

that Members of Congress and their staffs fully understood the Navy's shore infrastructure requirements. In this capacity, Rear Admiral Smith was second to none.

Previously, he served as the Director, Facilities and Engineering Division for the Chief of Naval Operations where he had a hand in shaping the Navy's readiness ashore, as well as numerous quality-of-life initiatives to improve the lives of Sailors and Marines. A true shore facilities expert, his previous public works assignments included Assistant Public Works Officer, Naval Air Station, Brunswick, Maine; Public Works Officer, Naval Air Station, Keflavik, Iceland; and Commanding Officer, Public Works Center, San Diego, California.

As an acquisition professional, he has had numerous contracting assignments, including Officer-in-Charge of Construction, Mid Pacific, Pearl Harbor, Hawaii and Head of Acquisition and Vice Commander of Western Division, San Bruno, California. He embarked on his brilliant naval career as the Officer in Charge of Seabee Team 5301, making three deployments to Vietnam and earning the Bronze Star and Combat Action Ribbon.

The Navy will best remember Rear Admiral Smith for his mastery of the Navy's financial system and his prowess in effectively navigating the political waters within the Beltway. His eight tours in the Nation's Capital began with duty in the office of the Chief of Naval Operations as Facilities Engineer, Security Assistance Division (OP-63). After an exchange tour on the Strategic Air Command staff, he then served as the Director of the Chief of Naval Operations' Shore Activities Planning and Programming Division (OP-44), followed by a tour in the Office of the Comptroller of the Navy. Later, he served in the offices of the NAVFAC Comptroller and the Director of Programs and Comptroller, NAVFAC. After his Command tour in San Diego, he returned to NAVFAC Headquarters as Vice Commander and Deputy Chief of Civil Engineers. Rear Admiral Smith's knowledge of the Fleet, coupled with his unparalleled planning and financial acumen, was absolutely vital to successfully charting the Navy's course through both the 1980s build-up and the post-Cold War draw-down.

Rear Admiral Smith is a native of Milwaukee, Wisconsin, and a graduate of Marquette University where he received his Bachelor of Science in Civil Engineering. He later attended Purdue University where he earned his Master of Science in Civil Engineering. Married to the former Susan Clare Kaufmann of Milwaukee, he and Susan have two sons, Brian and Michael.

My home State of Mississippi has benefitted greatly from the contributions of Rear Admiral Smith's visionary leadership, consummate professionalism, uncommon dedication, and enduring personality. For the State of Mississippi, he was there to assist in

the disaster recovery from Hurricane George; he was there to provide outstanding facilities support for U.S. Navy bases in Mississippi; and he was there to assist my staff in providing the highest levels of facilities support for our Navy. On January 1, 2001, he will enter retirement and the Navy will wish him fair winds and following seas. On behalf of the Congress, I congratulate Rear Admiral Louis Martin Smith on the completion of an outstanding and successful career with very best wishes for even greater successes in the future.

ANGELS IN ADOPTION AWARD

Mr. ROCKEFELLER. Mr. President, as a member of the Congressional Coalition on Adoption, I would like to commend Senators MARY LANDRIEU and LARRY CRAIG for their leadership in creating the Angels in Adoption program. I am happy to join in this initiative to honor the special families that open their hearts and homes when they adopt a child. This year I want to recognize a special family from Falling Waters, West Virginia as our very own angels in adoption. The Merryman family has been nominated for the Angels in Adoption Award by Steve Wiseman, Executive Director of West Virginia Developmental Disability Council, for being outstanding examples of adoptive parents.

Scott and Faith Merryman have been happily married for 32 years and live in Berkeley County, West Virginia. They both work in the disability field, Scott as a supervisory mentor at the Autism Center and Faith at the West Virginia Parent Training Information Center, a resource center for parents of children with special needs.

They have 6 children, 8 grandchildren, and one great-grandchild. Two of their children, Richard and Hope, are adopted and they are in the process of adopting another foster child, Charity Megan.

Richard, who has cerebral palsy, is 26 years old, and now lives in his own apartment. Richard is a member of the West Virginia Team of the President's Committee on Mental Retardation and attended the International Academy in 1999. He is also a member of the West Virginia Developmental Disabilities Council and a self-directed activist on accessibility and other disability issues.

Hope was adopted at 13 days old because her birth parents were unable to take care of her. She is now 19 years old and enjoys working as an Assistant Manager in a local restaurant as well as spending time with her family.

Charity Megan came to the Merryman family when she was 14 months old from an institution. She is now 17 years old, and has severe disabilities including facial deformities, stunted growth, mental retardation, and a seizure disorder.

Despite the long hours of care and trips to the doctor, Scott and Faith say

that they have learned a lot about the kind of things money can't buy—like love and laughter.

I am proud to honor the Merrymans for the love that they show their family, and to the commitment they share in promoting adoption. In my own state of West Virginia, we have had a 51 percent increase in the number of adoptions since 1995 because of caring families like the Merrymans.

We as a Nation need to continue to offer our support to these special families. As a member of Congress I will continue to introduce legislation that will build on the foundation of the 1997 Adoption and Safe Families Act to ensure our children a safe and stable home.

VICTIMS OF GUN VIOLENCE

Mr. BYRD. Mr. President, it has been more than a year since the Columbine tragedy, but still this Congress refuses to act on sensible gun legislation.

Since Columbine, thousands of Americans have been killed by gunfire. Until we act, Democrats in the Senate will read the names of some of those who have lost their lives to gun violence in the past year, and we will continue to do so every day that the Senate is in session.

In the name of those who died, we will continue this fight. Following are the names of some of the people who were killed by gunfire one year ago today.

October 2, 1999:

Dian Bailey, 29, Detroit, MI;
Charles L. Coron, 52, New Orleans, LA;
Joanel Facouloute, 46, Miami-Dade County, FL;
Filiberto Gamez, 21, Chicago, IL;
Lucretia Henderson, 13, Kansas City, MO;
Kenneth Holland, 39, Louisville, KY;
Leroy L. Lee, 31, Chicago, IL;
George Morris, 24, Washington, DC;
Hugo Najero, 15, San Antonio, TX;
Majid Radee, 30, Detroit, MI;
Edison Robinson, 25, Detroit, MI;
Harold Swan, 37, Louisville, KY;
Richard Thomas, 30, Philadelphia, PA;

Ruben Trevino, Jr., 46, Houston, TX;
Unidentified male, 17, Portland, OR.

One of the victims of gun violence I mentioned, 13-year-old Lucretia Henderson of Kansas City, Missouri, was shot and killed while riding in a car with her cousin and two friends. Lucretia was killed when her two friends in the backseat began playing with a handgun.

Following are the names of some of the people who were killed by gunfire one year ago on Friday, Saturday and Sunday.

September 29, 1999:

Jeffrey Dowell, 38, Philadelphia, PA;
Jose Escalante, 19, Philadelphia, PA;
Louis Grant, 17, Baltimore, MD;
James Heyden, 23, Detroit, MI;
Jose Martinez, 16, Houston, TX;
Tracey Massey, 25, Charlotte, NC;

Ismael Mena, 45, Denver, CO;
 Antoine Moffett, 19, Chicago, IL;
 Michael Rivera, 24, Philadelphia, PA;
 Alexander Williams, 30, St. Louis,
 MO;

Christopher Worsley, 46, Atlanta, GA.
 September 30, 1999:

William C. Benton, 46, Memphis, TN;
 Ziyad Brown, 22, Baltimore, MD;
 Carl D. Budenski, 84, New Orleans,

LA;

John Cowling, 27, Detroit, MI;
 Jason Curtis, 17, San Antonio, TX;
 Ellen Davis, 74, Houston, TX;
 Benacio Ortiz, 31, Chicago, IL;
 Rovell Young, 35, Detroit, MI.
 October 1, 1999:

Giles E. Anderson, 35, Hollywood, FL;
 Terry Tyrone Dooley, 40, New Orleans,
 LA;

Vernon Hill, 62, Denver, CO;
 Leroy Kranford, 67, Detroit, MI;
 Michael Pendergraft, 43, Oklahoma
 City, OK;

Michael Preddy, 32, Minneapolis, MN;
 Carmen Silayan, Daly City, CA;
 James Stokes, 27, Washington, DC;
 Joanne Suttons, 35, Detroit, MI.

We cannot sit back and allow such
 senseless gun violence to continue. The
 deaths of these people are a reminder
 to all of us that we need to enact sen-
 sible gun legislation.

THE JAMES MADISON COMMEMO- RATION COMMISSION ACT

Mr. WARNER. Mr. President, it is
 unfortunate that James Madison's leg-
 acy is sometimes overshadowed by
 other prominent Virginians who were
 also founding fathers of the United
 States. Most Americans can readily re-
 cite the accomplishments of George
 Washington and Thomas Jefferson. And
 while most people can identify James
 Madison as an important figure in
 American history, his exact accom-
 plishments are sometimes less well
 known than some of his contem-
 poraries. As we approach the 250th an-
 niversary of James Madison's birth, I
 wish to bring to your attention the
 outstanding contributions he made to
 the fledgling United States.

During the course of his life, James
 Madison exhibited all the best qualities
 of a politician and a scholar. As a poli-
 tician, he served as a member of the
 Virginia House of Delegates, a member
 of the U.S. House of Representatives,
 U.S. Secretary of State, and two-term
 President of the United States. As a
 scholar, he is associated with three of
 the most important documents in
 American history: the U.S. Constitu-
 tion, the Federalist Papers, and the
 Bill of Rights. In Virginia, we have
 paid tribute to James Madison by nam-
 ing one of our fine state universities
 after him—James Madison University
 in Harrisonburg, Virginia.

More than any other American,
 Madison can be credited with creating
 the system of Federalism that has
 served the United States so well to this
 day. Madison's indelible imprint can be
 seen in the delicate balance struck in

the Constitution between the executive
 and legislative branches and between
 the states and the Federal government.
 In addition to his contributions to the
 Constitution and the structure of
 American government, Madison kept
 the most accurate record of the Con-
 stitutional Convention in Philadelphia
 of any of the participants. Madison's
 notes from the Convention are a gift
 for which historians and students of
 government will forever owe a debt of
 gratitude.

After the Constitutional Convention,
 Madison worked toward ratification of
 the Constitution in two of the states
 most crucial for the new government:
 Virginia and New York. He narrowly
 secured Virginia's ratification of the
 Constitution over the objections of
 such prominent Virginians as George
 Mason and Patrick Henry. He assisted
 in the New York ratification effort
 through his contributions to the Fed-
 eralist Papers.

The Federalist Papers, written by
 James Madison, Alexander Hamilton,
 and John Jay are used to this day to
 interpret the Constitution and explain
 American political philosophy. Fed-
 eralist Number 10, written by Madison,
 is the most quoted of all the Federalist
 Papers.

As a member of the U.S. House of
 Representatives, Madison became the
 primary author of the first twelve pro-
 posed amendments to the Constitution.
 Ten of these were adopted and became
 known as the Bill of Rights.

James Madison presided over the
 Louisiana Purchase as Secretary of
 State under President Jefferson and
 prosecuted the War of 1812 as Presi-
 dent. He was a named party in *Marbury*
vs. Madison, the famous court case in
 which the Supreme Court defined its
 role as arbiter of the Constitution by
 asserting it had the authority to de-
 clare acts of Congress unconstitu-
 tional.

James Madison was born March 16,
 1751, in Orange County, Virginia. Ac-
 cordingly, I urge your support of the
 James Madison Commemoration Com-
 mission Act, legislation that will re-
 cognize the life and accomplishments of
 James Madison on the 250th anniver-
 sary of his birth.

PROPOSED MERGER OF UNITED AIRLINES AND US AIRWAYS

Mr. McCAIN. Mr. President, the Com-
 merce Committee recently approved S.
 Res. 344, which expresses the Sense of
 the Senate that a merger of United
 Airlines and US Airways would hurt
 consumers' interests. A.G. Newmyer,
 managing director of U.S. Fiduciary
 Advisors, similarly addressed the pub-
 lic interest perspective in a guest edi-
 torial printed in *The Washington Post*.
 I ask unanimous consent that the piece
 be reprinted in the RECORD in its en-
 tirety.

There being no objection, the mate-
 rial was ordered to be printed in the
 RECORD, as follows:

[From the Washington Post, Aug. 20, 2000]

UNITED WE STAND, IN LINE

(By A.G. Newmyer)

Chicago was created, as the old joke goes,
 for New Yorkers who like the crime and traf-
 fic but wanted colder winters. And now, it
 seems, Chicago—like other United Airlines
 hubs—was created for travelers willing to
 spend their summer vacations waiting in
 lines at the airport. If United's proposed
 takeover of US airways goes through, Wash-
 ington may have been created for Chicagoans
 who wanted to spend their days in lines at a
 smaller airport.

Given the size of US Airway's operations in
 our region (particularly its share of traffic at
 Reagan National Airport), as well as
 United's proposed rule in operations of the
 new DC Air frequent fliers worry that the
 Clinton administration and Congress might
 actually permit United's expansion.

United we stand, in line. Divided, we fly
 . . . at least, some of us.

Federal Aviation Administrator Jane
 Garvery recently pointed to myriad factors
 in explaining this summer's air travel deba-
 cle: a system operating at peak capacity in a
 booming economy, weather, labor, issues and
 so on. United's senior management, at least
 until its recent apologies seemed happy to
 point the finger anywhere but in the mirror.

Many of the excuses don't stand up to scru-
 tiny. News reports, for example, have noted
 that United is quicker than other airlines to
 blame weather for cancellations. Seldom is
 it mentioned that a carrier's obligation to
 pay for hotel rooms and otherwise take care
 of passengers vanishes when nature is the
 culprit. Similarly, even if pilots are unwill-
 ing to fly their customary schedules, cus-
 tomer service agents at the counters and on
 the phones could be augmented to take care
 of the obvious resultant crush. Waiting
 times make a mockery of such customer-
 friendly tactics, particularly for passengers
 finding our exactly how inconvenient the
 convenience of ticket-less travel is.

Common sense would suggest that United
 management has a very full plate trying to
 fly its current fleet. Only the luckiest occa-
 sional traveler on United could conclude
 that the airline has been operating in the
 public interest this year. Interestingly, the
 federal government's review of the proposed
 merger may pay scant attention to common
 sense.

The government's review focuses largely
 on antitrust and competitive considerations,
 not on the broader public interest. Although
 the Department of Transportation has a role
 to play, responsibility for the willingness to
 treat customers like human beings may get
 short shrift in a review process that is both
 legal and laughable.

In the long term, business courses are like-
 ly to include discussion of how United's man-
 agement ruined a world-class, respected
 brand, Labor's ownership role and board
 seats at United may cause other companies
 to wonder about the efficacy of such arrange-
 ments.

In the short term, the United mess de-
 serves a more thorough governmental review
 before its management expands its choke-
 hold on passengers to include US Airways
 and DC Air. Although time is short in this
 election year, Congress would find vast voter
 sympathy in reviewing whether applicable
 merger statutes are appropriate. And before
 President Clinton finds himself joining the
 rest of us on commercial flights, he should
 direct his administration to just say no to a
 broader role for United in today's unfriendly
 skies.