

that unique region we proudly call the Jersey Shore.

TRIBUTE TO THE LATE THOMAS F. QUINLAN, SR.

HON. JOHN SHADEGG

OF ARIZONA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, April 17, 1996*

Mr. SHADEGG. Mr. Speaker, it is with great sadness that I announce the death of a courageous American who fought for more than four decades on behalf of the principle that no worker should be forced to pay union dues as a condition of employment.

Thomas F. Quinlan, Sr., father, husband, teacher, small businessman, and public servant, died February 11 at his home in Wheaton, IL, where he moved after retiring to be near two of his six children.

As a history teacher in New Milford, CT, for 24 years and owner of a small lakeside resort for 20 years, Tom Quinlan appreciated the importance of right to work for both workers and small businessmen.

Mr. Quinlan also served three terms in the Connecticut general assembly, from 1954 to 1960. During those years, he worked tirelessly for enactment of a Connecticut right to work law, but was frustrated by the State's powerful union political machine, fed by the forced dues of the very workers whose rights Mr. Quinlan was working to protect.

But he never gave up.

After leaving electoral politics, Mr. Quinlan carried on his efforts, to bring the benefits of voluntary unionism to Connecticut's workers by helping to found, and serving as president of, the Connecticut Right to Work Educational Committee.

Tom Quinlan was also a leader in the fight against compulsory unionism on the national level, serving as a board member of the National Right to Work Committee, which has led the fight for worker freedom across the country for over 40 years, from 1965 until his recent passing.

As a member of the committee's board, Mr. Quinlan helped guide the right to work movement through its successful battles against big labor's attempt to repeal section 14(b) of the Taft-Hartley Act in the mid-sixties, the phony labor law "reform" bill of the seventies, and the so-called anti-striker replacement bill in the nineties.

His last service to the cause of freedom was helping to launch the campaign to pass the National Right to Work Act (S. 581/H.R. 1279), which will soon be voted on in the Senate.

That Congress is even considering repeal of those sections of Federal labor law that authorize forced-dues contracts is in no small measure due to Mr. Quinlan's work.

Remembering his departed colleague, National Right to Work Committee president Reed Larson recalled his optimism, "No matter how many temporary setbacks right to work forces suffered, Tom Quinlan remained confident that our cause was just and would prevail in the end."

I stand before this body to pay tribute to Tom Quinlan's achievements and to offer my condolences to his family and friends.

All Americans owe a debt of gratitude to this former history teacher and small business-

man's tireless efforts on behalf of right to work, and those of us who remain active in this fight should share Tom Quinlan's firm belief in the eventual triumph of the right to work cause.

RECOGNIZING LAW DAY AT  
DIABLO VALLEY COLLEGE

HON. BILL BAKER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, April 17, 1996*

Mr. BAKER of California. Mr. Speaker, on May 1, we will commemorate Law Day throughout America. The theme of "liberty under law" is as old as our Republic, and is central to understanding who we are as a people. Freedom without just legal restraint becomes license; not moderated by respect for human rights is merely authoritarian.

At Diablo Valley College in my home district in California, Law Day will be celebrated under the theme of "We the People: The United States Constitution—the Original American Dream." A ceremony will be held at the College's Performing Arts Center and citizens from around the Contra Costa region will enjoy a presentation of what our Constitution, our laws, and our institutions mean to us all.

I am pleased to recognize Diablo Valley College for its commitment to the legal framework of our society, and most especially the College's reaffirmation of the value of our Constitution. The American Dream—a dream of "freedom and justice for all"—is alive and well, and Diablo Valley College deserves recognition for its role in honoring some of the best of our traditions.

A TRIBUTE TO THE HONORABLE  
RON BROWN FOR DISTINGUISHED  
SERVICE TO U.S. CITIZENS

HON. F. JAMES SENSENBRENNER, JR.

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, April 17, 1996*

Mr. SENSENBRENNER. Mr. Speaker, I rise today to pay tribute to the late Secretary Ron Brown, an American who distinguished himself as a leader in the Democratic Party and an outspoken supporter of free trade while serving as Commerce Secretary.

During his youth, Mr. Brown excelled in school. His success led him to Middlebury College in Vermont, which he attended on a ROTC scholarship. After graduating in 1962, Mr. Brown entered the Army and rose to the rank of captain.

Throughout his life he held many important positions in both the private and public sectors. Secretary Brown ably assisted Senator KENNEDY on his staff and with the Judiciary Committee. In addition, he was a highly sought lobbyist with Patton, Boggs & Blow.

Mr. Brown impressively unified the Jesse Jackson and Michael Dukakis supporters at the 1988 Democratic National Convention. His efforts propelled him to chairman of the Democratic National Committee, where he ably served for 4 years, culminating in Bill Clinton's 1992 election. Ron Brown deservedly received much of the credit for his work with the Clinton campaign.

Over the past 3 years, Mr. Brown had directed his efforts toward improving trade and commerce for the United States. He served as a proud emissary for American interests.

Mr. Brown was a talented and tireless adversary on the campaign trail as well as a distinguished member of the Clinton administration serving on behalf of the American people. I offer my condolences to the family and friends of Secretary Ron Brown.

IN RECOGNITION OF OPPORTUNITY  
INC.

HON. JOHN EDWARD PORTER

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, April 17, 1996*

Mr. PORTER. Mr. Speaker, I am pleased to rise today to recognize Opportunity, Inc., an outstanding organization located in Highland Park, IL.

Opportunity, Inc. is a unique, not-for-profit contract manufacturer that employs 150 persons, 80 percent of whom have developmental, physical and/or emotional disabilities. Founded by local construction executive John Cornell in 1976, who still serves on the board of directors, the company will be celebrating its 20th anniversary on May 7, 1996 at a benefit dinner to be held at the Hotel Nikko in Chicago, IL.

The company's mission is twofold: First, to provide a mainstream plant environment in which handicapable persons can work and earn a paycheck along with the dignity that comes from being employed productively on a full-time basis; and second, to provide its private sector customers with the best possible quality, price, and service.

In this age of fiscal restraint, Opportunity, Inc. stands as an outstanding example of how to accomplish an important social mission without using any Government subsidies. The key to the company's success is its determination to compete for business strictly on the basis of quality, price, and service.

Mr. Speaker, Opportunity, Inc. has demonstrated how competitive and productive handicapable employees can be. Opportunity, Inc. built and continues to operate the only not-for-profit, certified class "clean room" for medical and surgical packaging in the country. So stringent is Opportunity's commitment to quality that it has not had a lot rejected by its major medical/surgical customer—Baxter International—for more than 6 years.

Most important of all, however, is the pride of workmanship that you sense when you visit Opportunity, Inc. During a recent visit, I experienced firsthand how dedicated and competitive these employees are about their work. One man in his thirties said it best of all: "Congressman, all we need is a fair chance to compete. That's what we get here at Opportunity and just look at the results."

I am pleased to send congratulations to the employees, management and directors of Opportunity, Inc. on the occasion of this remarkable company's 20th anniversary, along with best wishes for their continued success into the next century. I also commend Opportunity, Inc. as a worthy example to my colleagues, who believe, as I do, that we must look to the private sector and to the local level for alternative solutions to difficult social problems

such as unemployment among those with disabilities.

A TRIBUTE TO HARRY LARRISON,  
JR.

HON. DICK ZIMMER

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, April 17, 1996*

Mr. ZIMMER. Mr. Speaker, I rise today to honor a remarkable individual, Mr. Harry Larrison, Jr. of Ocean Grove, NJ. Mr. Larrison will be honored on Wednesday, April 17, 1996, at a testimonial dinner commemorating 30 years of service to the U.S. Freeholders. His years of service merit him the honor of being the dean of the U.S. Freeholders. I am proud that I have known Harry for many years both as a friend and a colleague in the State of New Jersey.

Harry's involvement in politics began at the age of 19 when he received an appointment to the Neptune Township Housing Authority. He went on to fill a vacancy and get reelected twice to the Neptune Township Committee. In 1966, Harry was asked to fill a vacancy on the Board of Chosen Freeholders. His appointment to this position began what has become a legacy of public service.

Over the years, Harry has been instrumental in the progressive development of Monmouth County government. The county has a number of distinguished facilities that can be attributed to Harry's dedication and insight, including an award-winning park system, the largest library system in New Jersey, and the county-owned Brookdale Community College.

Harry's foresight allowed him to recognize and develop a solution to the impending environmental problems associated with garbage waste disposal in Monmouth County. Despite significant opposition, Harry championed the development of a county-owned landfill which has improved the environment and generated a recycling problem that became the model for many programs around the State.

In 1995, Gov. Christine Todd Whitman appointed Harry to a seat on the prestigious New Jersey Highway Authority. In addition, he has served the State as a member of the State Department of Civil Service Intergovernmental Advisory Committee and as a former president of the New Jersey Association of Counties.

Harry Larrison remains an active member of the Eagle Hook and Ladder Fire Company of Ocean Grove where he served as chief. He also is a member and former captain of the Ocean Grove First Aid Squad, a member of the Neptune Township Citizens Advisory Committee, a member of the Ocean Grove Masonic Lodge No. 328, and Elks Lodge No. 128 of Asbury Park.

Although Harry has dedicated much of his life to Monmouth County and the State of New Jersey, nothing is more important to him than his family. I join his two daughters and two grandsons in thanking for his many years of dedication and service and wishing him all the best for the future.

AMERICA'S CABOTAGE LAWS ARE  
VITAL TO THE SUCCESS OF OUR  
U.S. FLEET

HON. RANDY "DUKE" CUNNINGHAM

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, April 17, 1996*

Mr. CUNNINGHAM. Mr. Speaker, earlier this week, all 14 members of the National Security Committee's Special Oversight Panel on the Merchant Marine circulated a "Dear Colleague" letter expressing our strongest support for America's cabotage laws, including the Jones Act, and our continuing opposition to changes in these laws. Effective at the beginning of this Congress, the National Security Committee became the committee of primary jurisdiction over cabotage matters such as the Jones Act. In addition, a majority of the members of the Coast Guard and Maritime Transportation Subcommittee also signed the "Dear Colleague."

In the letter, we noted the national security, economic, environmental and safety benefits of the cabotage laws. I have a particular interest in the national security importance of the U.S. fleet. Recently, 61 retired Navy admirals, including five former Chiefs of Naval Operations, penned an open letter to Congress calling the commercial maritime infrastructure of the United States—the domestic vessel operators, shipyards, seafarers and others operating under the cabotage laws—the true source of our maritime power. This is an extraordinary endorsement from the people who know best.

This "Dear Colleague" sends an unmistakable message to those who have spent the last year attempting to tear down the Jones Act and allow foreign ships into our domestic commerce. The Merchant Marine Panel's commitment to America's cabotage laws is unanimous. Although those 14 members—Democrats and Republicans, liberals and conservatives—disagree on many issues, there is an absolute agreement on the importance of cabotage. We will continue to oppose any changes to these important laws.

A copy of the "Dear Colleague" letter is attached. Signers of the letter include Representative HERB BATEMAN, chairman of the Merchant Marine Panel; Representative GENE TAYLOR, ranking member of the panel; Representative DUNCAN HUNTER, chairman of the Subcommittee on Military Readiness; Representative RON DELLUMS, ranking member of the full National Security Committee; Representative BOB CLEMENT, ranking member of the Coast Guard Subcommittee; Representative RANDY "DUKE" CUNNINGHAM; Representative WILLIAM J. JEFFERSON; Representative CURT WELDON; Representative JIM LONGLEY; Representative BOB BORSKI; Representative JOE SCARBOROUGH; Representative NEIL ABERCROMBIE; Representative TILLIE K. FOWLER; Representative JIM SAXTON; Representative PATRICK KENNEDY; Representative OWEN PICKETT; Representative DON YOUNG; Representative JANE HARMAN; and Representative SUSAN MOLINARI.

CABOTAGE LAWS PROVIDE IMPORTANT  
NATIONAL BENEFITS

DEAR COLLEAGUE: Congress has always supported the principle that vessels used to transport cargo and passengers between U.S. ports should be built in the United States,

crewed by American citizens, and owned by American companies. The body of law affirming this principle is known as "cabotage" and is sometimes generically referred to as the Jones Act. (Other countries throughout the world, including major industrialized nations and key U.S. trading partners, have similar cabotage laws.) These laws provide critical national security, environmental, safety and economic benefits and deserve our support.

The national security benefit of the domestic fleet is substantial. In times of international crisis, the U.S. domestic fleet keeps goods flowing reliably and securely between U.S. ports, supporting military action overseas. In times of peace the cabotage laws help assure a vibrant, competitive marine infrastructure so critical to our nation's security. A recent letter to Congress from 61 retired Navy admirals, including five former Chiefs of Naval Operations, stressed the importance of the domestic fleet:

American maritime power is the sum of our national maritime infrastructure . . . Carrier battle groups and modern container-ships are at the forefront, militarily and economically. However, it is the shipyards and their skilled artisans, the pool of experienced and trained seafarers, marine suppliers large and small, vessel insurers and financiers, and the federal, state and private maritime training establishments that constitute the true source of our total power.

Of particular significance, the U.S. fleet provides vessels and crews to meet U.S. security needs without requiring the Defense Department—and hence the taxpayer—to bear the substantial costs of building, manning, and maintaining a government fleet and logistics capacity already provided by the private sector.

Repeal of the cabotage laws would result in a takeover of our domestic waterborne transportation system by foreign companies. Those foreign companies could enjoy a significant competitive advantage by: 1) operating subsidized vessels (U.S. domestic fleet vessels are not subsidized); and 2) operating exempt from the American tax system, labor laws, safety statutes, environmental requirements and a host of other laws. Our maritime industry—as well as railroads, truckers, and others engaged in the competitive American transportation business—should not be asked to compete here under a system that institutionalizes a capital and operating cost advantage to foreign operators. The American government must not discriminate against American business in this fashion.

The cabotage laws promote the highest standards of marine safety and environmental protection in U.S. ports and waterways. These laws ensure that vessels moving between U.S. ports comply with the full range of applicable environmental and safety laws, all of which are among the world's highest. The U.S. Coast Guard's ongoing "Port State Control" initiative, which aims to crack down on substandard foreign-flag vessels calling at U.S. ports, underscores the important contribution made by the cabotage laws in preserving the health of our resources-rich waters and coastlines.

Finally, because of our cabotage laws, the economic benefit of the U.S. domestic fleet is substantial. Our fleet pumps some \$15 billion into the nation's economy annually, including \$4 billion in direct wages to the 124,000 American workers employed in the operation, construction, and repair of Jones Act vessels. Jones Act wages alone generate \$1.4 billion in Federal and state tax revenues. Because the domestic fleet receives no operating or construction subsidies from the U.S. government, these benefits accrue to the nation at no expense to the federal government or to the U.S. taxpayer.