

POSTMARK PROMPT PAYMENT
ACT OF 1995

HON. JOHN M. McHUGH

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 29, 1995

Mr. McHUGH. Mr. Speaker, we have an opportunity to remedy one of the unfair burdens placed upon the conscientious citizens of this country who pay their bills on time but, who through no fault of their own, are slapped with interest charges because of the delays of others.

Over the years, many of us have been contacted by constituents who have incurred problems with payments they have mailed and were not delivered on time. It has even been suggested that some creditors go as far as to slow down the process as payment due dates approach so as to allow interest charges to accrue. This usually results in late fees and can even affect credit ratings.

Mr. Speaker, if this sounds familiar, it is because this problem is a frequently discussed topic on Talknet, a radio show hosted by Bruce Williams. The focus of Bruce Williams' show is on the life in the real world concerns of his listeners.

Today I am introducing the Postmark Prompt Payment Act of 1995 to correct this inequity by allowing the postmark on the envelope containing the payment to be proof of timely payment. The use of the postmark has precedence in contract law. For example, the Internal Revenue Service uses the postmark on envelopes as proof that taxpayers mailed income tax returns on or before the April 15 deadline, regardless of when the IRS received the payment. If the IRS uses the postmark as proof of timely payment, then why can't the banks or credit card companies?

This legislation would not apply to any other type of payment other than on a bill, invoice or statement of account due and would only apply to payments made through the mail and excludes metered mail. Furthermore, the envelope would have to be correctly addressed to the payee and have adequate postage affixed to it.

Mr. Speaker, this legislation has 20 original cosponsors. I believe everyone who values their good credit will benefit from this legislation. Let's show the American people our resolve to remedy the payment due problem.

FALCONS THREEPEAT

HON. CONSTANCE A. MORELLA

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 29, 1995

Mrs. MORELLA. Mr. Speaker, on June 4, the Montgomery Soccer Inc. Falcons U-12 girls team won its third consecutive Maryland State Cup championship, defeating the Soccer Club of Baltimore Flames, 2-1. The win qualifies the Falcons to represent Maryland in the Eastern Regional Championship Tournament in Niagara Falls this weekend. The win was especially meaningful for the Falcon players and their parents and for coach Harry Martens and assistant coach Chrissie Gardner, as the game was dedicated to the memory of E. So Kim, father of goalie Chris Kim.

Forward Laura Hur recorded the first goal of the game, with an assist by Lane Fogarty, who had an outstanding day and was voted game MVP by tournament officials. The Falcons mid fielders and defenders, Beth Hendricks, Christie Bird, Audra Poulin, Carrie Smith, Amy Salomon, Lindsey Henderson, Caitlin Curtis, Kerry Fleisher, Alexis Byrd, Tara Quinn and Megan Corey held the Flames to just three shots and no goals during the first half. The Falcons' forwards, Fogarty, Hur, Jenny Potter and Kim Sperling, kept the pressure on the Flames. Forward Jeanie Bowers was injured, but hoped to be ready for the Eastern Regionals. The Falcons reached the finals of the State Cup by winning all four of their State Cup Round Robin Tournament matches, outscoring their opponents, 23-0.

Congratulations to the Falcons and best wishes for success in the Eastern Tournament.

SALUTING LT. CLAUDIA J. CAMP,
USCG

HON. JACK FIELDS

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 29, 1995

Mr. FIELDS of Texas. Mr. Speaker, earlier this month, U.S. Coast Guard Lt. Claudia J. Camp left her position as the Coast Guard's assistant liaison officer to the House of Representatives, and I wanted to take a moment to publicly thank her for the assistance she lent to my office and staff, and for the assistance she provided to this institution and all its members.

I worked with Claudia closely from 1993 to 1995, when I served as the ranking Republican member of the House Merchant Marine and Fisheries Committee. During those years, she and her fellow Coast Guard liaison officers repeatedly went out of their way to be helpful to those of us on the Merchant Marine and Fisheries Committee. Their assistance and advice helped those of us responsible for overseeing the Coast Guard's operations to better understand the needs of the men and women in the Coast Guard as they worked to carry out their many diverse missions.

Claudia graduated from the University of California at Los Angeles in 1982, after which she entered—and graduated from—the Coast Guard's training center in Cape May, NJ. She graduated, I might add, first in her class of 120 men and women, and as the recipient of the Female Leadership Award and the Marlinspike Seamanship Award.

Following her graduation, Claudia served as a boatswain's mate aboard the Coast Guard's tall ship USCGC *Eagle*. She participated in a bicentennial voyage from the United States to Australia and back. Following her time aboard the USCG *Eagle*, Claudia served as a petty officer at the Coast Guard Station Fort Point, in San Francisco. In her position as a coxswain on a 44-foot motor life boat, Claudia regularly participated in search and rescue missions in the San Francisco Bay area, which is so infamous for its treacherous currents.

Next, Claudia attended Officer Candidate School in Yorktown, VA, graduating in the top quarter of her class in December 1990. Following her graduation, Claudia was assigned

to the USCGC *Steadfast*, based in St. Petersburg, FL. Aboard the *Steadfast*, Claudia served as a deck watch officer responsible for conning and navigation. Later, she served as the 1st lieutenant and as a maritime law enforcement boarding officer. She continued her drug interdiction and maritime safety work as an executive officer on board the USCGC *Metompkin*, based in Charleston, SC. In that post, she conducted numerous fisheries boardings and drug inspections.

It was from the *Metompkin* that Claudia came to Capitol Hill. I know that Claudia loves the Coast Guard, and she's participated in many of the Coast Guard's diverse missions. While answering congressional inquiries; assisting in the preparation of congressional testimony; serving as a White House social aide; explaining the Coast Guard's mission and its needs to congressional staffers and Members of Congress; planning and participating in congressional delegation visits to various Coast Guard units; and escorting the Coast Guard commandant, the vice commandant and various admirals to appointments on Capitol Hill is not quite as exciting as rescuing a vessel in distress, or boarding a vessel suspected of hauling illegal drugs, Claudia handled her duties here on Capitol Hill in the same professional, courteous and knowledgeable manner that has characterized her service throughout her years in the Coast Guard.

Mr. Speaker, I have often expressed my admiration for the men and women of the U.S. Coast Guard—and the dedication to service and to excellence with which they approach their duties. Lt. Claudia J. Camp is one such Coast Guard officer, and I appreciate this opportunity to thank her for the assistance she has provided to us on Capitol Hill, and to wish her well in her new assignment as captain of the USCGC *Matagorda*, a 110-foot patrol boat in Miami. All of us owe her, and the Coast Guard, our admiration and thanks.

Thank you, Mr. Speaker.

IN RECOGNITION OF KATHLEEN
HILL BECKNELL

HON. RALPH M. HALL

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 29, 1995

Mr. HALL of Texas. Mr. Speaker, I rise today to pay tribute to a living legend from Emory, TX—Kathleen Hill Becknell, who at the age of 88 remains the active editor and publisher of The Rains County Leader. Kathleen—"Kat" as she is known to her friends—has managed the weekly newspaper since 1963 and recently was honored during the Founders Day ceremony in Emory, which I had the privilege of attending. The Texas State Senate also recognized Kathleen's contributions to the county through a resolution introduced by State Senator David Cain, who also attended the ceremony.

The Rains County Leader is the oldest business in Rains County. It began publication as the Argus/Record in 1896, and in 1909 Kathleen's father, Tom Hill, became the editor and owner, a position he held until his death in 1937. His son, Earl Clyde Hill, took over operations until his death in 1960, at which time Earl Clyde Hill Jr. assumed the job. In 1963 Kathleen became the editor and publisher.

The Leader, like other weekly county newspapers throughout America, continues to thrive because of its emphasis on local news and local people. Kathleen's weekly column, "You Might Doubt It!" is a popular feature with subscribers and reflects the author's wit and personality.

Kathleen's contributions to Rains County extend over her lifetime and beyond her leadership at the newspaper. Born in Emory and educated in the public schools there, Kathleen was chairperson for the Red Cross in the 1930's. During World War II, she was Emory's chairperson for the war bond drive. She is a charter member of the Fidelis Sunday School Class of Emory Baptist Church and is the church's longest member, having joined in 1919. She is a charter member of the Point Ladies Civic Club, Emory's Women's Service Club and the Rains Garden Club. She was president of the Texas Women's Press District 12 in the 1960s.

Kathleen was married to Bo Gunter, who died in 1956, and then was married to George Becknell in 1960, who died in 1980. When Kathleen became editor of the Leader, George began street sales of the newspaper in surrounding towns, resulting in over 1,000 papers now being sold on the streets of Point, East Tawakoni, Emory, Lone Oak and Alba.

Mr. Speaker, people like Kathleen Becknell represent the heart and soul of small-town America. She has devoted a lifetime to her town and county. Born and raised there, she chose to reside there all her life, and her loyalty and devotion to the people of Rains County are evidenced each week in the pages of The Rains County Leader.

As we adjourn today, Mr. Speaker, let us pay tribute to Kathleen Hill Becknell of Emory, TX, for a job well done and a life well lived. May she enjoy many more years as a community leader, newspaper editor, and legendary citizen of Rains County.

CONSUMER AUTO-TAX RELIEF ACT OF 1995

HON. SHERROD BROWN

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 29, 1995

Mr. BROWN of Ohio. Mr. Speaker, I rise today to introduce legislation that will offer support to one of America's most important industries. As American car-makers face unfair competition abroad, the Consumer Auto-tax Relief Act of 1995, will give a valuable shot in the arm to the domestic auto market.

Yesterday, in a dangerous game of brinkmanship, the administration and Japanese negotiators only narrowly averted an all out trade war. While I applaud the administration for taking a tough trade position with the Japanese and appreciate the promise of more accessible Japanese markets, this strategy only addresses part of the problem I want to solve. The C.A.R. Act of 1995 carefully crafts language that benefits an entire spectrum of interests. The C.A.R. Act offers us tax relief for middle-class families, support for our domestic auto industry, and a chance for a cleaner environment. By supporting this bill, we can stand up for American consumers, American business, and American workers.

The C.A.R. Act is simple. It restores the deductibility of interest on loans for any car

under \$35,000 with at least 60 percent domestic content, according to the standards established in the American Automobile Labeling Act of 1993.

Besides the obvious benefit to American car manufacturers, the C.A.R. Act benefits taxpayers by offering much needed tax relief. This Congress we have heard a lot about the benefits of tax relief, but rarely have we offered measures that benefit both business and middle-class interests. The C.A.R. Act offers us a chance to offer real relief, to real people and help the business community in a truly positive way.

In 1994, the average interest payments on a new car amounted to \$1,574 annually. Restoring the deductibility of these payments would make automobiles more affordable to people who depend on automobiles for transportation. Americans have a unique driving culture in that we use our cars for everything from going to work to going on vacation. Parents take their children to after school activities, students drive to school, families take road trips and employees get to work—all in their cars. The fact is, most families need a car to do even routine chores like shopping for groceries. By offering this deduction, the C.A.R. Act makes this necessary mode of transportation more accessible to everyone. This is truly a progressive tax break.

In addition to making American cars more accessible to everyone, the C.A.R. Act gets older cars off our roads and gives us cleaner air. As consumers take advantage of the benefits of the C.A.R. Act, older cars will be replaced with newer, cleaner burning, and more fuel efficient models that will go a long way in preserving the quality of our air. Again, the C.A.R. Act is a common sense move, not only for American jobs, industry and taxpayers, but also for our environment.

The C.A.R. Act does still more. By defining an American car by content level, the C.A.R. Act also encourages foreign owned manufacturers to purchase American made parts. Currently, most foreign cars built in the United States and Canada have approximately a 48-percent American content. In response to this initiative, foreign companies that build in the United States and Canada may choose to purchase more American made parts to allow their cars to qualify for the deduction. This represents just another benefit to America's auto industry.

The U.S. Trade Representative tells us that fully one-third of all autos sold in the U.S. domestic market are foreign. Until we see corrective action to improve our trade imbalance with Japan, we must support the C.A.R. Act and other measures like it to show American auto industry workers, manufacturers, and consumers that we appreciate their efforts and care about the work they do. In my hometown of Lorain, OH, 3,800 people at the Lorain Ford auto plant(s) depend on me to do everything I can to protect American jobs, markets, and industry. The C.A.R. Act gives us all the chance to do just that.

Finally, I would like to acknowledge Ford, Chrysler, General Motors and the American Automobile Manufacturers Association for responding to my calls for assistance with creating an incentive not only to buy American cars, but also to support middle-class families. Their assistance was invaluable, and I appreciate their input. They understand, as I do, that the C.A.R. Act represents an opportunity

for American industry, American workers and middle-class taxpayers. It means more jobs, greater production and a boost to our economy.

The auto industry is the cornerstone of the American industrial base, and it deserves our support. In 1994 alone, America's car companies contributed almost 11 percent to the growth in the U.S. gross domestic product and directly employed 2.3 million workers. Encourage consumers to buy American cars and show your support for our domestic industry by co-sponsoring C.A.R. Act of 1995. Give American consumers a break and show the world we mean business.

Thank you.

SECURITIZATION ENHANCEMENT ACT OF 1995

HON. E. CLAY SHAW, JR.

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 29, 1995

Mr. SHAW. Mr. Speaker, today I, along with Congressman RANGEL, am introducing the Securitization Enhancement Act of 1995. We are privileged to be joined by Representatives ZIMMER, MCDERMOTT, PAYNE, KENNELLY, CARDIN, ENGLISH, SAM JOHNSON, HANCOCK, CHRISTENSEN, NEAL, CRANE, THOMAS, COLLINS, KLECZKA, DUNN, HOUGHTON, MATSUI, NANCY JOHNSON, HERGER, NUSSLE and PORTMAN in introducing this important legislation that will assist small business in gaining access to capital and promote safety and soundness in the Nation's banking system. It will do so by simplifying the tax rules governing the securitization of asset-backed securities in a user-friendly fashion.

We also have an additional piece of good news. Whenever the Congress considers tax legislation, one of the first questions asked is how much will this cost. Fortunately, this legislation is revenue neutral and will not add to our budget deficit. Indeed, the bill actually raises \$87 million over 5 years, \$92 million over ten, without raising any taxes.

This bill builds upon the success of legislation enacted by Congress in 1986—the Real Estate Mortgage Investment Conduit [REMIC] provisions of the Tax Reform Act of 1986—which specified the tax rules for securitizing home mortgages.

The legislation creates a new tax vehicle similar to a REMIC known as a Financial Securitization Investment Trust [FASIT]. Unlike REMIC, which applies only to home mortgages, FASIT is available to all forms of debt, including small business, consumer, student and auto loans, among others. Our experience with REMIC suggests that facilitating securitization for such loans will greatly expand credit availability.

The Benefits of Securitization.—Securitization is the process whereby banks and other lenders package relatively illiquid loans and turn them into highly liquid marketable securities that relay for their creditworthiness solely on the underlying loans or on other guarantees provided by the private sector. Assistant Secretary of the Treasury Richard Carnell has described the securitization process as follows:

By "securitization," I mean the process of transforming financial assets, such as loans,