

their mackerel fishery, and are now turning to the United States mackerel fishery for production. As a result, market prices have increased substantially, and there is new market pressure to fish for mackerel. This has created opportunity and incentive for U.S. companies to develop our fishery.

Congress must prevent the unregulated expansion of fishing capacity with this temporary, emergency measure, until the National Marine Fisheries Service can do a stock assessment on Atlantic herring and mackerel; and the Mid-Atlantic Fishery management councils time to set sound fishery management plans. As the east coast fishery industry responds and develops under these new pressures, we must prevent over-capitalization of this unknown fishery. The alternative is to invite possible long-term economic and environmental harm.

Mr. Speaker, permitting the introduction of large factory trawlers into our fishery could mean repeating the mistakes of the past. Codfish and haddock were over-fished by U.S. vessels after the implementation of the Magnuson Act in 1976. Now large fishing vessels, with capacities exceeding 50 metric tons per year, are ready to enter these fisheries to pursue new high prices. Some of them plan to begin harvesting as early as this fall.

Mr. Speaker, I urge my colleagues to support H.R. 1855, and temporarily prevent large fishing vessels from entering the Atlantic mackerel and herring fisheries, until policies that will prevent them from exhausting our resources can be developed.

PERSONAL PRIVACY

HON. GERALD D. KLECZKA

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 29, 1997

Mr. KLECZKA. Mr. Speaker, I rise today to address the growing concerns that our constituents have about the invasion of their personal privacy.

The latest to take up the cause is Money magazine. In its August issue, Money recounts a poll it took. It found that nearly 75 percent of those surveyed were somewhat, or very concerned, about threats to their privacy. Those concerns have increased—about 66 percent are more worried now than they were 5 years ago. And more women than men are feeling threatened: 80 percent versus 68 percent.

People's biggest fear is the sale of their Social Security numbers and other personal identifiers, such as unlisted telephone numbers. Why? Because this information can unlock the door to medical records, school records, your name it. Under current Federal law, it is not a crime to sell this information. Some 88 percent want Government to change that.

The Money article, entitled "Protect Your Privacy," talks about legislation that I introduced to protect personal privacy. H.R. 1813, the Personal Information Privacy Act, would prevent the sale of Social Security numbers, unlisted phone numbers, home addresses, dates of birth, and other private information by credit bureaus, departments of motor vehicles and Internet vendors.

Money says, "Washington and private businesses need to work hard to minimize the biggest threats you face." It says that Congress

and the President should enact this piece of legislation into law. I urge my colleagues to heed the concerns of their constituents and become cosponsors of H.R. 1813.

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 1998

SPEECH OF

HON. JUANITA MILLENDER-McDONALD

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 23, 1997

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 2169) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1998, and for other purposes:

Ms. MILLENDER-McDONALD. Mr. Chairman, I want to commend Chairman WOLF, Mr. SABO and the members of the Appropriations Committee for the yeoman's job of meeting the numerous funding priorities in this tough fiscal environment.

Many of us do not recognize the arduous task the committee faces each time it is asked to balance economic development with fiscal responsibility. Transportation provides substantial economic benefits to our country. According to the Department of Transportation, 42,000 jobs are created for every \$1 billion we invest in roads, highways, transit, bridges, and airports.

The committee has drafted a solid bill that while not perfect meets most of the Nation's transportation needs. I am pleased with the bill's funding for the Airport Improvement Program and many of the local transit projects in my State, and further commend the appropriators for not presupposing the authorizers as we attempt to reauthorize ISTEA.

This bill further reflects the chairman's commitment to both airline and highway safety—issues of tantamount concern to me and my constituents.

To compete in today's global economy we need world-class highways, airports, and transit systems—this bill goes a long way toward providing adequate funding to meet those needs.

I am pleased to support this bill.

MORATORIUM ON LARGE FISHING VESSELS IN ATLANTIC

SPEECH OF

HON. FRANK A. LoBIONDO

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Monday, July 28, 1997

Mr. LoBIONDO. Mr. Speaker, I would also like to thank my colleague from New Jersey, Mr. SAXTON, for his efforts on the behalf of fishermen in New Jersey.

Make no mistake, Mr. Chairman, the appearance of factory trawlers in Atlantic waters is one of the most serious issues fishermen on the eastern seaboard have ever faced. These vessels, which are built only to haul large amounts of fish in a short amount of time, are nothing more than seagoing vacuum cleaners.

Factory trawlers represent a threat to the job of American fishermen. Many of these hard-working people have generational ties to the waters in which they fish.

Equally as important is the damage these vessels can do to fisheries. Regional fishery councils are working hard to strike a balance between conservation and the needs of fishermen. The entry of factory trawlers in Atlantic waters will only serve to disrupt that balance, and ultimately deplete fishery stocks.

Mr. Chairman, let me conclude by saying that H.R. 1855 is a commonsense solution to this problem, and I am proud to join the environmentalists, commercial fishermen, and recreational anglers who have thrown their support behind this legislation.

ADM. RICHARD E. BYRD HONORED IN WINCHESTER, VA

HON. FRANK R. WOLF

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 29, 1997

Mr. WOLF. Mr. Speaker, I had the pleasure, on July 14, 1997, to attend a ceremony in Winchester, VA, where a statue of Adm. Richard Evelyn Byrd was dedicated to his memory. Born in Winchester, Admiral Byrd was a legendary naval officer, aviation pioneer, adventurer and explorer of both polar icecaps and winner of the Congressional Medal of Honor. Admiral Byrd was a lion of a man who captured the heart of America and the imagination of the world.

In attendance were members of the Byrd family including the Admiral's daughter, Mrs. Bolling Byrd Clarke, former U.S. Senator Harry F. Byrd, Jr., and Mr. Thomas T. Byrd, representing the region were U.S. Senator CHARLES ROBB, State senator H. Russel Potts, State delegate Beverly Sherwood, former delegate Alton H. Smith, county board of supervisors member Mr. Harrington Smith, county board of supervisors chairman Mr. James Longerbeam, Winchester city councilman Mr. Harry S. Smith and Shenandoah University president Dr. James Davis, along with many men, women, and children from the community.

Principal addresses were given by Secretary of the Navy John H. Dalton and Mrs. Bolling Byrd Clarke. Dr. Jay Morton, who sculpted the statue, was also in attendance and spoke briefly.

The statue of Admiral Byrd was funded entirely by contributions, large and small, from members of the community, friends, neighbors, and admirers. I would like to share with my colleagues the remarks by Navy Secretary Dalton and Mrs. Bolling Byrd Clarke.

WHAT WOULD ADMIRAL BYRD EXPLORE TODAY?

(By the Honorable John H. Dalton)

Distinguished guests, ladies and gentlemen . . . what an honor and a pleasure it is for me to be here today, to unveil this proud monument to one of the most distinguished maritime explorers in our Nation's history.

One of the great pleasures I have as Secretary of the Navy is to help honor the life and work of those who have come before us those brave men and women . . . Sailors, Marines and civilians who have made our Naval Service the best in the world.

Let me say first of all, thank you, to those who had a part in making this memorial a

reality. You honor our Nation by your commitment to the preservation of our past triumphs.

Pioneer, explorer, fearless adventurer, and scientist . . . active pursuits that describe the life and personality of Admiral Richard Evelyn Byrd.

He was a man who loved a challenge. He was a man of firsts. The first to fly over the North Pole. The first to fly over the South Pole. The first to explore and map the vast continent of Antarctica. Amazing feats . . . and especially so, given our reliance today on the wonders of navigation now available to us, like the global positioning system.

Admiral Byrd had no such tools available . . . he called upon his courage almost exclusively, to achieve the firsts that began out search for those marvelous tools we use today. His was a special breed of courage.

He was a man who did not believe that the science establishment of his time held definitive answers to questions about our vast planet. He sought to discover for himself—and for his Nation—the answers that might be hidden at the very ends of the earth, under the forbidding ice and snow of the poles.

As I prepared my remarks for today, I pondered Admiral Byrd's quest for knowledge, and his thirst for discovery. I wondered what facet of the unknown he would champion if he were with us today. Would he seek to continue exploration of the Poles? Would he investigate the ocean's depths? Or would he look further, and seek the stars?

If I had to speculate, I believe that Richard Byrd would have been very excited by the images of Mars, transmitted by NASA's Pathfinder and its remote probing vehicle, Sojourner—that we have all seen this past week. I think he would have been very excited by the computer microchip and its myriad of applications in today's world. And, I think that he would have been saddened by the recent death of the great undersea explorer, Jacques Cousteau.

It is a far more knowledgeable world today, than it was back in 1926, when Richard Byrd rolled down a runway enroute to his historic mission of discovery over the North Pole. But, regardless of the advances and breakthroughs, Admiral Byrd, if he were with us today, would still seek the answers to questions beyond our current boundaries. He would push the envelope and challenge conventional wisdom.

If he were alive today, I know that he would be proud of his Navy and Marine Corps. He would be proud of the technology of today's newest aircraft carriers, like the USS HARRY S. TRUMAN, and the F/A-18 E/F Super Hornet strike fighters that will soon fill her decks. He would be proud of our SEAWOLF submarine, and the Tomahawk launch system aboard our Aegis cruisers and destroyers. But, most of all, he would be proud of our people—the Sailors and Marines who man the deckplates.

Following Admiral Byrd's proud example, today's Sailors, Marines and civilians of the Navy Department continue to challenge the established technology available to them. They still strive to discover and explore.

Just two weeks ago, I was at Rice University in Houston, Texas, to honor one of our finest shipmates, who is setting that example. Professor Richard Smalley, funded by the Office of Naval Research, is a Nobel Prize-winner who is pushing the bounds of Nanoscale science, to eventually produce wonders of carbon that will make our future weapons systems more powerful, lighter, stronger, and safer for the Sailors and Marines who use them.

Admiral Richard Byrd may not be with us today, but his spirit of exploration and discovery is alive and well. It will be that spirit which will serve as his legacy.

It was Albert Einstein who said, "We don't know one-millionth of one percent about anything . . ." Your great city of Winchester has not just erected a monument to the past . . . it has erected a challenge for our future. It has erected a symbol that represents Einstein's challenge, and Admiral Byrd's challenge—to all of us—to embrace our future, through continued courage to discover new frontiers.

Thank you, Admiral Byrd, for your contributions to our proud naval heritage. Thank you for a remarkable life and legacy. Thank you, Mr. Jay Morton, for your artistic flair and sculpting talents. And thank you, Winchester, Virginia, for your undying devotion to a great native son.

God bless you . . . God bless our Navy-Marine Corps team . . . and God bless America.

WHAT A WONDERFUL OCCASION THIS IS!

(By Mrs. Bolling Byrd Clarke)

I wish my father could be here with us—and I think he is in spirit! If he were he would be tremendously appreciative of this great honor and Dr. Morton's wonderful statue. He might say as he sometimes did at receiving a special honor: "You know, I really don't deserve this (and he would have meant it!), but I'm human enough to like it just the same!"

Of all the many statues of him world wide, I think he would feel this one to be special. He would be delighted that it is placed here outside the Judicial Center close to the Winchester Star and in his beloved home town of Winchester where he was born and raised. Although his home after marriage was Boston, he always came back here between trips to spend time with his Virginia family and friends. I must confess to some secret jealousy as a small child: What was he doing in Winchester, or any other place, when he SHOULD have been in Boston with ME, my brother Dick and my two sisters, Katharine and Helen!

The problem was that we saw so little of him growing up. He was busy on Navy assignments when I was born in 1922, his own ventures to the North Pole in 1926 and the Transatlantic flight in 1927. By the time he got home to Boston from each of his first two Antarctic expeditions almost two and a half years had gone by. And when he was home he had very little time to spare. Because those first two Antarctic trips were privately sponsored there were debts to pay, books to write, and nine month country-wide lecture tours, voluminous correspondence and preparations for the next expedition.

But he fitted us in to his hectic schedule as best as he could: For instance, he would call us to join him when he shaved in the morning. I remember sitting on the edge of the bathtub answering questions and discussing important childhood issues while he went through the routine which was quite a procedure in the days before the electric razor! And often he would call us to join him for a walk which was one of his favorite forms of exercise and during which time he did a lot of his thinking, planning, working out problems and, as we got older, sharing his philosophy.

Those walks remind me of another reason this statue would be special to Dad. It includes his beloved dog Igloo, Iggy for short, his dear friend and close companion who went everywhere with him.

Igloo was found in 1926 by a Miss Boggs in Washington, DC as a young, lost and homeless stray. Taking pity on him, she took him home to her apartment. Finding that Igloo was a very bright, inquisitive, explorer/adventurer type of dog, she felt that he should belong to an explorer/adventurer type of human being. Right about that time Miss

Boggs had heard about a crazy man by the name of Byrd who said he was going to fly the North Pole. "Those two are made for each other," she thought and packed Iggy in a crate and mailed him express to Lt. Commander Richard Byrd, N. Pole. The Express Company was a bit dumbfounded, never having delivered anything to the North Pole before. But hearing that the vessel "Chantier" was docked in N.Y. preparing to leave for Spitzbergen they shipped him there. That was the first meeting of dog and man and the start of their many adventures together.

Igloo witnessed that historic flight over the North Pole in 1926, and was present with Dad's brother Tom at the take off of the Transatlantic flight in 1927. I understand that Iggy was so upset at seeing his master board the America and start off without him, that he broke loose and raced down the runway after it going, at first, almost as fast as the plane. He also sailed on the Ship Larson to Antarctica and spent the winter night underground.

How well I remember him when he and Dad were home. One summer being used to only penguins, seals and huskies, he investigated two relatively small and seemingly harmless animals with dire consequences. One was a skunk and later a porcupine. I remember Dad having a difficult time pulling quills out of his nose with the help of a magnifying glass and tweezers. Of course he accompanied us into the dining room for meals where mother had a strict rule, "No feeding dogs at the table." My father's response was, "Of course, Dear. You are absolutely right." Then I would notice him giving a sidelong glance to see if Mom was looking the other way, and sneak a bit to Iggy under the table.

Igloo became very sick and died in '32, when Dad heard how ill he was he interrupted a lecture tour to be by his side.

From the beginning Dad taught us all a love of animals and that to kill unnecessarily was wrong. My brother Dick took this so seriously that, for a while, he refused to kill mosquitoes.

But it wasn't just animals my father loved. It was all life. On the many walks we took and in his book "Alone", he expounded on his philosophy that this planet and all life on it is interrelated and an integral part of the universe, that if we are to survive we must care for our environment, live in harmony with each other and achieve lasting, universal peace.

This was his vision as a pioneer aviator and explorer. It was behind his work improving the plane; the Transatlantic flight to "shrink the world" brining continents and people closer together in understanding; behind his explorations and scientific work in Antarctica and his great desire that Antarctica become, as he called it, the "Great White Continent of Peace".

How vividly I remember him on our walks together in his later years expounding on his dream. "Bolling, can you imagine Antarctica, the one continent in the world where nations will work together side by side in peace and harmony sharing the results of their work for the betterment of mankind? Now wouldn't that be a wondrous thing?"

He worked very hard on the Peace Treaty and would be relieved, overjoyed, to know that it was ratified 2 years ago after his death.

Not so very long before he died, I asked him "now that most of this planet has been explored, where would you like to go next?" Without any hesitation whatsoever he replied, "Space". My cousin, Helen Byrd, told me yesterday that in a conversation with Dad he said "The future is in the Cosmos."

I have a fantasy of him and Igloo kicking up dust investigating Mars or taking off in a space ship traveling between the stars and

planets to the outer limits, searching for answers to the mysteries of the universe.

AN INDEPENDENT JUDICIARY AND FEDERAL JUDICIAL PAY

HON. JOHN CONYERS, JR.

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 29, 1997

Mr. CONYERS. Mr. Speaker, I am attaching a copy of two important resolutions adopted by the United Conference of Mayors, at their meeting in San Francisco last month. These resolutions reflect strong support across the country for protecting a cornerstone of our democracy—an independent judiciary. The Conference also recognizes that to preserve an independent judiciary Federal judges must be adequately and fairly compensated. I encourage Members to take a moment to review these resolutions. Federal judges have not received a pay increase since 1993, therefore, I also urge Members to support a salary increase for Federal judges which will help ensure an effective and independent judiciary; and reject legislation that seeks to undermine the judiciary's integrity:

RESOLUTION NO. 43: AN INDEPENDENT JUDICIARY

Submitted by: The Honorable Dennis Archer,
Mayor of Detroit

Whereas, an independent judiciary is a fundamental part of our system of democracy; and

Whereas, in recognition of the need to preserve judicial independence, Article III of the United States Constitution provides for lifetime tenure for federal judges and indicates that they can only be removed from office for "Treason, Bribery, or other high Crimes and Misdemeanors"; and

Whereas, judges are required to decide cases based upon the evidence presented and the applicable law, regardless of the political popularity of those decisions; and

Whereas, this doctrine of judicial independence enshrined in our Constitution and laws has made the courts of this country the protectors of the politically weak and unpopular; and

Whereas, in August 1993 the National Commission on Judicial Discipline and Removal which was created by the United States Congress reported that while from time to time various federal judges have been removed from office for specific acts of official or personal misconduct, Congress has never removed a federal judge from office simply because it disagreed with his or her judicial decisions; and

Whereas, it appears that certain members of Congress who disagree with the judicial decisions rendered by various federal judges are threatening to use the congressional impeachment power to remove those judges from the bench; and

Whereas, such threats chill the independence of the judiciary and violate the separation of powers doctrine contained in the United States Constitution by substituting congressional use of the impeachment power for the constitutional process of appellate review of judicial decisions; and

Whereas, the threat by certain members of Congress to institute impeachment proceedings against federal judges whose decisions they find politically unpopular is an attempt to undermine the separation of powers doctrine contained in the United States Constitution by subordinating objective and ra-

tional legal decision making to popular political whims; and

Whereas, it further appears that certain members of the Senate are attempting to prevent action by that body on the confirmation of various judicial nominations which have been submitted to the Senate; and

Whereas, it appears that this refusal to act on judicial nominations is based on concerns regarding the nominees' political ideology rather than concerns regarding the nominees' legal qualifications or ability to perform the duties of the office to which they were appointed; and

Now, Therefore, Be It Resolved that The United States Conference of Mayors affirms its support for a strong and independent federal judiciary; and

Be it further Resolved that The United States Conference of Mayors calls upon the Senate and in particular the Senate Judiciary Committee to handle judicial confirmation proceedings in an objective and expeditious matter.

Projected Cost: None

RESOLUTION NO. 42: JUDICIAL PAY

Submitted by: The Honorable Dennis Archer,
Mayor of Detroit

Whereas a strong and independent federal judiciary is important to our nation's system of democracy; and

Whereas, as indicated by Senator Orrin G. Hatch: "If we are to attract and retain the most capable lawyers to serve as federal judges, it is vitally important that we ensure that those responsible for the effective functioning of the judicial branch receive fair compensation, including reasonable adjustments, which allow judicial salaries to keep pace with increases in the cost of living;" and

Whereas, adequate compensation for federal judges helps to insure that our judiciary is reflective of the whole of our society. As indicated by Judge Barefoot Sanders: "We enjoy a pluralism in the judiciary that is enriched by diverse backgrounds in race, gender, and religion, as well as prior careers and expertise. If judicial salaries are frozen, our judiciary would face a different future if we desire to continue the pluralism and competence we presently enjoy;" and

Whereas, federal judges have not received a pay increase or adjustment since 1993; and

Whereas, salary increases and adjustments for federal judges are statutorily linked to those for members of the United States Congress and the President of the United States; and

Whereas, unlike those elected officials, members of the federal judiciary are appointed to a lifetime term of office; and

Whereas, in his 1996 Year End Report on the Judiciary, Chief Justice Rehnquist said: "The significance of Congress' failing both to repeal Section 140 and to grant an ECI adjustment to judges' salaries cannot be overstated in terms of its effect on the morale and quality of the federal judiciary. Section 140 jeopardizes the ability to retain and recruit to the Judiciary the most capable lawyers from all socio-economic classes and geographic areas, including high cost-of-living urban areas. We must insure that judges, who make a lifetime commitment to public service, are able to plan their financial futures based on reasonable expectations;" and

Whereas, both the House and Senate have before them bills sponsored by the Chairman of the House and Senate Judiciary Committees and co-sponsored by the Ranking Members that, if adopted, would:

Give federal judges a "catch-up" pay adjustment;

Sever the linkage between judicial, congressional and executive schedule compensa-

tion and substitute a provision linking adjustments to the pay of federal judges to the mechanism for adjusting the general schedule pay rates of other career government employees; and

Repeal Section 140 of Public Law No. 97-92 that makes judicial cost-of-living pay increases subject to Congressional approval.

Now, therefore, be it Resolved that The United States Conference of Mayors supports the legislation that will adjust, and provide a procedure for the future adjustment of, the salaries of federal judges and urges its speedy adoption.

Projected Cost: Unknown

DEATH ON THE HIGH SEAS ACT

SPEECH OF

HON. MICHAEL P. FORBES

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Monday, July 28, 1997

Mr. FORBES. Mr. Speaker, I rise in support of H.R. 2005, the Airline Disaster Relief Act, which updates the Death on the High Seas Act. Along with Congressman MCDADE, I introduced this act to prevent the injustices visited upon constituents from both of our districts who suffered great losses aboard TWA 800. The act revises an outdated Federal law, and allows full compensation for families of victims of aviation disasters like TWA 800, which occurred in my home district in eastern Long Island.

Because of the outdated provisions of a law adopted 77 years ago, the families of victims of crashes like TWA flight 800 do not have the same legal recourse that the survivors of other incidents have. Adopted in 1920, the Death on the High Seas Act was designed to allow the surviving family of sailors lost at sea to sue for lost wages. In subsequent court rulings, it has been determined that the act applies to all maritime and aviation disasters that occur more than 1 marine league, or 3 miles from American shoreline.

Because it crashed 9 miles off Long Island's South Shore, the Supreme Court has ruled that TWO flight 800 is not covered by the act. In previous cases, the courts have also ruled that plaintiffs in high seas cases are not entitled to damages for pain and suffering or loss of companionship. These changes amend the Death on the High Seas Act, so that it covers all aviation disasters since January 1, 1995, and grants families the right to file suit for a jury trial in State court, rather than present their claim to a judge under maritime law.

Mr. Speaker, I urge my colleagues to support these changes to the Death on the High Seas Act, so that tragedies like TWA 800 are not compounded by the injustices of outdated laws pertaining to these situations.

MORATORIUM ON LARGE FISHING VESSELS IN ATLANTIC

SPEECH OF

HON. ROBERT A. WEYGAND

OF RHODE ISLAND

IN THE HOUSE OF REPRESENTATIVES

Monday, July 28, 1997

Mr. WEYGAND. Mr. Speaker, as an original cosponsor of this legislation, I rise in strong