

the best interest of American security. A predicament in which a man of less character, less courage, less fortitude, and less grit might decide to look the other way—and let the chips fall where they may. But not Leroy Farr. Captain Farr simply did what was right.

I remember his wife, Barbara, telling me just how much he grieved for the future of Navy Lakehurst and the future of any pilot who might fly off an aircraft carrier without the support of the skilled workers and artisans at Navy Lakehurst.

I had the good fortune of sitting in on Captain Farr's many briefings when BRAC officials would come to the base to see for themselves what went on at Navy Lakehurst. It was in these skillful presentations that Captain Farr laid the ground work for the ultimate reversal of the close Lakehurst scenario. Captain Farr was informed, clear, concise, fair, direct, honest, sincere, and effective.

It has been my distinct honor and privilege to have worked with Captain Farr and I know I speak not only for myself but for all who support Navy Lakehurst and are dedicated to a strong, capable military defense when I say that we will sincerely miss him.

I wish nothing but the best for Captain Farr because he, his wife, Barbara, and his family are the best of the best.

TRIBUTE TO GREENWOOD COUNTY IN HONOR OF THEIR CENTEN- NIAL CELEBRATION

HON. LINDSEY O. GRAHAM

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 22, 1997

Mr. GRAHAM. Mr. Speaker, I rise today to congratulate Greenwood County, of the Third Congressional District in South Carolina, on their 100th anniversary. Founded in 1897, Greenwood County began when over 1,100 residents petitioned South Carolina Governor W.H. Ellerbe requesting a special election for the formation of a new county. Now, a hundred years later, over 59,000 Greenwood County citizens anxiously await their County's birthday to celebrate its proud past and bright future.

Through the years, the citizens of Greenwood County have had the foresight and vision to facilitate growth throughout the County. Now, Greenwood County is home to many thriving businesses, cutting-edge industries, and close-knit families who represent a wholesome all-American way of life. These outstanding citizens characterize their proud past and their overwhelming confidence in the future.

Greenwood County residents have become active participants in commemorating this special event. The month-long-celebration festivities include essays, exhibits, lectures, and old photos to be enjoyed by the young and old, native and transplant. In addition to various planned activities, a special song to commemorate the Greenwood County Centennial was written.

As a successful and eventful chapter closes in the history of Greenwood County, I send my best wishes for a flourishing and thriving future. It is an honor and privilege for me to represent Greenwood County and their interests in the U.S. House of Representatives. I look

forward to watching the growth and development of Greenwood County over the next 100 years.

SURFACE TRANSPORTATION SAFETY ACT OF 1997

HON. JOHN D. DINGELL

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 22, 1997

Mr. DINGELL. Mr. Speaker, today the distinguished ranking member of the Committee on Transportation and Infrastructure, Mr. OBERSTAR, and I are introducing, at the request of the President, the Surface Transportation Safety Act of 1997. This legislation, which complements the national Economic Crossroads Transportation Efficiency Act of 1997, is designed to improve safety in a variety of transportation areas. In some cases, the provisions make important improvements in existing safety programs. In other cases, new approaches are taken. Other provisions make technical changes to reduce paperwork burdens on industries and Government. Introducing this bill by request, I do not necessarily endorse each provision, but I believe that this comprehensive bill is a serious effort to save lives in the transportation field. I would encourage the appropriate committees of the House to give these provisions the attention they deserve.

As is the case in any comprehensive bill, the provisions fall into a variety of committee jurisdictions. Various committees may wish to move certain sections or titles separately as they see fit to expedite consideration. As I briefly describe the provisions of the bill, I will also indicate the committees of jurisdiction for each provision, based upon consultations with the Office of the Parliamentarian.

As a second part of NEXTEA, the bill begins with title IX, which makes a number of amendments to our traffic safety laws. Perhaps the most important change is found in section 9001, dealing with primary safety belt use. The provision, within the jurisdiction of the Committee on Transportation and Infrastructure, would transfer certain highway funds to occupant protection programs in any State which failed to enact a law requiring the use of safety belts. The connection between traffic safety and seat belt use is clear and convincing. No other engineering feat can match the safety provided by seat belts. The Department of Transportation estimates that over 75,000 lives were saved by safety belts between 1982 and 1995.

A study by the National Highway Traffic Safety Administration in 1995 found that in States with a primary enforcement law, seat belt use increased by about 15 percent. This increase translates to a 5.9-percent decline in fatalities. For example, in California and Louisiana, States that recently upgraded their laws to provide for primary enforcement, safety belt use increased by 13 and 17 percentage points respectively.

Sections 9002 through 9005, within the jurisdiction of the Commerce Committee, would make a variety of minor changes to various auto safety laws. One of the provisions would allow an expansion of a program to allow manufacturers to seek waivers of various safety standards to adopt more innovative safety

approaches that would provide greater safety protection.

Section 9006, primarily within the jurisdiction of the Commerce Committee, with jurisdiction also in the Judiciary Committee, seeks to improve standardization in State titling requirements to alert consumers when they are buying severely damaged vehicles. Many damaged vehicles are rebuilt for sale, but they continue to pose a serious safety risk.

Title X of the bill would reauthorize hazardous materials programs within the jurisdiction of the Transportation and Infrastructure Committee.

Title XI of the bill, within the jurisdiction of the Committee on Transportation and Infrastructure and the Committee on Commerce, would upgrade programs to prevent excavator damage to underground utilities, such as natural gas pipelines. In the past decade, 98 people have lost their lives and 425 others were injured from accidents to pipelines caused by excavation. The bill would seek to reduce these accidents by enhancing one-call programs at the State level. One-call programs provide excavators a simple and effective way of avoiding pipelines.

Title XII, would clarify and reallocate responsibilities for ensuring food transportation safety among the Departments of Health and Human Services, Transportation and Agriculture. The provision, within the jurisdiction of the Committee on Commerce and the Committee on Transportation and Infrastructure, seeks to improve food safety by giving a primary role to the Department of Health and Human Services.

Title XIII, within the jurisdiction of the Judiciary Committee, would create criminal sanctions for violent attacks against railroads similar to the sanctions against attacks against airlines. Unfortunately, we have seen increased terrorist attacks against railroads, such as the attacks on Amtrak passenger trains near Santa Fe in 1996, near Hyder, AZ in 1995, near Opa-Locka, FL in 1993, and at Newport News, VA in 1992. The new provisions would make these intentional attacks on trains a Federal crime subject to penalties associated with attacks on airlines.

Title XIV, within the jurisdiction of the Committee on Transportation and Infrastructure, would amend certain rail and mass transportation programs to require certain safety considerations to be made in grants.

In summary, Mr. Speaker, this bill represents a comprehensive approach to transportation safety that will undoubtedly save many lives and prevent tragic injuries. The provisions deserve careful consideration by this Congress.

CHARLTON, NY, FIRE DEPARTMENT NO. 1 CELEBRATES 75TH ANNIVERSARY

HON. GERALD B.H. SOLOMON

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 22, 1997

Mr. SOLOMON. Mr. Speaker, I have always been partial to the charm and character of small towns and small town people. That's why I travel home to my congressional district every weekend, to see the picturesque towns and scenery that marks the 22d District of

New York. The town of Charlton is certainly no different.

The traits which make me most fond of such communities is the undeniable camaraderie which exists among neighbors. Looking out for one another and the needs of the community make such places great places to live and raise a family. This concept of community service is exemplified by the devoted service of the Charlton Volunteer Fire Department 1. For 75 years now, this organization has provided critical services for the citizens on a volunteer basis. As a former volunteer fireman myself, I understand and appreciate, the commitment required to perform such vital public duties.

It has become all too seldom that you see fellow citizens put themselves in harms way for the sake of another. While almost all things have changed over the years, thankfully, for the residents of Charlton, the members of their volunteer fire department continue to selflessly perform their duty without remiss. I can't say enough about the countless lives and millions of dollars in property they have saved by doing so over the course of their 75-year history.

That's why I am so glad to have this opportunity to pay tribute to them today. And for that matter, the residents of their community will have the opportunity to show their appreciation at their Founder's Day Parade marking this momentous occasion on Sunday, June 1, 1997.

Mr. Speaker, I have always been one to judge people by how much they give back to their community. On that scale, the members of this fire company, both past and present, are truly great Americans. I am proud of this organization because it typifies the spirit of voluntarism which has been such a central part of American life. We would all do well to emulate the service of the men and women who comprise Fire Department No. 1 in Charlton. To that end, it is with a sense of pride, Mr. Speaker, that I ask all Members to join me in paying tribute to them on the occasion of their 75th anniversary.

TRIBUTE TO THE ELDRIDGE SALMON

HON. PETE SESSIONS

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 22, 1997

Mr. SESSIONS. Mr. Speaker, on November 29, 1996, Texas lost a distinguished businessman and philanthropist, C. Eldridge Salmon, at the age of 73. He was born in the community of Salmon on September 26, 1923, to G.C. and Arbell Garrison Salmon, and though he moved to Houston as a child, he maintained an abiding commitment to the east Texas community throughout his lifetime.

A University of Houston graduate, Mr. Salmon was employed for more than 20 years as an auditor with Texaco Oil Co., during which time he earned the respect and admiration of his colleagues for his expertise, hard work, and dedication.

This esteemed gentleman amassed an extensive collection of artwork during his lifetime, and he generously donated many of his holdings to institutions in east Texas to enable others to enjoy fine art. He gave 176 pieces to

the library at Palestine High School, and his altruism further benefited Sam Houston State University, Grapeland High School, and public libraries in a number of communities in the area as well.

Eldridge Salmon left an indelible mark on the east Texas community during his lifetime, and though he is gone from us now, his memory will long endure in the many contributions he has left behind.

On behalf of all Texans, I pay tribute to the life of C. Eldridge Salmon and extend sincere sympathy to the members of his family, Dorothy Ernestine Salmon Baker of Houston, Cleon Salmon of Grapeland, and H.L. Garrison of Palestine, and to the many other friends and relatives of his distinguished gentleman.

GLOBAL CLIMATE CHANGE

HON. VIC FAZIO

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 22, 1997

Mr. FAZIO. Mr. Speaker, complex issues take not only courage but discipline and foresight to address. Global climate change is such an issue. While no one knows the precise answers, we do know the fragility of the environment around us and the importance of embarking on the journey to find those answers. It is in that spirit that the chief executive of British Petroleum, E. John Browne addressed global climate change in a speech this week at Stanford University in California.

Mr. Browne took a bold step in asserting that because the possibility that a link exists between human activity and climate change, that in fact we need to consider solutions now—while we have time to responsibly act. Mr. Browne's speech is grounded in reason. It provides a framework for moving forward in a constructive fashion on global climate change. His is a refreshing approach to a sometimes politically contentious, sometimes emotional, but always a fundamentally serious topic that affects humankind.

I commend Mr. Browne's speech to my colleagues in the U.S. Congress.

CLIMATE CHANGE

Dean Spence, Ladies and Gentlemen, good morning.

It is always marvelous to come back to Stanford . . . and it is a pleasure . . . and a privilege to be here to speak to you today on a subject which I believe is of the utmost importance.

I can't think of anywhere better than Stanford to discuss in a calm and rational way a subject which raises great emotion and which requires both analysis and action.

I think it's right to start by setting my comments in context.

Following the collapse of Communism in Europe and the fall of the Soviet Empire at the end of the 1980s, two alternative views of the consequences for the rest of the world were put forward.

Francis Fukuyama wrote a book with the ironic title "The End of History". Jacques Delors, then President of the European Commission, talked about the "Acceleration of History".

In the event, history has neither accelerated nor stopped. But it has changed.

The world in which we now live is one no longer defined by ideology. Of course, the old spectrums are still with us . . . of left to right . . . of radical to conservative, but ide-

ology is no longer the ultimate arbiter of analysis and action.

Governments, corporations and individual citizens have all had to redefine their roles in a society no longer divided by an Iron Curtain separating Capitalism from Communism.

A new age demands a fresh perspective of the nature of society and responsibility.

The passing of some of the old divisions reminds us we are all citizens of one world, and we must take shared responsibility for its future, and for its sustainable development.

We must do that in all our various roles . . . as students and teachers, as business people with capital to invest, as legislators with the power to make law . . . as individual citizens with the right to vote . . . and as consumers with the power of choice.

These roles overlap, of course. The people who work in BP are certainly business people, but they're also people with beliefs and convictions . . . individuals concerned with the quality of life for themselves and for their children.

When they come through the door into work every morning they don't leave behind their convictions and their sense of responsibility.

And the same applies to our consumers. Their choices determine our success as a company. And they too have beliefs and convictions.

Now that brings us to my subject today—the global environment.

That is a subject which concerns us all—in all our various roles and capacities.

I believe we've now come to an important moment in our consideration of the environment.

It is a moment when because of the shared interest I talked about, we need to go beyond analysis to seek solutions and to take action. It is a moment for change and for a rethinking of corporate responsibility.

A year ago, the Second Report of the Intergovernmental Panel on Climate Change was published. That report and the discussion which has continued since its publication, shows that there is mounting concern about two stark facts.

The concentration of carbon dioxide in the atmosphere is rising, and the temperature of the earth's surface is increasing.

Karl Popper once described all science as being provisional. What he meant by that was that all science is open to refutation, to amendment and to development.

That view is certainly confirmed by the debate around climate change.

There's a lot of noise in the data. It is hard to isolate cause and effect. But there is now an effective consensus among the world's leading scientists and serious and well informed people outside the scientific community that there is a discernible human influence on the climate, and a link between the concentration of carbon dioxide and the increase in temperature.

The prediction of the IPCC is that over the next century temperatures might rise by a further 1 to 3.5 degrees centigrade, and that sea levels might rise by between 15 and 95 centimeters. Some of that impact is probably unavoidable, because it results from current emissions.

Those are wide margins of error, and there remain large elements of uncertainty—about cause and effect . . . and even more importantly about the consequences.

But it would be unwise and potentially dangerous to ignore the mounting concern.

The time to consider the policy dimensions of climate change is not when the link between greenhouse gases and climate change is conclusively proven . . . but when the possibility cannot be discounted and is taken seriously by the society of which we are part.