

had an agreement going into this Final Four and who will be all too happy, I am sure, to don the Duke jersey and the Duke cap, and to read a script which they have agreed to deliver in homage to the Duke Blue Devils and their national championship.

Let me say, before I yield to the gentleman from Maryland (Mr. HOYER), that Duke in this path to the national championship met not just Arizona, but the University of Maryland in the semifinal, University of Southern California, UCLA, University of Missouri, and Monmouth.

We are the adversaries of all. We are as proud as we can be.

Mr. Speaker, I am very proud to yield to the gentleman from College Park, Maryland (Mr. HOYER), my friend and colleague.

Mr. HOYER. Mr. Speaker, I ask unanimous consent that my remarks be expunged from the record as soon as they are made.

Mr. Speaker, but for the fact that the rules prohibit it, I would wear this jersey during the course of my remarks; but our Parliamentarian would have a heart attack and think that I had stepped egregiously on the rules. So only because the parliamentarian wants me to take off the Duke shirt do I do so. But I will hold it up.

The SPEAKER pro tempore. The Chair appreciates the gentleman's cooperation.

Mr. HOYER. I thank you, Mr. Speaker. I will put my jacket back on. I cannot be totally inoffensive.

The SPEAKER pro tempore. The gentleman will put his jacket back on.

Mr. HOYER. I will put the jacket back on. The gentleman from North Carolina (Mr. HAYES), my friend, is helping me with my jacket, who is a graduate of Duke. All the Dukes are pretty gracious tonight. They were not very gracious last Saturday night I noticed.

Mr. Speaker, I humbly rise to deliver an ode to the Duke Blue Devils, college basketball 2001 national champions.

Only one team during the course of the season beat Duke by more than 10 points, the mighty Maryland Terrapins. Unfortunately, it was not Saturday night.

The Duke Blue Devils are champions worthy of the name. They proved it again and again in game after game. But before they could play for the title last night, the Dukies had to get through a Saturday night fright.

The Maryland Terrapins, new to the Final Four, came out of the blocks like they wanted much more. Determined not to fall short to the Blue Devils again, my Terps were as ferocious as a lion guarding her den.

Duke was down 22 points and flat on their backs, 11 at the half, but lo and behold, a comeback was hatched. As the game wore on, the Blue Devils would not quit, and for Maryland's Cinderella season, the slipper no longer fit. But the Blue Devils were not finished; they had not cleared the field.

Mr. KOLBE. Mr. Chairman, will the gentleman yield?

Mr. PRICE of North Carolina. I yield to the gentleman from Arizona.

Mr. KOLBE. By Monday night, Duke had beaten Monmouth and Mizzou. They had sent home the Bruins, the Trojans and the Terrapins, too. The time had come to battle our beloved 'Cats. The final game would determine to whom we would tip our hats.

Duke came from the East and Arizona rode in from the West for a final Minneapolis shoot-out to answer who is best. The Devils showed that they were up for the fight, and the question of who is best was answered last night.

We watched the joyous Blue Devils cut down the net, and I thought to myself why did I make this bet?

Arizona, Maryland, and the rest of our teams are left thinking of next year and dreaming championship dreams. For now, the Blue Devils wear the crown, they can celebrate a great victory as the toast of the town.

Mr. HOYER. Here, here.

Mr. PRICE of North Carolina. Mr. Speaker, I thank the gentleman from Maryland (Mr. HOYER) and the gentleman from Arizona (Mr. KOLBE) and congratulate all of these teams. These were wonderful games, hard fought; and we are very proud to have survived this Final Four.

Mr. Speaker, I yield to the gentleman from the Eighth District of North Carolina (Mr. HAYES), a Duke alumnus.

Mr. HAYES. Mr. Speaker, the gentleman from North Carolina (Mr. PRICE) lives in Chapel Hill. We defeated the dreaded Tar Heels several times on the way to this victory.

I say to the gentleman from Maryland (Mr. HOYER), we are not gloating here. We are just here saying how proud we are of those young men, the coaching staff, the students and others.

Mr. HOYER. Mr. Speaker, will the gentleman yield?

Mr. PRICE of North Carolina. I yield to the gentleman from Maryland.

Mr. HOYER. Mr. Speaker, I want to rise a little bit in seriousness and say how proud we are, those of us who were in the ACC, of Duke's magnificent victory, not in derogation of Arizona, a great team itself, but my, my, my, how Duke plays, how Coach Krzyzewski coaches, and the fire that they showed.

I said during the ditty that I was forced to go through, that they were down by 22, and it is because of the character, the heart, the courage and, yes, the extraordinary ability of the Duke players that they came back and prevailed in that game on Saturday night.

I know the gentleman from Arizona (Mr. KOLBE) joins me in congratulating the Duke players, the Duke coach, and Duke itself for a magnificent and winning effort.

Mr. HAYES. Mr. Speaker, I want to thank the gentleman from Maryland (Mr. HOYER) and the gentleman from Arizona (Mr. KOLBE) and to our Duke Blue Devils who exhibited team work,

sportsmanship, scholarship and a family of young men and women working together that achieved remarkable things.

Congratulations to the Blue Devils.

SPECIAL ORDERS

The SPEAKER pro tempore (Mr. TIBERI). Under the Speaker's announced policy of January 3, 2001, and under a previous order of the House, the following Members will be recognized for 5 minutes each.

REGARDING THE RE-REGULATION OF THE AIRLINE INDUSTRY

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, before I get into my Special Order, since the gentleman from Maryland (Mr. HOYER) is still here, I simply want to say that the reason the Duke Blue Devils won the NCAA championship is because the referees managed to foul out almost every Big 10 player that was in the tournament, and the second reason is the fact that the coach of the Blue Devils happens to be of Polish-American heritage from the city of Chicago.

American Airlines' acquisition of TWA, which declared bankruptcy in January, is nearly complete. The American-TWA transaction was approved in March by a U.S. bankruptcy court judge. The Department of Justice issued a statement declaring that the agency would not challenge the merger, in essence, approving it.

The Department of Transportation is currently working on the transfer of TWA's certificates and international routes to American Airlines. Although American Airlines must still survive some legal challenges during the bankruptcy appeals process, and, more importantly, gain approval from its unions, it will, by the end of this month, acquire 190 TWA planes, 175 TWA gates at airports throughout the Nation, 173 TWA slots at the four slot-controlled airports, TWA's hub in St. Louis, and 20,000 TWA employees.

As a result, American Airlines will now enjoy the title of the world's largest airline with a 20 percent share of the U.S. domestic market.

Unfortunately, American Airlines' quest to become bigger does not end there. American Airlines has also joined in the fray of the proposed United-US Airways merger.

Last summer, United Airlines announced plans to purchase US Airways for a total of \$11.6 billion. Now American Airlines plans to pay United Airlines \$1.2 billion for 20 percent of the US Airways' assets, which includes 86 jets and 14 gates at six East Coast airports.

□ 1900

As part of the deal, American and United would join together to operate

the highly lucrative shuttle routes between Washington, D.C., New York, and Boston, which are now operated by US Airways. In addition, American Airlines is willing to pay \$82 million for a 49 percent stake in DCAir, the airline created to allay antitrust concerns about the proposed United-US Airways merger. DCAir plans to take over most of US Airways' operation at Reagan Washington National Airport.

If approved, United Airlines and its arch rival, American Airlines, will control half of the U.S. air travel market. Delta Airlines, United and America's next biggest competitor, will be left behind with only 18 percent of the domestic U.S. market.

In response to this unprecedented consolidation of the airline industry, the CEO of the low-fare airline AirTran called the proposed merger one of the most brazen attempts by any two dominant businesses in any industry to simply accomplish together what they so vigorously resisted in recent years, the reregulation of the airline industry. However, instead of the Federal Government doling out routes and dividing up airport assets, it is the airlines themselves that are gobbling up their weaker rivals and carving up the Nation.

With new hubs in Charlotte, Pittsburgh and Philadelphia to complement the existing operation at Washington-Dulles, United will rule the eastern seaboard in a proposed merger era. American will dominate the Midwest with the addition of St. Louis to its hubs at Dallas-Fort Worth and Chicago O'Hare. American will also have a significant presence at Reagan Washington National and New York's Kennedy airports.

Faced with this tremendous market power possessed by a combined United-US Airways and a combined American-TWA-US Airways, the remaining network carriers, namely Delta Airlines, Northwest Airlines and Continental, will have to merge in some fashion to survive. This is the only way that they can acquire the size and scale necessary to compete in a rapidly consolidating industry. Therefore, in a postmerger era, it will not be two megacarriers dividing up half of the U.S. market, but, rather, three or four megacarriers controlling 80 percent of the U.S. market.

Low-fare carriers will have to compete vigorously for the remaining 20 percent. This is, of course, if the megacarriers allow them to survive. Even today, when competition supposedly is alive and well, major carriers use their power to frustrate new entrant carriers and drive smaller competitors out of their established hubs.

The major carriers use everything in their power, including airplane capacity, airport assets, and frequent flier programs, to squash competition from low-fare, new entrant airlines. Yet, the major carriers do not vigorously compete with one another. The U.S. Department of Transportation (DOT) found that major network airlines have raised fares the most in

markets where they compete only with one another. When they are forced to compete against a low-fare carrier, prices have not risen nearly as much. In fact, according to the DOT, in a market lacking a discount competitor, 24.7 million passengers per day pay on average 41 percent more than their counterparts in a hub market with a low-fare competitor.

Three mega-carriers will have mega-market power and even more tools to drive out and keep out new competition. And, if six major carriers do not compete against each other today, why would three mega-carriers compete against each other in a post-merger tomorrow? Therefore, if the U.S. airline industry is allowed to consolidate, we will be left with essentially a re-regulated airline industry where the airlines call the shots and set the fares. With so few choices, airlines would have a captive consumer. Customer service would decline—if that is even possible given the level it is at today—and fares would increase. It's a lose-lose situation for customers. In that case, the federal government will have no choice but to step in and, in the public interest, assume its role as regulator. That's right. I firmly believe that if there are only three or four mega-carriers serving the U.S. market, the federal government will once again have to regulate the airline industry—overseeing fares, routes, and access to airports—in order to ensure a healthy state of competition.

REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H.R. 8, DEATH TAX ELIMINATION ACT OF 2001

Mr. REYNOLDS, from the Committee on Rules, submitted a privileged report (Rept. No. 107-39) on the resolution (H. Res. 111) providing for consideration of the bill (H.R. 8) to amend the Internal Revenue Code of 1986 to phaseout the estate and gift taxes over a 10-year period, and for other purposes, which was referred to the House Calendar and ordered to be printed.

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

(Mr. BILIRAKIS addressed the House. His remarks will appear hereafter in the Extension of Remarks.)

EQUAL PAY DAY

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

Mr. HOYER. Mr. Speaker, just a few minutes ago I was here in jest and in honoring the Duke team. I want to speak on a very serious subject at this point in time.

It is just days after the end of Women's History Month and just weeks before millions of Americans will collectively honor their mothers on Mother's Day. Both events are borne out of the

great respect and admiration we have for the women who have so strengthened our Nation, our society, and our families. Yet even today, Mr. Speaker, we must face up to this reality: American women earned only 72 cents for every dollar that men earned in 1999 for equal and comparable work, according to the latest report from the Bureau of Labor Statistics. And that, Mr. Speaker, is a drop of 1 cent from 1998. Put another way, that 72-cent figure means that today, Tuesday, April 3, is the day on which women's wages catch up to men's wages from the previous week. It takes women 7 working days to earn what men earn in 5.

This gender wage gap exists even when men and women have the same occupation, race, and experience; are employed in the same industry, in the same region, and are working for firms of equal size. But here, Mr. Speaker, is what it means in real terms. Each week it means that women, on average, have \$28 less to spend on groceries, housing, child care, and other expenses for every \$100 of work they do. Each month it means that women, on average, work 1 week for free. And over the course of a lifetime, it means that the average 25-year-old woman will lose more than \$5 million due to the wage gap. Let me repeat that: During their working lives, women will, on average, lose \$5 million because of the unfair wage gap.

The wage gap is even larger for women of color. African American women are paid only 65 cents for every dollar earned by a man, and Hispanic women make only 52 cents for every dollar earned by a man.

Yes, our Nation has made great strides in gender equality. In 1979, for example, women earned only 63 cents for every dollar men earned. But the wage disparity that exists in our society continues, and it is simply unacceptable. It is wrong.

I speak not only as a legislator, but as the father of three daughters and the grandfather of two granddaughters. Bella Abzug, a leader in the fight for women's equality and a former Member of this House, once remarked, and I quote, "The test for whether or not you can hold a job should not be the arrangement of your chromosomes." We must apply that same test with equal vigor on the issue of fair pay. If you can do your job, there must be no question that you will receive fair pay for your labor.

This issue, after all, is not strictly a woman's issue. It is an issue that strikes at the heart of family finances and fairness. Unequal pay robs entire families of economic security. More women than ever are in the work force today, and their wages are essential in supporting their families. Sixty-four percent of working women provide half or more of their family's income, according to a 1997 study by the AFL-CIO. And the wage gap costs the average American family approximately \$4,000 each year.