

INTRODUCTION OF ADAMS
MEMORIAL LEGISLATION

HON. TIM ROEMER

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 1, 2001

Mr. ROEMER. Mr. Speaker, I rise today to announce the introduction of my legislation to authorize the placement of a memorial in Washington, D.C. to honor John Adams and his wife, Abigail; John Quincy Adams and his wife, Louisa; and their legacy of public service.

History's characterization of the remarkable Adams family has been woefully inadequate. The patriarch, John Adams, is often portrayed as short and overbearing, better known for his temper than his leadership and intellect.

Thanks largely to David McCullough's forthcoming biography of Adams, such misconceptions will soon be corrected. Adams, of course, was the most passionate advocate for our break with Britain. He nominated Jefferson to write the Declaration of Independence and passionately and persuasively defended the final product. It was Adams's foresight to nominate George Washington as commander of the Continental Army, and he negotiated the Treaty of Paris to end the Revolutionary War.

As President, Adams was nonpartisan and ideological, never sacrificing his beliefs for political gain. He skillfully (and wisely) avoided war with France despite the overwhelming warmongering from his own Federalist Party. Such independence preserved his integrity, but cost him a second term.

One of the few people truly comparable to John Adams both in passion and intellect was his wife, Abigail. Those who knew them personally called their union perfect. Abigail's letters to her husband reveal not only her wit and intelligence, but also a profound belief in the equality of women that was more than 100 years before its time.

Their son, John Quincy Adams, was perhaps the most remarkable public servant in our country's history. Following in the footsteps of his father, Adams spent much of his public service career in Europe as foreign minister to Russia, the Netherlands, Portugal, Prussia, and Great Britain. As foreign minister to Russia during the Madison Administration, he negotiated the Treaty of Ghent, which ended the War of 1812. As Secretary of State under President Monroe, John Quincy Adams was a primary author of the critical Monroe Doctrine, which warned European nations against involvement in American affairs. He also negotiated the transfer of Florida from Spain to the U.S. and successfully extended the border of the Louisiana Purchase all the way to the Pacific Ocean.

Like his father, John Quincy Adams was an idealistic President. Despite the objections of many in his own party, he sponsored a program of government investment in science, education and infrastructure. He urged the government to establish an observatory, and fund a national university. His many critics called his initiatives unconstitutional. Like his father, John Quincy Adams's refusal to succumb to political pressure cost him a second term.

Following his Presidency, John Quincy Adams returned to public life as a U.S. Representative from Quincy, Massachusetts. He served nine terms in Congress and spent the majority of his time and energy vociferously opposing slavery. He suffered a stroke on the House floor in 1848 and died in a chamber of the Capitol two days later.

John Quincy Adams's son, Charles Francis, served in both the Massachusetts and U.S. House of Representatives, in his father's old seat. Similar to his father and grandfather, Charles Francis Adams was a strong abolitionist who left the Whig Party to run on the 1848 Free Soil ticket as the vice-presidential candidate. He is best known for his role during the Civil War as foreign minister to England, his logic, reserve and directness preventing the British from substantively embracing the Confederacy.

Charles Francis Adams's son, Henry Adams, was a "liberal Republican" journalist who detested the partisanship that infested Washington during Reconstruction. Through his writing, he exposed massive political corruption and numerous scandals. Henry Adams is best known for his brilliant autobiography, *The Education of Henry Adams* (published in 1918), which won the Pulitzer Prize.

Mr. Speaker, I am pleased to introduce this legislation which, pursuant to the 1986 Commemorative Works Act, authorizes the placement of a commemorative work, to one of our country's truly remarkable and indispensable families. I want to thank my friend and colleague, BILL DELAHUNT, for joining me in this important effort.

IN HONOR OF DANNY PLYMESSER
AND DOLORES TLACIL

HON. DENNIS J. KUCINICH

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 1, 2001

Mr. KUCINICH. Mr. Speaker, I rise today to honor Danny Plymesser and Dolores Tlacil. My fellow colleagues, please join me in honoring these representatives of the Veterans of Foreign Wars and Ladies Auxiliary.

Danny Plymesser is a Cleveland native. After graduating from Fairview High School, he joined the Navy. There, he was quickly sent to Panama, and from there, Vietnam.

After his service, he joined the Veterans of Foreign Wars Post 2533. A very active member, Danny participated in many programs and advanced through the post positions. In 1996, he became Post Commander. For four consecutive years, his peers selected him for Post Commander. Danny was recognized every year as All State Post Commander. He continues to provide extensive service to the Post on various committees and chairmanships, and even as a cook during their dinners.

Additionally, Danny is active with the Cuyahoga Council County, and is now serving as commander. He is also active at the state and national levels. He is to be commended for his broad service.

I also wish to honor Dolores Tlacil. During World War II, she married and began raising her family of seven children. She joined the

Ladies Auxiliary to the Veterans of Foreign War in 1985. Dorothy served on many committees and became President in 1986. She proudly carried the American Flag in many local parades to honor our veterans.

Last year, Dolores was elected to President of the Cuyahoga County Council. She is also involved in the American Legion Post 496. Dolores has served as model of active citizenship and public service to assisting our local veterans.

I ask my colleagues to rise in honor of Danny Plymesser and Dolores Tlacil. They have served as true models of the committed men and women who serve in the VFW and Ladies Auxiliaries.

AMTRAK TURNS THIRTY

HON. JAMES L. OBERSTAR

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 1, 2001

Mr. OBERSTAR. Mr. Speaker, thirty years ago today, the National Railroad Passenger Corporation (Amtrak) took over from the Nation's freight railroads the responsibility for providing intercity passenger train services in the United States. Passenger train services had fallen on hard times. The railroads had a common carrier obligation to provide passenger train service, but virtually all of them were losing money and wanted to rid themselves of what they saw as an unnecessary burden. Prior to the creation of Amtrak, it was the policy of many of the railroads to simply allow the service to deteriorate to the point where ridership was so sparse that the Interstate Commerce Commission would grant the carriers permission to discontinue the operation. Some of the railroads went beyond benign neglect and actively downgraded the service to discourage people from riding the trains.

The railroads were private, for-profit firms that saw passenger operations as little more than a drain on their income from carrying freight. After 1920, except for the World War II years, intercity rail passenger travel declined, as people shifted to air and auto to meet their intercity transportation needs. Passenger train travel declined not only relative to other modes, but absolutely as well. From being the dominant mode of intercity transportation in 1920, rail passenger service declined to relative insignificance by 1970. Less than one-half of one percent of intercity passenger transportation was made by rail. Many thought that the day of the passenger train was over, and that outside of a handful of operations in a few densely populated corridors, passenger trains were destined to join the stagecoach and the flatboat as relics of America's transportation history.

Fortunately, for America's traveling public, this was not to be the case. Congress passed the Rail Passenger Service Act of 1970 and created the National Railroad Passenger Corporation—popularly known as Amtrak. On May 1, 1971, most of the railroads still operating passenger trains turned over their equipment to Amtrak and the new company took over the responsibility for providing intercity passenger