

to worry about forfeiting past reparations they've received from the government.

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INTRODUCTION OF THE TERRORIST DISASTER RELIEF FOR SMALL BUSINESSES ACT

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**HON. JOHN J. LaFALCE**

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, September 25, 2001*

Mr. LAFALCE. Mr. Speaker, the tragic events of September 11, 2001, have caused a massive disruption of businesses all over the country. The most visible of the economic scars can be found in lower Manhattan, which some 15,000 businesses called home, and in the air transport industry, which the government was forced to close. But, the economic hardships caused by the September 11th terrorist attacks reach far beyond the areas immediately impacted by the attacks and involve all types of businesses.

In order to overcome their current difficulties, businesses who have suffered substantial hardship because of the September 11th terrorist attacks will need access to low-cost credit to cover their uninsured losses and to provide needed operating cash while they regain their footing. Congress has provided financial assistance to the airline industry. And, thankfully, many small businesses in the New York City area will qualify for economic injury disaster loans from the Small Business Administration. However, there are many more innocent small businesses who need the Government's help to overcome the economic difficulties caused by the terrorist attacks and the resulting turmoil in the air transportation industry.

Among the small businesses that have been injured are those that sell goods and services to the airports, airlines and airline passengers. The current crisis has also taken a heavy toll on the entire tourist industry, particularly, the many small businesses that are integral to that industry. The closing of commercial air traffic during the week of September 11th had a severe impact on many businesses that depend on the airlines and air cargo industry for the delivery of items crucial to the conduct of their enterprise. While we cannot yet measure the economic impact of the attacks on the small business community, many small businesses all over the country are clearly suffering.

The SBA has received requests for disaster assistance from small businesses all over the United States, including small businesses in the Dallas-Fort Worth area and California, and small businesses from as far away from New York City as Hawaii. But, under the current restrictions that apply to the SBA disaster loan program, the SBA cannot provide disaster assistance to businesses outside of a declared disaster area and contiguous communities.

My bill, the Terrorist Disaster Relief for Small Businesses Act, would provide needed disaster assistance to businesses all over this Nation. First, the bill gives the Small Business Administration the authority to provide economic injury disaster loans to a small business located anywhere in the United States that can demonstrate it experienced a substantial economic injury because of the terrorist attacks, including injuries caused by actions taken by the government in response to at-

tack. Additionally, the bill would permit the Administrator of the SBA to relax, as he deems necessary and appropriate, the "small business" size standards for an injured business that, as a technical matter, does not meet the size standards. These exceptions to the normal SBA criteria would only apply to businesses that have been injured by the September 11th attack.

These are extraordinary times that call for extraordinary solutions to overcome the Nation's current crisis. I believe altering the criteria for SBA disaster loans will help the Nation's small businesses to begin to recover from the economic hardships caused by the September 11th attack. I urge my colleagues to support this important legislation.

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TRIBUTE TO GORDON GALVAN

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**HON. FORTNEY PETE STARK**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, September 25, 2001*

Mr. STARK. Mr. Speaker, I would like to pay tribute to Gordon Galvan's many years of dedicated service on the San Leandro City Council.

A lifelong San Leandro resident, Gordon is a third generation San Leandran and grandson of Spanish immigrants. He is a graduate of St. Leander's School and San Leandro High School.

Gordon began his service to the local community in 1992 as co-founder and President of the Bancroft Area Neighborhood Association. He went on to be elected in 1994 to the San Leandro City council, representing District One and was re-elected by a mandate in 1998.

During his two terms on the Council, Galvan was recognized as a champion of small and large businesses and a passionate advocate for revitalization of Downtown San Leandro. He led the way for public/private partner investments in the area resulting in over \$2.5 million of improvements to downtown San Leandro.

Local and regional civic and community leaders recognized Gordon's leadership on the Council. His colleagues on the San Leandro City Council elected Galvan for an unprecedented two terms as Vice Mayor.

He served as vice chair of the City of San Leandro's Disaster Preparedness Council, and worked on San Leandro's FEMA award-winning Disaster Preparedness Campaign.

After seven years of service to the city of San Leandro, Gordon has stepped aside to devote more time to his business. Still devoted to serving his community, he is overseeing the management of the San Leandro Shuttle Program and the San Leandro Industrial Industrial Roundtable.

The Mayor, the San Leandro City Council and the Chamber are hosting a tribute to Gordon on September 27. I join in expressing appreciation for his many years of dedicated service on the San Leandro City Council.

PRESERVE U.S. JOBS IN THE PASSENGER VESSEL INDUSTRY

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**HON. ROBERT A. BORSKI**

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, September 25, 2001*

Mr. BORSKI. Mr. Speaker, I rise today to express my opposition to a proposal to amend the 1886 Passenger Vessel Services Act (PVSA) by designating Panama as a distant foreign port of call. Such designation would allow foreign-flag vessels to carry passengers from one U.S. port to another U.S. port, provided only that the vessels stop in Panama en route.

Under the existing PVSA, vessels making U.S. point-to-point services must be owned, built, flagged and manned in the U.S. This statute has served our country well for over a century, ensuring a vibrant domestic passenger vessel industry that creates and preserves jobs in the U.S. Designating Panama as a distant foreign port would create no U.S. jobs, generate no economic benefits for the U.S., and result in no new business for U.S.-flag cruise vessels. Only foreign-flag—which pay no U.S. corporate income taxes, operate largely outside of U.S. laws, and employ foreign labor—would benefit from this misguided proposal.

The PVSA authorizes the U.S. Customs Service to provide the flexibility needed to meet the needs of the cruise industry public while at the same time preserving important national interests. By arbitrarily designating Panama as a distant foreign port, Congress would supersede the regulatory authority of Customs and contravene the longstanding purposes of the PVSA to bar foreign vessels from engaging in domestic transportation. Such an act would also create a dangerous precedent that could have even graver implications for U.S. cargo transportation governed by the Jones Act.

Mr. Speaker, the proponents of the Panama proposal hope to include it as an amendment to the Coast Guard Authorization bill. I urge my colleagues to strongly oppose this misguided attempt to undermine one of our nation's most important maritime laws.

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TRIBUTE TO PAUL W. IVORY, ADMINISTRATOR OF CHESTERWOOD

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**HON. JOHN W. OLVER**

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, September 25, 2001*

Mr. OLVER. Mr. Speaker, it gives me great pleasure to commend Paul W. Ivory, who as of September 30 will retire as the Administrator of Chesterwood, the former country home and studio of sculptor Daniel Chester French in Stockbridge, Massachusetts. French was the creator of two of America's most powerful symbols: The Minute Man (1875) in Concord, Massachusetts and Abraham Lincoln (1922) for the Lincoln Memorial in Washington, DC.

At Chesterwood, which was designed by noted architect Henry Bacon, French executed many commissions, and he also designed the gardens and woodland walks around the grounds. French is considered to be one of

the most important artists of the late 19th century and early 20th century when our country was undergoing enormous change as an emerging world power. Playing a large role in a national movement to commemorate its heroes, French created more than 100 works of public sculpture.

In 1969, Chesterwood was donated to the National Trust for Historic Preservation by French's daughter, Margaret French Cresson. Shortly thereafter, Paul Ivory took over as Administrator of the museum and residence, and he has been its guiding force for the past 30 years. Mr. Ivory employed unparalleled dedication, expertise and commitment to excellence in overseeing the facilities and programming at Chesterwood during a time when it evolved into one of the most outstanding artistic and cultural attractions in the region, and indeed in the country.

Today, Chesterwood holds nearly 500 pieces of sculpture by Daniel Chester French, including molds, casts and studies—making it one of the largest collections of fine art devoted to a single American sculptor. Visitors to Chesterwood can enjoy a number of activities, including the studio where French worked and a residence that demonstrates the architectural elements of the Italian Villa and Colonial Revival styles. They can also walk through the studio garden with its flowered borders, sculptures and vistas of the Berkshire Hills. And they can view exhibits at the new Barn Gallery that bring the career and classical work of French to life even more. Among the other programs and exhibitions that have come to life under Mr. Ivory's charge are the Contemporary Sculpture at Chesterwood Series (22 years running), which allows visitors to compare diverse artistic styles and materials from both the past and the present, and the Sculpture in Residence, where visitors can become engaged in the art through a series of exhibitions and demonstrations, along with the Walking Tours of Contemporary Sculpture and the Annual Antique Car Show.

Mr. Speaker, Paul Ivory has demonstrated by his many accomplishments at Chesterwood that he is a man of outstanding ability and professionalism. At the same time, he has always exhibited deep respect for all of his associates and everyone connected with Chesterwood. Under his management, patronage at Chesterwood has grown to several thousand visitors every year, who come to be informed, entertained and edified. I also think it is appropriate to note that Mr. Ivory is a decorated Viet Nam veteran who earned the Army Commendation Medal, the National Defense Service Medal, the Viet Nam Service Medal, and the Republic of Viet Nam Campaign Ribbon with Device. I am proud to honor Mr. Ivory today and to express appreciation on behalf of myself and the western Massachusetts community in recognizing his accomplishments as Administrator of Chesterwood.

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THE DISPLACED WORKERS ASSISTANCE ACT

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**HON. NICK J. RAHALL II**

OF WEST VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 25, 2001

Mr. RAHALL. Mr. Speaker, I am pleased to be an original co-sponsor of the "Displaced

Workers Assistance Act" introduced today by Mr. Gephardt. This bill will provide job training skills, health care benefits and extension of income support to employees of the airlines, and related industries, who lost their jobs as a result of the terrorist attacks on September 11, 2001.

I am especially pleased that the bill has been introduced just days after the House passed the "Air Transportation Safety and System Stabilization Act" last Friday.

I have always supported legislation to improve the quality of life for the American Worker. Last week, when the House passed the "Air Transportation Safety and System Stabilization Act," I joined in the concern expressed by several unions that the bill did not contain provisions for displaced workers.

During floor debate on the airline stabilization bill, Speaker Hastert and Democratic Leader Gephardt pledged to address the needs of displaced workers in separate legislation as soon as possible. I voted for the "Air Transportation Safety and System Stabilization Act" last Friday because we were given these assurances.

I am pleased that the bill we introduce today has solid provisions to provide relief and security to displaced workers. I will work as hard as I can to help to get the bill passed and enacted into law expeditiously.

Regarding job training, workers who are not expected to return to their jobs within the airline industry will be eligible for retraining benefits for other types of work.

Workers who are not expected to return to their present jobs, but who may find some alternative job within the airline industry, will be eligible for upgrade training.

Regarding health care benefits, the federal government will fully reimburse eligible workers for their COBRA premiums.

Workers who do not qualify for COBRA and are otherwise uninsured will be eligible for Medicaid. The federal government will cover 100 percent of the premiums. These health care benefits will last for a maximum of 18 months.

Regarding income support, workers who exhaust their 26-week eligibility for state unemployment insurance will be eligible for an additional 52 weeks of cash payments funded entirely by the federal government.

Workers who do not meet their states' requirements for unemployment insurance will receive 26 weeks of federally financed unemployment insurance.

Workers who are eligible for the benefits provided in this bill are employees of airlines, commercial airline manufacturers, suppliers to airlines, and airports.

Only those workers who lost their jobs as a direct result of the terrorist attacks of September 11 or security measures taken in response to the attacks, are covered under this bill.

All Americans, and all people in the civilized world, were horrified at the events of September 11, 2001. But for those workers in the airlines and related industries, the pain was even more severe because of the loss of their livelihood, through no fault of their own, but through the fault of the terrorists' heinous crimes.

It is my fervent hope that the provisions of this bill will help the fine people who lost their jobs to rebuild their financial security.

By providing these displaced workers with job training, extended health care coverage

and extended unemployment benefits, we are giving them the tools to get a new job, while receiving compensation and continued health care coverage during the process.

These benefits will provide the displaced workers with peace of mind as they rebuild their lives and financial security. They deserve our help, and we must pass the "Displaced Workers Assistance Act" expeditiously.

Thank you, Mr. Speaker.

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RETIREMENT OF CHIEF FRANK J. COX WEST WINDSOR TOWNSHIP POLICE DEPARTMENT

**HON. RUSH D. HOLT**

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 25, 2001

Mr. HOLT. Mr. Speaker, I rise to recognize retiring Police Chief Frank J. Cox of West Windsor Township, New Jersey and of his thirty-nine year long commitment to serving the people of New Jersey as a distinguished law enforcement officer.

A native of Princeton, New Jersey, Frank Cox first served on the Princeton Township Police Department from 1962 to 1968 before joining Chief Frank Maquire to create the West Windsor Township Police Department in 1968, becoming Chief in January 1980.

During his tenure with West Windsor Township's police department, Chief Cox was nominated and attended the 109th Session of the FBI National Academy and then served as the President of the New Jersey Chapter of the FBI National Academy. Additionally, he served as President of the Mercer County Chiefs of Police Association as well as serving on the executive board for the past fifteen years.

Because of his tremendous abilities, Chief Cox was even called upon to serve as the Interim Business Administrator of West Windsor Township from June 2000 to September 2001. Chief Cox's stalwart leadership for the past half century serves as an enduring example of unending commitment and selfless public service. It has been a pleasure working with him in recent years.

Mr. Speaker, I applaud Chief Frank Cox on his many years of service to the people of West Windsor Township and ask my colleagues to join me in recognizing his invaluable contributions to our community and New Jersey.

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IN RECOGNITION OF THE CITY OF LA CAÑADA FLINTRIDGE

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**HON. ADAM B. SCHIFF**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 25, 2001

Mr. SCHIFF. Mr. Speaker, I rise today to honor the Southern California community of La Cañada Flintridge. On December 8, the city will celebrate its 25th year of cityhood.

In 1843, in the wake of the Mexican Revolution, Ignacio Coronel, a Mexican school-teacher from Los Angeles, was granted a valley named "Rancho La Cañada." Later, U.S. Senator Frank Flint divided 1,700 acres south of modern-day Foothill Boulevard into large lots and called his subdivision "Flintridge."