

was just a living example of what a great country that we live in. It is true, as the distinguished gentleman from New Jersey (Mr. PASCRELL) said, he came from a family that is well known, a family of hard workers and high achievers. But still that same family, as the gentleman pointed out, really never left the Harlem community. They were always there as mentors for those who wanted to help themselves.

Judge Watson served as a guide and a symbol of what can happen in this great country when people try to make something out of their lives. So whether he was a lawyer or whether he was a judge, he was always somebody that we just called plain old "Skiz."

It is remarkable how his family was able to visit with him, his daughter Chris and other daughter Karen, while he was on his death bed. I have never in my life heard of anyone that was leaving that was so concerned about his friends and family that he mapped out everything that he would like to see happen before he left us, and had a chance to tell each and every one how much he loved them.

Madam Speaker, I just think that it is fitting that all of the judges have come together to request that this building that they have worked in, the International Trade Court, be named after one of them because he was representative of all of their feelings. Even though he did retire in name only, on the complex cases he was called in, and he welcomed the opportunity to continue to serve as he served in combat and was wounded and received the Purple Heart for his World War II services.

If there was any award that we could possibly give a civilian that loved his country and his community until literally the day that he died, then Skiz, or Judge Watson, would be the person.

It is a privilege for me from the community, from the City and State of New York, to be the sponsor of this legislation. Its passage would mean that generations to follow will know who Skiz was and what he meant to our great country.

Mr. PASCRELL. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I thank the gentleman from New York (Mr. RANGEL) for being here, because this is a proposal that is presented with heartfelt knowledge of a great American.

Madam Speaker, I yield back the balance of my time.

□ 1630

Mr. LATOURETTE. Madam Speaker, I yield myself the balance of my time.

Madam Speaker, I again thank the gentleman from New York (Mr. RANGEL) for bringing this matter to our attention. I thank the chairman of the full committee, the gentleman from Alaska (Mr. YOUNG), and the distinguished ranking member, the gentleman from Minnesota (Mr. OBER-

STAR), as well as my good friend, the gentleman from New Jersey (Mr. PASCRELL).

I urge all Members to support this legislation.

Mr. OBERSTAR. Madam Speaker, H.R. 2841 is a bill to designate the court of international trade in New York City in honor of Judge James L. Watson. Judge Watson, a native New Yorker born in Harlem in 1922, lived and worked his entire life in New York. He served in the New York State Senate and as a Civil Court Judge before his appointment by President Johnson to the federal bench in 1966.

During World War II, he served in the legendary Buffalo Soldiers Division. He was awarded the Purple Heart, the Battle Star, the Combat Infantry Badge, and a U.S. Army commendation. After the war, he began private practice and became actively involved in local politics. In 1963, he was appointed to the Civil Court of New York and hired our Colleague CHARLIE RANGEL as one of his staff attorneys. During his years on the Court of International Trade, he modernized the court system and played a major role in rewriting the court's rules. He was instrumental in introducing computers into judicial activity.

Judge Watson was the Nation's most senior African-American federal judge. He enjoyed a national reputation for handling our fair sentences. He was a sought-after public speaker, served on the Board of Visitors of Fordham University, and on the board of the Harlem YMCA. His colleagues, politicians, and even other lawyers, sought his wise advice and safe counsel. Judge Watson's life serves as a model of diligence, hard work, and fairness.

It is a well-deserved honor to designate the very building in which Judge Watson served with distinction for over three decades as the "James L. Watson United States Court of International Trade Building."

I urge all Members to support this bill.

Mr. LATOURETTE. Madam Speaker, I yield back the balance of my time.

The SPEAKER pro tempore (Mrs. BIGGERT). The question is on the motion offered by the gentleman from Ohio (Mr. LATOURETTE) that the House suspend the rules and pass the bill, H.R. 2841.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

GENERAL LEAVE

Mr. LATOURETTE. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 2841 and H.R. 2546, the measures just considered by the House.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Ohio?

There was no objection.

FRANK R. LAUTENBERG AVIATION SECURITY COMPLEX

Mr. LOBIONDO. Madam Speaker, I move to suspend the rules and pass the

bill (H.R. 2776) to designate buildings 315, 318, and 319 located at the Federal Aviation Administration's William J. Hughes Technical Center in Atlantic City, New Jersey, as the "Frank R. Lautenberg Aviation Security Complex".

The Clerk read as follows:

H.R. 2776

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. DESIGNATION.

Buildings 315, 318, and 319 located at the Federal Aviation Administration's William J. Hughes Technical Center in Atlantic City, New Jersey, shall be known and designated as the "Frank R. Lautenberg Aviation Security Complex".

SEC. 2. REFERENCES.

Any reference in a law, map, regulation, document, paper, or other record of the United States to the buildings referred to in section 1 shall be deemed to be a reference to the "Frank R. Lautenberg Aviation Security Complex".

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New Jersey (Mr. LOBIONDO) and the gentleman from New Jersey (Mr. PASCRELL) each will control 20 minutes.

The Chair recognizes the gentleman from New Jersey (Mr. LOBIONDO).

Mr. LOBIONDO. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I rise in strong support of H.R. 2776, to designate buildings 315, 318, and 319 located at the William J. Hughes FAA Technical Center as the Frank R. Lautenberg Aviation Security Complex. During his stellar 18-year career in the United States Senate, Frank Lautenberg was a strong voice for the improvement of aviation security in our Nation, a topic that has sadly gained more attention in the weeks following September 11. Twice before, he took a central and key role in examining the causes of aviation disasters. In 1988, after the bombing of Pan Am Flight 103, he chaired the first congressional hearings looking into the disaster and was one of only four congressional Members to serve on President George H.W. Bush's Presidential Commission on Aviation Security and Terrorism.

Eight years later, in response to the TWA 800 disaster, Senator Lautenberg supported a commission investigation into the incident and, along with his colleagues, sponsored legislation that appropriated more than \$400 million for the acquisition of new explosive detection devices and other aviation security improvements.

The complex referred to in my legislation is located at the FAA Technical Center in Egg Harbor Township, in my district. The tech center is our Nation's top research and development facility where nearly every advance in aircraft safety and security is born and tested by some of the most remarkable and dedicated professionals in the field. The work they are doing is tremendously important, and I salute them

for their efforts. In fact, I introduced this bill on the suggestion of the tech center employees and their leadership, and I have been happy to have their support on this issue as I have worked with House leadership to bring this bill to a vote today.

The dedication of the government and private sector employees working today at the tech center mirrors the longtime dedication of Senator Lautenberg to the cause of aviation safety. It is our shared goal that Congress continue to do everything possible to find the right solutions that will ensure the traveling public will be able to fly safely and securely. Sadly, yesterday's tragedy in New York City reminds us of the constant need for new and better innovations in aircraft safety technology. I also hope that the naming of this facility will not only honor the Senator but will also serve as a reminder of the vigilance he displayed in working to protect the traveling public and the vigilance needed to spur new advances.

I would like to thank the gentleman from Alaska (Mr. YOUNG), the gentleman from Minnesota (Mr. OBERSTAR), the gentleman from Florida (Mr. MICA), and all my cosponsors of the bill, the gentleman from New Jersey (Mr. MENENDEZ), the gentleman from New Jersey (Mr. SAXTON), the gentleman from New Jersey (Mr. HOLT), the gentleman from New Jersey (Mr. PALLONE), the gentleman from New Jersey (Mr. PAYNE), the gentleman from New Jersey (Mr. PASCRELL), and the gentleman from New Jersey (Mr. ROTHMAN), for their support.

Madam Speaker, I reserve the balance of my time.

Mr. PASCRELL. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I rise in strong support of H.R. 2776. This bill designates buildings 315, 318, and 319 located at the Federal Aviation Administration's William J. Hughes, named after another great American from New Jersey, a great Congressman, Technical Center in Atlantic City as the Frank R. Lautenberg Aviation Security Complex. I commend the gentleman from New Jersey (Mr. LOBIONDO) for always reaching across the aisle sincerely and the entire New Jersey delegation support of this good legislation.

In this time of uncertainty and uneasiness about aviation, I can think of no more fitting tribute to a man who changed our way of thinking about aviation. Senator Lautenberg is a great American and a son of my hometown of Paterson, New Jersey. The son of immigrants, Frank Lautenberg came from a working-class background. In fact, his father worked in the silk mills in Paterson located around the same area where I grew up.

After graduating high school, he served the United States citizens by joining the Army Signal Corps in Europe. Upon his return, Senator Lautenberg began a life of public service to

the citizens of the Garden State. The impact he has had on our Nation's health, safety and security is significant; and that is why we honor him today. He is the author of laws that have shaped the lives and enriched the health and safety of Americans.

Throughout his 19 years of public service, Frank Lautenberg distinguished himself as a thoughtful and energetic leader. He advocated passionately for transportation issues, including aviation security. The terrorist attack over Lockerbie, Scotland, propelled the President to create the President's Commission on Aviation Security and Terrorism. Frank Lautenberg served with distinction on the Pan Am 103 commission, and worked over the last several years on a number of initiatives to promote and to fund aviation security.

Frank Lautenberg's leadership in the Senate laid the foundation to enhancing aviation security. The commission's 1990 report found the Nation's civilian aviation security system to be seriously flawed and made 64 recommendations to correct those flaws. The Aviation Security Improvement Act of 1990 incorporated those recommendations.

In 1996, spurred on by the tragedy of TWA 800, that tremendous explosion, President Clinton organized another commission, the 1996 White House Commission on Aviation Safety and Security. The commission made 31 recommendations for enhancing aviation security that were ardently supported by Senator Lautenberg. He subsequently led efforts in the Senate to include measures in the 1996 FAA Reauthorization Act and the Omnibus Consolidated Appropriations Act of 1997 to not only intensify security but also to appropriate needed funds for new explosives-detection technology.

I was able to visit the Atlantic City facility earlier this year with my friend, the gentleman from New Jersey (Mr. LOBIONDO), and the rest of our subcommittee. The work that they are doing in that facility is remarkable. It will assist us for generations to come in terms of aviation security. The research conducted at the Federal Aviation Administration's technical center is on the cutting edge. I must tell my friend from New Jersey, as many times as I passed there before I became a Congressman, never did I see what was going on in there. I was absolutely floored at the work that is being done in our behalf and the citizens of this great Nation. The programs housed in those buildings, to be renamed in honor of Senator Lautenberg, are key to successful research.

At the core is building 315, the aviation security laboratory, which was dedicated to the victims of Pan Am 103. Research in the ASL focuses on bulk explosives detection and certification testing. Buildings 318 and 319 are dedicated to bulk luggage and luggage containers testing, and explosives trace detection equipment operations and

testing, respectively. This is critical to the aviation industry in our Nation. If we do what we have to do in the next 2 weeks, we will begin to continue to finish the package which we started a few years ago.

Madam Speaker, I thank my New Jersey colleagues for introducing this measure; and I urge my colleagues' support for H.R. 2776.

Madam Speaker, I reserve the balance of my time.

Mr. LOBIONDO. Madam Speaker, I yield such time as he may consume to the gentleman from New Jersey (Mr. SMITH).

Mr. SMITH of New Jersey. Madam Speaker, I want to commend my good friend and colleague, the gentleman from New Jersey (Mr. LOBIONDO), for this meaningful resolution and for his sensitivity and his bipartisanship in proffering it today and for naming the tech center, which is an outstanding center in New Jersey in his district, after Frank Lautenberg.

Madam Speaker, while I had serious differences with Senator Lautenberg from time to time especially on safeguarding unborn children there is no doubt that Frank worked tirelessly for the State of New Jersey. A self-made millionaire, he knew that hard work and industry are key ingredients in any endeavor. He was a great friend of Amtrak. We all know how vital Amtrak is to the Northeast Corridor and New Jersey in particular. The ridership continually climbs, not just because of aviation safety issues but because people like it; it is relatively inexpensive; and it gets you there on time and schedule, permits maximum flexibility in personal or professional planning.

He also worked very hard with me and as he did with other Members of our delgation. For example we recently had a specific need in Manasquan. We wanted to get a new state of the art motorized lifeboat, for sea rescues and recovery. Senator Lautenberg and I worked the procurement of the boat from both ends of the Capitol and succeeded.

He helped lead the effort against smoking on commercial aircraft. My mother died from lung cancer as a result of smoking and my family and I miss her dearly. We know that something on the order of 400,000 to 500,000 people will die from smoking every year. It's an outrage. Yet, having a flight attendant as a sister-in-law and a brother who is a pilot and 757 captain, we know that secondhand smoke can be very deleterious to one's health and can lead to lung cancer and emphysema and other anomalies attributable to smoking.

Finally, one seemingly obscure provision that Senator Lautenberg took the lead on that really does not make the front page, and it is something that I have worked with him on for many years, and that was known as the Lautenberg amendment. It was an amendment designed to assist, to facilitate emigration of Soviet Jews and other

persecuted people in the Soviet Union as well as Indochinese nationals, to give them a special and a vitally necessary protection and refugee status.

Madam Speaker, normal refugee procedures require an adjudication of that case on a case-by-case basis. The record clearly indicated that many people, worthy individuals, were being improperly screened out and being left behind in a the country where tyranny did its terrible misdeeds to those individuals. Because the Soviets, for example, imposed such egregious repression on Jews and whole categories of people by reason of their inclusion and identification with that group, the Lautenberg amendment first adopted in 1990 stipulated that if the whole group was affected, they as individuals would be able to get the kind of protection refugee status that would lead to their freedom.

□ 1645

The Lautenberg amendment has resulted in freedom for thousands of people. Again, it never made a big splash in the media, but it is a very humanitarian piece of legislation for which he is the author.

I thank again my good friend, the gentleman from New Jersey (Mr. LOBIONDO), for sponsoring this bill.

Mr. PASCRELL. Madam Speaker, I yield 5 minutes to the gentleman from New Jersey (Mr. PAYNE), a very close associate of Senator Lautenberg.

Mr. PAYNE. Madam Speaker, I thank the gentleman for yielding me time and allowing me to express my appreciation for the work done by Senator Lautenberg. Let me commend, in addition to the gentleman from New Jersey (Mr. PASCRELL), the gentleman from New Jersey (Mr. LOBIONDO) for bringing this legislation to the floor.

I am pleased to rise in support of this measure to designate three buildings located at the Federal Aviation Administration's William J. Hughes Technical Center in Atlantic City as the Frank R. Lautenberg Aviation Security Complex after one of New Jersey's most distinguished and dedicated public servants, my friend and my former colleague, Senator Frank Lautenberg.

Senator Lautenberg is well known throughout New Jersey and the Nation for his prolific legislative achievements, but even before his election to the United States Senate, he worked tirelessly in pursuit of the American dream. He is proof that this country is great, because of what he was able to do even before he was elected to the United States Senate.

His is indeed a classic American success story. Born to immigrant parents, as we have heard, who were forced to move consistently in search of work, his father worked in the mills, his mother worked in other types of jobs during World War II, at Prudential doing work there, but he set his goals for himself in his early life. He remembered what his parents told him, that he could be anything he wanted to be,

and he never wavered in the quest to fulfill his aspirations.

After completing high school in Nutley, New Jersey, he enlisted in the Army, serving in the Army Signal Corps in Europe during World War II. After the war, he earned a degree in economics from Columbia University, using the GI Bill, which was a bill where America said we are going to educate our returning veterans. So many Americans were able to lift themselves up because the Federal Government made a determination that we should help our returning servicemen. As a matter of fact, that program, where many people talk about government is too big, that set the United States of America far ahead of the world, and that is why we have been able to achieve the prominence that we have today.

After the war and after he earned his degree, then he got into the spirit of American entrepreneurship and joined two boyhood friends in establishing a payroll service company, Automatic Data Processing, ADP.

Senator Lautenberg was a champion of the revitalization efforts throughout New Jersey. Following my election to the House of Representatives in 1988, I was always able to count on Senator Lautenberg as an advocate of major economic development efforts, including the world-class Performing Arts Center in Newark, New Jersey, which helped to stimulate economic development; and now Newark is moving back to the prominence that it once had: the development of the waterfront; millions of dollars in funding for Urban Core mass transit programs, including the Newark-Elizabeth Rail Link, Bergen Rail, and throughout the State.

Senator Lautenberg gained a national reputation as a powerful voice for environmental protection, fighting for safe drinking water, clean air, a ban on ocean dumping of sewage, clean beaches, prevention of oil spills and a strong Superfund bill to clean up toxic sites.

Senator Lautenberg has worked to improve educational opportunities in our Nation so that coming generations will have the chance to live the American dream as he has. Senator Lautenberg helped author the Hope Scholarship, which provides a \$1,500 tax credit for college students. He fought to improve our public schools by providing important resources, including new computers, so that students will be prepared for high-tech jobs in the future. He even put his own money up to say that any kids who graduate from the elementary school that he went to could go to college, and he would pay the way.

A strong supporter of affirmative action, Senator Lautenberg has fought discrimination based on race, religion, disability or sexual orientation. He was a staunch supporter of the Americans With Disabilities Act, and in 1991 he supported the Civil Rights Act strongly. He has supported full funding for

the Legal Service Corporation to ensure that all individuals have access to legal protection.

In addition to his work here, I had the opportunity to travel to Israel with Senator Lautenberg, where an entire community center for education, for the help of young children in Israel, is there as a contribution that he has done.

So his work has been worldwide, and I think it is no more fitting and proper today, as has been indicated by my colleague from Paterson, that when air transportation is being questioned, when there is, as we know, the horrible act of yesterday, where a tremendous accident happened over in New York, that we need to be sure that we have the opportunity to name a facility in the name of such a great person.

So I urge my colleagues to support this resolution honoring the great former colleague, Senator Frank Lautenberg.

Mr. PASCRELL. Madam Speaker, I yield 3 minutes to the gentleman from New Jersey (Mr. HOLT).

Mr. HOLT. Madam Speaker, I thank my friend from Paterson for yielding me time, and I thank my friend the gentleman from New Jersey (Mr. LOBIONDO) also for advancing this legislation to recognize an important function, an important center, but especially to recognize an important American.

Former Senator Frank Lautenberg has left a mark on America that we all should recognize. In education, his support for public schools; in law, his support to provide good legal advice for the less advantaged; in arts and culture; in the environment, clean air, clean water, excellent legislation dealing with open space and Superfund.

But we all know him best for his work in transportation. In 14 years as ranking member and chairman of the Subcommittee on Transportation of the Committee on Appropriations, he made a mark on almost every aspect of transportation in America. It is not just building things and funding infrastructure, there is much of that that we can point to; but it was other things, such as we have heard mentioned today.

He recognized that smoking is not just an annoyance; that other people's smoke actually is a health hazard, and he banned smoking in airplanes.

But what I particularly remember is the work that he did to stop drunk driving. With his 0.08 alcohol level legislation, he saved so many lives that you could fill a sports stadium with the young adults who are alive today because of what he did. But, of course, the difficult point is, no one knows who those are, whose lives were saved, so we could not find them to fill the stadium. But, believe me, there are countless tragedies that have been prevented because of Frank Lautenberg's 0.08 alcohol legislation.

So, throughout the area of transportation he has left an important mark,

and it is fitting that we recognize him now in one area where he contributed something that is particularly relevant today, and that is transportation, specifically airline security.

I commend my friends for advancing this legislation, and I urge its passage to the rest of my colleagues.

Mr. PASCRELL. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, before yielding back, I just want to thank again the gentleman from New Jersey (Mr. LOBIONDO) for his diligent work, and I want to thank the gentleman from Alaska (Chairman YOUNG) and the ranking member, the gentleman from Minnesota (Mr. OBERSTAR) for helping us get to the floor here, and thank all the Members from the New Jersey delegation.

Madam Speaker, I yield back the balance of my time.

Mr. LOBIONDO. Madam Speaker, I yield myself such time as I may consume to close.

Madam Speaker, I would like to say that it was an honor for me to serve with Senator Lautenberg. I learned a great deal from the Senator about effective and positive public service. He was someone that led by example, and his leadership and vision will have a lasting impact on our aviation security. This indeed is a fitting tribute to a great leader that I am very proud to call my friend.

Madam Speaker, I yield back the balance of my time.

The SPEAKER pro tempore (Mrs. BIGGERT). The question is on the motion offered by the gentleman from New Jersey (Mr. LOBIONDO) that the House suspend the rules and pass the bill, H.R. 2776.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

GENERAL LEAVE

Mr. LOBIONDO. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on H.R. 2776.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from New Jersey?

There was no objection.

KLAMATH BASIN EMERGENCY OPERATION AND MAINTENANCE REFUND ACT OF 2001

Mr. WALDEN of Oregon. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 2828) to authorize refunds of amounts collected from the Klamath Project irrigation and drainage districts for operation and maintenance of the Project's transferred and reserved works for water

year 2001, and for other purposes, as amended.

The Clerk read as follows:

H.R. 2828

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Klamath Basin Emergency Operation and Maintenance Refund Act of 2001".

SEC. 2. QUALIFIED KLAMATH PROJECT ENTITY DEFINED.

In this Act, the term "qualified Klamath Project entity" means an entity that—

(1) *has executed a water supply contract with the United States for water from the Upper Klamath Lake and the Klamath River of the Klamath Project pursuant to the reclamation laws, including the Act of June 17, 1902 (32 Stat. 388), and Acts amendatory thereof or supplementary thereto;*

(2) *distributes water received under the contract;*

(3) *received a severely limited irrigation supply from the Upper Klamath Lake and the Klamath River based on the Bureau of Reclamation 2001 annual operations plan dated April 6, 2001; and*

(4) *was not reimbursed for its operation and maintenance expenses for 2001 pursuant to State law.*

SEC. 3. REFUND AND WAIVER OF ASSESSMENTS AND CHARGES FOR OPERATION AND MAINTENANCE OF KLAMATH RECLAMATION PROJECT.

(a) *IN GENERAL.—The Secretary of the Interior is authorized to pay to each qualified Klamath Project entity an amount equal to the amount assessed or charged to members of the qualified Klamath Project entity, or to other persons receiving water or drainage service from such an entity, for operation and maintenance of Klamath Project transferred and reserved works for 2001.*

(b) *CONDITIONS.—Payment under this section may be made to a qualified Klamath Project entity only after the entity has—*

(1) *provided to the Secretary documentation satisfactory to the Bureau of Reclamation, demonstrating the total amount assessed or charged to members of the entity or to persons receiving service from the entity; and*

(2) *executed a binding agreement under which the funds paid to the entity under this section shall be distributed to each member of the entity or persons receiving service from the entity in an amount equal to the amount collected by the entity from the member or person for operation and maintenance for 2001.*

(c) *WAIVER OF REMAINING AND ADDITIONAL CHARGES.—The Secretary may waive any requirement that a qualified Klamath Project entity pay remaining or additional charges for operation and maintenance of Klamath Project reserved works for 2001.*

(d) *PAYMENTS AND WAIVERS FOR INDIVIDUALS.—The Secretary—*

(1) *may pay, to any individual within the Klamath Project who holds a contract entered into pursuant to the Act of February 21, 1911 (36 Stat. 925; 43 U.S.C. 523–525), popularly known as the "Warren Act", and who is not within a district that receives a payment pursuant to subsection (a) and a waiver under subsection (c), an amount equal to the amount collected from such individual for operation and maintenance of Klamath Project reserved works for 2001; and*

(2) *may forego collection from such individual of charges for operation and maintenance of such works for the remainder of 2001.*

SEC. 4. AUTHORIZATION OF APPROPRIATIONS.

Amounts not paid by a qualified Klamath Project entity to the Bureau of Reclamation for the operation and maintenance of the reserved

works for 2001 shall be funded from the appropriations authorized by this Act. Costs incurred by the Bureau of Reclamation in carrying out this Act shall not be reimbursable.

SEC. 5. NO SUPPLEMENTAL OR ADDITIONAL BENEFIT.

Activities under this Act or funded pursuant to this Act shall not be considered a supplemental or additional benefit under the Act of June 17, 1902 (32 Stat. 388), and all Acts amendatory thereof or supplementary thereto.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Oregon (Mr. WALDEN) and the gentleman from West Virginia (Mr. RAHALL) each will control 20 minutes.

The Chair recognizes the gentleman from Oregon (Mr. WALDEN).

Mr. WALDEN of Oregon. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, H.R. 2828 gives hope to those people whose livelihoods face ruin as a result of the Interior Department's decision to shut off water to some 1,200 farm families of the Klamath Basin for the first time in the nearly 100-year history of the Bureau of Reclamation's Klamath Project.

Many of these farm families are proud veterans or descendants of American veterans who wore our country's uniform and fought for freedom. The Federal Government lured them to this basin with a promise of water and land for life. They were encouraged by the Federal Government to settle the land and to feed the country.

Last summer, without water, parched fields turned to dust and farm families began to stare bankruptcy in the face. To make matters even worse, these same farmers were paying for the operation and maintenance of the myriad of canals and waterways this year, paying for a project that would deliver them virtually no water. You know, in America you should not have to pay for something you do not receive, and that is where this legislation rights a wrong.

I want to thank the gentleman from Utah (Chairman HANSEN) and the ranking member, the gentleman from West Virginia (Mr. RAHALL) for their cooperation and support of this legislation. This measure results from testimony at a field hearing we held earlier this year in Klamath Falls. It is very much appreciated that we had that opportunity.

I also want to thank my colleagues, the gentleman from Oregon (Mr. DEFazio) and the gentlewoman from Oregon (Ms. HOOLEY), for their bipartisan cosponsorship and support of H.R. 2828. We continue to work together to find real solutions to the very real and difficult problems confronting the farmers, the tribes and the environment of the Klamath Basin. Rest assured, in the months ahead we will continue to bring legislation to address other very significant issues in this basin.

H.R. 2828 provides both a measure of fairness and a measure of emergency relief. It authorizes the Bureau of Reclamation to return or waive fees paid