

constructed for the Seaway between the mid- and late-1950s, as authorized by Congress in 1954, were built to the same size as those completed in 1932. Locks and connecting channels were limited to 27 feet of draft. Because vessel size had grown over time, Seaway facilities were too small on opening day to serve the commercial fleet then in existence. Today, they are capable of accommodating no more than 30% of the world's commercial fleet. An undersized Seaway that denies large, specialized, and efficient vessels access to the system will prevent U.S. products, especially those from the Great Lakes region, from competing effectively in the global economy.

In addition to declining traffic, inadequate investment in Seaway infrastructure caused the mix of cargoes shipped through the system to be transformed from one that was diverse to one composed largely of low-value commodities. Although the trend of cargo tonnage through the system turned up once again in 1993, current cargo mix consists of essentially steel coming to the Great Lakes region from abroad, grains going overseas, and iron ore and coal moving from one port to another within the region. Since the late 1980s, industrial manufacturing in the United States has recovered through investment in technology and corporate restructuring. Industrial production is flourishing once more in the Great Lakes region; Midwest economies are booming. Yet, only a small volume of high-value finished goods is shipped through the system. The Great Lakes region, therefore, has not been able to participate fully in this resurgence of economic strength due to limitations in the Seaway's capacity.

As we enter a new millennium, it is fitting that the Great Lakes-Seaway system is given an opportunity to modernize its structure and facilities so that it can compete on an equal footing with other transportation routes such as coastal ports and the Mississippi River. The United States has great seaports on its Atlantic, Pacific, and Gulf Coasts. The Mississippi River, likewise, is an extremely vital inland maritime transportation artery in the mid-section of the country. A competitive and successful Great Lakes-Seaway system would complement these other major transportation routes. The United States would greatly benefit in global competition by such a balanced national maritime transportation system.

The Seaway differs from the other transportation routes in one crucial aspect, however. Whereas the coastal seaports and the Mississippi River navigation channel were developed with substantial assistance from the federal government, the Seaway was required initially to repay the costs of its construction with interest. The Seaway, therefore, was hampered in its ability to compete successfully from the start. Not only was it built undersized, it was also saddled with great debts. Years later when Congress forgave the debts, the damage has already been done.

Throughout my service in the Congress, I have tried to help the Great Lakes-Seaway system better position itself in competition for commercial transportation. For more than 4 years, I have been working closely with interested parties in the Great Lakes maritime transportation community and the infrastructure investment finance sector in the United

States and Canada to develop a proposal to allow the Seaway to reach its full potential, to guarantee the future viability of the Seaway, and to continue economic development of the Great Lakes region.

The bill I introduced on the first day of this Congress, the Binational Great Lakes-Seaway Enhancement Act of 2001, was developed in concert with the Honorable Joe Comuzzi, a close friend of mine and a member of the Canadian Parliament whose Thunder Bay, Ontario Riding (district) is adjacent to mine. It would establish the foundation, create the conditions, and provide the resources to permit the system to achieve its full potential. The bill would authorize the creation of a binational authority to operate and maintain the Seaway. It would also provide for the establishment of a non-federal credit facility to offer financial and other assistance to the Seaway and Great Lakes maritime communities for transportation-related capital investments.

Specifically, the legislation would establish a binational governmental St. Lawrence Seaway Corporation by combining the existing, separate U.S. and Canadian agencies that operate each country's Seaway facilities. It would require the Corporation's top management to run the Seaway in a business-like manner. It would transfer Seaway employees and the operating authority of Seaway assets to the Corporation. It would provide significant labor protection for current U.S. Seaway employees, whether or not they transfer to the Corporation. It would offer incentives for employment and pay based on job performance. It would set forth a process for the Corporation to become financially sustainable. At the same time, it would provide the United States with ample oversight authority over the Corporation.

Through merger of the two national Seaway agencies into a single binational authority, we could eliminate duplication and streamline operations. Improved efficiency would reduce government's cost of operating the Seaway. Moreover, a unified Seaway agency would reduce regulatory burden and help cut the sailing time of ships through the system. This latter efficiency improvement would positively affect the bottom line of Seaway users. All of these efficiencies would make the system a more competitive and viable transportation route for international commerce.

The Great Lakes and the Seaway should be considered as an integrated system in maritime transportation. Improvements to the Seaway infrastructure alone would not be sufficient to deal with the efficiency and competitiveness problems facing the Great Lakes-Seaway system. Quite the opposite, improvements to the Seaway could stress the capacity of ports on the Great Lakes. A comprehensive approach is necessary to address the system's investment needs.

My legislation would provide for the establishment of a Great Lakes Development Bank. It would outline in broad terms the structure of Bank membership. To ensure no taxpayer liability, this legislation would prohibit the United States and the St. Lawrence Seaway Corporation from becoming members of the Bank. It would specify eligible projects for financial and other assistance from the Bank. It would define the forms of such assistance. It would re-

quire recipients of Bank assistance, states or provinces in which such recipients are located, contractors for projects financed with Bank assistance, and localities in which such contractors are located to become Bank members to broaden the Bank's membership base. It would establish an initial capitalization level for the Bank, and would provide as U.S. contributions \$100 million in direct loan and up to \$500 million in loan commitments that could be drawn upon to meet the Bank's credit obligations. It would set interest on U.S. loans to the Bank at rates equal to the current average yield on outstanding Treasury debts of similar maturity plus administrative costs to preclude taxpayer subsidy to the Bank. It would allow the United States to call loans to the Bank if the Bank is not complying with the objectives of this legislation, and would provide specific limitations on United States' liability to protect our interests.

Mr. Speaker, my legislation is intended to make the Great Lakes-Seaway system a more efficient, competitive, and viable transportation route. Such a system will enable our manufacturers to bring their goods to the world market at reduced cost, making U.S. products more competitive in the global economy. This is a sensible bill; it is a good-government bill. A similar bill was introduced in the last Congress. The Committee on Transportation and Infrastructure has held one hearing on that bill. Changes have been made to the proposal to reflect suggestions made by witnesses at the hearing. As a result, this is an improved bill. We should all support it. I hope Members will join me in co-sponsoring this legislation and moving it forward. This bill should be enacted this year to help prepare the Great Lakes-Seaway system for competition and trade in the 21st century.

TRIBUTE TO REVEREND DR.
MARTIN LUTHER KING, JR.

HON. BENJAMIN A. GILMAN

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Saturday, January 6, 2001

Mr. GILMAN. Mr. Speaker, in just a few days we Americans will be commemorating the birthday of one of the outstanding citizens of the 20th century. I was pleased many years ago to be one of the original sponsors of the legislation making his birthday a national holiday, and I urge all Americans to commemorate January 15th with appropriate ceremonies.

We should all avail ourselves of this opportunity to once again honor the legacy of the Rev. Dr. Martin Luther King Jr. With it now being nearly 33 years since his life was senselessly snuffed out by an assassin in Memphis, Tennessee, it is more important than ever that all Americans, especially our young people who have no personal recollection of Dr. King's moral leadership, are reminded of his significant contributions and his message.

Regrettably, many Americans view Martin Luther King Day as a holiday just for African-Americans. Reverend King would have been the first person to repudiate that attitude, for

his message was for all people, of all races, creeds, colors and backgrounds. His message is universal and should be heeded by all citizens of America and, in fact, all citizens of the world.

Dr. King contributed more to the causes of national freedom and equality than any other individual of the 20th century. His achievements as an author and as a minister were surpassed only by his leadership, which transformed a torn people into a beacon of strength and solidarity, and united a divided nation under a common creed of brotherhood and mutual prosperity.

It was Dr. King's policy of nonviolent protest which served to open the eyes of our Nation to the horrors of discrimination and police brutality. This policy revealed the Jim Crow laws of the South as hypocritical and unfair, and forced civil rights issues into the national dialectic. It is due to the increased scope and salience of the national civil rights discussion that the movement achieved so much during its decade of our greatest accomplishment, from 1957 to 1968.

It was in 1955 that Dr. King made his first mark on our nation, when he organized the black community of Montgomery, Alabama during a 382-day boycott of the city's bus lines. The boycott saw Dr. King and many other civil rights activists incarcerated as "agitators," but their efforts were rewarded in 1956, when the U.S. Supreme Court declared that the segregation practices of the Alabama bus system were unconstitutional, and demanded that blacks be allowed to ride with equal and indistinguishable rights. The result proved the theory of nonviolent protest in practice, and roused our Nation to the possibilities to be found through peace and perseverance.

In 1963, Dr. King and his followers faced their most ferocious test, when they set a massive civil rights protest in motion in Birmingham, Alabama. The protest was met with brute force by the local police, and many innocent men and women were injured through the violent response. However, the strength of the police department worked against the forces of discrimination in the nation, as many Americans came to sympathize with the plight of the blacks through the sight of their irrational and inhumane treatment.

By August of 1963 the civil rights movement had achieved epic proportions, and it was in a triumphant and universal air that Dr. King gave his memorable "I Have a Dream" speech on the steps of the Lincoln Memorial. In the next year, Dr. King was distinguished as Time magazine's Man of the Year for 1963, and he would later be awarded the Nobel Peace Prize for 1964.

Throughout his remaining years, Dr. King continued to lead our nation toward increased peace and unity. He spoke out against the Vietnam war, and led our Nation's War on Poverty. To Dr. King the international situation was inextricably linked to the domestic, and thus it was only through increased peace and prosperity at home that tranquility would be ensured abroad.

When Dr. King was gunned down in 1968 he had already established himself as a national hero and pioneer. As the years passed his message continued to gather strength and

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direction, and it is only in the light of his multi-generational influence that the true effects of his ideas can be measured. Dr. King was a man who lacked neither vision nor the means and courage to express it. His image of a strong and united nation overcoming the obstacles of poverty and inequality continues to provide us with an ideal picture of the "United" states which still fills the hearts of Americans under feelings of brotherhood and a common purpose for years to come.

Accordingly, Mr. Speaker, I urge my colleagues to bear in mind the courageous, dedicated deeds of Rev. Dr. Martin Luther King Jr., and to join together on Monday, January 15, 2001, in solemn recollection of his significant contributions for enhancing human rights throughout our nation and throughout the world.

BUD SHUSTER ANNOUNCES RETIREMENT

HON. BUD SHUSTER

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Saturday, January 6, 2001

Mr. SHUSTER. Mr. Speaker, twenty-eight years ago it was my great privilege to win my first nomination to the United States Congress from the 9th District of Pennsylvania. Since that memorable moment, it has been an even greater privilege to receive both the Republican and Democratic nominations nine times, a record never before achieved in Pennsylvania's history. For that opportunity to serve my country and the people of our region, I shall be forever grateful.

In recent months, both my wife, Patty, and I have been in hospitals with different health scares. While we remain optimistic, these experiences have caused me to re-evaluate my priorities and responsibilities.

On April 6th, when the President signed my AIR-21 aviation act for the 21st century, I realized I had reached the pinnacle of my Congressional career. That landmark legislation, coupled with my TEA-21 highway, transit and safety Act, which became law the previous year, is the realization of my long and sometimes lonely battle to unlock America's major transportation trust funds so we could re-build the nation's transportation systems for the 21st century. And last month we finally got our Water Resources bill signed into law, including the Everglades, the largest environmental restoration project in the world.

Having achieved these goals, after meeting with my family, we have decided now is the time for me to retire from Congress, as my Chairmanship of the largest and most productive committee in Congress comes to a close. While the scars of a hundred battles have taken a toll on both my family and me, in perspective, they are insignificant compared to the opportunities to do good things for people, or the broken neck I sustained in the course of my Congressional duties. All things considered, we decided now is the time to smell the roses while we still can.

Like my boyhood baseball idol, Lou Gehrig, I consider myself the luckiest man on the face of the earth—to have realized my dream of

becoming a U.S. Congressman. The opportunities to help thousands of people, to author major legislation to re-build America, to serve as the Chairman of the largest Committee in the history of Congress, and to have served as the Ranking Member of the Intelligence Committee during our historic victory in the Cold War, all have exceeded my fondest expectations.

Having decided to retire, it is neither in the best interests of my constituents, nor in my nature, for me to linger on as a "lame duck". By retiring at the end of this month, effective January 31st, the Governor can call a special election to quickly elect my successor for the new Congress. During the interim, our Congressional offices will continue to be staffed by the current employees to serve our District.

To paraphrase Thomas Jefferson, now is the time for me to return to that higher station in life—that of a private citizen. My prayer is that God may bless America and the wonderful people who have supported me and my family through these many years.

INTRODUCTION OF A BILL TO DESIGNATE THE EIGHTMILE RIVER IN THE STATE OF CONNECTICUT FOR STUDY FOR POTENTIAL ADDITION TO THE NATIONAL WILD AND SCENIC RIVERS SYSTEM

HON. ROB SIMMONS

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Saturday, January 6, 2001

Mr. SIMMONS. Mr. Speaker, today I introduce my first legislative initiative—a bill to study the inclusion of Connecticut's Eightmile River as part of the National Wild & Scenic Rivers System.

Eastern Connecticut is fortunate to have a wealth of natural beauty, such as the Eightmile River. The Eightmile River and the watershed it supports is an outstanding ecological system. The river has been identified as an exemplary occurrence of one of Connecticut's most imperiled natural communities. Its streams are free-flowing, contain excellent water quality and a diversity of aquatic habitats and fish species, including native and stocked trout. The Eightmile River is also an important recreational resource and figures prominently in the character of the communities in which it flows.

Unfortunately, the Eightmile River is not likely to remain in outstanding condition without a concerted community effort to protect it.

That's why on my very first day in Congress, I am introducing a bill authorizing the National Park Service to study and determine whether the Eightmile River is eligible for designation as a National Wild and Scenic River—beginning the process of achieving some of the strongest river protection possible while also meeting community and landowner needs.

For more than 30 years, the National Wild and Scenic Rivers Act has safeguarded some of the nation's most precious rivers. The Wild and Scenic Rivers Act pronounced that certain select rivers of the nation that possess outstandingly remarkable scenic, recreational,