

St. Peter's Church in the Great Valley, another National Historic Landmark, served as a field hospital for soldiers wounded in the Brandywine campaign of 1777 and later at Valley Forge. Its graveyard contains the remains of both American and British soldiers killed during the Revolution. Its beautiful grounds, a wildlife conservatory, were selected by Governor Tom Ridge as the site for the signing of Pennsylvania's innovative conservation measure, the "Grow Greener" bill.

Mr. Speaker, St. David's Church and St. Peter's Church in the Great Valley have much to celebrate together as they mark their 300th anniversary. I congratulate everyone associated with these worship communities and wish them continued growth, happiness and success as they recall their journey: the road, the people, the vision and the faith, which brought them to this milestone.

SURGE OF CHINESE IMPORTS THREATENS VALUABLE MANUFACTURING JOBS IN WEST VIRGINIA

HON. NICK J. RAHALL II

OF WEST VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 13, 2000

Mr. RAHALL. Mr. Speaker, I wish to express my concern about a small manufacturer in my district that is battling a tidal wave of low-priced Chinese imports and to underscore the importance of strong trade laws.

Portec Rail Products, Inc. is a small business with manufacturing operations in Huntington, West Virginia. Portec makes steel rail joints which hold rail sections together and ensure smooth passage for commercial and passenger trains alike. Portec's West Virginia manufacturing facility represents the core of the kind of small, hard working American company that we all like to see succeed. Portec provides solid, semiskilled manufacturing jobs for many hard-working West Virginians. Additionally, Portec purchases steel bars from a West Virginia steel producer, further enriching the economy of the state.

During the last three years, U.S. imports of low-priced steel rail joints from China have increased exponentially. According to official U.S. Department of Commerce statistics, imports of Chinese rail joints increased from 78,000 pounds in 1997 to 355,878 in 1999, a 356 percent increase. There has been no let-up—during the first quarter of 2000, Chinese imports were at a record pace of 175,000 pounds—a figure which, if annualized, would amount to a 788 percent increase since 1997.

Chinese imports are also underselling U.S. prices, resulting in lost sales and depressed prices for the U.S. industry. When Portec loses a sale to what might very well be dumped imports from China, it loses the profits and R&D dollars necessary to develop new products and services for its customers. This threat is not just looming in the future—it is happening today and already has impacted Portec. In fact, Portec recently lost a contract to supply steel rail joints to our very own METRO in Washington, D.C. because the Chinese bid was lower. So, the threat to this small, West Virginia company is very clear.

I can assure you that Portec does not intend to leave the challenge unanswered, and in fact, I will do my best to help them combat the harmful import surge from China through trade cases or other means. We must protect American manufacturing jobs from unfair import surges that injure American industry. The United States must maintain strong antidumping laws and ensure that they provide effective relief to small U.S. businesses before they are driven out of business by unfair trade.

PERSONAL EXPLANATION

HON. XAVIER BECERRA

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 13, 2000

Mr. BECERRA. Mr. Speaker, on September 12, 2000, I was detained with business in my District, and therefore unable to cast my votes on rollcall numbers 460 through 464. Had I been present for the votes, I would have voted "aye" on rollcall votes 460, 461, 462, 463, and 464.

SCOUTING FOR ALL ACT

SPEECH OF

HON. BOB SCHAFFER

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 12, 2000

Mr. SCHAFFER. Mr. Speaker, the House now debates a bill Democrats have crafted to revoke the charter of the Boy Scouts of America. It is hard to believe the Democrats in Congress have actually proposed this measure. It is also hard to believe a private institution, which has taught over 100 million boys in America core values and has donated hundreds of millions of community service hours, would be the target of this vicious attack by the party of Bill Clinton and AL GORE.

On June 28 of this year, the Supreme Court affirmed the Constitutionally protected right of the Boy Scouts of America to set its own standards for membership and leadership. Since the decision, Democrats have launched a vicious attack on the Boy Scouts seeking the financial destruction of the Boy Scouts by urging businesses and civic organizations to revoke their sponsorship of the Boy Scouts. In fact, when the Boy Scouts were derided at the Democrat National Convention this summer, AL GORE did nothing. He didn't object. AL GORE lost on two counts. The Supreme Court decision echoed the voice of mainstream America, and business and civic organizations remain committed to sponsoring the Boy Scouts. So here we are debating another pathetic Democrat attempt to force the hateful will of their party's agenda upon mainstream America.

One of the great ironies of the Democrat's bill to revoke the Federal Charter of the Boy Scouts of America is their claim of being "dedicated to giving working families the tools they need to take care of their children" and their claim they have "worked to make children our nation's top priority." Have the Boy

Scouts of America not been fulfilling the Democrats' goals and more? Have the 100 million Boy Scouts, from diverse backgrounds far and wide, not been trained during their Scouting experience to embrace civic responsibility and "help other people at all times" as the Scout Oath states?

Consider the tenets of Scout Law: Trustworthy, Loyal, Helpful, Friendly, Courteous, Kind, Obedient, Cheerful, Thrifty, Brave, Clean, and Reverent. Consider the Scout Oath: "On my honor I will do my best to do my duty to God and my country and to obey the Scout Law; to help other people at all times; to keep myself physically strong, mentally awake, and morally straight." Shame on the Democrat party, Bill Clinton, and AL GORE for viciously attempting to destroy the Boy Scouts of America. It is unconscionable that millions of young Boy Scouts have been forced to endure this vicious attack. It is an insult that any member of Congress has subjected these young people to such hostility.

While I have never witnessed such a vitriolic attack upon young Americans, I am honored to go on record with America and the Members of this House who have raced to defend the Boy Scouts from this injustice. My son, Justin, has been involved in Scouting for many years now. I can see the developmental benefits he has reaped from his experience with the Boy Scouts of America. I do not know how I would ever explain to him that he could not be a Scout anymore, should Democrats win today's contest on the House floor. My colleagues, we must prevail on behalf of the Boy Scouts, by crushing this awful bill which the Democrats have proposed and by sending a clear message to the country: The Boy Scouts of America are deeply appreciated, celebrated, embraced and protected for the good work they do to raise young boys to be future leaders of a caliber much higher than the proponents of this bill which we must quickly, and resoundingly defeat.

HONORING RAYMOND C. BURTON FOR A DISTINGUISHED CAREER

HON. WILLIAM O. LIPINSKI

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 13, 2000

Mr. LIPINSKI. Mr. Speaker, today I honor Mr. Raymond C. Burton, who will retire at the end of this year, bringing closure to a distinguished career in railroading that has spanned three decades.

When Ray Burton went to work for the old Sante Fe Railway in 1963, he could not have foreseen the profound changes coming to the railroad industry. Particularly since 1982, when he was elected president and Chief Executive Officer of TTX Company, Ray Burton has been on the cutting edge of those changes.

Under Ray Burton's leadership, TTX has led the way in innovation, design and deployment of the equipment needed to construct today's modern, intermodal transport network. It was this leadership that twice earned him the Railway Age "Railroader of the Year" award—making him one of just three individuals to be so honored.