

time for young Americans to serve their nation in battle, Congressman McKeivitt did just that, serving admirably and with distinction in the Korean War with the United States Air Force. After graduating from the University of Denver with a Law Degree, Congressman McKeivitt began his distinguished political career as Denver District Attorney in 1967. He went on to win reelection the following year and served two more years before running for Congress. In 1970 he was elected to represent the 1st Congressional District of Colorado in the United States House of Representatives. Although Congressman McKeivitt only served one term in Congress, his career in public service was far from over.

In 1973, he became Assistant Attorney General for Legislative Affairs, under President Nixon. He soon moved on to becoming Council to the Energy Policy Office in the White House. After serving his country in these important capacities, he moved on to the private sector where he became head of the Washington Office of the National Federation of Independent Business, where he worked for over a decade.

While serving our country in many different ways, Congressman McKeivitt experienced a number of successes. But his greatest accomplishment is one that he held very dear to his heart: the Korean War Memorial. Congressman McKeivitt is credited with being one of the driving forces behind getting the legislation passed in order for the memorial to be constructed. His devotion to this project was so evident that it soon caught the attention of President Reagan, who acted quickly and appointed the Congressman to a position on the Advisory Board.

Congressman McKeivitt served his community, State and Country admirably. His dedication and devotion to serving his fellow citizens was truly remarkable. He was a truly great American and his many accomplishments will live on in the hearts of all who knew him.

Mr. Speaker, on behalf of the State of Colorado and the US Congress, I ask that we now pay tribute to this remarkable human being. He may be gone, but his spirit of service and sacrifice will live on for years to come.

THE UNITED/US AIRWAYS MERGER: A MATTER OF SURVIVAL

HON. BUD SHUSTER

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Monday, October 2, 2000

Mr. SHUSTER. Mr. Speaker, America's aviation system has been hurtling toward gridlock and potential catastrophes in the skies. Flight delays, cancellations, high fares, and complaints about customer service have been all too common. The problem is an aviation system that has not expanded to keep up with demand.

Fortunately, help is on the way. Taking effect in October, the recently enacted Aviation Investment and Reform Act for the 21st Century (AIR 21) will provide over the next 3 years \$40 billion primarily from the Aviation Trust Fund for new runways, gates, and terminals to promote expanded competition and meet the demands of the next century; it will also accelerate efforts to modernize our antiquated air traffic control system. The result will be safer

travel, lower fares, and better service. But these changes won't come overnight. The problem caused by underinvestment have been festering for decades and will take years to fix. In fact, air service may get worse before it gets better.

It is against this background of an overburdened aviation system that the proposed merger of United and US Airways would appear to some as further hurting consumers. However, the opposite is true. It is the status quo that will hurt consumers. And the merger will help them, not hurt them. Let me explain why.

In June, the U.S. House of Representatives Committee on Transportation and Infrastructure, which I chair, held 2 days of hearings on the proposed merger. We heard from the chairmen of United, US Airways, and the new D.C. Air as well as the U.S. Departments of Justice and Transportation, plus several opponents of the merger. These hearings and our subsequent review have yielded much information.

Should this merger not go forward, consumers will almost certainly suffer under the status quo. US Airways is headed for financial trouble in the next few years. It will be unable to support its current system. There will be no alternative but to downsize. Retrenchment probably won't be enough. Bankruptcy is the most likely outcome, with its devastating impact on consumers and service.

Consider these facts: US Airways' labor cost of 14 cents per available seat mile is 40 percent higher than the 9.0 to 9.5 cent cost for other major carriers and almost double the 7.5 cent cost of low-cost carriers like Southwest. At a time when other airlines have been making record profits, US Airways has been hemorrhaging losses. Prior to the second quarter of this year, it lost about \$370 million over a 9-month period. During the 1990's, US Airways has lost almost \$1 billion. All of the other mid-sized, mature-cost carriers like US Airways have either gone out of business (e.g., Eastern, Pan Am) or have gone through multiple bankruptcies (e.g., Continental, TWA).

US Airways has a growing list of unprofitable routes and is losing passengers at its hubs. During the latest calendar year, only 46 percent of its routes were profitable, down from 69 percent and 62 percent in the two previous years. And while other airline hubs were growing, US Airways' three hubs in Pittsburgh, Philadelphia, and Charlotte were among only seven major airports that lost passengers in 1999.

Should the merger be approved, on the other hand, consumers will likely realize significant benefits. First, consumers would have for the first time single-carrier access to all corners of the country. Airline service will be improved by combining United's primarily east-west flight network with US Airways' north-south network. United also plans to improve service by offering 64 new non-stop domestic flights and 29 non-stop international flights a day, as well as by creating 560 new city-to-city routes. And their frequent flyer programs will be merged. United is committed to doing all of this while continuing to serve all cities currently served and capping fares for the next two years.

Second, smaller cities, particularly those served by US Airways, will benefit from the greater international access they will receive through United, improving their opportunities

to compete for business and tourism overseas. These communities will benefit from the new passenger demand that will be stimulated by the combined network. For example, United has projected that demand for service to Pittsburgh will increase by 33 percent from Allentown, 10 percent from Harrisburg, 16 percent from Albany, and 10 percent from Syracuse. This increased yield will make short haul routes to smaller communities more profitable and easier to continue.

Third, with the merger, a new low-cost carrier will be established, based in the Washington, DC, area. This carrier will receive slots at Ronald Reagan National Airport, and be able to compete against United and the other carriers.

That is why the proposed United/US Airways merger is so important. In the best case, the merger will provide tremendous opportunities for growth and improved service. But even if not all of these opportunities materialize, consumers will still be far better off than they otherwise would have been under a retrenched or bankrupt US Airways.

One final point: United's recent labor woes should not be a factor in evaluating the merger. These problems—similar to problems experienced by American and Continental in the past—are not unusual in the aviation industry and are transitory in nature.

In conclusion, we need to be realistic about the prospects for US Airways. Consumers will be better off hitching their wagon to a big and strong United Airlines than a financially endangered US Airways.

ALTERNATIVES TO OIL SHOULD BE PURSUED

HON. DOUG BEREUTER

OF NEBRASKA

IN THE HOUSE OF REPRESENTATIVES

Monday, October 2, 2000

Mr. BEREUTER. Mr. Speaker, this Member commends to his colleagues the following editorial from the September 24, 2000, Lincoln Journal Star. The editorial expresses concern about some of the proposals which have been offered to address rising oil costs. As the editorial emphasizes, the U.S. should encourage alternatives to oil such as wind energy and other renewable sources. Clearly, ethanol provides an attractive alternative which helps the rural economy while helping to meet energy needs.

[From the Lincoln Journal Star, Sept. 24, 2000]

OIL PRICES GENERATING BAD IDEAS

More than a quarter century has passed since Americans waited in lines to buy high priced gasoline.

There was plenty of time to find new energy efficiencies and develop diversified energy resources. Now we're paying the price for letting things slide.

You'd think the view of the future should have been a little better from those high seats in gas-guzzling SUV's.

Gas prices have spiked to their highest level in the past 10 years. A barrel of crude has tripled in price to almost \$40 in the past two years. American concern might not have reached the emotional levels in Europe, where truckers blocked roads in protest, but it won't take much for panic to spread.

Before oil price hysteria takes away good judgment, a few bad ideas need to be spiked.

Too bad it's already too late to block Vice President Al Gore's proposal to dip into the Strategic Oil Reserve. That should have been recognized immediately as a blatant political ploy to smooth things over until after the election. Even Clinton's own Treasury Secretary Lawrence Summers said using the petroleum reserve would be "a major and substantial policy mistake."

As Sen. Chuck Hagel noted in a speech on energy this week, the 570 million gallons in the reserve were set aside for acute disruptions in the oil supply caused by war or other national emergencies.

An election is not a national emergency. Things could get worse quickly. Already Iraq's Saddam Hussein has starting making threatening noises. His hand is on the spigot of 2.3 million barrels of oil a day in the international market.

The motivation to protect fixed-income Americans from surging prices for home heating is understandable, but relief from high winter heating bills should be provided under existing programs to provide assistance based on need. Tapping the petroleum reserve provides price relief to well-to-do Americans who should be able to absorb the price hikes on their own.

Another short-sighted idea pushed in the United States since prices began rising is to drop taxes on gasoline. The problem with that approach is that it would remove the primary source of funding for highway construction. What good is cheaper gas if the roads are falling apart?

Still another bad idea (endorsed by Hagel, we note with dismay) is to permit oil development in the coastal plains of the Arctic Wildlife Refuge. That development, for only an estimated 16 billion barrels of oil, would disrupt caribou calving grounds and migratory patterns that have existed for centuries.

A better approach to high oil prices than jeopardizing fragile environmental areas is to encourage alternatives to fossil fuels. Already available in the market, for example, are BMWs that run on hydrogen. Even in Lincoln consumers can purchase hybrid autos from Honda and Toyota that run on both gasoline and electricity.

Just this week Gov. Mike Johanns pointed out that Nebraska ranks sixth in the nation in terms of wind energy resources. "We are the Saudi Arabia of wind," Johanns boasted. The cost of producing electricity by wind turbine has dropped from 40 cents a kilowatt-hour in 1979 to 4 to 5 per kilowatt-hour.

Retired Iowa farmer Chuck Goodman will earn more than \$8,000 this year for the turbines he has on an acre of land. This harvest season, he said, that same acre would earn him only \$100 to \$200.

Development of a coherent national energy policy is long overdue, as Hagel pointed out in several venues last week. It's important, however, that perspective not be limited to the current obsession with oil prices. Government interference to force cheaper prices is not the answer. The best long-term government response is to work within the framework of the free market to encourage development of new energy sources.

IN HONOR OF CARA L. DETRING,
RESIDENT OF MISSOURI AND
FIRST WOMAN PRESIDENT OF
THE AMERICAN LAND TITLE AS-
SOCIATION

HON. JO ANN EMERSON

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Monday, October 2, 2000

Mrs. EMERSON. Mr. Speaker, on behalf of Representative BLUNT, Representative CLAY,

Representative DANNER, Representative GEPHARDT, Representative HULSHOF, Representative MCCARTHY, Representative SKELTON, Representative TALENT and me, I submit the following in the CONGRESSIONAL RECORD in honor of a Missourian whose career deserve recognition. Cara L. Detring is about to become the first woman president of the American Land Title Association, and this distinction merits notice in the RECORD for the 106th Congress. The American Land Title Association membership is composed of 2,000 title insurance companies, their agents, independent abstracters and attorneys who search, examine, and insure land titles to protect owners and mortgage lenders against losses from defects in titles. Many of these companies also provide additional real estate information services, such as tax search, flood certification, tax filing, and credit reporting services. These firms and individuals employ nearly 100,000 individuals and operate in every county in the country.

Cara's rise does not surprise me or others who know her. A former municipal judge for the city of Farmington for eight years, Mrs. Detring has never shrunk from leadership. As a second-generation title person and a third generation attorney from both sides of her family, Cara currently is President of Preferred Land Title Company, one of the premier title insurance agencies in Missouri with six offices in Farmington, Cape Girardeau, Potosi, Fredericktown, Desloge, and Perryville. Cara is also chairman of the Board of Directors for Metro Title, Inc., President of Preferred Escrow Company, and she still maintains her private law practice focusing on estate planning and real estate law. Cara Detring is a member of the Legal Education Committee of the Missouri Bar Association and was a director on the Board of Meramec Legal Aid Corporation for eight years. And as an example to women, she was named Woman of the Year, 1990, by Women of Today. In 1991, Cara received the "Title Person of the Year" award from the Missouri Land Title Association.

As a title agent, Cara's responsibilities include assurance through diligent searches of the public record that properties consumers buy come with all ownership rights intact; in other words, come with "clean" title. When purchasing a home or other real estate, one actually doesn't receive the land itself. What is acquired is "title" to the property—which may be limited by rights and claims asserted by others.

Problems with title can limit one's use and enjoyment of real estate, as well as bring financial loss. Title trouble also can threaten the security interest your mortgage lender holds in the property. Protection against hazards of title is available through a unique coverage known as title insurance. Unlike other kinds of insurance that focus on possible future events and charge an annual premium, the insurance is purchased for a one-time payment and is a safeguard against loss arising from hazards and defects already existing in the title. Some examples of instruments that can present concerns include: deeds, wills and trusts that contain improper vesting and incorrect names; outstanding mortgages, judgments and tax liens; and easements or incorrect notary acknowledgments.

In spite of all the expertise and dedication that go into a search and examination, hidden hazards can emerge after completion of a real

estate purchase, causing an unpleasant and costly surprise. Some examples include a forged deed that transfers no title to real estate; previously undisclosed heirs with claims against the property; and mistakes in the public records. Title insurance offers financial protection against these and other hidden hazards through negotiation by the title insurer with third parties, payment for defending against an attack on title as insured, and payment of claims.

As President-elect of ALTA, Cara wants to continue to build the educational, legislative and networking success already achieved by the association. In education, Mrs. Detring wants to make more education and information available at their website, www.alta.org. Legislatively, Cara wants to build on the relationships between title professionals and members of Congress and the agencies. And with respect to networking, Cara wants to make sure that the association has relevant meetings, where vendors and customers can interact and find out the latest way to provide high quality, low cost goods and services in the title insurance and settlement services industries. Cara will rely in part on her experience as president of the Missouri Land Title Association from 1987 until 1988.

Not only is Cara president-elect of ALTA, but she also is a member of its Government Affairs Committee, the Finance and Nomination Committees. Cara chairs the Committee on Committees and the Planning Committee. For eight years Cara chaired ALTA's Education Committee.

Ms. Detring is a regular speaker and panelist at national and state trade associations, and for 21 years she has served as an instructor at Missouri Land Title Institute (for which she contributed as author of Course I and Course II correspondence courses). Cara is a trustee and member of the Executive Committee for Mineral Area College Foundation, and she instructed Mineral Area College in short courses. Cara's own education included a B.A. in 1972 from the University of Missouri and a J.D. in 1976 from that same school's law school.

Apart from ALTA, Cara is involved in the medical field. She is a trustee on the Board of Trustees of Mineral Area Regional Medical Center. Cara received the Excellence in Governance Award in 1999 from the Missouri Hospital Association. She is a Director of Mineral Area Regional Medical Center Foundation Board, member of the MARMC Home Health Board of Directors, and Chairman of the Board and President of HospiceCare, Inc. She served as chairman of the Board of Presbyterian Children's Services. Cara's deep involvement in a wide variety of endeavors testifies to her spirit of charity. In fact, in 1992, Cara received the Good Neighbor Award given by the Farmington Chamber of Commerce.

Ms. Detring is married to Terry Detring, an accountant, and they have two children ages 23 and 15. They live on a 320 acre farm in Farmington.

I am pleased to submit this statement for the CONGRESSIONAL RECORD, and I wish Ms. Detring good luck during her term as ALTA President and beyond.