

hereafter in the Extensions of Remarks.)

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MY TRIBUTE TO DR. HOWARD CAREY: A GOOD NEIGHBOR

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from California (Mr. FILNER) is recognized for 5 minutes.

Mr. FILNER. Mr. Speaker, I rise today to recognize the 30th anniversary of Dr. Howard Carey's commitment to the Neighborhood House Association and to his role as president and chief executive officer since 1972. Dr. Carey brings more than 35 years of experience in the field of social work, from both administrative and program perspectives to this leadership position. Serving more than 300,000 San Diego residents, Neighborhood House is one of the largest nonprofit organizations in San Diego, a multipurpose social welfare agency whose goal is to improve the quality of life of the people served. Since Dr. Carey assumed leadership, Neighborhood House has grown from a budget of \$400,000 and a staff of 35 to its current budget of \$50 million with a staff of 800.

Its multitude of services to strengthen families and to assist them in becoming self-sufficient include not only the two for which it is best known, Head Start, which reaches 6,500 preschoolers in 70 centers and its food bank program which collects and distributes 12 million pounds of food annually, but also housing, counseling, adult day care, emergency food and shelter and inner city youth enrichment program, employment training centers, health services for the mentally ill and elderly, and a senior citizen service center.

Dr. Carey's motto, "being a good neighbor," is emulated by the extended families of employees at Neighborhood House and reaches from the Mexican border to the northern reaches of San Diego County. His legacy is one of excellence. A professional in the best sense of this word, he is a man of honor, strength and determination. He is dedicated to service and to making life better for his neighbors who are in need.

Dr. Carey is a native of Lexington, Mississippi, a graduate of Atlanta's Morehouse College, and holds graduate degrees from Atlanta University and United States International University. He became enchanted with San Diego during his 4 years of military service with the United States Navy and returned with his wife, the former Yvonne Arnold of Newnan, Georgia, a graduate of Spelman College. Dr. Carey and his wife are the parents of two adult children who are themselves graduates of Morehouse and Spelman. One would think that his service to the community through his work at the Neighborhood House would fill his days entirely but Dr. Carey's service extends to leadership and participation in many community organizations and local activities.

He is chairman of the board of Neighborhood National Bank, a San Diego-based community bank which spurs development in inner city neighborhoods. He was a founding member of Union Bank of California's Community Advisory Board to advise bank managers on the financial needs of low-income and underserved communities. He has held policy-making and advisory positions at the Neighborhood Development Bank, San Diego Unified School District, United Way, the Minority Relations Committee, the Black Leadership Council, former San Diego Mayor Maureen O'Connor's Black Advisory Committee, a Congressional Black Affairs Subcommittee, the Black-Jewish Dialogue, the National Conference of Christians and Jews, the Coalition for Equity and San Diego County's Child Care Task Force.

Professionally he has contributed as a professor at San Diego State University, as a lecturer at the University of California, San Diego, and at National University of San Diego and as instructor for Wooster College in Ohio and at San Diego Community College. His further professional associations include charter membership in LEAD, the National Association of Social Workers, the National Association of Black Social Workers; a founding member of the San Diego Chapter of Alpha Pi Phi Fraternity, Sigma Pi Phi Fraternity, Alpha Kappa Delta, Morehouse College Alumni Association, San Diego Dialogue and the National Conference of Social Welfare.

As impressive as this list is, it does not do justice to Dr. Carey. It is his passion for service that leads him into these activities. He knows that extraordinary measures are sometimes needed to strengthen communities and families, and he is always willing to go that extra mile. Because Dr. Carey and the work of Neighborhood House reaches deep into the hearts and minds of his neighbors and changes lives, his contributions to our community are far-reaching, long-lasting and immeasurable. I sincerely appreciate this opportunity to honor Dr. Carey and his many contributions to San Diego during the past 3 decades.

ANNOUNCEMENT REGARDING AMENDMENT PROCESS FOR H.R. 1501, ADDRESSING YOUTH VIOLENCE AND CHILDREN'S SAFETY; AND H.R. 1000, AVIATION INVESTMENT AND REFORM ACT FOR THE 21ST CENTURY

Mr. DREIER. Mr. Speaker, the Committee on Rules is planning to meet the week of June 14 to grant a rule which may limit the amendment process for floor consideration of H.R. 1501, a bill addressing youth violence and children's safety. Any Member wishing to offer an amendment should submit 55 copies and a brief explanation of the amendment to the Committee on Rules

in Room H-312 in the Capitol by noon this Friday, June 11. Amendments should be drafted to H.R. 1501 as introduced. Members should know that the Committee on Rules may consider amendments relating to the causes of and solutions to youth violence and certain firearms proposals.

Mr. Speaker, the Committee on Rules is also planning to meet the week of June 14 to grant a rule which may limit the amendment process on H.R. 1000, the Aviation Investment Reform Act for the 21st century, the so-called Air 21 bill. Any Member who wishes to offer an amendment should submit, again, 55 copies and a brief explanation of the amendment by noon this coming Monday, June 14, to the Committee on Rules, once again, upstairs in Room 312 here in the Capitol. Amendments should be drafted to the text of the bill as reported by the Committee on Transportation and Infrastructure on May 27. The committee filed this report on H.R. 1000 on May 28. Members should use the Office of Legislative Counsel to assure that their amendments are properly drafted and should check with the Office of the Parliamentarian to be certain their amendments comply with the rules of the House.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from North Carolina (Mr. JONES) is recognized for 5 minutes.

(Mr. JONES of North Carolina addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

INTRODUCTION OF THE RAILWAY SAFETY AND FUNDING EQUITY ACT OF 1999

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Illinois (Mr. LIPINSKI) is recognized for 5 minutes.

Mr. LIPINSKI. Mr. Speaker, I rise today to speak about the Railroad Safety and Funding Equity Act of 1999, legislation that I have introduced today along with my friend and colleague, the gentleman from Alabama (Mr. CRAMER). Also known as RSAFE, this bill will increase funding for a far-too-long-overlooked aspect of highway and railroad safety grade crossings.

With record levels of motorists on our Nation's roads and highways and with a record amount of freight being moved by rail, the lack of our nation's commitment to funding safety programs is nearing dangerous levels. RSAFE will bolster our Nation's commitment by almost doubling the current Federal grade crossing improvement program.

As two recent train crashes in Illinois showed, one a fatal crash in Bourbonnais and the other in my district in LaGrange, much more can and should be done to upgrade safety at railroad to highway grade crossings. For too long policymakers have accepted it as fact

that grade crossings are dangerous, and they have left it at that. RSAFE will take the 4.3 cents per gallon diesel fuel tax that railroads currently pay towards deficit reduction and transfer it into the Department of Transportation Section 130 Grade Crossing Safety program. This money will then be distributed to the States on a formula basis.

Based on estimates of railroads' tax receipts, RSAFE will add approximately \$125 million or more to the current \$150 million in the Section 130 program. Therefore, among other things, RSAFE will give States much more ability to construct gates at grade crossings, develop and acquire new technology that could serve as alternatives to whistle-blowing and generally remove hazards at grade crossings.

RSafe also mandates that 5 percent of the new funding will be spent for education and awareness campaigns, such as Operation Lifesaver. Operation Lifesaver works with local law enforcement officials and others to make pedestrians and motorists aware of the dangers at grade crossings. RSAFE also puts 10 percent of the new funding towards upgrading rail-to-rail crossings. The danger posed when two freight trains collide or when a commuter train collides with a freight train are immeasurable in lives and environmental costs.

Since railroad crossing safety is often a local and State issue, RSAFE mandates that the States pay at least a 20 percent share of any project financed with funds under this bill. I think that this is a small price for the States to pay for the safety of their citizens.

The railroads often argue that the 4.3 cent per gallon tax is unfair, that they maintain their own infrastructure unlike the trucking industry. But I think it even more unfair that the taxes go to deficit reduction instead of a program that benefits the railroads and public safety. That is what RSAFE does. It puts railroad money back into the railroads for the benefit of the public.

In addition, after 5 years of increased investment in grade crossing safety, RSAFE repeals the 4.3-cent diesel tax on October 1, 2004. Hopefully, Congress will continue the higher funding for the Section 130 program in the next highway and transportation reauthorization bill. However, until then, every day that the tax goes towards deficit reduction is a day that statistics tell us someone will die at a railroad crossing. In 1998, 428 people died from an incident at a grade crossing, 30 of whom died in my home State of Illinois. Clearly, 428 deaths in 1 year is unacceptable.

So I say to my colleagues and to those in the railroad community:

Please work with Congressman CRAMER and me to pass this legislation so that each day we will not see another life perish due to our own inactivity and inaction.

The SPEAKER pro tempore. Under a previous order of the House, the gentlewoman from the District of Columbia (Ms. NORTON) is recognized for 5 minutes.

(Ms. NORTON addressed the House. Her remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Illinois (Mr. RUSH) is recognized for 5 minutes.

(Mr. RUSH addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

CHINA HAS YET TO EARN PREFERENTIAL TRADE STATUS

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Ohio (Mr. BROWN) is recognized for 5 minutes.

Mr. BROWN of Ohio. Mr. Speaker, 10 years ago this week China's Communist dictatorship sent its tanks and armored carriers crashing through the prodemocracy protests in Tiananmen Square in Beijing. Hundreds of innocent protesters were crushed to death, hundreds more were mowed down by machine guns, hundreds more were arrested and executed.

The men and women who lost their lives in Beijing and the ones who remain jailed are the heirs to the legacy of our Founding Fathers. They quoted Thomas Jefferson, they built a monument fashioned after our Statue of Liberty, they look to the United States as a beacon of hope and of freedom. In the United States, the nation which the thousands of dead at Tiananmen hoped to emulate, is once again coddling the same dictators who had them murdered by renewing China's annual trade privileges. After all, the lure of one billion Chinese low-wage workers is the catalyst of our China policy.

Think about it: no pesky unions, no minimum wage laws, no labor standards, no effective court system to scare away investors. The potential for profit, regardless of human rights for American corporations, is enormous. After all, Wall Street bankers could not care less if the shelves at the Lorain, Ohio, K-Mart are lined with goods manufactured by Chinese slave labor. The lawyers in Washington could not care less if Chinese workers are imprisoned for trying to form unions.

Win Jingshang, a democracy activist who spent nearly two decades in a Chinese prison, told me that American corporate executives, not Chinese spies but American corporate executives, are the vanguard of the Chinese Communist Party revolution in the United States.

It should bother us, all of us, that exactly 10 years after the slaughter of those demonstrators in Tiananmen Square that American CEO's actively roam the government corridors of the Chinese Communist Party dictator-

ship. It should bother all of us that after cavorting with the butchers of Beijing, these American CEOs streamed into Ronald Reagan National Airport to argue for continued favors, continued trade advantages for the world's worse abuser of human rights. It should bother all of us that the brutal nature of China's Communist regime is totally ignored by all too many in America's business community.

The harsh reality is that the ongoing genocide in Tibet, continued arrest, and torture of democracy activists, proliferation of nuclear technology to North Korea, none of that matters very much to too many people in America's business community. To this I say, the most effective way to toughen our relationship with China is to deny it special trading privileges.

Every year I and others in this body have prodded the administration and the Republican leadership to force China to improve its behavior before giving it preferential trade status. These benefits give China's Communist Party dictators billions and billions of dollars, last year it was 60 billion to be precise, and the commercial technology needed to modernize the People's Liberation Army. Yet each year the same GOP, the same Republican Members of Congress who are the loudest in their criticism of the Clinton administration and its China policy turn around because of corporate business influence in this body, turn around and give Beijing preferential trade status.

Mr. Chairman, what we need to do before granting special trade status to the Communist Chinese is to condition their behavior on something other than what they say. I, for one, am weary of continued Chinese Communist promises that they will behave, they will play fair, they will stop human rights abuses, they will end child labor, they will stop forced abortions, they will begin to behave, they will stop selling nuclear technology to rogue nations, that they will begin to play by the rules.

It was Mao, quoting Soviet leader Lenin, who liked to state promises are like pie crusts, they are made to be broken.

Mr. Speaker, I ask the administration, I ask the President, I ask Republican leadership in this body, I ask the American business community, all of whom are far too strongly supportive of the World Trade Organization entry for China, I ask them to step back and let us see if China can behave for 1 year. We should demand to see if China can stop its human rights abuses, can stop its child labor and slave labor practices, can stop threatening Taiwan before receiving another dollar from U.S. business interests. We must not give China special trading privileges, Mr. Speaker, until we see proof that its Communist Party leaders are capable of abiding by world standards.