maintenance and improvement as well. Dredging channels, like clearing snow from highways, is a necessary fact of life—particularly in an age when domestic and international trading depends on adequate intermodal connections. The size and number of vessels in the world's fleet continues to increase; America's ports need to accommodate these changes to ensure a position of leadership in the global economy.

While current and future needs continue to grow, unfortunately the trust funds continue to accumulate surpluses. The current balance of the HMTF is approximately \$1.9 billion and is expected to rise to \$2.5 billion by FY 04. The IWTF current balance is approximately \$370 million, and we are told the Corps has the capability of spending \$300 million annually by 2004. Something is wrong when the needs increase, the funds are available, and the monies remain "locked up" in the trust funds.

Mr. Speaker, this is important legislation that, if properly implemented, would make significant reforms in our current transportation infrastructure financing policy. Let me assure my colleagues, however, this bill is not meant as the single solution or response to the many issues surrounding the Supreme Court's March 1998 ruling in *U.S. v. U.S. Shoe Corporation*, which invalidated the Harbor Maintenance Tax as applied to exports. That issue has prompted significant debate and controversy, particularly the Administration's proposed harbor services user fee and harbor services fund. There are other proposals as well that deserve our serious consideration. I am also aware that final changes to the budgeting process involving the IWTF will need to be discussed with Members and the various constituencies involved in inland waterways transportation.

I look forward to working with my colleagues, including the Ranking Member of the Committee (JIM OBERSTAR), the Chairman of the Water Resources and Environment Subcommittee (SHERRY BOEHLERT), the Ranking Member of the Subcommittee (BOB BORSKI), the Administration, and others. Water transportation infrastructure will be a priority for the Transportation and Infrastructure Committee throughout the Second Session, particularly as we press for truth in water transportation budgeting and for enactment of a Water Resources Development Act of 2000.