can in Mexico City, at their own pharmacies. We pass “buy America” legislation in this body all the time, yet here we are asking AmericanSeniors to buy American alright, just not in America—go to Canada, or Mexico, or the Islands—just not at their local pharmacy.

Congress should pass legislation now to prevent drug companies from discriminating against U.S. Seniors, allowing them to get their drugs at the same prices as their counterparts in other countries. I urge Congressional leaders to bring to the floor the Prescription Drug Fairness for Seniors Act (H.R. 1400), which I am a cosponsor of, to directly tackle the issue of price discrimination. It’s time to stop the current price discrimination and provide a comprehensive prescription drug benefit for all Seniors. Not debate re-importation amendments that only provide band-aids and not real answers.

HONORING THE 125TH ANNIVERSARY OF THE VILLAGE OF BALDWIN, ILLINOIS

Mr. COSTELLO. Mr. Speaker, I rise today to ask my colleagues to join me in recognizing the 125th anniversary of the Village of Baldwin, Illinois.

The Village of Baldwin originally was settled about one mile north of it’s present location. The early settlers were the Henderson, Allen and Preston families. In 1874, the Mobile and Ohio Railroad built a railroad line at it’s present location. Later, a grain elevator was built along the railroad and the village started to develop. In 1876, villagers circulated a petition requesting the official incorporation of the Village of Baldwin. On July 12, 1876, at a special term of the County Court, this petition was presented to Presiding Judge John H. Lindsey and County Clerk, James W. McBride. The petition, signed by fifty legal voters, requested that the organization of the Village of Baldwin be located in the County of Randolph be approved. County Judge Lindsey approved the petition and ordered an election be held on Tuesday July 11, 1876 at the office of RH Preston Esq., for the purposes of voting for or against the organization of the Village under the general laws of the State of Illinois. William L. Wilson and James C. Holbrook, Justices of the Peace, were sent to Red Bud schools. The Lutheran grade school also closed and children attend either Prairie or Red Bud. Baldwin is also the home to many churches.

In 1964, the Village installed both water and sewer systems. The water plant received severe damage from the 1993 flood and the plant needed to be moved out of the flood plain. After deliberation by the Board, it was determined that the Village became part of the newly formed rural water system. In early last year, the Village water system became part of the Baldwin Community, which purchased water from the City of Sparta. The Village sanitary sewer system was upgraded in 1987 and with federal and state assistance, their water system is about to be improved.

In 1999, the old school building, which previously served as the Village Hall, was razed. With assistance from local political leaders, funds were made available for a new Community Center. Both State Senator David Luechtefeld and State Representative Dan Reitz helped to secure the new center. This center, when completed, will be used for all community functions and also serve as a meeting room for the Village Board. Offices for the Village President and Village Clerk will also be included in this facility. Today, the Village of Baldwin is presided over by Jeffrey S. Rowold, Village President, Wesley G. Steinhoff-Village Clerk, Eileen Mehring-Village Treasurer, Craig Hartman, James Mueller, Darrell Mueth, Tammy Village Post, Gary Schoenbeck and Cheryl Sellers all Village Trustees.

Mr. Speaker, I ask my colleagues to join me in honoring the 125th Anniversary of the Village of Baldwin and to salute it’s past, present and future residents.

COMMERCIAL DRIVER’S LICENSE DEVOLUTION ACT OF 2001

Mr. COBLE. Mr. Speaker, today I am introducing the “Commercial Driver’s License Devolution Act of 2001.” This legislation will give states the option to establish their own commercial driver’s license (CDL) requirements for intrastate drivers. As many in this House already know, I have always been a strong advocate for taking power out of Washington and returning it to the states. I do not believe that our traditional, one-size-fits-all approach to governing is effective, efficient or economical for the American taxpayer.

The legislation which I propose today would return power to the states by giving states the option (and I emphasize option) to license intrastate drivers of commercial motor vehicles based upon testing standards determined by the individual states. As you know, the Commercial Motor Vehicle Safety Act of 1986 (CMVSA) required states to establish a new and uniform program of testing and licensure for all operators of commercial vehicles both intra- and interstate. The principal objectives of this Act have been met and would not be harmed by this legislation.

The CMVSA is good law, and its provisions were necessary and timely for improving standards of performance for long-haul truck drivers. The CMVSA, however, was also imposed upon intrastate commerce where the