

on changes made in last year's Medicare, Medicaid, and SCHIP Benefits Improvement and Protection Act of 2000 (BIPA) to provide DSH payments equitably, regardless of the facility's location.

Finally, because graduate medical education encompasses the training of other health professionals, my bill directs \$300 million of the Medicare savings toward graduate training programs for nurses and other allied health professionals each year. These funds are in addition to the current support Medicare provides for the nation's diploma nursing schools.

Numerous provider and patient groups have registered their support for the all-payer concept, including the Association of American Medical Colleges, the National Association of Children's Hospitals, the American Medical Student Association, the American Osteopathic Association, the American Association of Colleges of Osteopathic Medicine, the American Speech Language Hearing Association, the American Association of Colleges of Nursing, and the American Hospital Association.

I urge my colleagues to join me in protecting America's academic medical centers and the future of our physician workforce by supporting this legislation. Together, we can establish an equitable funding system for GME that ensures the continuation of the highest caliber medical workforce and patient care.

H.R. 2174: ROBERT S. WALKER AND GEORGE E. BROWN, JR., HYDROGEN FUTURE ACT OF 2001

HON. KEN CALVERT

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 14, 2001

Mr. CALVERT. Mr. Speaker, I rise to introduce H.R. 2174, Robert S. Walker and George E. Brown, Jr. Hydrogen Future Act of 2001, a reauthorization of the Hydrogen Future Act of 1996.

I strongly support continued hydrogen research and development. While serving as Chairman of the Subcommittee on Energy and Environment of the Committee on Science I began consideration of this reauthorization, which has come to fruition today.

The President's National Energy Policy calls for a balanced energy supply portfolio—I completely support the President's recommendations. America's unprecedented economic growth and prosperity rests on an affordable supply of energy. And, we can all agree that reducing emissions and conserving resources is a good idea. For this reason, I continue to advocate the pursuit of greater efficiencies and reduced energy consumption in our industrial processes, in our transportation sector and in our communities and homes. The national energy strategy that will emerge from Congress and the Bush Administration will include all our energy options and hydrogen will have a place in that strategy. In fact, I am excited to report that the Bush Administration came out in support in my reauthorization bill today at the Science Committee's Subcommittee on Energy hearing today on "Hydrogen and Nuclear Energy R&D Legislation."

Mr. Speaker, I first became interested in the possibilities that hydrogen presents through my work with CE-CERT, an excellent engineering center at the University of California, Riverside—located within my 43rd Congressional district. CE-CERT is nationally renowned for initiating innovative programs to reduce energy demand and improve the environment. CE-CERT has successfully demonstrated a hydrogen vehicle, which has been well received. Additionally, Riverside County, also within my district, participates with a number of other partners in Sunline—a highly successful public bus fleet demonstration of hydrogen technology, which includes hydrogen infrastructure. Programs such as CE-CERT and Sunline show that hydrogen vehicles are not only possible but also practical. Programs such as these are critical to sustaining my district's growth while continually improving air quality.

For this reason, last year, while Chairman of the Science Committee's Energy and Environment Subcommittee, I considered sponsoring the reauthorization of the Hydrogen Future Act of 1996. I am proud to be introducing this legislation today, and I understand that Senator HARKIN will also be introducing similar legislation in the Senate today.

The bill will reauthorize appropriations for hydrogen R&D at the Department of Energy totaling \$400 million including an additional \$150 million for demonstration projects. This is a substantial increase in authorized levels over previous years. The bill would also sunset the Hydrogen Technical Advisory Panel and directs the Secretary of Energy to enter into appropriate arrangements with the National Academy of Sciences to establish a Hydrogen Advisory Board, thus giving Hydrogen R&D the kind of high-level, Federal and nationwide visibility it deserves.

My bill is named after two former colleagues. George E. Brown, Jr., who honorably served the district adjacent to mine for many years—he was my mentor and good friend. I was proud to serve under Chairman Walker on the Science Committee and respected his leadership on this, as the author of the previous Hydrogen Future Act, and many other issues.

I am pleased to introduce this bill with 13 original cosponsors and I invite more of my colleagues to join me in support of this important, forward-looking R&D legislation.

IN RECOGNITION OF THE 25TH ANNIVERSARY LIBERTY STATE PARK

HON. ROBERT MENEDEZ

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 14, 2001

Mr. MENEDEZ. Mr. Speaker, I rise today to recognize Liberty State Park on its 25th Anniversary. I am proud and honored to represent Liberty State Park in the U.S. House of Representatives. For decades, the Park has symbolized freedom and democracy, while providing a beautiful backdrop to the Statue of Liberty and Ellis Island.

The park officially opened on Flag Day, June 14, 1976, as New Jersey's bicentennial

gift to the nation. Located on the Hudson River waterfront, less than 2,000 feet from the Statue of Liberty, Liberty State Park serves as a place of public recreation for millions of tourists and nearby residents. Every year, families from all across the country travel to the park to picnic, host social gatherings, or simply take in the grand views of the Manhattan skyline and the Statue of Liberty.

For years, I have vigorously fought to protect Liberty State Park for our children and future generations. In 1994, I successfully fought developers' efforts to convert this cherished landmark into a golf course. In addition, I have worked with a coalition of organizations to remediate the park's interior to provide more space for visitors to enjoy.

My family and I have shared and enjoyed this park with countless other families and visitors from all across the globe. We have spent many spring and summer afternoons playing football and taking in the splendid views of the Statue of Liberty and Ellis Island. It has become a family ritual to catch a ferry ride from the park to Ellis Island or the Statue of Liberty on a nice fall day.

Liberty State Park continues to play an important role in the lives of the people and families who journey here every year. I love and appreciate this park, and will continue to protect and preserve its natural beauty. I would also like to pay tribute to the Pesin family for their commitment to preserving Liberty State Park and all its splendor.

Today, I ask my colleagues to join with me in honoring Liberty State Park on its 25th Anniversary.

HOW THE IMPERIAL IRRIGATION DISTRICT SAVED THE IMPERIAL VALLEY

HON. DUNCAN HUNTER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 14, 2001

Mr. HUNTER. Mr. Speaker, June 20, 2001, marks the 100-year anniversary of water coming to the Imperial Valley. For my colleagues who are not familiar with the desert portion of my district, it lies in the southeast corner of California, along the U.S. international border with Mexico. Fertile land, and the hardworking farmers of the Imperial Valley, are responsible for many of the fruits and vegetables that our country enjoys throughout the year.

As with any desert region, having water is of paramount concerns and the creation of the Imperial Irrigation District (IID) was an instrumental part of allowing the Imperial Valley to survive. I wanted to take this time to recognize their efforts and accomplishments.

Pioneers began to settle in the Imperial Valley in the 1890s. At that time, the California Development Company (CDC) was responsible for making water available to the new settlers. Men such as Charles Rockwood, Perry Paulin, and Anthony Heber obtained the financial backing necessary to conjoin the waters of the Colorado River with the Colorado Desert. Their plan was to construct a

headworks on the river just below Yuma, Arizona, that would connect to a 54-mile-long canal. Water would be delivered by force of gravity to its destination in what was variously called the "New River Country", or the "Imperial Settlement" and finally, the "Imperial Valley."

It was not until 1900, when George Chaffey became associated with the CDC, that work began in earnest on the canal-building project that started at Pilot Knob, extended into and out of Mexico, and eventually found its way to Cameron Lake, later to become known as Calexico, California.

Chaffey struck a deal with Rockwood and the other officers of the corporation to finish the necessary infrastructure and divert water from the Colorado River to the Imperial Valley in five years. Chaffey finished his work ahead of schedule and within two years the first water was being delivered to the fledging community of Imperial on June 20, 1901.

With the means to deliver water from the Colorado now in place on both sides of the border, the settlers of Imperial County were ready to welcome easier times. Unfortunately, the flood years of 1905-1907 created a difficult situation when the swollen Colorado River suddenly changed course, sweeping away the original headworks at Hanlon Heading and sending its entire flow not to the Gulf of Mexico, but to the Imperial Valley. A disaster for CDC resulted.

Only the intervention of the Southern Pacific Railroad, which had its own investment to protect in the Valley's continued reclamation and settlement, staved off the inevitable collapse of the CDC, and with it the hopes and dreams of several thousand new settlers. The dilemma facing the railroad was whether or not to abandon its existing lines in the Imperial and Mexicali Valleys, which were now under water, and build new ones, or to throw its considerable resources into stopping the break, saving both valleys.

Southern Pacific Railroad executives opted for the latter choice, spending a total of \$6 million over the next two years to close the break. As the company's largest stockholder, the railroad was forced to assume day-to-day management of the CDC during the midst of the flood years. To the approximately 3,000 settlers who had come to the Imperial Valley this meant that the company responsible for bringing water to their burgeoning communities and distributing it to the mutual water companies and their farms was no more.

Southern Pacific Railroad, however, was reluctant to be in the Imperial Valley irrigation and land business and made the decision to cut its losses before it acquired any new ones. A group of disgruntled local investors had the same idea and called for the dissolution of the CDC and the sale of its remaining assets.

It was against this backdrop of natural and man-made disasters that the first settlers of the Imperial Valley took a series of affirmative steps to ensure the future of their community. The first step was a vote in August, 1907, designating El Centro, with its 41 registered voters, as the county seat over Imperial, the Valley's oldest and most populous community with 500 registered voters and one-third of the total electorate. There were five towns in the Valley then: Imperial, Calexico, Brawley,

Holtville and El Centro, the first three having been developed by a syndicate of Los Angeles investors and the latter two by Mr. W.F. Holt, who underwrote much of the Valley's early growth and development.

The Imperial Valley was now its own county and El Centro its geographic and governmental center. The first Board of Supervisors was elected on that same August day in 1907, as was the very first district attorney, Mr. Phil Swing, and the county's first sheriff, Mr. Mobley Meadows. Duly constituted as an official body by the state, the young county was ready to begin addressing its most pressing concern: What to do about the water situation, so closely tied to the future of the Imperial Valley?

For a time, the federal government appeared to offer a solution. Responding to pressure from the Southern California delegation, Congress appropriated \$1 million in 1910 to construct new gates and levees near the site of the former break. An unexpected surge in the river, however, washed away eight months of work and killed one of the workers.

Despite opposition from the mutual water companies, county officials began to circulate the idea of forming an irrigation district that would be owned by the people through the California Irrigation District Act. The legal analysis was furnished by Mr. Phil Swing, the newly-elected and politically astute D.A., who would later serve in Congress. He became the motivating force behind the Boulder Canyon Project.

Swing argued that private ownership had been tried and failed, the federal government could not be counted on to fill the void left by the railroad and the mutual water companies could not be trusted to represent the people's best interests. According to Swing, what the Imperial Valley needed was an irrigation system owned by the people it was meant to serve, a public agency with municipal powers similar to a city, but one that was also autonomous from county government. The call for local control had immediate appeal in an Imperial Valley still recovering from the flood years and captured the populist mood of the voters. An election was held on July 14, 1911, and the vote in favor of establishing the Imperial Irrigation District (IID) was passed 1,304-360.

Members of the IID's first board included Mr. Porter Ferguson, a Holtville farmer; Mr. Fritz Kloke, a farmer and banker in the Calexico area; Mr. W.O. Hamilton, an El Centro farmer and merchant; Mr. H.L. Peck, an Imperial farmer and merchant; and Mr. Earl Pound of Brawley, a farmer and real estate broker. At its first meeting on July 25, 1911, Porter Ferguson was named president of the board, and members were asked to contribute \$150 toward the good of the cause, with the \$750 going to help defray ongoing expenses.

Their cause was self-determination, which most people believed could only be realized through the eventual purchase of the water distribution system already in place, including the 52 miles of canals owned and operated by the Compania de Terrenos y Aguas de la Baja California, a Mexican subsidiary of the CDC. Both companies and their assets were tied up in the courts, but the ITD intended to acquire these properties out of receivership. In the

meantime, it would have to generate the capital needed to implement its ambitious acquisition plan.

By 1912, with the Mexican Revolution going on just across the border in Mexicali, an opportunity was presented for an open discussion regarding the need for an "All American Canal," the first recorded reference to the massive project that would be completed, along with Hoover Dam, some 30 years later.

At the same time, the IID was negotiating directly with the railroad and with the American and Mexican receivers in an effort to purchase the assets of the CDC, which it did in 1915 for the price of \$3 million. A bond issue for \$3.5 million was passed later that year and condemnation of the defunct company was initiated by the IID. Both actions were popular with the people, if not with the mutual water companies, but individual board members did not enjoy the same level of support among water users, mainly due to water shortages on the river.

Finally, the entire board of directors resigned as a body and the County Board of Supervisors had to appoint five new IID directors, naming Mr. Leroy Holt as president in 1916. It was this Holt-led board, serving during those first tumultuous years of 1912-1916, that skillfully pursued the acquisition of the CDC's existing waterworks and placed it in the hands of the people. The IID purchased the last of the "mutuals" in 1922. It was during this period that the East Highline was built, along with the Westside Main Canal and other important features of the canal network that are still in service today.

The IID's first four years in existence were a chronology of great accomplishments, coupled with competitive politics. Its real achievement, however, was delivering to the people of the Imperial Valley some measure of certainty in the future and, with it, a reason for optimism. With the flood years and the period of receivership behind it, the IID, on behalf of the people, picked up where the CDC left off. There was only one difference, the IID never stopped.

Thank you Imperial Irrigation District for your years of dedicated service, for saving the Imperial Valley and for all that you continue to do for the citizens of Imperial County.

TRIBUTE TO THORNTON SISTERS

HON. FRANK PALLONE, JR.

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 14, 2001

Mr. PALLONE. Mr. Speaker, I would like to call attention once again to a group of women who never cease to amaze me. This month marks the tenth anniversary of The Thornton Sisters Foundation, Inc. I have been following these women's struggles and accomplishments for a long time now, and after a decade of success I feel it an honor to formally salute these women a second time.

On Sunday June 10, 2001 the Thornton Sisters Foundation held an awards ceremony for the twenty-five finalists of the Donald and Itasker Thornton Memorial Scholarship and their family members. The Grand View Ballroom at the Jumping Brook Country Club in Neptune, New Jersey hosted this occasion.