

annual salary as an Iowa district judge too small to meet the expenses of married life. He sent in his resignation, with the intention of resuming the practice of law. Lawyers of both Whig and Democrat persuasion begged him to remain on the bench.

In the end, the young and romantic Mrs. Williams decided their fortunes. Oregon was the unknown land of the West, and the excitement of voyaging there appealed to her. The couple fully intended to return to Iowa as soon as Judge Williams' term in Oregon expired.

The young couple made their home in Salem. President Buchanan appointed Judge Williams to a second term, but private practice still tempted him. He resigned, and in 1858 opened an office in Portland in a small frame building on the river bank between Washington and Alder streets.

These were stirring times in Oregon. The admission of the territory into the Union as a state was a vital issue and necessarily involved whether it should come in as a free or as a slave state. One of the desires that induced Williams to leave the bench was not only to add to his income by practicing law, but that he might enter the active arena of politics. His ambition was to be United States senator.

As a Democrat he championed the anti-slavery cause. He became a Free Soil Democrat, elected to the state constitutional convention and appointed chairman of the judiciary committee there. Apparently by the force of argument and eloquence, he greatly aided in having the free constitution adopted by the state.

Judge Williams' strong anti-slavery work in Oregon had antagonized the administration in Washington, with the result that he was not appointed United States senator. Also at the first election he was defeated by the opposition.

Judge Williams had joined in the call for an amalgamation of anti-slavery-war-Democrats with Republicans, to be called the Union Party, and by this transition he entered the Republican party and in 1864 was elected to the United States Senate. His long-held ambition was fulfilled. He entered the Senate at the close of the war and beginning of the reconstruction period. He was the sole author of the Reconstruction Act substantially as it was adopted. He drew the 15th Amendment essentially as it now stands. He was a member of the Joint High Commission, which met in Washington to determine how the disputes between Great Britain and the United States should be settled. He was a leader in the Senate during the impeachment of Andrew Johnson.

The enforcement of his Reconstruction Act also fell to Williams as Grant's attorney general at the expiration of his senatorial term. In all the troubled times following the Civil War, the responsibility of enforcement law and order by civil remedies was on Williams' shoulders. The task included confronting the Ku Klux Klan's lawlessness. Also, he had to decide between two governments in Louisiana, Alabama and Arkansas, conflicts which he resolved in favor of the Republicans in Louisiana, the Democrats in Arkansas and by a compromise in Alabama.

If therefore surprised no one (except Oregonians) that General Grant sent his name to the Senate to be chief justice of the United States. Judge Williams eventually insisted on his name being withdrawn. The causes have been variously stated as political animosity in the East due to his reconstruction work and Republican partisanship; social antagonism to his second wife, then ambitious to be a leader in Washington society; and opposition in Oregon, because in the course of his Washington career, he had necessarily failed to please everyone back home.

As the story goes, he went to see Grant to insist that his name be withdrawn. They drove out behind Grant's favorite pair of trotters, and the president became so absorbed in the discussion that he overdrove the horses and one of them died. I the end, Grant took Williams' suggestion of Morrison R. Waite of Ohio, saying, "Wire him in your own name and ask him if he will take the office of chief justice of the United States." The result is a matter of history.

It seems that Judge Williams only narrowly missed being chief justice, but he used to sum up the whole matter by saying, "I believe I have lived longer and happier than if I had been raised to that exalted office."

He returned to Portland and resumed the practice of law. He was a two-term mayor of the city from 1902-1905. He died in his sleep at home in Portland, April 4, 1910.

#### WHAT KIND OF MAN WAS HE?

These are the milestones in Williams' life. Taken alone, they are impressive enough. On the other hand, other men have held high office and lived long lives, busy in civic affairs on all levels. Those who knew Judge Williams want to emphasize what manner of man he was.

In all that he did he was filled with common sense and the spirit of justice. As a judge he was calm, impersonal and impartial, sensible, passionless and just. As a lawyer he was forceful, eloquent, sincere and never let justice be obscured by technicalities. Although learned in the law, his ruling trait was plain, good sense. He disliked dissension or contention either in public or private life.

At 87 he was still youthful in mind, belonging to the present and not the past. He was as interested in the problems of the day and as progressive in thought as a man of 25.

He exhibited his own childlike simplicity of character in his fondness for children. One of the last images his partners had of him was of Williams gazing gravely at a 2-year old girl who had toddled into his office from the hallway and stood staring at him.

After a moment's mutual viewing each other in silence, not knowing they were observed, the judge was heard to say solemnly to his small visitor, "Were you looking for a lawyer?" In a few days he was dead, and there passed one of the kindest and most lovable of men.●

#### CONTINUE THE OFFSHORE DRILLING BAN

● Mr. BIDEN. Mr. President, I rise today to voice my strong opposition to efforts by some in the House of Representatives to remove the current moratorium on offshore oil and gas drilling on the Outer Continental Shelf. Last Tuesday, the House Interior Appropriations Subcommittee voted to lift this 14-year-old ban without soliciting any input from the coastal states directly affected. The full committee will have an opportunity to reverse this misguided action this week, and I call on them to reinstate this prohibition.

Mr. President, lifting this moratorium is short-sighted and unnecessary, and threatens to litter our coastline with mammoth drilling rigs. This will only increase the likelihood of oil and gas spills and other environmental disasters.

We faced this battle roughly 20 years ago in Delaware when oil and gas inter-

ests wanted to drill in the Baltimore Canyon off the coast of the Delmarva Peninsula. This is clearly one instance where Federal law is necessary and effective and we ought to keep the ban.

Mr. President, I am terribly concerned that this move is yet another part of an overall antienvironmental agenda now being advanced. Whether it is the air we breathe, the water we drink or the food we eat, there are increasing attempts to do away with reasonable health and safety protections.

Lifting the ban on offshore drilling—at a time when world oil supply and prices remain stable, and when the Republican budget proposal includes billions in oil sales from the north slope of Alaska—is unnecessary, misguided and just plain wrong.

Just one oil or natural gas spill, similar to the tragic *Valdez* accident, could permanently destroy miles and miles of pristine State beaches and boardwalk. Such an accident could also easily erase the decade of progress made in restoring the fragile ecosystems of the Chesapeake and Delaware Bays.

Due largely to concerns over these environmental risks, the Congress, in 1982, struck a fair balance between the need for expedited exploration and development, and the need to protect coastal environments.

This policy has been effective and has enjoyed bipartisan support. Oil and natural gas extraction in the most abundant areas has continued and even increased, generating tens of billions of Federal revenue, while the sanctity, beauty and safety of our coastlines has been preserved. A fair balance.

Yet now, in total disregard for the interests of coastal states, and "States rights" which is so often invoked and embraced, the House is attempting to upset this balance.

Mr. President, this is a perfect example of the proper role for Government in ensuring the safety of our environment and the health of our citizens. At a bare minimum, coastal states should have the authority to extend the moratorium to the Outer Continental Shelf adjacent to the States' coastline. That is why I have joined with the distinguished Senator from California [Mrs. BOXER] in introducing legislation enabling States to reimpose this needed drilling restriction on their Outer Continental Shelf waters.

Yet, I remain terribly concerned that a more comprehensive approach, covering all of the Outer Continental Shelf, as we have had in the past, is what is needed.

Mr. President, I intend to fight vigorously to ensure the continued sanctity of our coastal communities and remain committed to the ban on offshore drilling.●

#### THE 1995 ELLIS ISLAND MEDALS OF HONOR RECIPIENTS

● Mr. PRESSLER. Mr. President, as the former honorary chairman of Ethnic American Day, I have the distinct

privilege of entering into the RECORD the names of the individuals who have been awarded the National Ethnic Coalition of Organizations [NECO] 1995 Ellis Island Medal of Honor.

NECO's distinguished board chairman is Mr. William Denis Fugazy. NECO, founded in 1984, is the only organization in the United States of America that celebrates the ethnic diversity of the American population. NECO also serves as a watchdog for ethnic, racial, and religious injustice, and has been a constant voice and vigorous advocate for ethnic unity and pride in America. One of its programs is the Ellis Island Medals of Honor.

Each year since 1986, NECO has recognized America's ethnic diversity by honoring the achievements and contributions of ethnic Americans in all professions, including government, entertainment, business and industry, sports, health care, and communications. NECO's Ellis Island Medals of Honor embody the true spirit of what makes the United States unique among the world's nations.

Many of our country's ethnic groups have no direct connection to Ellis Island. However, NECO rightly views Ellis Island as a landmark and symbol of the shared experiences of all immigrant groups that have landed on our soil. Most have come to our shores because they were the targets of ethnic, racial, and religious hatred, discrimination, stereotyping, and prejudice. Many continued to experience this intolerance in America itself.

NECO strives to eliminate this hatred. Through the Ellis Island Medals of Honor, NECO celebrates ethnic diversity and the great contributions of immigrants to the American experience. Whether they have entered past Lady Liberty in New York Harbor, John F. Kennedy International Airport, or through San Francisco Bay; whether they are native Americans, African-Americans, Asian-Americans, or others who have not entered this country through Ellis Island; NECO's Ellis Island Medals of Honor embrace all ethnic Americans who call this great country home.

Mr. President, I ask to have printed in the RECORD the National Ethnic Coalition of Organizations 1995 Ellis Island Medals of Honor recipients. I extend my congratulations to this very distinguished group of Americans.

The recipients follow:

1995 ELLIS ISLAND MEDALS OF HONOR  
RECIPIENTS

Dr. Mihran S. Agabian; Mr. Raul Alarcon, Jr.; Hon. Madeleine Korbelt Albright; Mr. George E. Altomare; Mr. Richard T. Anderson; Mr. Marion H. Antonini; Mr. Carlos J. Arboleya; Mr. Robert T. Aspromonte; Mr. Ronald G. Assaf; Mr. Frank Assumma; Mr. William L. Ayers, Jr.; Mr. Alan L. Bain; Dr. Gwendolyn Calvert Baker; Mr. Stephen Bartolin, Jr.; Ms. Barbara W. Bell; Mr. Geza T. Bodnar; Ms. Helen F. Boehm; Mr. Edgar Bronfman, Jr.; Hon. Joseph L. Bruno; Ms. Donna Grucci Butler; Stanley Q. Casey; Hon. Bernadette Castro; Mr. Leon H. Charney; Mr. Muzaffar A. Chishti; Mr. Philip Christopher;

Mr. Richard J. Ciecka; Mr. Anthony J. Colavita, Esq.; Hon. Clay Constantinou; Rev. John J. Cremins, Ph.D.; Sr. Camille D'Arienzo; Mr. Vic Damone; Ms. Donna de Varona; Mr. Papken S. Der Torossian; Brig. Gen. Robert C.G. Disney; Ms. Kathleen A. Donovan; Mr. Robert B. Engel; Dr. Anthony S. Fauci, MD; Mr. Arthur V. Verrara; Dr. George S. Ferzli, M.D., F.A.C.S.; Mr. Arnold L. Fisher; Mr. George P. Gabriel; Hon. Charles A. Gargano; Mr. Arie Genger; Ms. Kathie Lee Gifford; Mr. David Giladi; Ms. Bozena Urbanowicz Gilbride; Mr. James F. Gill; Mr. Sandy Ginsberg; Mr. Michael Goodwin; Mr. Per Hellman; Hon. Alan G. Hevesi. •

INCREASING PARTICIPATION OF  
UNITED STATES-FLAG VESSELS  
IN UNITED STATES-JAPAN  
TRADE

• Mr. COHEN. Mr. President, during the ongoing debate about autos and autotparts, much has been said about how our domestic companies have been denied a chance to compete in Japan on the basis of quality and price. I rise today to describe to my colleagues a similar problem faced by United States companies seeking to enter the trade carrying automobiles between Japan and the United States under the United States flag.

At present, only three United States-flag vessels operate in the United States-Japan trade. I understand the Department of Defense and our trade negotiators are aware of proposals to increase United States-flag participation in this trade, including a significant one to construct a fleet of 10 refrigerated car carriers to carry vehicles from Japan to the United States and produce and other refrigerated products, as well as automobiles, to Japan at commercially competitive rates.

I am particularly interested in this type of proposal because it would lead to the construction of new ships in U.S. shipyards. As my colleagues no doubt appreciate, we must do something to help our shipyards supplement their military work with commercial orders. The president of the American Shipbuilding Association, for example, recently pointed out in a letter to Members of Congress that "[c]onstruction of military sealift ships is critical to the Nation's defense, to sustaining the Navy's shipbuilding base, and to our industry's efforts to supplement declining orders with commercial work." By encouraging the entry of new U.S.-built vessels equipped with national defense features in this trade, Congress and the administration can help preserve rapidly dwindling seafaring manpower and skills, save or create a significant number of jobs in the shipbuilding and supplier industrial base, and assist U.S. shipyards in reentering the commercial shipbuilding market.

At my request, the Department of Defense recently completed a study of the costs and benefits of an active Ready Reserve Force Program employing privately owned commercial ships equipped with national defense features as an alternative to the currently inac-

tive Ready Reserve Force fleet. The report demonstrates that an active Ready Reserve Force Program, comprised of newly U.S.-built commercial vehicle carriers equipped with national defense features, would have important benefits and would be substantially more cost effective than acquiring and converting existing foreign-built ships. The report noted, however, that securing entry into the commercial market will be a critical element for the success of the program.

In my view, entry of these vessels into the United States-Japan trade would enhance our national security. Equipped with national defense features, such as hoistable strengthened decks, these vessels would be well adapted for carrying both heavy equipment and ammunition. Moreover, a fleet of this size in normal commercial operation in the United States-Japan auto trade would ensure vessels would be available for loading at designated ports of embarkation within the time demands for the Ready Reserve Force contemplated in an emergency.

I therefore urge the Department of Defense and our trade negotiators in ongoing discussions and negotiations to emphasize to the Government of Japan the importance of augmenting American participation in this trade as a means of advancing the mutual defense and security interests of our two nations. •

DR. KERRY BEEBE—OPTOMETRIST  
OF THE YEAR

Mr. GRAMS. Mr. President, I would like to take this opportunity to recognize an outstanding Minnesotan who has been chosen as the American Optometric Association's 1995 "Optometrist of the Year."

A resident of Brainerd, MI, Dr. Kerry Beebe was selected from more than 27,000 doctors for his significant contributions to the discipline of optometry.

Since 1985, Dr. Beebe has taken an active role in promoting the agenda of Minnesota's Optometric Association's legislative steering committee by spending countless hours lobbying, fundraising and speaking on issues important to optometry and the patients it serves.

In addition, Dr. Beebe has participated in a number of community service activities including serving as a member of the Brainerd Area Chamber of Commerce, Brainerd Lions Club, Brainerd Jaycees, Ducks Unlimited, and as an advisory board member to the Kingwood Good Samaritan Nursing Home.

In 1992, Minnesota Gov. Arne Carlson appointed Dr. Beebe to the Rural Health Advisory Commission which was established to facilitate the implementation of health care reform on a regional basis. He was also appointed by the Minnesota Commissioner of