

I encourage similar action throughout the international community. A cursory look will tell the casual observer that India is not one nation. Rather it is a conglomeration of many nations thrown together for administrative purposes by the British. With 18 official languages, India is doomed to disintegrate just as the former Soviet Union did. Freedom for Khalistan and all the nations living under Indian occupation is inevitable. The Sikh Nation's demand for an independent Khalistan is irrevocable, irreversible, and nonnegotiable. We have been denied our right of self-determination too long. India's lip service to the principle holds no water. The time is now for the international community to pressure India with economic sanctions to honor the freedom of Khalistan. The time is now for the Indian government to sit down with the Sikh leadership and formally recognize the clear boundaries which separate Khalistan from India. Sikhs have motto that says, "*Khalsa Bagi Yan Badshah*: Either the Sikhs rule themselves or they are in rebellion." The Sikh nation will not rest until freedom is ours. It is our tradition. We are secure in our right to self-determination, and we will allow no foreign power to determine our fate,

Thank you.

CENTRAL SYNAGOGUE HONORED FOR YEARS OF SERVICE

HON. CAROLYN B. MALONEY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 19, 1995

Mrs. MALONEY. Mr. Speaker, I rise today to bring to the attention of my colleagues one of New York City's great centers of Jewish religion and culture. Founded 156 years ago, the Central Synagogue in Manhattan has played an important role in the development and growth of New York's secular and religious life.

In addition to serving as a pillar of New York's Jewish community, the Central Synagogue plays an active role in the community at-large. The Synagogue, through its wonderful members and staff, provides one-on-one English lessons for recent immigrants, food for 350 homeless persons per week, and a city-wide AIDS service.

Completed in 1872, the Synagogue itself is one of New York's greatest landmarks. The imposing Moorish sanctuary was designed by Henry Fernbach, the first Jewish American architect, and was subsequently designated as a National Landmark.

Two years ago, the Synagogue embarked one of the most ambitious capital revitalization projects in the congregation's history. On September 28, 1995, the first step in this revitalization program will be completed when the sanctuary is finally rededicated. Having meticulously restored the stain glass window and facade, the Central Synagogue will once again assume its position as one of the most beautiful and striking sights in New York.

Mr. Speaker, there is a great deal to be proud of in New York City. The majesty, history and vitality of the Central Synagogue is something that we can all take pride in. I congratulate the Synagogue on the restoration of its sanctuary and wish the entire congregation luck as it continues with its capital improvement campaign.

THE ETHIC OF SERVICE

HON. ANDREW JACOBS, JR.

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 19, 1995

Mr. JACOBS. Mr. Speaker, Leslie Lenkowsky, president of the Hudson Institute and member of the board of directors of the Corporation for National Service, has written a most enlightened and thoughtful article which was published by the Washington Times on August 4, 1995.

I insert the article in the RECORD.

[From the Washington Times, Aug. 4, 1995]

THE ETHIC OF SERVICE

(By Leslie Lenkowsky)

Today, the General Accounting Office is scheduled to issue the draft report of its analysis of AmeriCorps, the 10-month-old national service program.

If some in Congress had their way, this year would be AmeriCorps' last—the House voted Monday to provide no further funding. The GAO report, and my own experience as a member of the board of directors overseeing AmeriCorps, suggest the Senate should take a second look.

Here's what GAO concludes: AmeriCorps itself is investing slightly less per participant than originally estimated. Other parts of the federal government are also providing support, in nearly exactly the amounts AmeriCorps had predicted.

Parts of the GAO Report will trigger debates between supporters and directors of AmeriCorps—including whether private sector contributions, or state and local support, are a valuable benefit or just an addition to cost. But the bottom line for Congress' consideration should be that over which it has responsibility—the federal contribution—and there, AmeriCorps is right on budget.

GAO suggests that AmeriCorps is also on mission. The audit teams found local programs doing exactly what Congress had intended: rehabilitating housing, tutoring, analyzing crime statistics and developing prevention measures, strengthening communities, encouraging responsibility and expanding opportunity.

These findings track an earlier cost/benefit study done by an impressive team of economists. Like GAO, the economists didn't establish either AmeriCorps' costs or its benefits—but did present a well-reasoned estimate of what AmeriCorps may produce, if programs are held to their contractual objectives.

Therein lies Congress' challenge. GAO shows that it would be disingenuous to kill AmeriCorps on the basis of cost. It isn't costing the taxpayer any more than was intended, and it is difficult to premise fiscal salvation on a savings that amounts to less than one-thirtieth of a penny on a tax dollar.

Nor is it fair to attack AmeriCorps as the death-knell of selfless charity. AmeriCorps is too small for that, and Americans are too big. In the main, AmeriCorps members provide local charities with useful resources that can make more effective the voluntary assistance you and I can provide.

So should we worry about AmeriCorps being a political Trojan Horse—or at least a stalking horse for Clinton-Gore '96. I have to admit that I have been watching this topic very carefully. One test of intent and not rhetoric came in the willingness to examine the activities of ACORN Housing Corporation, an investigation I pushed for as a Board Member. The Corporation for National Service did the right and thorough thing—and even the Washington Times praised the outcome.

Politics can be expected to intrude upon nearly every policy debate. But Republicans have alternative to killing AmeriCorps. They can recognize that the initiative's foundations—responsibility, opportunity and citizenship—are distinctly Republican ideals (advanced with eloquence in William F. Buckley's "Gratitude," although not an endorsement of a new program). And AmeriCorps' structure places the bulk of the money and much of the decisionmaking in the hands of the states—thanks to Republican efforts when the legislation was drafted in 1993. Finally, despite the fracas within the Beltway, in the heartland this thing is wildly popular—with Republican governors like New Hampshire's Steve Merrill and many others; with businessmen who like the results they see in their own markets; with ordinary voters who (in Wall Street Journal polls) have wanted to defend AmeriCorps even more than Big Bird.

No, AmeriCorps won't revolutionize America—whether it's Newt Gingrich's revolution or Bill Clinton's. But it is making a difference for America in a distinctly American way. And it deserves both time and constructive criticism. As the Congress and the president do the job they have been elected to do—set national budget priorities—I would encourage them to emphasize innovative ways of using government to strengthen (not overpower) communities and encourage the ethic of service. Those goals can provide real meaning to the search for common ground.

TRIBUTE TO THE 1995 INDUCTEES TO THE ENTREPRENEURSHIP HALL OF FAME

HON. WILLIAM O. LIPINSKI

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 19, 1995

Mr. LIPINSKI. Mr. Speaker, I rise today to recognize the entrepreneurial achievements of a select group of leaders from the Chicago metropolitan business community. I am proud to salute these entrepreneurs and founders of small and mid-sized businesses for their induction into the 11th Annual Entrepreneurship Hall of Fame, Thursday evening, October 19, 1995, in Chicago.

The Institute for Entrepreneurial Studies in the College of Business Administration at the University of Illinois at Chicago cofounded and continues to sponsor the Entrepreneurship Hall of Fame, honoring outstanding business leaders whose spirit and success help keep America's business community strong and vital.

The sponsors, the Arthur Anderson Enterprise Group, William Blair & Company, LaSalle National Bank, Lord Bissell & Brook, and the University of Illinois Chicago, have enabled the university to cement this partnership and recognize outstanding entrepreneurs. The program is exceptional because it creates an active partnership between the academic and business communities. Students and entrepreneurs alike benefit from an exchange of knowledge, experience and creativity.

Today, I would like to congratulate these leaders, each of whom is listed below, for using their imagination and resources to foster an excellent program which enhances the quality of higher education and underscores the value of entrepreneurship in America. I am sure that my colleagues join me in recognizing

these entrepreneurial leaders for their important contributions to employment generation, the entrepreneurial spirit and our great Nation.

1995 INDUCTEES TO THE ENTREPRENEURSHIP HALL OF FAME

Robert Alcalá	Shan Padda
Richard Alcalá	Bruno A. Pasquinelli
Robert H. Boller	Anthony R. Pasquinelli
Phillip Corcoran	Frank Portillo
Charles Wolande	Michael A. Regan
Tom Corcoran	Sally J. Rynne
Barbara R. Davis	Robert Sapio
James L. Gaza	Mitchell H. Saranow
Sue Ling Gin	Gary F. Seamans
James L. Hanig	Gordon Segal
Henry Kalmus	Bill Steffenhagen
Donald Lord	Ann Steffenhagen
Helene J. Kenton-	Sanford Takiff
Taylor	Janet Taylor
Terry L. Kirch	Charlie H. Trotter
Jim Liautaud	Bob M. White
Richard B. Mazursky	Arthur W. Wondrasek
Jack Miller	Jr.
Melody O'Neal	

A STRONG MARITIME INDUSTRY

HON. ELTON GALLEGLY

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 19, 1995

Mr. GALLEGLY. Mr. Speaker, as events in Bosnia, the South China Sea, and the Persian Gulf have demonstrated time and again, it is absolutely critical that the United States maintain a strong Navy, Merchant Marine, and shipbuilding and repair industrial base.

Since the end of World War II, which we recently commemorated, our Merchant Marine has fallen from over 3,000 vessels to today's 350 vessels flying the Stars and Stripes. It has been over 60 years since the Merchant Marine Act was signed into law and 25 years since the Congress last approved a maritime promotion program.

Similarly, American shipyards, which, in 1944 produced surface combatants at a rate of 1 every 2½ weeks, are now down to 6 primary construction yards bidding on less than 10 new vessels each year.

These statistics are unacceptable and must be reversed. This Nation needs a new maritime program which will help preserve our shipbuilding industrial base while providing the U.S.-flag commercial shipping capability necessary to maintain our military and economic security.

These sentiments were forcefully stated recently by Senator TRENT LOTT who Chairs the Subcommittee on Surface Transportation and Merchant Marine. Senator LOTT stated that,

Without a U.S. merchant fleet and a powerful U.S. shipbuilding industry, the U.S. would have to depend on foreign interests for seafight and logistics support.

In his testimony before Senator LOTT's subcommittee, Gen. Robert Rutherford, Commander of the U.S. Transportation Command, stated that:

We have not forgotten the importance of the U.S. maritime industry to our overall seafight capabilities. Just as we did in the Gulf War, Somalia, and most recently back to the Gulf, we rely extensively on our commercial partners to support our worldwide commitments.

Today, the Congress has an opportunity to reverse the recent trends in our commercial shipping experiences.

H.R. 1350, the Maritime Security Act of 1995, and the Senate counterpart, S. 1139 would initiate a 10-year program to create a Maritime Security Fleet which would boost national security, stimulate the economy and domestic shipbuildings and promote a stronger, more efficient U.S. flag commercial fleet.

In a letter to the Commerce Committee, our colleagues HERB BATEMAN, RANDY CUNNINGHAM, CURT WELDON and others stressed that the:

Enactment of H.R. 1350 will preserve and create American maritime jobs, generate much-needed revenues for federal and state taxing authorities, improve our balance of trade and ensure that our country will not become totally dependent on foreign nations and foreign crews to transport the supplies and equipment needed by American servicemen overseas.

With respect to domestic shipbuilding, a recent study released by the Maritime Administration indicated that jobs in commercial shipbuilding had declined some seven percent in 1994 and only one ocean-going commercial ship is currently on order.

While Navy shipbuilding has been the salvation of our shipbuilding industrial base over the past 7 years, the number of new orders is on the decline and must be stabilized at an adequate number. The Congress must continue to provide funding for the nuclear attack submarine fleet, the AEGIS surface combatant fleet and the amphibious and auxiliary ships necessary to support our Marine and Army forces.

Finally, the Congress can ensure the preservation of the U.S.-flag commercial fleet by resisting the proposal to repeal the Jones Act.

Since 1789, the United States has maintained a preference for carrying domestic commerce on U.S.-built, U.S.-flag vessels. In 1920, the Congress enacted the Jones Act mandating that cargoes carried between U.S. ports would be transported on U.S.-flag, U.S.-crewed vessels. These laws were seen as a way to promote the U.S. maritime industry as well as to ensure safe transportation and national defense considerations.

There are those who want to repeal the Jones Act claim the law is protectionist in nature. And, they may be correct. But, some form of Federal investment to promote a U.S. flag commercial fleet can be justified. Unlike the ocean-going fleet, the Jones Act operators do not receive any subsidy from the Federal Government either for operations or for construction. If preferential cargo treatment is the price we must pay to ensure that foreign flags-of-convenience carriers, who are not subject to U.S. safety laws and who cannot be counted on for our national defense do not enter our domestic commerce, then the investment may well be worth it. We simply cannot allow foreign vessels to gain total control over our domestic waterborne trade.

In addition, as Al Herberger, head of the Maritime Administration testified:

When a U.S. shipper chooses to move cargo on a U.S.-flag vessel as opposed to a foreign-flag vessel, most revenue that is paid for freight remains in the U.S. economy. On the other hand, freight paid to foreign flag operators, increases our trade deficit because that revenue goes to foreign nationals.

Again, as Senator LOTT stated at his subcommittee's hearing:

I want to maintain and promote a U.S.-flag fleet, built in U.S. shipyards and manned by

U.S. crews . . . when I go home, I want to see the greatest amount possible of Mississippi agricultural products . . . moving on U.S. built and flagged ships.

The Jones Act, since its inception, has provided an important service to the U.S. economy and the maritime industrial base. Previous attempts have been made to repeal this law. However, the majority in the Congress has always resisted these ill-conceived attempts to destroy the U.S.-flag commercial fleet. In fact, on July 24 the House reaffirmed its commitment to the principals of cargo preference embodied in the Jones Act when it voted 324 to 77 to permit the export of Alaskan North Slope oil exclusively on U.S.-flag tankers.

Mr. Speaker, since the beginning of our history, this Nation has recognized that as a maritime Nation dependent on secure transport of ocean-borne commerce and military strength, we must remain committed to a strong maritime industry, led by a viable U.S.-flag merchant fleet. This simple fact has not changed in over 220 years and must not change now. The Congress must continue to support a strong Navy, a viable merchant marine, and an efficient shipbuilding industrial base.

TRIBUTE TO EARL BALTES

HON. JOHN A. BOEHNER

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 19, 1995

Mr. BOEHNER. Mr. Speaker, I want to recognize Earl Baltes for his past and present efforts as a race track owner and promoter. Earl has been a promoter of auto racing for most of his life, providing race fans with the excitement of sprint car racing for more than 40 years.

Earl's racetrack, Eldora Speedway is just north of Greenville, OH, and has hosted veteran drivers such as Mario Andretti, A.J. Foyt, Johnny Rutherford, Roger McCluskey, and Bobby and Al Unser, Sr. just as they were beginning their careers. More recently, up and coming racers including Jeff Gordon, Ken Schrader, Ernie Ivan, and Jeff Purvis have competed at Eldora. Certainly, Eldora Speedway and the name Earl Baltes is familiar throughout the auto racing industry. While there may be a few who have raced at Eldora and do not have fond memories, they all fondly remember Eldora Speedway and Earl.

Earl's hard work and perseverance have come to fruition. Eldora Speedway ranks among the premier short-track facilities in the nation—attracting auto racing drives and fans from across the country and throughout the world. His dream of turning a cornfield into a top ranked race track has become a reality.

At age 74, when many have settled down to a life of retirement, Earl continues to thrill race fans with some of the greatest sprint car racing in the world. The sport has changed a great deal since Earl built Eldora Speedway in 1954, and only through determination and hard work has Earl remained successful.

Therefore, Mr. Speaker, I want to recognize Earl Baltes and thank him, on behalf of my district and on behalf of race fans everywhere for giving race car drivers the opportunity to excel and for providing fans the thrill of auto racing.