

future. Under the guidance of two dedicated teachers, Mrs. Wilcox and Mrs. Pappalardos, these students graduated from the Beechwood School in Haddonfield, New Jersey on June 4, 1998. I am profoundly proud that my daughter, Jacquelyn Andres, joined with her classmates in graduating from the Pre-K program at Beechwood. I hope you will join me in wishing these bright stars a bright future. These dedicated teachers and their wonderful students deserve our praise. The 1998 graduating students of the Beechwood Pre-K program are: Jacquelyn Andrews, Jason Bloch, Maria Cleary, Kevin Cook, Olivia DiBlase, Lauren DiDonato, Matthew Falcone, William Freeman, Lexic Guistwhite, Gregor, Herrmann, Dana Kamerling, Sionna Kelly, Shawn McDonald, Connor McElwee, Sarah Meeteer, Chelsea Mettinger, Dominic Payne, Benjamin Potts, Daniel Schwab, Allison Smith, Tyler Stone, Martha Theodoris, Sophia Theodoris.

THE SHEPERSVILLE HIGH
SCHOOL CLASS OF 1932 TO CELE-
BRATE 66TH ANNIVERSARY

HON. RON LEWIS

OF KENTUCKY

IN THE HOUSE OF REPRESENTATIVES

Friday, July 31, 1998

Mr. LEWIS of Kentucky. Mr. Speaker, I rise today to celebrate a high school reunion that will take place in my district this weekend. The Shepherdsville High School Class of 1932 will celebrate their 66th Anniversary Saturday.

High school reunions are a time of remembrance. They give us the means to renew old friendships with classmates we haven't seen in years. We are flooded with memories of days gone by. And we are given the opportunity to share our successes and failures with those that gave us the tools to succeed in life—our teachers.

It's hard to believe, but the Shepherdsville High Class of 1932 will have the opportunity to thank two of their teachers. Both teachers are 94 years old, which in and of itself is worthy of celebration. These two fine people helped prepare the Class of '32, along with hundreds of other students, for life beyond the realm of high school. And for that, I say thank you.

Mr. Speaker, I offer a special congratulations and a happy anniversary to the Shepherdsville High Class of 1932. May your 66th Anniversary be as joyous as your graduation ceremonies were in 1932.

H.R. 3150—BANKRUPTCY REFORM
ACT

HON. DOUG BEREUTER

OF NEBRASKA

IN THE HOUSE OF REPRESENTATIVES

Friday, July 31, 1998

Mr. BEREUTER. Mr. Speaker, with the passage of H.R. 3150—the Bankruptcy Reform Act of 1998, this Member encourages his colleagues to read the following editorial which appeared in the June 27, 1998, *Beatrice Daily Sun*. This article highlights why the House of Representatives passed H.R. 3150, the Bankruptcy Reform Act.

[From the Daily News, June 27, 1998]

BANKRUPTCY BILL DESERVES SUPPORT—
MEASURE AIMS TO BOLSTER NOTION OF PER-
SONAL RESPONSIBILITY FOR FINANCES

We find it difficult to muster much sympathy for those who are criticizing recent legislation passed by the U.S. House of Representatives that would make it tougher to file for Chapter 7 bankruptcy.

Some of the critics are wailing as if the measure is like tossing widows into the poor house. They're arguing that accumulating unpayable debts is not the fault of the debtors. Rather, it was their credit cards that made them do it.

Whatever happened to the notion of personal responsibility?

Because the measure would only apply to persons making more than \$50,000 a year, it effectively counters the concern that the poor and downtrodden will be negatively affected by the measure.

In effect, the measure says that if a person has enough money after paying for necessities to repay 20 percent of what he or she owes over five years, a court should mandate that to occur.

That seems to make a lot more sense than letting people off the hook entirely, as Chapter 7 does, even when they can afford to repay some of what they owe.

From our perspective, such a measure is needed and should quickly receive the support of consumer groups. After all, when thousands upon thousands of people claim Chapter 7—some without justification—prices for everyone else go up to compensate. Either that or businesses may risk going out of business. Someone is going to pay, and not just people who happen to be rich.

But some consumer groups are not supporting the House measure and instead pointing the finger at credit-card companies.

It's true that some issue their cards with too little checking, but it doesn't follow that it's OK to cheat those companies or that people who run up debts they cannot afford should not be held accountable.

There's nothing draconian about this House measure, and it would be a good idea for the Senate to pass something similar, although its bill is expected to be softer. We like the House bill because it aims to restore more personal responsibility in people's dealings with each other. That's an extremely crucial ingredient in any free and decent society.

IN TRIBUTE

SPEECH OF

HON. CHET EDWARDS

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 28, 1998

Mr. EDWARDS. Mr. Speaker, at a time like this, it is difficult to find appropriate words that do justice to the people you are honoring. Officers Jacob J. Chestnut and John Gibson made the ultimate sacrifice to protect the People's House—the U.S. Capitol. A great American—President Abraham Lincoln—would see the great significance of their sacrifice and understand what J.J. Chestnut and John Gibson gave their lives to protect.

The rotunda where their bodies will lie in state is shielded by a great dome built during the dark days of the Civil War. President Lincoln knew in his heart that the Capitol is more than just a building, that the Capitol stands as a symbol of freedom and serves as the seat of democracy. President Lincoln believed this

so strongly that he demanded the work being done to raise the dome proceed, despite the war and its drain on government resources. He knew that completing the Capitol dome would show America that the United States would stand despite the grueling war then being waged.

Soldiers fighting to preserve the United States and protect the Capitol camped on the same floor where officer's Chestnut and Gibson will lie in state today. President Lincoln's words uttered on a Gettysburg battlefield nearly 135 years ago are proper to honor these two protectors of freedom who fell in the line of duty.

... We have come to dedicate a portion of that field, as a final resting place for those who here gave their lives that that nation might live. It is altogether fitting and proper that we should do this.

But, in a larger sense, we cannot dedicate—we cannot consecrate—we cannot hallow—this ground. The brave men, living and dead, who struggled here have consecrated it, far above our poor power to add or detract. The world will little note, nor long remember what we say here, but it can never forget what they did here. It is for us the living, rather, to be dedicated here to the unfinished work which they who fought here have thus far so nobly advanced. It is rather for us to be here dedicated to the great task remaining before us—that from these honored dead we take increased devotion to that cause for which they gave the last full measure of devotion—that we here highly resolve that these dead shall not have died in vain—that this nation, under God, shall have a new birth of freedom—and that government of the people, by the people, and for the people, shall not perish from the earth.

In their lives and deaths, these two brave officers helped keep the dream alive, the dream shared by Abraham Lincoln and by Americans from coast to coast and from year to year, the dream to preserve a government of, by and for the people. Our prayers go out to the families of these brave men and our thanks for the sacrifice that was made to protect and preserve freedom.

TOWN OF THURMAN COMMEMO-
RATES D&H RAILROAD CRASH

HON. GERALD B.H. SOLOMON

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Friday, July 31, 1998

Mr. SOLOMON. Mr. Speaker, each weekend I look forward to returning to my congressional district to take in the scenic landscape and peaceful small towns that comprise New York's Hudson Valley. Today I would like to recall an event that shook that peace, now over fifty years ago.

The morning of August 26, 1946 seemed no different than any other summer morning in the Hudson Valley. The southbound D&H Railroad passenger Extra moved steadily south along the bank of the Hudson River, carrying as its cargo of 318 children home to their families after their summer stays at camp in the Adirondack mountains. At the same time, the passenger Train No. 181 steamed north on its regularly scheduled run, on a collision course with the passenger Extra. Two miles south of The Glen, in the Town of Thurman, the two trains collided in a violent roar of screeching brakes and twisting, grating metal.

When rescue workers arrived to witness the horrible scene on the banks of the Hudson River, they found Engineer Frank Keeham dead, pinned at the throttle of the No. 181 Train. Twelve others were injured, many seriously. Thankfully and miraculously, all of the children survived.

Mr. Speaker, on August 23, 1998 the Town of Thurman, located in Warren County, New York, and the John Thurman Historical Society, will commemorate the fateful D&H railroad crash by placing a memorial plaque beside the railroad tracks at the site of the crash.

I invite all members to join me, with the Town of Thurman, New York in commemorating the D&H crash in the spirit of the Town's bicentennial motto, "looking forward to the future while cherishing the past."

THE JOHN THURMAN
HISTORICAL SOCIETY,
Athol, NY, June 20, 1998.

Hon. GERALD B. SOLOMON,
U.S. House of Representatives, Washington, DC.

DEAR REPRESENTATIVE SOLOMON: It was a peaceful August morning in 1946, along the Adirondack branch of the D&H Railroad line. The Hudson River gurgled lazily in its bed beside the tracks, as if to guide the south-bound D&H passenger special long its way. One can imagine that the 318 children aboard were laughing, singing camp songs and chattering excitedly about being reunited with their families after a summer's stay at an Adirondack camp. Unbeknownst to these children and their adult chaperones, north-bound Train No. 181 was headed straight toward them, proceeding on its regularly scheduled run. As the second train rounded a curve two miles south of The Glen, in Thurman, the two trains came face to face. The screech of brakes, grating of steel on steel, hissing of steam and the roar of telescoping railroad cars devastated the mountain stillness. When rescue workers arrived on the scene, they found the engineer of the north-bound train dead at the throttle of his engine, crushed by folded steel and scalded by steam. Twelve others were injured, many seriously. Miraculously, all of the children survived the crash.

On the eve of restoration of rail service along the former D&H line, the John Thurman Historical Society heeds the message of the town's bicentennial motto by "looking forward to the future while cherishing the past." We will place a memorial plaque (authorized by The Warren County Board of Supervisors, Resolution 358 of 1998) beside the railroad tracks at the site of the fateful crash. We invite you to attend a brief ceremony dedicating that plaque at two p.m., Sunday, August 23, 1998. Those wishing to attend may proceed directly to the site, off River Road, as shown on the attached map, or meet at the Thurman Town Hall on Athol Road in Athol between one and one-thirty p.m. to caravan to the ceremony with others who know the way.

Following the ceremony refreshments will be served at the Town Hall and commemorative postal cachets and cancellations will be available.

We would be honored to have you share the afternoon of August 23 with us. The pleasure of your reply is requested.

Sincerely yours,

ROBIN CROISSANT,
President, John Thurman Historical Society.

WARREN COUNTY BOARD OF SUPERVISORS
RESOLUTION NO. 358 OF 1998

(Resolution introduced by Supervisors Belden, Montesi, O'Neill, O'Connor, Rehm, Bennett and Landry)

AUTHORIZING PLACEMENT OF MEMORIAL PLAQUE BY THE TOWN OF THURMAN ON COUNTY RAILROAD PROPERTY

Resolved, that the Warren County grants the Town of Thurman's request to place a memorial plaque on County railroad property stating: "At this site on August 26, 1946, 'passenger Extra' collided with a north-bound passenger Train No. 181. Engineer Frank Keeham died in the cab pinned at the throttle.", now, therefore, be it

Resolved, that the Director of the Parks & Recreation Department be, and he hereby is, authorized and directed to approve the Town of Thurman's site location for said memorial plaque, and be it further

Resolved, that the Town of Thurman shall maintain said plaque.

IN HONOR OF U.S. MERCHANT
MARINE VETERANS

HON. MICHAEL F. DOYLE

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Friday, July 31, 1998

Mr. DOYLE. Mr. Speaker, I rise today to give tribute to all those who served in the U.S. Merchant Marines during World War II and to draw greater attention to Maritime Day.

The 18th Congressional District of Pennsylvania, which I have the privilege to represent, has a long and proud tradition of military service to our nation, and contains one of the highest concentrations of veterans in America. In this region of western Pennsylvania, there once was also the greatest concentration of steel mills and coke ovens in the world. As these industries provided the tools and materials necessary to defeat our enemies during World War II, so did our communities send their sons and daughters to fight in our defense. While service to our country is commemorated throughout my district, the town of Elizabeth does a particularly outstanding job in recognizing the merits of military service. I am including with my statement an article that appeared in The Pittsburgh Post Gazette which details this year's service.

Elizabeth, Pennsylvania is typical of the river mill towns that populate the Mon Valley. The residents of Elizabeth hold their ethnic values close in face of the demands of our modern society. Perhaps it is this steadfast attention to, and respect for, the traditions and accomplishments of those who came before them that accounts for their ever expanding reverence of our nation's veterans. Every year on Memorial Day, people from near and far travel to Elizabeth for the Veterans' Parade. It is always a distinct honor to participate in these ceremonies which are coordinated by local Veterans' of Foreign Wars chapters.

A few years ago, Elizabeth began recognizing Maritime Day. The celebration occurs on May 22 and honors the contributions the men and women of the maritime industry made to our nation. In fact, the service held in Elizabeth, which is sponsored by the American Merchant Marine Veterans of World War II, is the only one to occur throughout Allegheny County. It is a great honor to have a member

of the American Merchant Marine Veterans of World War II, Mark Gleason, sit on my Veterans' Advisory Committee.

Maritime Day is a holiday of great significance to the residents of my district for a number of reasons. During World War II, the Pittsburgh area was one of the most heavily recruited areas of the country by the Merchant Marines. Those who answered the call for service from eastern Ohio, northern West Virginia, and the Pittsburgh area all departed for training camp through the Pittsburgh recruiting center. From steel communities and rural regions alike, young men went to sea as crew members of merchant ships. Sadly to say, many of these young men never returned home. Between December of 1941 and December of 1946 over 830 ships were sunk killing 7,000 seamen and wounding 11,000 others. Without question, the actions of these sailors contributed to the outcome of World War II.

In a 1943 address to Congress, President Roosevelt reviewed the results of the war activities from the previous year. In this message President Roosevelt said:

Any review of the year 1942 must emphasize the magnitude and diversity of the military activities which this nation has become engaged. As I speak to you, approximately one and a half million of our soldiers, sailors, marines, and fliers are in service outside our continental limits, all through the world. Our merchant seamen are carrying supplies to them and to our allies over every sea lane.

Clearly, President Roosevelt did not differentiate between the actions of the different branches of the service. He later went on to express that Merchant Marines should not be discriminated against when it came to benefits. Unfortunately, this equality never came to fruition.

For years, Merchant Seamen have been working to have their service properly recognized by the United States. As a cosponsor of H.R. 1126, the Merchant Marine Fairness Act, I am hopeful that this goal of equality will soon be reached. I am pleased to report there is significant bipartisan support for this bill. Currently, there are 307 members of Congress who have lent their support to this measure. Together, we will not allow the events of 50 years to be forgotten.

I want to share with you some words that were spoken at the Elizabeth Maritime Day services in 1995:

Men from this area served in the Revolutionary War and helped a young country become a new nation.

They served in France and added names to the Crosses where poppies now grow row upon row in Flanders Field.

Our men served our country well in all the services in the war fifty years ago and gave us folk heroes such as Commando Kelly.

But thousands of other men also heard the call of the sea and served their country in the Merchant Marines. Their service helped win the war and save the world.

These valleys are more quiet and if we listen in the evening, we can sometimes hear the voices of those who went to sea and did not return.

We answer their call to us when they say, "Tell us shipmates, who tolls the bell for us?"

We do, here today in Elizabeth. We do.

Mr. Speaker, we handle many issues of great import within the halls of Congress and