

For 100 years, the Daily Campus has been the student-run, student-produced voice of UConn and a shining example of the free press and free speech. Mr. Speaker, as they celebrate their centennial, all those associated with the Daily Campus both past and present deserve our recognition and heartfelt congratulations.

HONORING THE LEBANON VOLUNTEER FIRE DEPARTMENT

HON. BART GORDON

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 1996

Mr. GORDON. Mr. Speaker, I am taking this opportunity to applaud the invaluable services provided by the Lebanon Volunteer Fire Department. These brave, civic-minded people give freely of their time so that we may all feel safer at night.

Few realize the depth of training and hard work that goes into being a volunteer firefighter. To quote one of my local volunteers, "These fireman must have an overwhelming desire to do for others while expecting nothing in return."

Preparation includes twice monthly training programs in which they have live drills, study the latest videos featuring the latest in firefighting tactics, as well as attend seminars where they can obtain the knowledge they need to save lives. Within a year of becoming a volunteer firefighter, most attend the Tennessee fire training school in Murfreesboro where they undergo further, intensified training.

When the residents of my district go to bed at night, they know that should disaster strike and their home catch fire, well trained and qualified volunteer fire departments are ready and willing to give so graciously and generously of themselves. This peace of mind should not be taken for granted.

By selflessly giving of themselves, they ensure a safer future for us all. We owe these volunteer fire departments a debt of gratitude for their service and sacrifice.

FEDERAL GASOLINE TAX

HON. NICK SMITH

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 1996

Mr. SMITH of Michigan. Mr. Speaker, Tuesday May 7, 1996 Congress will vote to roll back the 4.3-cent increase in the Federal gasoline tax that was passed in 1993 over the objections of every Republican member of Congress. It is appropriate that we talk about this on tax freedom day, the day when the average American can quit working for the government and begin working for himself.

The tax increase we experienced in 1993 has resulted in slower economic growth than otherwise would have occurred. Using the Washington University Macro Model, the model that won the blue chip forecasting Award for 1995, the Heritage Foundation estimated that the 1993 tax hike resulted in 1.2 million less private sector jobs and 40,600 less new business starts. The economy lost \$2,100

in output for every household in America over the 1993–1996 time period. And the personal and corporate tax increases delivered only 49 percent of the revenue predicted by the Congressional Budget Office at the time.

But while we are talking about reducing the gas tax, we should consider repealing the tax at the Federal level and allowing States the ability to raise and retain gas tax revenues. Today the Federal interstate program is nearly complete and the role of the Federal government in transportation needs to be reexamined. I am proposing that just as Andrew Jackson found in the 1830's when he returned transportation responsibilities back to the States, transportation is primarily a local issue.

There is some role for the Federal Government in maintaining the existing interstate structure, although it is hard to imagine that States would jeopardize their economic well-being by allowing their interstate roads to fall to pieces. But the current system mostly moves taxes from the States to Washington DC, redistributes some of it, attaches unfunded mandates, uses some for administration, and sends the remainder back. Why not let States levy the taxes necessary to fund their roads, and use new and innovative methods to finance and operate transportation systems unburdened by Federal regulations put in place by those special interest groups capable of effective Washington lobbying?

Imagine what advances in technology we might see if States were able to freely innovate in transportation. Some States might lower their gas tax and allow for private roads with electronic sensing imbedded so you could drive and be billed at the end of the month. New satellite technology might allow firms to build and maintain roads that are truly paid for by the users. These roads would have to be plowed and kept free of potholes or people would choose other roads or other means of transportation. Other states might choose an entirely different system that we can't imagine. What we do know is that the system would be better than what we have now. Those of us who were using slide rules in college could not have imagined the era of personal computers. Markets and competition among the states will yield innovation and innovation is key to progress.

TAX FREEDOM DAY

HON. RON PACKARD

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 1996

Mr. PACKARD. Mr. Speaker, today families celebrate tax freedom day, the day which average Americans can expect to quit working for Uncle Sam and his counterparts at the State and local levels and begin working to support their families.

May 7, is the latest national tax freedom day ever. It is the result of a steady increase in the tax burden borne by Americans in recent years. Washington values of tax and spend are taxing away families' futures—making families work for Washington, instead of Washington working for families. In the past 2 years, there has been a 10.2-percent increase in the number of Americans working two or more jobs, just to make ends meet.

Many in Washington have turned a deaf ear to hard-working Americans. They have given

in to the special interests who control them. My Republican colleagues and I are listening to America. We want America to have more money in their pockets. We know if we boost the economy and lower taxes to a reasonable level, Americans will do the rest for themselves.

Mr. Speaker, no one should have to work until May 7 every year simply to begin working for their families. It is time to offer Americans real tax relief so that their hard work benefits themselves—not the Government.

HONORING THE NOLENSVILLE VOLUNTEER FIRE DEPARTMENT

HON. BART GORDON

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 1996

Mr. GORDON. Mr. Speaker, I am taking this opportunity to applaud the invaluable services provided by the Nolensville Volunteer Fire Department. These brave, civic-minded people give freely of their time so that we may feel safer at night.

Few realize the depth of training and hard work that goes into being a volunteer firefighter. To quote one of my local volunteers, "These firemen must have an overwhelming desire to do for others while expecting nothing in return."

Preparation includes twice-monthly training programs in which they have live drills, study the latest videos featuring the latest in firefighting tactics, as well as attend seminars where they can obtain the knowledge they need to save lives. Within a year of becoming a volunteer firefighter, most attend the Tennessee Fire Training School in Murfreesboro where they undergo further, intensified training.

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PREVENTION OF PROGRESSION TO END-STAGE RENAL DISEASES— H.R. 1068

HON. FORTNEY PETE STARK

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 1996

Mr. STARK. Mr. Speaker, last year I introduced legislation, H.R. 1068, designed to reduce the onset of end-stage renal disease [ESRD] in millions of Americans who suffer from kidney disease. Today, I reiterate the need for this important measure that will work to keep kidney disease patients off dialysis and cause savings for the Medicare Program. With the establishment of the demonstration project that this bill proposes, patients will be accurately assessed to see what management services can prevent the progression of renal

disease and delay the onset of dialysis. The ESRD Program, that is a part of the Medicare Program, currently serves about 200,000 beneficiaries at an estimated total per patient cost of \$51,000 a year.

The question that the 3-year demonstration program will work to answer is if the costs of applying preventive services to ESRD patients will delay the onset of complete renal failure, thus causing an increase in the quality of life of patients and a net savings to Medicare expenditures which is larger than the cost of the preventive services. One recent study has affirmatively answered this question. A recent report published in the *Annals of Internal Medicine* concluded that a reduction of protein in patient's diets will slow the progression of chronic kidney disease.

The report cited five separate studies of nondiabetic patients who showed a 30-percent reduction in complications with the low-protein diet. A recent publication by the IgA Nephropathy Support Network reported that patients who reduced meat consumption, saved the kidneys a lot of hard work in clearing the body of the byproducts of protein metabolism. With 20 million Americans suffering from kidney and urinary tract diseases, these findings are monumental and a clear example of the need to provide funding for preventive services. A spokesperson for the National Kidney Foundation said that the recent breakthroughs in preventive care, " * * * not only helps the individual, but in the long-term it keeps patients off dialysis * * * saving money."

With an increasing number of patients entering the ESRD Program, this legislation is necessary for the containment of costs for treating dialysis dependent patients. Also, the high unemployment rate among patients who require dialysis to live will decrease as patients are able to stay in the workforce longer because of the careful management of their disease. With all of these suggestions about the benefits of prevention care and management, we must establish the demonstration program provided by this legislation.

THE ARMENIAN GENOCIDE

SPEECH OF

HON. GARY A. FRANKS

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 24, 1996

Mr. FRANKS of Connecticut. Mr. Speaker, I rise today to remember the Armenian victims of the genocide brought upon them by the Ottoman Turks and to commend my colleagues, the gentleman from Illinois, Congressman JOHN EDWARD PORTER and the gentleman from New Jersey, Congressman FRANK PALLONE, for organizing special orders today so that Members of the House may take the time to remember the one-and-a-half million Armenians who were brutally slaughtered by the Ottoman Empire.

Eighty-one years ago on April 24, 1915, the Ottoman Empire's horrible operation against the Armenian community was inaugurated. During the eight grisly years that followed that infamous date, the Armenian people would be subjected to a sick, ghastly campaign of systematic genocide and deportation. During the years of 1915 to 1923, over 1.5 million Arme-

nians were murdered by the genocidal Ottoman Turks while another 500,000 were subjected to forced exile from their homeland.

Mr. Speaker, the eight years of the Armenian genocide will always be considered one of the grimmest in the history of mankind. So that we never forget this travesty to the concept of human rights, we must always observe the date of April 24. To not do so would be equivalent to neglecting the remembrance of those Armenians who had perished, who were harmed or who were uprooted during the tyranny of the Ottoman Turks. Mr. Speaker, we must not and can not let that happen.

Therefore, Mr. Speaker, in honor of the Armenian people whose human rights were trodden upon, I encourage all of my colleagues to take the time and remember the plight and situation of the Armenian people and remember that we must always fight hatred and bigotry wherever it can be found.

HONORING THE MILLERSVILLE VOLUNTEER FIRE DEPARTMENT

HON. BART GORDON

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 1996

Mr. GORDON. Mr. Speaker, I am taking this opportunity to applaud the invaluable services provided by the Millersville Volunteer Fire Department. These brave, civic-minded people give freely of their time so that we may all feel safer at night.

Few realize the depth of training and hard work that goes into being a volunteer firefighter. To quote one of my local volunteers, "These firemen must have an overwhelming desire to do for others while expecting nothing in return."

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THE 350TH ANNIVERSARY OF NEW LONDON, CT

HON. SAM GEJDENSON

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 1996

Mr. GEJDENSON. Mr. Speaker, I rise today to commemorate the 350th anniversary of the founding of New London, CT. Yesterday, I joined a wide array of State and local officials,

residents and others in celebrating this momentous event. New London is among a handful of communities across our great Nation which have achieved this milestone. I believe this longevity is a remarkable testament to generations of nutmeggers who have made New London their home and a vitally important city throughout our history.

New London was founded on May 6, 1646—merely 26 years after the Pilgrims landed in Plymouth, MA—by John Winthrop, Jr. who was the son of the Governor of the Massachusetts Bay Colony. Winthrop established a settlement on Winthrop's Cove. The community grew up around Winthrop and Shaw's Coves. The settlement was named New London formally in March, 1658 by the Connecticut General Court because the court believed the area exhibited many of the attributes of its namesake—"an excellent harbor and a fit and convenient place for future trade." Winthrop went on to serve as Governor of our State for 18 years—longer than any other Governor in our history. Winthrop's son, Fitz John, served as chief executive for more than 9 years while another New London native, Gurdon Saltonstall, served in this capacity for 17 years.

From its inception, New London has been a seafaring community. Early settlers fished in its coves and the nearby Thames River. As the 1700's progressed, New London became an important trading center. Vessels based in the city engaged in commerce with other colonial ports, Great Britain, Europe and the West Indies. Following the Revolutionary War, New London became a major whaling port. In fact, the city rivaled renowned whaling centers, such as New Bedford, winning the nickname it continues to hold today—the "whaling city." The first whaling company was established in 1805 by Dr. Nathaniel Lee. Vessels from New London traveled thousands of miles to harvest whales off the coast of Antarctica often staying at sea for up to 1 year. By 1845, New London was home to 78 whaling ships and by 1850 these vessels returned with thousands of barrels of whale oil valued in excess of \$1 million dollars. In the mid-1800's, prior to the development of petroleum products, whale oil fueled lamps, provided lubrication and served a wide range of other functions important to our growing Nation.

Like many other communities across Connecticut, New London played an important role during the Revolutionary War. Moreover, some of the most well-known figures of the time were associated with the city. Nathan Hale, a schoolmaster in the city, left his job to fight at Bunker Hill and ultimately gave his life for his country when captured spying on the British. Hale is most well known for proclaiming "I only regret I have but one life to lose for my country" as he went to the gallows.

Vessels which once traded with England, now engaged in privateering exacting a tremendous toll on British shipping. In one month in 1779, New London captains and their crews captured 18 English ships. In 1781, Captain Dudley Saltonstall seized the *Hanna*, which according to historical accounts, was carrying the richest cargo shipped from England during the War. New London paid a terrible price for this action. The British dispatched Benedict Arnold, who had turned traitor only months before, to punish the city for its "transgressions." Arnold attacked the sparsely defended city with 900 men and ordered it burned to the