

measures and protocols to further safeguard our information networks. In his Joint Vision 2020, General Shelton set forth the goals and metrics for the future joint force. General Shelton promulgated numerous initiatives designed to improve the interoperability of our services including: a Joint Warfighting Logistics initiative, a revision of Joint Professional Military Education Programs, development of a Global Information Grid, and an enhancement of the Joint Requirements Oversight Council's focus on joint warfighting. Additionally, General Shelton through his hard work, preparation, and personal presence, the Department of Defense realized an increase of 112 billion dollars for defense spending over the 5-year defense plan, as well as implemented new processes to carefully manage and account for resources in support of the overall National Security Strategy.

During General Shelton's distinguished career he was awarded numerous awards and decorations, including: the Defense Distinguished Service Medal (with 2 oak leaf clusters), the Distinguished Service Medal, the Legion of Merit (with oak leaf cluster), the Bronze Star Medal with V device I (with three oak leaf clusters), and the Purple Heart, for injuries received during combat in Vietnam. General Shelton has also been awarded the Combat Infantryman Badge, Joint Chiefs of Staff Identification Badge, Air Assault Badge, Military Freefall Badge, Master Parachutist Badge, Pathfinder Badge, and the coveted Special Forces and Ranger Tabs, as well as numerous foreign awards and badges.

General Shelton's leadership, drive and initiatives have proven time and time again that he was a superb choice to serve as our Nation's top military adviser as we entered into the 21st Century. On September 11, 2001, our Nation suffered from the horrors of terrorist attacks in New York and in Washington, and I am confident that if it were not for the Joint Chiefs of Staff's instantaneous and swift response to the attacks under the leadership of General Shelton working under our President, the Secretaries of Defense and State, and our top-notch national security team, the damage and casualties we suffered may have been far greater.

General Shelton meritoriously served as our 14th Chairman of the Joint Chiefs of Staff with honor and distinction during the past four years. While he may have served as the senior military officer and operated at the highest levels of government, General Shelton never lost touch with our men and women in uniform, and no matter how busy or over committed he is, he always makes the time to assist others. In August 2001, a member of my staff underwent two surgeries and General Shelton and his staff called Matt to see if there was anything that they could do—that is but one example of the true, caring professional that epitomizes General Shelton as a "soldier's soldier."

I also want to recognize and offer my sincere gratitude to General Shelton's wife Carolyn for her dedicated work, tireless efforts, and support of our military families during her service to our Nation. General and Mrs. Shelton's three sons Jonathan, Jeffrey and Mark deserve our thanks for supporting their father during his distinguished service.

Mr. Speaker, I urge my colleagues to join me in expressing our gratitude to General Henry H. "Hugh" Shelton, the 14th Chairman of the Joint Chiefs of Staff, a superb leader, a quiet diplomat-warrior, a gentleman of the truest sense of the word, and a true friend of mine and of our great Nation!

RECOGNIZING SALADINO'S

HON. GEORGE RADANOVICH

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Monday, September 24, 2001

Mr. RADANOVICH. Mr. Speaker, I rise today to recognize Don and Craig Saladino on the occasion of the grand opening of their new facility. Saladino Company operates as two separate privately owned corporate entities: Saladino Sausage Company and Saladino's, Incorporated, which is a specialized foodservice distribution company.

The Saladino Sausage Company was established in Fresno, California in the meat department of a grocery store, owned by Don Saladino's father. Don's sausage products were first made and sold in 1944. The distinct sausages were made from special family recipes brought over from the Calabrese region of Italy. His special sausages helped Don's business grow quickly and earned him a reputation for producing quality sausages at a fair price.

Craig, Don's son, joined his father in the family business in 1979. Together they extended their core product line to include pizza sausage and linguica to sell to local restaurants and pizzerias. The Saladino Sausage Company's wide variety of raw and cooked sausage products soon developed a loyal following of retail and institutional customers. A growing reputation of integrity and quality products soon presented Saladino's with expanded distribution opportunities.

Saladino's expansion has allowed the company to move into their new state-of-the-art distribution facility. The new facility has increased warehouse capability, climate controlled docks, and a layout that allows for orders to be processed more efficiently. The new facility will help Saladino's Company to continue building on a tradition of service.

Saladino's Sausage Company is run by President Don Saladino. Under Don's leadership, the company has maintained a high level of quality, integrity and growth. Don's motto, "Never forget where you came from," keeps the company focused on providing continuous quality service to its customers. Saladino's, Incorporated is run by President Craig Saladino. His company has a unique philosophy of partnership with its foodservice customers, vendors and associates.

Mr. Speaker, I rise to recognize Don and Craig Saladino and Saladino's Company on the occasion of the opening of their new facility. I urge my colleagues to join me in wishing the Saladino family and the Saladino Company many more years of continued success.

AIR TRANSPORTATION SAFETY AND SYSTEM STABILIZATION ACT

SPEECH OF

HON. JERRY F. COSTELLO

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. COSTELLO. Mr. Speaker, I rise today in opposition to the airline relief legislation currently under consideration. I do so because I believe the bill before us does not get to the heart of the problem faced by the airline industry aviation security—and fails to include compensation for the tens of thousands of workers that have also been affected.

The events of September 11th have had a profound effect on the country, economically, psychologically, and militarily. There is no doubt that the airline industry has suffered in the aftermath of the terrorist attacks. However, while it may be necessary to spend billions now to keep the airlines solvent, we will not restore the faith of the American people—and in turn the health of the industry—until we assure them it is safe to fly. Security enhancements cannot wait. We need to radically improve our procedures for ensuring the safety of airline passengers.

To address these concerns, I recently joined with others on the Aviation Subcommittee to introduce H.R. 2895. This bill would greatly expand the Federal Aviation Administration's (FAA's) Air Marshal Program, give the FAA or another Federal law enforcement agency control over the airport security screening system and limit airline passengers to one carry-on bag. I also believe cockpit doors should be secured to prevent entry by hijackers.

Testimony received last week by the Aviation Subcommittee revealed that strong measures are indeed necessary. Just last week, former Bureau of Alcohol, Tobacco, and Firearms agents successfully boarded a plane concealing graphite knives. In addition, Department of Transportation Inspector General Kenneth M. Mead testified that when his office reviewed security procedures at Dulles International Airport it found that over 80% of security screeners there were not U.S. citizens, which adds to language barriers, and that screeners earn low-pay and have an extremely high turnover rate. We need a uniform system for employing, training, and monitoring the performance of our aviation security personnel. Our proposals are not new, but we need to act on them with a renewed sense of urgency.

Also, the lack of provisions in this airline relief package for the tens of thousands of workers that have been or will be laid off is disturbing. While I understand promises have been made to address these issues in the near future, there is no good reason why they cannot be included now. Similarly, there is no language to protect the American taxpayer. In past instances of industry distress, the Chrysler Corporation comes to mind, government aid was tied to stock or some other commitment that the company would pay the money back. No such provision applies here.

Mr. Speaker, while I understand that the airline industry has real needs after the tragic events of last week, this is not an appropriate