

Recognition of this historic event is an opportunity for all Americans to realize the achievements of the Framers of the Constitution and the rights, privileges, and responsibilities it affords.

Again, I commend the Jane Douglas Chapter of the National Society, Daughters of the American Revolution, for its genuine effort in urging all our citizens to reflect during Constitution Week on the many benefits of our Federal Constitution and American citizenship.

TRIBUTE TO CHICAGO RIDGE
MAYOR, EUGENE L. SIEGEL

HON. WILLIAM O. LIPINSKI

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 19, 1995

Mr. LIPINSKI. Mr. Speaker, I rise today to pay tribute to Mr. Eugene L. Siegel, an outstanding public leader and resident of the third Congressional District in Illinois. Gene Siegel has dedicated 20 years of public service to the community of Chicago Ridge.

Mr. Siegel began his political career in 1963 when he was appointed as the deputy coroner for the Cook County Coroner's Office. After serving in that position for 8 years, Gene accepted another appointment as the assistant chief to the Cook County Sheriff's Office. In 1987, he accepted yet another appointment as administrative assistant to the State Treasurer's Office. Mayor Siegel was also a member of the Cook County Criminal Justice Commission for 6 years; one of two mayors in all of Cook County serving in that capacity. He is also a past associate of the Crisis Center for South Suburbia.

In 1975, Gene was elected as part-time mayor of Chicago Ridge to fill an unexpired term. He was re-elected in 1977, 1981, 1985, 1989, and in 1993, was elected as a full-time mayor. At the present time, Mayor Siegel is serving as vice-chairman of the Southwest Council of Mayors, and is the legislative chairman for the Southwest Conference of Local Government. Also, he is serving as vice-president and a member of the board of directors for the Illinois Municipal League. He is a member of the Midway Airport Task Force and a member of the Cook County advisory board on community development block grant applications.

So far, during his tenure as mayor, Mayor Siegel has accomplished a tremendous amount on behalf of the residents of Chicago Ridge. Gene created a solvent tax base by instrumenting the development of the Chicago Ridge Mall in 1981, and the Commons of Chicago Ridge in 1988. These developments allow his administration to hold the line on property owner's taxes and still permit such village improvements as the improvement of Ridgeland Avenue to establish commercial land use and the installation of an adequate water system with a two-million-gallon reservoir and a pumping station. The mayor has worked diligently to make Chicago Ridge a beautiful and safe place to live and raise a family. Under his administration, countless streets have been paved with storm sewers, curbs, gutters, and modern street lighting and traffic signals have been installed at hazardous intersections. Presently, the mayor is working on development projects that include

the Industrial Park, a 130 acre parcel of property, and the Chicago Ridge Commons TIF Extension.

Mayor Siegel is a dedicated public servant who has worked to build a genuine community feeling in Chicago Ridge. Throughout his 20 years as mayor, Gene has maintained an open door policy for all his constituents and employees. Also, he and his wife have been residents of Chicago Ridge for 39 years.

I ask my colleagues to join the residents of Chicago Ridge and myself in expressing our gratitude to Mayor Siegel for his many years of devotion to public service. I look forward to working with Mayor Siegel for many more years to come.

THE QUEEN MARY: FROM MAJESTIC
PASSENGER LINER TO GAL-
LANT TROOPSHIP OF THE SEC-
OND WORLD WAR

HON. STEPHEN HORN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 19, 1995

Mr. HORN. Mr. Speaker, as the our Nation honors those whose sacrifices and dedication brought an end to the Second World War, we must also include the *Queen Mary*. Just as devoted as those who carried rifles in combat or wore riveters' masks on the home front, the *Queen Mary* sailed above and beyond the call of duty with her wartime assignment. Her combat troopship uniform of camouflage gray paint may have temporarily hidden her normally glamorous fittings, but she—because those who toiled above and below her decks—had a heart and soul that showed through that dull exterior and served as a beacon of hope and inspiration in those dark days.

It is a privilege to join with those who are honoring the *Queen Mary* for her wartime service. I have included a detailed history of her wartime activities in the CONGRESSIONAL RECORD so that generations to come may know of her contributions in the fight to preserve freedom. May she continue to serve an inspiration to us all.

THE QUEEN MARY: FROM MAJESTIC PAS-
SENGER LINER TO GALLANT TROOPSHIP OF
THE SECOND WORLD WAR

THE LAUNCHING OF THE QUEEN MARY

In May of 1930, Britain's Cunard Steamship Company awarded John Brown and Company of Clydebank, Scotland, the task of constructing what was being hailed as the "ultimate ship." Less than a year later, production was stopped due to Cunard's financial hardships. With the help of the British Government and some creative financing, John Brown and Company was able to continue production on the Cunard ship, and the Royal Mail Steamer, christened the *Queen Mary*, was launched at Clydebank on September 26, 1934.

It would be another 18 months before she would make her first transatlantic voyage. During that period workers labored night and day to install engines, fittings and the furnishings that would ensure the *Queen Mary's* reign as the world's ultimate passenger liner. When the ship set out on her maiden voyage from Southampton on May 27, 1936, she was a floating resort boasting five dining areas and lounges, two cocktail bars and swimming pools, a grand ballroom, a squash court and a small, but well equipped hospital. She carried some of the

world's most rich and famous passengers, from the Duke and Duchess of Windsor to many of Hollywood's screen idols. She was considered by the elite as the only civilized way to travel.

THE TRANSFORMATION INTO TROOPSHIP

When she docked in New York Harbor in September of 1939, the civilian passengers she carried would be her last for years to come. With the outbreak of the Second World War, the *Queen Mary* was called up for duty.

To transform her into a troopship, she was stripped of her signature Cunard red, black and white and slapped with a coat of camouflage gray. Placed in storage, along the Hudson River, were her finer amenities including several miles of plush carpeting, expensive art deco furnishings, and more than 200 cases of crystal, china and silverware. The luxuries were replaced by an underwater sound detection system, a single four-inch gun, a mine sweeping protective system, and a degaussing girdle meant to neutralize magnetic mines. More than 2,000 stateroom doors were removed in order to install tiers of wooden bunks and rows of canvas hammocks. Once posh shops and boutiques were now the site of military offices.

Future refits would include the installation of several thousand standing room bunks to the ship's Promenade Deck, first-class swimming pool, and ladies' drawing room. Additional toilet facilities would be added as well as storage areas to house the several hundred tons of food and water that would be consumed by the many troops. Enhancements to the armament and the anti-aircraft defenses. Included a 40mm cannon, a 24 single-barrel 20mm cannon, six three-inch high/low angle guns and four sets of two-inch rocket launchers.

Any trace of elegance, except her graceful silhouette, had vanished.

THE GRAY GHOST ERA

The *Queen Mary* was the largest and fastest troopship to sail, capable of transporting as many as 16,000 troops at a speed of 30 knots. Even Adolf Hitler couldn't stop her, despite his offer of \$250,000 and the Iron Cross to any U-Boat captain that could sink her. During the war, The Grey Ghost would encounter several close calls with the enemy, however, she would always manage to outwit the combined military intelligence of Germany, Italy and Japan.

After the United States entered the war near the end of 1941, the *Queen Mary*—now fondly referred to as The Grey Ghost—began transporting American troops. On August 1, she successfully carried a record number of 16,000 troops and crew across the Atlantic, but her second trip of similar proportions would not be so fortunate. On September 27, 1941, The Grey Ghost left New York Harbor bound for the United Kingdom. Five days later she was nearing Scotland when the bridge watch sighted the British cruiser H.M.S. Curacao, a 4,200-ton veteran of the First World War. It was now being used as an anti-aircraft escort ship. The Grey Ghost's Senior First Officer became increasingly concerned about the Curacao's proximity and ordered that the *Queen Mary* turn slightly away from the approaching ship. In a split second, the massive troopship sliced the smaller vessel in half. The Grey Ghost was ordered not to stop for any reason and she carried on despite the disaster. She sustained sizable damage to her stem, while the Curacao sank rapidly. Of the 439 aboard the Curacao, only 101 men survived.

In June of 1943, The Grey Ghost began her duty as a GI shuttle, making transatlantic crossings on a schedule that resembled her pre-war party days. The six day GI "shuttle" had thousands of men passing time playing

card and dice games, watching nightly films or reading books. Those with more religious ties spent time in the ship's Protestant, Catholic or Jewish chapels. Daily lifeboat and abandon ship drills also made the monotony more bearable, and some units occupied their time with training lectures and exercise. Eating and sleeping schedules were rotated in order to accommodate the troops. The elegant First-Class Dining Room became a 24-hour mess hall.

The Grey Ghost also served as a means of transporting prisoners, patients and "very important passengers." Her most notable wartime passenger was British Prime Minister Winston Churchill. Churchill and his entourage of government officials were housed in staterooms outfitted with the trademark Cunard luxuries. Instead of having to stomach such wartime staples as chipped beef on toast, Churchill and his staff savored such specialties as macaroni Bolognese, Navarin of Lamb and Corn Ox Tongue. Cigars and dinner mints, displayed on silver trays bearing Churchill's family coat of arms, were passed butler-style for all to enjoy. Despite the indulgence, Churchill and his staff maintained a grueling schedule aboard. Plans were orchestrated for an allied invasion; aerial offensives against Hitler were worked through, and many other strategies were in place before the ship reached its destination.

THE END OF THE WAR

On May 7, 1945, Nazi Germany surrendered ending the Second World War in Europe and in August, Japan would be forced to do the same. Almost immediately, The Grey Ghost began transporting American soldiers home. As the ship approached New York Harbor, troops swarmed the upper decks to get their first glimpse of the Statue of Liberty. Within two months, the troopship had returned more than 31,000 American soldiers to their native land, and the numbers would increase dramatically as similar voyages were made.

The ship's final tour of duty was one of her most pleasant, "Operation Diaper" was announced in January 1946, and more than 66,000 women and children were to be transported to their new homes in America and Canada. Before she could begin her "Bride and Baby" voyages, the ship had to be demilitarized in order to comfortably accommodate the women and children. Each of the staterooms was equipped with six comfortable beds—compared to the 12 to 16 standing room bunks occupied by the troops. Additional cabins, which would house expectant mothers, were installed with call bells connected to the ship's hospital. The functional mess halls—designed to move the troops in and out—were restored to relaxing dining areas complete with starched linens, china, crystal and silverware. The ocean liner was also given a clean sweep from stem to stern as engines, boilers and steering equipment were examined. Although her exterior was still painted a dull gray, the ship took on an air of elegance as she prepared for yet another historic voyage.

In February of 1946, the Queen Mary joined the "Bride and Baby" fleet and traveled from Southampton to New York in just five days. The war brides enjoyed an array of lectures, classes and social gatherings such as cooking and sewing classes; English language lessons; afternoon teas; bingo games and dancing lessons. The Queen Mary traveled more than 31,000 miles and transported more than 12,000 war brides and their children to America before embarking on several "Bride and Baby" voyages to Canada. Overall, the Queen Mary safely transported nearly 25 percent of all service dependents brought from Europe following the end of the war.

THE LEGEND

After transporting more than 800,000 troops, traveling 600,000 miles and playing a major role in virtually every Allied campaign, the Queen Mary retired from her 79-month military career. In the course of her duties, the Queen Mary had become a shipping pioneer. She was the first to carry 10,000 people at one time, the first to transport an entire American military division in a single crossing, and the first and only ship to ever carry 16,500 persons on a single voyage. The Queen Mary was constantly hunted by the enemy, but was never attacked. She never had to fire her guns in anger and never lost a single passenger to enemy action.

FLEXIBILITY FOR SCHOOLS TO MEET THE DIETARY GUIDELINES

HON. WILLIAM F. GOODLING

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 19, 1995

Mr. GOODLING. Mr. Speaker, last year the Congress enacted changes to the National School Lunch Program and required schools to meet the Dietary Guidelines for Americans under the school lunch and breakfast programs.

Schools were allowed to use nutrient-based menu planning, assisted nutrient-based menu planning or a food-based menu system—which was the only method of menu planning used under prior law—as long as they met the dietary guidelines.

On Tuesday, June 13, 1995, the Department of Education published their final regulation on the School Meal Initiatives for Healthy Americans.

Schools throughout the Nation are concerned about the implementation of these final regulations. Of special concern are changes to the food-based menu system which will add from 10 cents to 17 cents to the cost of school meals. The reason for the increased cost is the requirement to add additional servings of grains, bread, and fruits and vegetables. Even schools currently meeting the dietary guidelines under the previous food-based menu plan would have to enact such changes. Estimates are that this will add \$550 million per year to school costs—just for food. The alternative would be to use the nutrient standard menu plan, which would require schools to make a significant investment in computer hardware and require extensive training and technical assistance to implement the new software and procedures associated with this plan.

The legislation introduced today, will continue to require schools to meet the Dietary Guidelines for Americans. However, it will permit schools to use any reasonable approach to meet the dietary guidelines, including nutrient-based menu planning, assisted nutrient-based menu planning or a food-based menu system contained in the regulations issued by the Department. This legislation will neither negate or postpone the requirement that schools implement the Dietary Guidelines for Americans as currently required by law.

This is sound policy and reflects my support for providing students with healthy meals which both meet the dietary guidelines and which provide schools broad flexibility in designing menus which appeal to students.

ELECTIONS IN ARMENIA—REPORT OF OBSERVERS

HON. GEORGE P. RADANOVICH

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 19, 1995

Mr. RADANOVICH. Mr. Speaker, earlier this month, the Republic of Armenia held national elections. The country's citizens were called to the polls to decide both who would serve in their National Assembly and whether they would adopt a new constitution.

Because this was Armenia's first post-Soviet election for these purposes—a president was democratically-elected in 1991—there was widespread international interest. Additionally, controversy occurred in electoral preliminaries that prompted a widespread wish that the process be internationally monitored.

At the request of the Armenian Embassy, I was invited to join as an observer. Although commitments in my own schedule precluded personal participation, two members of my senior staff agreed to my request that they take part.

My decision to be so represented in the Armenian electoral process had a particular basis in my constituency. California's San Joaquin Valley, and especially the community of Fresno, much of which I represent, is the home of many American citizens whose forebears came to this land from Armenia. Thus, the term, "diaspora," is heard to define the settlement of Armenians in the 19th Congressional District and other parts of America.

The report prepared by my staff members, Mr. Speaker, I believe is worth of being examined by our colleagues, and I ask that it be entered in the Congressional Record accordingly. In doing so, I also want to add my appreciation to the individuals and institutions that their report notes afforded assistance in conducting their mission.

Finally, I wish to offer special thanks to the Lincy Foundation for covering the costs of travel and lodging for my staff members. By doing so, as is permitted by House ethics rules, the Foundation made it possible for an important international undertaking to go forward without its having to be a burden on the public purse.

REPORT TO THE CONGRESSMAN

(By Will Dwyer II, Counsel and Steve Samuelian, District Director)

INTRODUCTION

The maxim that the past is prologue certainly helps an understanding of modern Armenia.

More than two millennia ago, the then kingdom of Armenia controlled an empire that stretched from the Mediterranean to the Caucasus. But, it fell first under the Byzantine Empire, followed by the Muslim Turks, then the Mongols, the Ottomans, and the Soviets.

Subordination to and maltreatment by foreign powers produced an intense national sensibility. Indeed, the Armenian-American author, playwright, and novelist William Saroyan (born in Fresno in 1908) captured that consciousness in perhaps his most famous quotation about his ancestors, "When two of them meet anywhere in the world, see if they will not create a new Armenia."

In this century, Armenia and her people have been put to tortured tests. An estimated 1,750,000 Armenians were massacred or deported by the Turks in and around 1915.