

Mr. Speaker, the Fisk Jubilee Singers have made a lasting contribution to racial equality and black culture in America. They introduced the spiritual as a musical genre, and demonstrated a truly unique commitment to their education. It is time that we in Congress honor their incredible achievements in such a manner that all of America will come to know of their commitment.

Mr. Speaker, I ask my colleagues to pass my resolution encouraging the Postal Service to issue a postage stamp commemorating the legacy and achievements of the Fisk Jubilee Singers.

JOHN TERRANA HONORED

HON. PAUL E. KANJORSKI

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, August 2, 2001

Mr. KANJORSKI. Mr. Speaker, I rise today to call the attention of the House of Representatives to the hard work and achievements of my very good friend, Attorney John J. Terrana of Kingston, Pennsylvania, who will be honored on August 24, 2001, as Past President of the Wilkes-Barre Chapter of U.N.I.C.O. John's deep love of his Italian heritage makes it especially fitting that he is being honored by this fine organization of Italian-Americans.

Attorney Terrana is a 1970 graduate of St. John the Evangelist School in Pittston and earned his bachelor of arts degree in government and politics from King's College in 1974. In 1981, he served as a legislative assistant to former Congressman Ray Musto and was admitted to practice before the Luzerne County Court of Common Pleas, the Pennsylvania Supreme Court, the U.S. District Court for the Middle District of Pennsylvania and the U.S. Third Circuit Court of Appeals.

John earned his doctor of jurisprudence degree from the George Mason University School of Law in 1982 and established his private practice of law in Luzerne County. He was inducted into membership in the Wilkes-Barre Chapter of U.N.I.C.O. in 1988 and has served at various times on the chapter board of directors, in addition to serving as co-chairman of the Miss U.N.I.C.O. pageant for 10 years.

Last year, when the chapter elected him its president, he also attained the honor of being inducted the Million Dollar Advocates' Forum, an organization whose membership is restricted to trial lawyers who have successfully tried a case which resulted in a verdict or award in excess of one million dollars.

John's sense of humor and warm personality have made him a popular toastmaster and speaker at many events throughout Northeastern Pennsylvania. Everyone who knows John is well-familiar with his devotion to his family.

Attorney Terrana is the son of Dolores Terrana and the late Angelo Terrana and the brother of my former district director, Attorney Joe Terrana, as well as Attorney Angelo Terrana and Rosemary Dessoye, executive vice president of the Pittston Chamber of Commerce. John and his wife, the former Antoinette Farano, have three children, Katie, Julie and John Charles.

Mr. Speaker, I am pleased to call to the attention of the House of Representatives the

hard work and achievements of Attorney John Terrana, and I wish him all the best.

PERSONAL EXPLANATION

HON. LYNN C. WOOLSEY

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, August 2, 2001

Ms. WOOLSEY. Mr. Speaker, yesterday during rollcall vote No. 312, I inadvertently recorded my vote as "aye." My intention had been to vote "no" on the green amendment.

I ask that my statement be inserted in the RECORD at the appropriate place. Thank you.

HONORING HARRY BUTLER

HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Thursday, August 2, 2001

Mr. McINNIS. Mr. Speaker, I would like to take this opportunity to recognize Harry Butler for all of his contributions to Grand Junction and the state of Colorado. In addition, I would like to congratulate him on his recent election to the Grand Junction City Council, which marks the first person of African-American descent to hold a position on the City Council.

Harry has always been persistent in his efforts to achieve his goals. As a young child, he used to attend church services in the Handy Chapel located in Grand Junction. The chapel was also a residence for him and his wife, Danielle, after they were married. At that time, they exchanged rent for cleaning the facility. The church filled a large portion of his heart. Today, Harry serves as a minister and leads the Saturday morning services at the church he used to reside in.

From the age of seven, Harry has done everything from delivering newspapers to working for the Job Corps in Collbran for 11 years. Harry has consistently extended a helping hand to warm the hearts of others. He worked for the U.S. Bureau of Reclamation in Grand Junction and has become an outstanding minister. He and Danielle have been happily married for 37 years and are proud parents to three children.

Throughout his trials and tribulations, Harry strengthened his faith and found compassion in the Bible. He never takes a moment for granted and truly understands the value of life. Now as a City Councilman, Harry hopes to work on issues of community safety, drug utilization and transportation.

Mr. Speaker, Harry Butler has done great things throughout his life and I am certain he will tackle his new position with the utmost attention and dedication. I would like to extend my warmest regard to Harry and his family and wish him the best throughout his term as a councilman.

TRUTH IN EMPLOYMENT ACT

HON. RON PAUL

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, August 2, 2001

Mr. PAUL. Mr. Speaker, I rise to introduce the Truth in Employment Act which protects

small businesses and independent-minded workers from the destructive and coercive "top-down" organizing tactic known as salting. Salting is a technique designed by unscrupulous union officials for the purpose of harassing small businesses until the businesses compel their employees to pay union dues as a condition of employment.

"Salts" are professional union organizers who apply for jobs solely in order to compel employers into consenting to union monopoly bargaining and forced-dues contract clauses. They do this by disrupting the workplace and drumming up so-called "unfair labor practice" charges which are designed to harass and tie up the small business person in constant and costly litigation.

Thanks to unconstitutional interference in the nation's labor markets by Congress, small businesses targeted by union salts often must acquiesce to union bosses' demands that they force their workers to accept union "representation" and pay union dues. If an employer challenges a salt, the salt may file (and win) an unfair labor practice charge against the employer!

Passing the Truth in Employment Act is a good first step toward restoring the constitution rights of property and contract to employers and employees. I therefore urge my colleagues to stand up for those workers who do not wish to be forced to pay union dues as a condition of employment by cosponsoring the Truth in Employment Act.

DELRAY BEACH, FLORIDA—AN ALL AMERICA CITY

HON. E. CLAY SHAW, JR.

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, August 2, 2001

Mr. SHAW. Mr. Speaker, I rise today to pay tribute to the city of Delray Beach, Florida, "The Village By The Sea," for being one of the ten cities selected by the National Civic League for the 2001 All America City Awards.

The All America City Award is America's oldest and most prestigious community recognition award. It recognizes exemplary grassroots community problem-solving and is given to communities that cooperatively tackle challenges and achieve results.

To qualify as a contender for this competitive Award an application is submitted that illustrates how three community projects were made possible by the efforts of volunteers, government officials, and businesses. The three successful initiatives of Delray Beach were: (1) the Youth Enrichment Vocational Program, which teaches skills and creates opportunities for high-risk youth; (2) the Community Neighbors Helping, which provides elderly minority citizens with food, clothing, and services that they could not otherwise receive; and (3) the Village Academy, a deregulated public school which provides an environment to address the needs of at-risk grade-school students. All of these programs have assisted the countless Delray Beach citizens both young and old with opportunities for a better future.

What makes each of these programs unique and warrants our attention is that through public and private cohesive efforts the residents of Delray Beach have, through their own initiative, created specific programs that address

specific challenges that individuals in their community face. Public and private, resources are used to create these programs. A balance is created between individuals and organizations which makes these programs all the more better because everyone has contributed.

Thanks to the Mayor, the City Commissioners, the City Manager, the City workers, and community organizations, churches, businesses and residents, the City of Delray Beach is once again an All America City. It is an accomplishment to be named once, but being named twice is a true distinction, which serves as an inspiration to every city in the State of Florida and sets a standard of civic responsibility that serves as a reminder to us all that the effort always counts.

INTRODUCING THE ELECTION
WEEKEND ACT OF 2001

HON. ALCEE L. HASTINGS

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, August 2, 2001

Mr. HASTINGS of Florida. Mr. Speaker, earlier this week, the National Commission on Federal Election Reform released its report highlighting a variety of reforms that need to occur in our country's faltering election system. While I do not agree with all of the Commission's views, I do agree with the report's recommendation to establish a federal holiday on Election Day.

Today, however, I am taking the Commission's recommendation one step further and introducing the Election Weekend Act. My bill changes our nation's election day from the first Tuesday after the first Monday in November to the first consecutive Saturday and Sunday in November. Furthermore, it expresses the sense of Congress that private sector employers provide their employees with one day off during Election Weekend to allow them ample opportunity and time to cast their ballot without having to leave work.

Each Election Day, employees are faced with the difficult task of balancing their work schedules with their family responsibilities, while trying to find time to make it to the polls. My bill recognizes the undue amount of pressure Americans face when trying to participate in the democratic process. It acknowledges the fact that a great deal of Americans are unable to leave their jobs in the middle of the day and vote because our elections occur on a Tuesday, a day when almost all Americans are working.

As more and more Americans enter the workforce, the choice they are forced to make between working or voting has resulted in decreased voter turnout. In the last election, barely 51 percent of our country's eligible voters actually voted. Also, consider that in the last election, only 48 percent of those who voted cast a ballot for our current President. That means that 48 percent of the 51 percent of people who actually voted last November voted for him. To put it in a different perspective, less than one-quarter of all those eligible to vote voted for our current President—talk about pitiful. Even more, the percentage is even smaller in low and middle income communities where individuals do not enjoy the luxury of taking a three hour lunch to eat and

vote. For many, the hour they lose in wages when they go to the polls may mean the difference between paying the bills or finding themselves out on the street.

It is irresponsible of us to continue forcing Americans to choose between a pay check, family time, or democracy. It is the Constitutional privilege of every American to vote. In moving our nation's election day to the first full weekend in November and extending it from one day to two days, we recognize the responsibility that we have to our constituents and our democratic heritage. We should be doing everything we can to protect the integrity of our election system by not only encouraging Americans to vote, but making it more convenient for them to do so.

CONGESTION THREATENS U.S.
TRANSPORTATION SYSTEM

HON. ROBERT A. BORSKI

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, August 2, 2001

Mr. BORSKI. Mr. Speaker, I rise today to alert my colleagues to the growing danger of gridlock in our transportation system.

Many of the nation's major transportation corridors, both rail and highway, have become increasingly congested in recent years, to the point that congestion already threatens the ability of those modes to provide reliable transportation to the U.S. economy.

Major metropolitan areas that are gateways for U.S. international trade, and hubs in the rail and highway systems, are thick with freight traffic as other vehicular traffic also increases.

Increased international trade—expected to double in the next ten years—and continued growth in the domestic economy will further burden our rail and highway systems in the years ahead, with some question that, despite the best efforts and support of Congress, existing infrastructures in those modes can grow to meet those demands.

Existing rail and highway infrastructure cannot handle all of the projected growth in container movements, and there are obvious limits to how much we can increase the capacity of interstates and rail lines. Major expansion of rail or highway infrastructure in corridors such as that along I-95 on the U.S. East Coast has become both economically and physically difficult to do.

In the coastal corridors a "capacity crunch" is likely in this decade. Federal Highway Administration data indicates average annual increases in highway freight miles of 3 to 4 percent nationally in that period.

For example, it has been estimated that by 2010 there will be an increase of 11,000 fortyfoot containers arriving each day on each coast. While rail may be able to handle approximately 1,000 such units, absent a viable waterborne option, the remaining 10,000 containers would have to be moved by truck. On I-95, this would equate to an additional truck every 270 yards between Boston and Miami.

As corridor densification increases so too will the cost to the economy in lost productivity. This is prompting transportation planners, shippers and transport operators to look for ways to relieve the pressure on moving freight (and passengers) in impacted regions. For the domestic transportation system to

meet the needs of our economy in the 21st Century, we must maximize the efficiency of that system, including, where possible, increasing reliance on waterborne transportation to complement rail and highway systems. The potential options range from increased use of vessels to transport bulk materials to short or long haul intermodal shipping, including high-speed ferries such as are in wide use in Europe and Asia. As transportation agencies and the private sector focus more attention to this option, the federal government should look to means by which to eliminate the barriers to, or to create potential incentives for, development of this complementary means of moving freight and passengers.

The waterborne option presently has unused capacity. Studies to date suggest that as vessel and cargo transfer technologies improve and new vessels come in to service, coastal shipping would be able to provide increasingly competitive service. Such vessels can be built in U.S. shipyards that now have the capacity to construct new designs and do it competitively. One such yard is the Kvaerner Shipyard in Philadelphia. In fact, a shift to the waterborne mode would foster a resurgence in Jones Act shipping and in the process create a new market for U.S. shipyards and American labor.

The expanded use of the coastal waters for moving cargo has some obvious benefits:

It would provide a measure of highway congestion relief,

Some hazardous material movements could shift to coastal vessels,

Vessels have the fewest accidental spills or collisions of all forms of transportation;

The movement of trucks/containers on vessels could foster increased use of intelligent transportation technologies;

Job growth would be stimulated in U.S. shipyards and on vessels;

A healthier U.S.-flag industry assures a future supply of vessels and trained crews for military sealift missions.

With few exceptions, the maritime sector largely has been left behind in Congressional and Administration attention to the transportation modes over the past decade. Policy innovations such as ISTEA, TEA-21 and AIR-21 have served to prepare surface and air transportation for the demands of the next decades. The maritime sector is due the same in order for the national transportation system to meet the demands of the new century. Expanding the use of the waterborne option should be viewed as an enhancement of the nation's transportation system, responding to market demands for relief of congested rail and highway routes, and not as a matter of one mode competing against another. Coastal shipping will not supplant road and rail because of their inherent and respective advantages, e.g. speed of service and flexibility, but it can provide an essential element of new capacity with comparatively smaller investments of public capital.

Analysis to date indicates that there are some likely barriers to an expansion of intermodal coastal shipping such as the harbor maintenance tax on domestic movements, thus requiring the attention of the next Administration and Congress. Likewise, incentives no doubt would facilitate private and public sector investments into establishing coastal corridor operations. It is our duty to do what we can to facilitate and foster coastwise shipping.