

potential options range from increased use of vessels to transport bulk materials to short or long haul intermodal shipping, including high-speed ferries such as are in wide use in Europe and Asia. As transportation agencies and the private sector focus more attention to this option, the federal government should look to means by which to eliminate the barriers to, or to create potential incentives for, development of this complementary means of moving freight and passengers.

The waterborne option presently has unused capacity. Studies to date suggest that as vessel and cargo transfer technologies improve and new vessels come in to service, coastal shipping would be able to provide increasingly competitive service. Such vessels can be built in U.S. shipyards that now have the capacity to construct new designs and do it competitively. One such yard is the Kvaerner Shipyard in Philadelphia. In fact, a shift to the waterborne mode would foster a resurgence in Jones Act shipping and in the process create a new market for U.S. shipyards and American labor.

The expanded use of the coastal waters for moving cargo has some obvious benefits:

It would provide a measure of highway congestion relief,

Some hazardous material movements could shift to coastal vessels,

Vessels have the fewest accidental spills or collisions of all forms of transportation;

The movement of trucks/containers on vessels could foster increased use of intelligent transportation technologies;

Job growth would be stimulated in U.S. shipyards and on vessels;

A healthier U.S.-flag industry assures a future supply of vessels and trained crews for military sealift missions.

With few exceptions, the maritime sector largely has been left behind in Congressional and Administration attention to the transportation modes over the past decade. Policy innovations such as ISTE, TEA-21 and AIR-21 have served to prepare surface and air transportation for the demands of the next decades. The maritime sector is due the same in order for the national transportation system to meet the demands of the new century. Expanding the use of the waterborne option should be viewed as an enhancement of the nation's transportation system, responding to market demands for relief of congested rail and highway routes, and not as a matter of one mode competing against another. Coastal shipping will not supplant road and rail because of their inherent and respective advantages, e.g. speed of service and flexibility, but it can provide an essential element of new capacity with comparatively smaller investments of public capital.

Analysis to date indicates that there are some likely barriers to an expansion of intermodal coastal shipping such as the harbor maintenance tax on domestic movements, thus requiring the attention of the next Administration and Congress. Likewise, incentives no doubt would facilitate private and public sector investments into establishing coastal corridor operations. It is our duty to do what we can to facilitate and foster coastwise shipping.

EXTENSIONS OF REMARKS

HONORING VIRGINIA ANDREW

HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Thursday, August 2, 2001

Mr. McINNIS. Mr. Speaker, I would like to take a moment to remember the life of Virginia Andrew from Steamboat Springs, Colorado, who passed away on Wednesday, July 25. At the age of 86, many will miss her as we all mourn her passing.

Virginia was a columnist for the Steamboat Pilot, the local paper in Steamboat Springs. She was employed there for more than 50 years. While her original column "Sidney News" was named after an area that no longer exists in the Yampa Valley, her memory will live on in the hearts and minds of the people that she touched. Throughout her career, Virginia covered a wide range of topics ranging from rural news to daily events. She even had issues pertaining to agriculture and politics.

Beyond the life of a journalist, she also operated a Farmers Union Insurance Office for 20 years starting in 1945. She also was a founding partner in the Unique Shop—a cooperative that provided second-hand goods and other items to the elderly population. Amidst all of her activities, the town was always able to recognize her when she drove by in her large blue Oldsmobile sedan.

Mr. Speaker, Virginia Andrews was a person who lived an accomplished life. She always cared for people and wanted only the best for them. I would like to extend my deepest sympathy and warmest regards to her family at this time of remembrance. My thoughts and prayers are with them.

KNIGHTS OF COLUMBUS DAMIEN COUNCIL CELEBRATES 100TH ANNIVERSARY

HON. PAUL E. KANJORSKI

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, August 2, 2001

Mr. KANJORSKI. Mr. Speaker, I rise today to call the attention of the House of Representatives to the good works of the Knights of Columbus Damien Council No. 598 in Carbon County, Pennsylvania. On Aug. 18, 2001, the members will celebrate the 100th anniversary of the council's founding.

The council is one of the oldest in the Knights of Columbus, being the 598th founded out of the nearly 13,000 in existence today. Under the direction of Father James C. McConnon, a group of 47 men from the small town of Mauch Chunk, now known as Jim Thorpe, chose the name of their council to honor Father Damien de Veuster. Now designated as Blessed Damien following his 1995 beatification by Pope John Paul II, Father de Veuster is remembered for his selfless and courageous efforts to care for the nearly 1,000 lepers abandoned on Molokai Island in Hawaii. Father de Veuster himself died of leprosy in 1889.

Since its founding, Damien Council has served Mauch Chunk, later known as Jim

Thorpe, Lehighton, Nesquehoning and the surrounding communities. Among its many accomplishments, the council arranged to televise Advent and Lenten Masses for shut-ins on Blue Ridge Cable TV-13 in the 1970s and 1980s, well before the Catholic cable channel EWTN became available nationwide. The council also broadcast the recitation of the Rosary on WYNS Radio and the Stations of the Cross on WLSH Radio. Damien Council has also provided food baskets for families in need and has honored 39 priests from the area on the occasion of their ordination into the priesthood.

Damien Council continues to aid the church, local communities, families and young people through its various programs. Annual activities include celebrating a Memorial Mass for its deceased members, sponsoring Family Hour of Prayer services, participating in the "Adopt-A-Seminarian" program, jointly sponsoring the Pro-Life Essay Contest with the other councils in the Diocese of Allentown and coordinating the program for Carbon County, promoting the "Keep Christ in Christmas" program, sponsoring the Knights of Columbus Free Throw Championship and hosting the District 29 competition, raising funds for ARC, honoring the members' spouses with Ladies' Appreciation "Knight," celebrating the family by naming a "Family of the Month" and "Family of the Year" and presenting awards and altar server certificates to graduating eighth-grade students.

Damien Council has seen two of its members rise to statewide leadership over the years. Both Thomas P. (Patsy) Milan and William F. (Bill) Carroll served as state treasurers. Damien Council is currently led by Grand Knight Michael A. Heery.

Mr. Speaker, I am pleased to call to the attention of the House of Representatives the good works of the Knights of Columbus Damien Council No. 598 on the occasion of their 100th anniversary, and I wish them all the best.

PRESCRIPTION DRUG AFFORDABILITY ACT

HON. RON PAUL

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, August 2, 2001

Mr. PAUL. Mr. Speaker, I rise to introduce the Prescription Drug Affordability Act. This legislation ensures that millions of Americans, including seniors, have access to affordable pharmaceutical products. My bill makes pharmaceuticals more affordable to seniors by reducing their taxes. It also removes needless government barriers to importing pharmaceuticals and it protects Internet pharmacies, which are making affordable prescription drugs available to millions of Americans, from being strangled by federal regulation.

The first provision of my legislation provides seniors a tax credit equal to 80 percent of their prescription drug costs. As many of my colleagues have pointed out, our nation's seniors are struggling to afford the prescription drugs they need in order to maintain an active