

company; the working men and women and their employer—was off to an auspicious beginning. Today, that relationship is renowned across our nation for pioneering the concept of the “living agreement”.

This unique relationship between labor and management is truly an incredible success story. In 1986, GM Powertrain-Bay City and UAW Local 362 agreed to resolve disputes as they came about, rather than letting these disputes fester until a designated negotiating period. This “living agreement” has strengthened the ties between the two entities and most importantly, has resulted in a better standard of living for all of the families in Bay County.

Mr. Speaker, I am pleased to add my voice to those who speak with pride about GM Powertrain-Bay City and its centennial of civic achievement and contribution. GM Powertrain would not be the pillar of our community that it is today without generations of dedicated individuals including the current Plant Manager Bill Bowen, and the current Local UAW 362 President Louis Roth. I urge you and our esteemed colleagues to join me in applauding General Motors Powertrain and its 100 successful years.

GOOD LUCK AND CONGRATULATIONS TO ROBERT A. GLACEL

HON. CHET EDWARDS

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 9, 1999

Mr. EDWARDS. Mr. Speaker, today I rise to congratulate Brigadier General Robert A. Glacel on a distinguished military career and wish him the very best on his retirement. I hope Members will join with me to thank General Glacel for his contributions to our Army and our country.

General Glacel is a consummate professional whose performance in over three decades of service, in peace and in war, has personified those traits of courage, competency and commitment that our nation has come to expect from its Army officers.

Robert Glacel entered service after graduating from the United States Military Academy and being commissioned as a second lieutenant in 1969. He served as a forward observer, artillery liaison officer and assistant executive officer in the 3rd of the 319th Field Artillery battalion in Vietnam. There he received the Bronze Star Medal for his valor. He immediately assumed command of an artillery battery in Germany in 1971, followed by successful command of a division artillery platoon and as the division artillery intelligence officer.

After earning two masters degrees from MIT, Cambridge, Massachusetts, General Glacel instructed and was an assistant professor at West Point in the Engineering Department. He also earned his MBA while tenured there. After the West Point assignment, he returned to the field and served as the Operations Officer and Executive Officer for the 1st of the 37th Field Artillery battalion in Fort Richardson, Alaska. With a stint at the Pentagon as an Operations Research/Systems Analyst in between, General Glacel was then selected to command the 1st Battalion, 4th Field Artillery, 3rd Brigade, 2nd Infantry Division in Korea from 1987 through 1989.

After attendance at the Industrial College of the Armed Forces, General Glacel returned to

the Pentagon as a Military Political Planner in 1990 with the Joint Chiefs of Staff. He became the Chief of the Conventional Forces in Europe (CFE) Branch, and was the lead negotiator in the historic CFE Treaty process and was a mainstay on the United States planning teams in Washington and Brussels, Belgium. He was also a major contributor to the new European security structure.

General Glacel was then selected by the Army to command the 7th Infantry Division (Light) Artillery Commander out of Fort Ord, California. Following his successful command, he served as the Executive Officer to the Under Secretary of the Army. In this role, he ably provided guidance and direction to the Army staff, and served as liaison between the Under Secretary, the Office of the Secretary of Defense, Office of the Joint Chiefs of Staff and assistant secretaries and Army Staff. He demonstrated diplomacy, decision making, leadership and perseverance.

General Glacel was then selected to serve as the Chief of the Requirements and Programs Branch for the Commander, SHAPE. He was the SHAPE commander's subject matter expert for the Defense Planning Process across the whole of the Allied Command Europe.

His most recent assignment put the general at the head of the Test and Experimentation Command (TEXCOM) at Fort Hood, Texas, which is in my congressional district. He quickly gained credibility with senior Army leadership through the data collection effort for the Division Warfighting Experiment (DAWE), making TEXCOM the Army's data collector of choice for all future experiments associated with the digitized division and corps design through the Force XXI process.

On a personal note, I am grateful to call Robert Glacel a close, personal friend. He is a role model for all of us: a man of integrity, decency, and compassion.

Let me also say that every accolade to Robert Glacel must also be considered a tribute to his family, his wife of 30 years, Barbara, and his three lovely daughters, Ashley, Sarah and Jennifer. As a wife and mother, Barbara has been a true partner in all of Robert's accomplishments. Robert and Barbara have made their community and our country a better place in which to live. They have touched so many lives, through their consideration and sincere caring.

Robert Glacel's career reflects a deep commitment to our nation, which has been characterized by dedicated, selfless service, love for soldiers and a commitment to excellence. I offer my heartfelt appreciation for a job well done over the past thirty years and best wishes for continued success, to a great soldier and defender of freedom. I ask Members to join me in wishing Robert, Barbara and their three daughters every success and happiness in the future.

INTRODUCTION OF THE UNITED STATES LIFE-SAVINGS SERVICE HERITAGE ACT

HON. FRANK PALLONE, JR.

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 9, 1999

Mr. PALLONE. Mr. Speaker, today I introduce the United States Life-Saving Service

Heritage Act, legislation to celebrate one of the most inspiring periods in America's maritime history. This legislation would establish a comprehensive program to inventory, evaluate, document, and assist efforts to restore and preserve surviving historic lifesaving stations. I am pleased that my Jersey Shore colleague Representative FRANK LOBIONDO has joined me in this effort.

The history of lifesaving in the United States dates back to 1785, when the Massachusetts Humane Society began building huts along the Massachusetts coast to aid shipwreck victims. These huts were later fitted with surfboats, beachcarts, and other lifesaving equipment. Beginning in 1847, the Federal government recognized the importance and necessity of lifesaving efforts when Congress provided a series of appropriations to establish lifesaving stations equipped to render assistance to shipwrecked mariners and their passengers. These stations were first established along the Atlantic coast with the assistance of Representative William Newell, who during the 31st and 39th Congresses represented some of the same areas of New Jersey that I represent today. Representative Newell's efforts contributed to the establishment of a network of lifesaving stations along the Jersey Shore from Sandy Hook to Cape May. In 1871, Congress approved the first appropriation for the Federal government to employ crews of lifesavers. On June 18, 1878, the “Act to Organize the Life-Saving Service” was enacted. In 1915 the Life Saving Service merged with the Revenue Cutter Service to form the Coast Guard. At that time, there were over 275 lifesaving stations to aid shipwreck victims on the Atlantic, Pacific, Gulf, and Great Lakes coasts.

The volunteer and professional lifesaving personnel who staffed these stations risked life and limb to prevent shipwreck casualties. Winslow Homer immortalized these great heroes of the American coast in this painting *The Life Line*. Walt Whitman celebrated their inspiring actions in the following excerpt of his poem *Patrolling Barnegat*—

Through cutting swirl and spray watchful
and firm advancing,
(That in the distance! Is that a wreck? Is the
red signal flaring?)
Slush and sand of the beach tireless till day-
light wending,
Steadily, slowly, through horse roar never
remitting,
Along the midnight edge by those milk-
white combs careering,
A group of dim, weird forms, struggling, the
night confronting,
That savage trinity warily watching.

An outstanding example of this period survives today in my district. The historic Monmouth Beach lifesaving station, established in 1895, is a Duluth style station designed by the architect George Tolman. In 1880, every member of the station's crew was awarded a gold lifesaving medal for rescuing victims of two shipwrecks on the same evening. Earlier this year, this historic structure was slated for demolition to make way for a new parking lot for beachgoers. Fortunately, the entire community came together to save this important structure. However, much work needs to be done to preserve the station's history and the inspiring stories of those who served there.

It is not certain exactly how many stations like the one in Monmouth Beach remain. Many surviving historic lifesaving stations are of rare

architectural significance, yet they are unfortunately threatened by harsh coastal environments, rapid economic development in the coastal zone, neglect, and lack of resource for their preservation. The heroic actions of America's lifesavers deserve greater recognition, and their contributions to America's maritime and architectural history should be celebrated.

That is why I have proposed the United States Life-Saving Service Heritage Act. This legislation would provide the resources necessary to inventory, document, and evaluate surviving lifesaving stations. It would also provide grant funding to assist efforts to protect and preserve these maritime treasures.

The United States Life-Saving Service Heritage Act would authorize the National Park Service, through its National Maritime Initiative, to inventory, document, and evaluate surviving historic lifesaving stations. These activities would be conducted in cooperation with the U.S. Life-Saving Service Heritage Association, a Massachusetts based non-profit educational organization that works to protect and preserve America's lifesaving heritage. This inventory, documentation, and evaluation would be similar in nature to a study completed by the Park Service in 1994, on historic lighthouses. Under this legislation, the Park Service would serve as a clearinghouse of information on lifesaving station preservation efforts, which would greatly assist public and private efforts to protect these historic structures and the maritime heritage that they embody.

Mr. Speaker, I urge my colleagues to support this legislation to celebrate one of the most heroic and inspiring periods in America's maritime history.

H.R. —

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "United States Life-Saving Service Heritage Act".

SEC. 2. FINDINGS AND PURPOSE.

(a) FINDINGS.—The Congress finds the following:

(1) The United States has a long tradition of heroic efforts to rescue those in peril on the sea.

(2) Legislation providing appropriations to the Secretary of the Treasury for "surf boats, rockets, carronades, and other necessary apparatus for the better preservation of life and property from shipwrecks on the coast of New Jersey, between Sandy Hook and Little Egg Harbor" was approved August 14, 1848 (9 Stat. 322), and was subsequently extended to support volunteer lifesaving efforts on the coast of New Jersey between Little Egg Harbor and Cape May, and in other States and territories.

(3) Legislation providing appropriations to the Secretary of the Treasury "for the purpose of more effectively securing life and property on the coast of New Jersey and Long Island ... and to employ crews of experienced surfmen at such stations" was approved April 20, 1871 (17 Stat. 12).

(4) The Life-Saving Service was reorganized by the Congress by enactment of the Act entitled "An Act to organize the Life-Saving-Service", approved June 18, 1878 (chapter 265; 20 Stat. 163).

(5) America's lifesaving stations and boats were staffed by brave volunteer and professional lifesavers, who risked life and limb to rescue shipwrecked passengers and crews.

(6) Many surviving Life-Saving Service stations are of rare architectural significance, yet these historic stations are threatened by

harsh coastal environments, rapid economic development in the coastal zone, neglect, and lack of resources for their preservation.

(7) The heroic actions of Life-Saving Service personnel deserve greater recognition, and their contributions to America's maritime and architectural history should be celebrated through a comprehensive preservation program and greater opportunities for the public's education about the heritage of the Life-Saving Service and related private and public organizations.

(b) PURPOSE.—The purpose of this Act is to authorize the Secretary of the Interior to establish a program to inventory, evaluate, document, and assist in efforts to restore and preserve surviving lifesaving stations and other structures and artifacts dedicated to our forefathers' lifesaving efforts.

SEC. 3. UNITED STATES LIFE-SAVING SERVICE STATION PRESERVATION PROGRAM.

(a) IN GENERAL.—The Secretary of the Interior, through the National Maritime Initiative of the National Park Service, shall establish a program in accordance with this section to inventory, evaluate, document, and assist efforts to restore and preserve surviving United States Life-Saving Service stations.

(b) INVENTORY, DOCUMENTATION, AND EVALUATION.—The Secretary, in cooperation with the U.S. Life-Saving Service Heritage Association, shall—

(1) survey coastal regions of the United States to identify and prepare an inventory of surviving historic lifesaving stations, boats, and other significant lifesaving equipment;

(2) document the designs of significant existing structures and lifesaving boats for inclusion in the Historic American Building Survey/Historic American Engineering Record Collection in the Library of Congress; and

(3) evaluate historic lifesaving stations, including—

(A) assessing the historic significance, integrity, and condition of surviving historic lifesaving stations;

(B) making recommendations for outstanding examples of historic lifesaving stations that should be listed on the National Register of Historic Places, or designated as National Historic Landmarks; and

(C) making recommendations for outstanding examples of lifesaving boats to be included in the Historic American Engineering Record Collection.

(c) TECHNICAL ASSISTANCE, EDUCATIONAL MATERIALS, RESEARCH AIDS, AND OTHER INFORMATION.—The Secretary shall—

(1) serve as a clearinghouse of information for persons interested in restoring and preserving historic lifesaving stations, their boats, and related lifesaving equipment; and

(2) make available to the public, including through the Internet, educational materials, research aids, guides, bibliographies, and other information regarding the Life-Saving Service, Revenue Cutter Service, and related organizations that provided humanitarian assistance to shipwrecked mariners and their passengers, including—

(A) information on the history and development of the Life-Saving Service, the Revenue Cutter Service, predecessor private and State lifesaving organizations such as the Humane Society of the Commonwealth of Massachusetts, and early Coast Guard lifesaving and lifeboat stations;

(B) technical descriptions of lifesaving boats, line-guns, life cars, and beachcarts;

(C) the inventory, documentation, and evaluation prepared under subsection (b);

(D) guidance and technical assistance in the listing of historic lifesaving and lifeboat stations on the National Register of Historic Places, or their designation as National Historic Landmarks; and

(E) guidance and technical assistance in the listing of historic lifesaving boats in the Historic American Engineering Record Collection.

(d) GRANTS.—

(1) IN GENERAL.—The Secretary, subject to the availability of appropriations, shall make grants to coordinate and assist in the restoration and preservation of historic lifesaving stations, historic lifesaving boats, and other significant lifesaving artifacts.

(2) COST SHARE.—The Federal share of the cost of an activity carried out with financial assistance under this subsection shall not exceed 75 percent of the total cost of the activity.

(e) DEFINITIONS.—In this section:

(1) HISTORIC LIFESAVING STATION.—The term "historic lifesaving station" means any land, structure, equipment, or other physical artifact or facility formerly under the jurisdiction or control of the Life-Saving Service or any earlier private or State organizations, including lifesaving and lifeboat stations, sailors' refuges, shipwreck survivors' cache sites, boats, and beachcarts.

(2) SECRETARY.—The term "Secretary" means the Secretary of the Interior, acting through the National Maritime Initiative of the National Park Service.

(3) U.S. LIFE-SAVING SERVICE HERITAGE ASSOCIATION.—The term "U.S. Life-Saving Service Heritage Association" means the national nonprofit educational organization by that name established under the laws of the Commonwealth of Massachusetts for the purposes and objectives of meeting and preserving America's lifesaving heritage.

(f) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated to the Secretary—

(1) for use in making grants under subsection (d), \$5,000,000 for each of fiscal years 2000 through 2004; and

(2) for carrying out the other provisions of this section \$500,000 for each of fiscal years 2000 through 2004.

TRIBUTE TO FRANK GARRISON ON HIS RETIREMENT FROM THE AFL-CIO

HON. JOHN D. DINGELL

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 9, 1999

Mr. DINGELL. Mr. Speaker, I rise today to honor and congratulate a friend and colleague who has given much to the state of Michigan, to the labor movement and to Michigan politics. Frank D. Garrison is a former autoworker who became a lobbyist for the United Auto Workers (UAW) before being chosen to lead the AFL-CIO in Michigan. And by the way, his middle name is Delano, named after one of our greatest Presidents Franklin Delano Roosevelt.

He is a working man who has devoted himself to the working man and woman. Frank Garrison believes strongly in fighting for the little guy, addressing the concerns of the people who have the least. A consummate public servant, he devoted his career to making working conditions in Michigan and the United States better for working families. He is a strong believer in public education and universal health care, and has worked tirelessly so that the world is a better place for everyone.

Frank's first experience with the unions came as a young man working at the Saginaw