

Daphne's service includes tours of duty in Korea and Germany, as well as various state-side posts.

Throughout her career, Daphne has been a continuing inspiration to her superiors, peers and subordinates. She has typified and personified the dedication ethic that our Armed Forces aspire to attain. Daphne has stood as a role model of courage, competence and candor, leading both her soldiers and the Army into a new age. She has not only watched, but she has been in the midst of the change in the Army that allowed the role of women to expand and take on significant new meaning in today's force. Perhaps no other officer is better qualified to comment on the gender issues that are under discussion still today than Daphne Sahlin.

Her perspective is that of one who has made the ultimate contribution, having taken on a career in the Army when the climate was challenging and an expanded role for women was only a goal in the mind of the forward thinkers. But throughout over two decades, Daphne relentlessly pursued those very goals that legions of others could only hope to achieve later on. She held an impressive series of key jobs in the field Army, from platoon level up to the staff of the Secretary of the Army.

Daphne took on the tough jobs, serving in key military intelligence units of the Army, to include the famed XVIIIth Airborne Corps at Fort Bragg, North Carolina where she was required to participate in parachute operations. But this was no challenge for an officer of her caliber and stamina. She later went on to serve in the Pentagon in the top operations office in the most fast paced and demanding job in the Army. There, Daphne was a principal assistant to the Deputy Chief of Staff for Operations. Every item of interest and each piece of correspondence that was routed to the Army leadership for decision came across her desk. Her role was essential and she once again subordinated personal interests to those of the Army. After her noteworthy service in the Pentagon, she came to Capitol Hill to begin her service to the U.S. House of Representatives.

Many of my colleagues and their spouses and staff know Daphne well in her role in the Army's Liaison Office. From that posting, she has indeed made a difference and touched all our lives. Daphne has traveled across the globe with Congressional delegations in support of the House International Relations Committee, the Permanent Select Committee on Intelligence, and the National Security Committee, and most importantly to me, the U.S.-Canada Interparliamentary Group. Daphne has been to the most remote regions of the world. Whether the destination was Beijing, Pyongyang, Damascus or Sydney, Nova Scotia, Daphne provided the Members of this body the same superb assistance each and every time. She organized, planned and executed these flawless trips, despite any logistical challenges, and allowed each delegation to focus on the business at hand.

Mr. Speaker, Daphne really established the standard for all of her successors and we are grateful to her for such honorable service under such often difficult circumstances. As we honor her, we note that this institution and our country is better off for the major contributions she has made over a sustained period. We wish her all the best in her future endeavors as she enters civilian life.

CONGRATULATING THE LOS SURES SENIOR CENTER

HON. NYDIA M. VELÁZQUEZ

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 25, 1998

Ms. VELÁZQUEZ. Mr. Speaker, I would like to take this moment to offer my congratulations to the Los Sures Senior Center on its 10th Anniversary. My district is enriched by having such a remarkable institution serve the community.

Thanks to the exemplary leadership of Councilman Victor Robles, the elderly community of Los Sures in Williamsburg has a place dedicated and committed to them. The center succeeds in unifying different generations, so that our youth might benefit from the wisdom of their elders. It is also a place where people come together to exchange ideas and enjoy the company of their neighbors.

Furthermore, the Center ensures that much needed recreational and other support services are available to the elderly in our community. Many have referred to the Center as a sanctuary from the hectic pace of every day life. This remarkable place could not exist without the dedication and sacrifice of its staff. I would like to thank them for all of their hard work.

In closing, I ask my colleagues to join me in congratulating Councilman Victor L. Robles for his vision, perseverance and dedication to the senior community of Los Sures. Both myself and the community look forward to the next ten years.

HONORING BERNARD L. STEIN, WINNER OF THE 1998 PULITZER PRIZE FOR DISTINGUISHED EDITORIAL WRITING

HON. ELIOT L. ENGEL

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 25, 1998

Mr. ENGEL. Mr. Speaker, today I rise to honor a person whom I am proud to call a constituent and a personal friend. Mr. Bernard L. (Buddy) Stein, a journalist of uncommon merit and character, has recently been recognized by his peers in the media through his receipt of 1998 Pulitzer Prize for distinguished editorial writing. This great honor truly befits the accomplishments of Bernard Stein and his editorial expertise and skill.

Bernard's list of accomplishments is nearly as diverse and extraordinary as the man himself. Writing weekly editorials for the Riverdale Press, a publication widely known for its excellence in reporting, Bernard informs his readers on a variety of subjects of both national and local interest. His areas of special concern include such prudent matters as school overcrowding and the preservation and enhancement of the Riverdale community. Bernard is a man committed to the betterment of not only his community, but the rights of every person worldwide.

In 1989, the offices of the Riverdale Press were bombarded by arson; a fire set in reaction to Mr. Stein's highly controversial editorial defending the right to purchase and read Salman Rushdie's novel, *Satanic Verses*. Today, Mr. Stein continues his campaign for the preservation of those most sacred rights of free speech and freedom of the press. On the

anniversary of the aforementioned incident and the death sentence against Mr. Rushdie, a photograph of Bernard holding a banner supporting free speech and freedom of the press appears in the Riverdale Press.

This most recent recognition of Bernard's outstanding and distinctive journalistic talent, the Pulitzer Prize, reflects the author's unique ability to write with uncommon grace and almost lyrical composition, yet convey with a distinct and unparalleled intensity a most thoughtful and engaging editorial. Recognition for one's talents and achievements all too frequently goes unacknowledged. Yet, today we have an opportunity to celebrate a grand acknowledgement of a most distinguished member of the Riverdale and world community, Mr. Bernard Stein. I encourage my colleagues to join the people of Riverdale and the Bronx in acknowledging and congratulating Mr. Stein on his most exceptional honor, the 1998 Pulitzer Prize for distinguished editorial writing.

HONORING GEORGE A. PETERKIN, JR.

HON. KEN BENTSEN

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 25, 1998

Mr. BENTSEN. Mr. Speaker, I rise to recognize George A. Peterkin, Jr., Chairman of the Board of Kirby Corporation, for his many outstanding contributions to the nation's marine industry and the public that it serves. On July 20, 1998, Kirby Corporation will honor Mr. Peterkin by dedicating its new building, the George A. Peterkin, Jr. Operations and Training Center, which is located near the confluence of San Jacinto River and the Houston Ship Channel in the 25th District.

During his long and distinguished career, Mr. Peterkin has inspired the men and women of Kirby Corporation and its predecessor, Dixie Carriers, Inc., to achieve the highest levels of safety and environmental excellence. As a result, Kirby Corporation is a recognized industry leader in safety performance. Each year, Kirby Corporation's rates for lost time injuries, recordable injuries and spills are among the lowest realized by towboat operators in the United States. In addition, each year Kirby Corporation has more vessels honored than any other operator through the Devlin Award program, a national program that recognizes the safe performance of vessel crews. In 1995, the United States Coast Guard recognized the company's accomplishments when it selected Kirby Corporation to receive the William M. Benkert Award for environmental excellence in the Large Company-Vessel Operator Category.

Mr. Peterkin's legacy regarding safety excellence has continued to grow as Kirby Corporation is called upon to share its expertise by industry organizations and government entities. For example, Kirby Corporation has played a leadership role on the National Steering Committee of the American Waterway Operators/USCG Safety Partnership since its inception in 1995. The charter of the Partnership is to strengthen the working relationship between the Coast Guard and the barge and towing industry and to provide a mechanism for cooperative AWO/USCG action to advance the two organizations' mutual goals of marine safety and environmental protection.

Further, Kirby corporation has played a key role in the development and implementation of

AWO's Responsible Carrier Program, which is designed to achieve improved safety performance by members of AWO and their towing service vendors. Thus, Kirby Corporation is playing a central role in the ongoing quest for safer and cleaner waterways for the good of the nation's public, marine industry personnel, and the environment.

Mr. Peterkin's contributions to the marine transportation industry also include innovations in marine vessel design and operations. For example, Mr. Peterkin spearheaded the introduction of the "air controller" design for towboat wheelhouses. This design provides pilots with an unobstructed, panoramic view from the wheelhouse and has helped to avoid countless accidents since it became an industry standard more than three decades ago. Mr. Peterkin also led the industry in advancing automated unmanned towboat engine rooms.

These innovations have helped to make barge transportation the nation's safest and lowest cost method for transporting bulk goods. The ultimate beneficiaries from these innovations are marine industry personnel who enjoy safer work environments and the public that pays lower transportation costs.

Mr. Peterkin has also been active in community service. For over 30 years, he has provided leadership on the Board of Trustees of Texas Children's Hospital, also located in the 25th District, serving as a board member from 1967-present, President 1978-1979, and Chairman of the Board, 1987-1991. He has been instrumental in guiding the development of this world renowned hospital.

Mr. Speaker, whatever he does, George Peterkin's intelligence, enthusiasm, and integrity serves him and all those he encounters well. He brings a tireless energy, an unflagging drive, and a passionate caring to each of his endeavors, wearing many hats along the way. His contributions to the nation's marine industry and the community are truly commendable.

INTRODUCTION OF THE DIGITAL JAMMING ACT OF 1998

HON. EDWARD J. MARKEY

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 25, 1998

Mr. MARKEY. Mr. Speaker, I rise to introduce the Digital Jamming Act of 1998. The growing incidents of "spamming," and "cramming," and "slamming" in our telecommunications arena represent an important series of consumer protection issues that need to be addressed by the Congress or by appropriate regulatory agencies. I am using the term "jamming" to describe all 3 consumer protection issues because they are all unscrupulous practices that either jam consumers' bills with unauthorized services or jam our nation's telecommunications networks with unwanted messages in the digital era.

These are, in fact, particularly thorny issues to address because there are multiple players involved in resolving these problems in the telecommunications industry, and in the Federal Government, and at the State level as well. It is hard to find someone these days who has not had first hand experience with one or all of these issues. When someone is "slammed" their telephone carrier is changed without proper authorization and it usually leads to higher bills for slammed customers and a big hassle in clearing everything up.

When someone is subjected to "cramming"—their telephone bill gets filled up with all sorts of new and unauthorized charges. And with the rise of the Internet, the growth of unsolicited electronic messages—or spamming—is becoming the daily, nuisance experience for countless people online and a burden on Internet service providers who often have their systems swamped with spamming traffic. Unfortunately, all three of these issues appear to be growing problems.

The issue of slamming was addressed in the Telecommunications Act of 1996 where unauthorized switches in carrier selection were prohibited and a liability provision for unauthorized charges included in Section 258 of the Communications Act. The FCC is currently in the process of developing rules to further implement that provision and protect the public. I want to encourage the Commission's efforts to crack down on this problem and look forward to the Commission completing any rule revisions in the near future. Moreover, "cramming" is increasingly a billing quandary for consumers across the country who are taken advantage of and I believe that consumers deserve protection from this rising telecommunications affliction.

Finally, the issue of spamming is quickly becoming the bane of many online surfers who log onto their computer only to find their mailbox stuffed with unsolicited electronic messages. Beyond the nuisance factor that massive spamming creates, it also engenders problems associated with the unsolicited sending of indecent material and online fraud perpetrated by a cadre of high tech hucksters who attempt to dupe people online into parting with their money. In addition, the millions of unsolicited e-mail messages clog up the networks of many online providers and this does a terrible disservice to other subscribers to such service and to online commerce generally.

The legislation I am introducing today seeks to help address the spamming issue by building upon work that the Congress performed a few years ago in addressing unsolicited telephone marketing and which is codified in Section 227 of the Communications Act. In that earlier legislation, Congress granted authority to the Commission and authorized, at the Commission's discretion, the creation of a "do-not-call" database for people who no longer wanted to receive unsolicited telemarketing at home. The Commission elected not to utilize this authority in its rulemaking at that time.

I believe it may be worth exploring however, the creation of "do-not-contact" databases for people who want to put a "no soliciting" sign in cyberspace and stop the flood of junk e-mail. This could be done at the Federal or State levels and technology has advanced to a point where this might be a cost-effective and efficient remedy.

The legislation I will introduce will also include provisions building upon Section 258 of the Act to help address slamming and cramming issues. I believe it may be worthwhile to expand liability provisions contained in Section 258 to permit double damages to be paid to consumers—in addition to compensating "slammed" carriers for lost business—as a deterrent to slammers. In addition, the legislation tasks the NTIA in the Commerce Department with the job of conducting an analysis into third-party verification clearinghouses. Because those authorizing switches in carrier selection have a financial interest in making switches, it may be useful to explore the fea-

sibility of giving the verification or authorization functions for switching carriers to a third party—either at the State or Federal levels. NTIA is asked to report back to the Congress on the feasibility and desirability of such a system.

Mr. Speaker, I look forward to working with my colleagues in the House Commerce Committee, Chairman BLILEY, Mr. DINGELL, Chairman TAUZIN, Mr. GORDON, and others on addressing these issues, as well as my other colleagues in the House who have expressed concern on these matters.

MARTZ GROUP PRAISED

HON. PAUL E. KANJORSKI

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 25, 1998

Mr. KANJORSKI. Mr. Speaker, I rise today to pay tribute to the Martz Group, the nation's largest, privately-held, non-subsidized bus company. The Martz Group is headquartered in my district in Wilkes-Barre, Pennsylvania and this year is celebrating its 90th Anniversary. It has grown from owning a single bus to owning 400 motor vehicles and employing 700 people worldwide.

The Martz Group provides vital services for my constituents. Last month alone, an estimated 2,500 people a day traveled on Martz buses from New York City to Wilkes-Barre, the most populous city in Pennsylvania's Eleventh Congressional District. Both the company and its President/CEO, Frank M. Henry, are very highly regarded in Northeastern Pennsylvania. I speak for many in the Wyoming Valley when I say that we are looking forward to another generation of fine leadership as Scott Henry increases his role in the company.

Mr. Speaker, the history of the Martz Group has been adeptly summarized in a June 14 article by Mary Ondrako for the *Wilkes-Barre Citizens' Voice*. I wish to enter this article in the CONGRESSIONAL RECORD so that my colleagues may be aware of the distinguished history of this company. I wish the Martz Group a happy anniversary and continued success in the future.

[From the *Citizens' Voice*, June 14, 1998]

MARTZ BUSES STILL ROLLIN' ALONG 90 YEARS
LATER

(By Mary Ondrako)

Ninety years and still rolling along is what the Martz Group is celebrating this year.

Founded in 1908 by Frank Martz Sr., the business has grown from a single bus to a transportation empire of nine companies featuring about 400 motor vehicles and 700 employees worldwide.

The largest, privately held, non-subsidized bus company is now under management by Frank Henry and his son, Scott E. Henry. Scott Henry represents the fourth generation of the Martz family. Headquarters are on Old River Road, Wilkes-Barre.

Frank Martz Sr., whom Scott Henry described as an "innovator," back in the 1900s, recognized a need to provide transportation services for people, who like himself, often had to walk to their places of employment despite chilly winters or other inclement weather conditions.

"My great-great grandfather's father ran a company store and he used to have to deliver