

It should have an aggressive monitoring program so that health experts can follow up the vaccinations and look out for patterns of adverse reactions so we can adjust the pre-screening program.

And it should provide a level of financial security so those who take the vaccination can be assured that their families will receive compensation if they become disabled or lose their lives protecting Americans from the horrific effects of a terrorist-sponsored smallpox attack.

The Republican bill falls short on each of these counts.

There is a better way. We can defeat this bill under the suspension of the rules. We can go back to the negotiating table or we can bring a new bill to the Floor with a substitute amendment that the nurses and first responders say will truly respond to their concerns.

My colleagues, I urge you to defeat the Burr bill today. Let us have a vote on the Capps-Waxman proposal that will better protect our public servants—our heroes and our heroines—and better produce the desired effect of having more frontline workers inoculated against a smallpox attack.

Mr. Speaker, I urge a “no” vote on the Republican bill.

Mr. DINGELL. Mr. Speaker, I join the millions of our Nation’s first responders in opposition to H.R. 1463, the Smallpox Emergency Personnel Protection Act of 2003.” Right after we defeat this bill, I hope that we set about the task of crafting bipartisan legislation that all members of the House can support. The very people this bill purports to help—nurses, EMTs, police officers, firefighters—find this hastily crafted legislation lacking. Why? Because it fails to address their very significant concerns.

Mr. Speaker, we are voting on smallpox vaccine injury legislation today because the Administration’s current vaccine program is not working. Only a fraction of the number of first responders that the Administration has said are needed to protect us have volunteered to take the smallpox vaccine. The Administration has recommended that as many as ten million first responders be vaccinated for smallpox so that if we ever are attacked by the use of smallpox we will have a core capacity of health care and emergency personnel vaccinated and able to take appropriate action right away. The latest numbers from CDC indicate that less than 26,000 of them have been vaccinated. Why so few? Because the vaccination carries with it substantial risks, including adverse affects that could cause disability and, in some cases, death.

Proponents of H.R. 1463 will make much of what they think that bill does. I ask you to focus on what it lacks. H.R. 1463 does not do enough to ensure adequate screening and education and otherwise prevent adverse events from happening in the first place. In the event that tragedy strikes and someone is injured or killed by the vaccine, H.R. 1463 does not make adequate provision for lost wages. And, what H.R. 1463 lacks is support from the people to whom it is intended to appeal. H.R. 1463 is opposed by the American Public Health Association, the International Union of Police Associations, the American Nurses Association, the International Association of Fire Fighters, the American Federation of Teachers, the American Federation of State, County, and Municipal Employees, the Service Employees International Union, and the Infectious Disease Society of America.

Finally, Mr. Speaker, we are all aware of accounts of three deaths in the last week or so from cardiac arrest in persons who received the smallpox vaccine. Health care officials cannot positively rule out the smallpox vaccine as the cause or a contributing factor in these deaths. The CDC has taken swift action to revise its guidelines and has indicated that there may be further revisions. These uncertainties about the known, and I hasten to add the unknown, risks of the smallpox vaccine have greatly increased the fear factor among prospective vaccinees. We should be doing all we can to obtain and assess the relevant information on the vaccine and smallpox risks. That cannot be done by using the process by which this bill is before us today. We have had no hearings, no markups, and no opportunity to perfect this bill on the floor with amendments. All we have is the administration’s proposal and a take it or leave it procedure.

I recommend that we listen to our first responders, vote “no” on H.R. 1463, and get busy writing legislation we can all support.

Mr. BROWN of Ohio. Mr. Speaker. This isn’t, or shouldn’t be, a partisan debate. Democrats and Republican members of Congress are in the same boat. The question we have to answer for ourselves is: do we vote “yes” to a bad bill, or do we demand something better?

The answer to that question is important. Critical protections for first responders and their families hang in the balance.

H.R. 1463 is supposed to protect members of the police, the nation’s nurses, our firefighters, and other first responders who voluntarily receive a smallpox vaccine, and sustain an injury from that vaccine.

But the Nation’s first responders oppose this bill. This bill is supposed to increase the number of first responders who voluntarily receive a smallpox vaccine.

But the bioterrorism experts who helped put together the smallpox vaccine program say H.R. 1463 won’t work. It won’t improve participation rates.

So the choice both Republican and Democrat members of Congress face is whether to dismiss the concerns of first responders, ignore the advice of bioterrorism experts, and vote for this bill anyway.

Have members of Congress become so far removed from the people we represent that we would pass a bill opposed by the very men and women it is supposed to protect?

Do we in Congress really think we know better than bioterrorism experts when it comes to bioterrorism preparedness?

Protecting first responders and their families in the event of a vaccine injury and bolstering vaccine participation rates are important objectives.

They are time-sensitive objectives. The National Smallpox Vaccination program is already underway, and participation is lagging far behind goal.

About 25,000 people have been vaccinated, less than 5 percent of the March 1 benchmark. The experts tell us H.R. 1463 won’t jumpstart the smallpox vaccine program, so it won’t enhance bioterrorism preparedness.

Congress must now waste valuable time enacting the wrong bill, particularly when our nation’s ability to respond to bioterrorism is at stake.

Nor should members of either side of the aisle support legislation that is

unapologetically dismissive of the very people this bill alleges to protect . . . the nurses, firefighters, police, and others who voluntarily place themselves at risk on our behalf.

Public health experts and first responders tell us that H.R. 1463 falls short in fundamental ways.

To meet the goals of efficiency, timeliness, fairness, and program integrity, the compensation program must be backed by an injury table. H.R. 1463 lacks one.

Responsible administration of any vaccination program requires education, pre-screening and surveillance. H.R. 1463 requires these activities, but doesn’t fund them.

A lynchpin in any compensation program is guaranteed funding. Without it, financial protection is a possibility, not a promise. There’s no security in that. And there is no guaranteed funding in H.R. 1463.

The incidence of smallpox vaccine injury is rare. However, in the event a serious injury occurs, volunteers may be out of work for an extended period or permanently. First responder volunteers, and their families, must be assured adequate and continuing financial protection.

H.R. 1463 would cap funding so that wage replacement would run out after about five years. For permanent disability or death. “Inadequate” doesn’t begin to describe it. “Insulting” is closer to the mark.

H.R. 1463 is not a legitimate financial safeguard. It’s a placebo. Our nurses, firefighters, EMTs, and other first responders deserve better.

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

The SPEAKER pro tempore (Mr. PETRI). The question is on the motion offered by the gentleman from Louisiana (Mr. TAUZIN) that the House suspend the rules and pass the bill, H.R. 1463.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds of those present have voted in the affirmative.

Mrs. CAPP. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair’s prior announcement, further proceedings on this motion will be postponed.

□ 1500

HONORING FAYETTEVILLE, NORTH CAROLINA, ON CENTENNIAL OF WILBUR AND ORVILLE WRIGHT’S FIRST FLIGHT

Mr. LATOURETTE. Mr. Speaker, I move to suspend the rules and agree to the concurrent resolution (H. Con. Res. 58) honoring the City of Fayetteville, North Carolina, and its many partners for the Festival of Flight, a celebration of the centennial of Wilbur and Orville Wright’s first flight, the first controlled, powered flight in history.

The Clerk read as follows:

H. CON. RES. 58

Whereas on December 17, 1903, Wilbur and Orville Wright achieved history’s first sustained and controlled flight with a heavier-

than-air, engine-powered aircraft at Kitty Hawk, North Carolina;

Whereas the Wright brothers' first flight lasted only 12 seconds and spanned approximately 120 feet, but ushered in the era of modern aviation;

Whereas the City of Fayetteville, North Carolina, will host a series of aviation-related events worthy of the 100-year anniversary of the Wright brothers' momentous achievement at Kitty Hawk;

Whereas the Fayetteville Festival of Flight will take place May 16–26, 2003, and will be the largest public centennial event in North Carolina celebrating the first flight and 1 of only 4 events nationwide endorsed as a full partner by the United States Centennial of Flight Commission;

Whereas retired General Henry Hugh Shelton, former Chairman of the Joint Chiefs of Staff and Congressional Gold Medal recipient, is the Honorary Event Chair;

Whereas the Fayetteville Festival of Flight will feature a weekend arts festival, a military air show at Pope Air Force Base, a general aviation air show at Grannis Field and an exposition with aviation displays and interactive exhibits depicting the past, present, and future of flight;

Whereas a year-long educational curriculum has also been developed to encourage students' interest in aviation and flight technology;

Whereas this educational focus will culminate with 1,000 students being sponsored each day for exclusive access to the Festival's Aviation Exposition; and

Whereas the City of Fayetteville and a number of civic groups, private businesses, government agencies, and military partners, are joining together to honor the Nation's aerospace achievements: Now, therefore, be it

Resolved by the House of Representatives (the Senate concurring). That Congress honors the City of Fayetteville, North Carolina, and its many partners, for the Festival of Flight, a celebration of the centennial of Wilbur and Orville Wright's first flight, the first controlled, powered flight in history.

The SPEAKER pro tempore (Mr. PETRI). Pursuant to the rule, the gentleman from Ohio (Mr. LATOURETTE) and the gentleman from California (Mr. WAXMAN) each will control 20 minutes.

The Chair recognizes the gentleman from Ohio (Mr. LATOURETTE).

GENERAL LEAVE

Mr. LATOURETTE. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on the concurrent resolution under consideration.

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

There was no objection.

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

Mr. Speaker, House Concurrent Resolution 58 introduced by our distinguished colleague from North Carolina (Mr. ETHERIDGE) honors the City of Fayetteville, North Carolina, and its many partners for the Festival of Flight, a celebration of the centennial of Wilbur and Orville Wright's first flight, the first controlled, powered flight in history.

Mr. Speaker, on December 17, 1903, a pair of Ohio bicycle shop owners and

brothers named Orville and Wilbur Wright realized their lifelong dream of operating an engine-powered flight machine. On that historic day, they had traveled about 120 feet in the air for 12 seconds at the helm of the 1903 Flyer, a vehicle they had constructed after years of labor and research. The Wright brothers were pioneers in the truest sense of the term. Their strong desire to create a flying vehicle was frustrated only by the fact that there was so little aeronautical data that existed at the time on which to base their efforts. But the Wright brothers focused their ambition into building a wind tunnel from which they could generate their own empirical information on how to lift a vehicle into the air. They even designed and constructed their own lightweight gas-powered engine that produced only 12 horsepower, but was a massive innovation at the time.

The brothers began large-scale testing of their ideas with the combination kite and glider in 1900. Their ideas tested on this aircraft were further refined into a glider they fashioned in 1901. Using the information generated from their glider along with the wind tunnel data, Orville and Wilbur constructed the Flyer in 1903. The plane featured the two-tiered wing design with two propellers that we have all seen in the photographs. The wings were 40 feet long and were separated 5 feet apart, one on top of the other. The plane weighed right around 700 pounds. Comparatively, a Boeing 747 today has an overall wing span of more than 231 feet and weighs 875,000 pounds at takeoff.

Mr. Speaker, this House ought to commemorate the Wright brothers' inspirational story. It is hard to argue against the notion that few events in the 20th century had greater social, cultural, or economic impacts on today's world than Orville and Wilbur Wright's first momentous flight. Therefore, I urge all Members to join Fayetteville, North Carolina, in the celebration of the 100th anniversary of the Wright brothers' first flight by supporting the adoption of House Concurrent Resolution 58.

I want to thank and commend the gentleman from North Carolina (Mr. ETHERIDGE) for introducing this important measure.

Mr. Speaker, I reserve the balance of my time.

Mr. WAXMAN. Mr. Speaker, I yield myself 2 minutes.

In October, 1998, this body passed a bill to establish a commemoration of the centennial of powered flight and the achievements of the Wright brothers. The commemoration activities set forth in that bill will come to fruition this year with the Festival of Flight. The Festival of Flight will consist of four events that will be held nationwide to celebrate Wilbur and Orville Wright's first flight. Wilbur and Orville Wright manned the first successful controlled and sustained powered flight. The Wright brothers, originally bicycle store owners from Dayton,

Ohio, moved to Kitty Hawk, North Carolina, for the hills, strong and steady winds, and the soft-sanded ground, ingredients for a successful flight. They went back to Dayton and built a 6-foot wind tunnel to conduct experiments with over 200 different wing models. They developed the first reliable tables on the effects of air pressure on curved surfaces. The principles that we use today and that we see on every airplane were the very principles that they explored.

In 1903 the Wright brothers completed the construction of a larger plane powered by their own lightweight gas-powered engine and returned to Kitty Hawk. On December 17, 1903, four men and a boy witnessed the first flight, a flight which dramatically changed the course of transportation, commerce, communication, and warfare throughout the world.

I hope that the Festival of Flight will educate Americans to the achievements of the Wright brothers and their contributions to the development of this Nation. I urge my colleagues to support this legislation.

Mr. Speaker, I yield 6 minutes to the author of the proposal before us, the gentleman from North Carolina (Mr. ETHERIDGE), to speak in support of the concurrent resolution before us.

Mr. ETHERIDGE. Mr. Speaker, I thank the gentleman for yielding me this time. Let me thank the gentleman from Virginia (Mr. TOM DAVIS) and the majority leader and the majority whip for getting this piece of legislation to the floor.

It is my great pleasure to rise today and speak on behalf of this legislation, having authored it, along with every member in our North Carolina delegation, in honoring the City of Fayetteville of North Carolina as they begin to celebrate the 2003 Festival of Flight. As many of the Members and has already been stated today, almost 100 years ago now two brothers took a chance, believed in a dream, and made history. In just 12 seconds the world was changed forever. Man took to the skies and the world became smaller. The boundaries were pushed outward, and the impossible became possible.

Wilbur and Orville Wright, proud sons of the great State of Ohio, brought their dreams and flying machine to the windy beaches of Kitty Hawk, North Carolina, in the winter of 1903. The Wright brothers came to Kitty Hawk well prepared for their great achievement. They had been experimenting with aeronautics for years; and by the time they came to North Carolina in December of 1903, the men had completed more than 1,000 flights in gliders of their own design. Their diligence and perseverance paid off that year.

On a cold and windy morning on December 17, 1903, Orville Wright climbed aboard the Kitty Hawk, started the engine, and flew. Orville Wright described the experience as follows: "The first flight lasted only 12 seconds, a flight

very modest compared with that of birds, but it was, nevertheless, the first in the history of the world in which a machine carrying a man had raised itself by its own power into the air in free flight, had sailed forward on a level course without reduction of speed, and finally landed without being wrecked."

What many people did not realize is that the brothers completed a total of four flights that day, the longest covering 852 feet in 59 seconds. The Wright brothers' achievement stunned the world and began one of the most active periods of scientific research and experimentation in our history. However, despite all of our successes and improvements to flying machines, their basic design remains very familiar to that of the Wright brothers.

In honor of the centennial of flight, the people of Fayetteville, North Carolina, in my congressional district, and the gentleman from North Carolina (Mr. MCINTYRE) and the gentleman from North Carolina (Mr. HAYES) have planned a celebration worthy of their achievement.

The Festival of Flight will be, as the Members have heard, one of four in the United States sanctioned by the United States Centennial of Flight Commission. The 11-day festival will feature a 2-day military air show at Pope Air Force base and a general aviation show at the Fayetteville regional airport. The event will also present aviation displays and programs, educational exhibits, and an art festival. There will also be special exhibits on space flight and technology including 1 day devoted to space exploration and the Shuttle with NASA. The Festival of Flight will also feature a detailed replica of the 1903 Wright flight developed by the American Institute of Aeronautics and Aerospace.

The festival will culminate on Memorial Day, May 26, where participants will honor the brave men and women who have served in our Nation's military and those who are currently defending our Nation around the world. Fayetteville is home to Pope Air Force base and Fort Bragg's XVIII Airborne Corps, the Army's largest war-fighting organization. The XVIII Corps is the world's premier power projection force with tens of thousands of soldiers currently serving in Operation Iraqi Freedom.

In addition to celebrating man's first powered flight, the Fayetteville Festival of Flight will have a special emphasis on aviation education. This focus is especially fitting as education played a major role in the Wright brothers' success.

Even though Orville and Wilbur Wright had little formal education, they never graduated from high school, but their parents held education in high esteem. Orville Wright once said: "We were lucky enough to grow up in an environment where there was always much encouragement to children to pursue intellectual interests, to investigate whatever aroused curiosity."

It is our hope that the Fayetteville Festival of Flight will stimulate similar interests and curiosity in the thousands of school children scheduled to attend this event. In order to promote interest in aviation education and the Wright brothers' achievements, the State of North Carolina has developed a special curriculum on aviation history and technology that schools across the State have been using this whole year. The curriculum includes art, science, and essay competitions. Winners will be guests of the festival, which is also scheduled to host 1,000 students and 100 teachers every day of the festival.

In closing, let me thank all of the members of the North Carolina congressional delegation for joining me in sponsoring this resolution. I also want to thank the people of Fayetteville, Fort Bragg, and Pope Air Force Base for their enthusiastic support of the Festival of Flight. I also wish to invite all Members of Congress and their families and their staffs to come to Fayetteville, North Carolina, to help us kick off and celebrate one of the world's most monumental achievements: flight.

Mr. LATOURETTE. Mr. Speaker, I reserve the balance of my time.

Mr. WAXMAN. Mr. Speaker, I yield 5 minutes to the gentleman from North Carolina (Mr. MCINTYRE), one of the cosponsors of this legislation.

Mr. MCINTYRE. Mr. Speaker, I am pleased to join my colleagues today from North Carolina here on the floor for the consideration of H. Con. Res. 58. I appreciate the leadership of the gentleman from North Carolina (Mr. ETHERIDGE) in introducing this resolution, all of my fellow delegates from North Carolina, and the gentleman from Ohio (Mr. LATOURETTE), the gentleman from California (Mr. WAXMAN) in their support of this.

Mr. Speaker, Charles Kettering once said, "The Wright brothers flew right through the smoke screen of impossibility." On December 17, 1903, at Kill Devils Hill near Kitty Hawk, North Carolina, the Wright brothers manned the first-ever controlled, powered flight; and their optimism of achieving the impossible became our reality and the reality that has truly opened the world for all to see and enjoy.

As North Carolinians, we are immensely grateful for this historic feat and look forward to the 100-year celebration of this great event. The Wright brothers were men of vision and vigor whose dream of flight resulted in victory, not only for them but for all people, for all time, in all places.

The largest of the celebrations that has been sanctioned for this event is the Festival of Flight to be held in the Fayetteville/Fort Bragg/Pope Air Force Base region of North Carolina from May 16 through 26. Among the many activities planned are air shows, of course, emphasizing both civilian and military aviation technology, cultural events including the region's schools

adapting and implementing a curriculum of aviation history and technology for the fourth, eighth, and 11th grades. In addition, there will be a huge parade on Memorial Day itself on May 26 honoring those who have given their very lives in the quest of flight.

Mr. Speaker, this is a once-in-a-lifetime event, and we are here today to honor and to celebrate the all-American city of Fayetteville and its many partners for this fabulous Festival of Flight celebration. So many people in organizations have contributed time, energy and resources to plan for this special 11-day event. We hope that each of the Members and all Americans can join to look back and honor the work of the Wright brothers and also look forward to another 100 years of progress in flight. I urge the passage of this matter.

Mr. HAYES. Mr. Speaker, I rise today in strong support of honoring the City of Fayetteville, North Carolina, and the many public and private partners for their participation in organizing the Festival of Flight. The Festival of Flight will be the largest public centennial event in North Carolina and one of only four events nationwide endorsed as a full partner by the United States Centennial of Flight Commission.

On December 17, 1903, Wilbur and Orville Wright launched mankind's first sustained and controlled flight in a heavier-than-air, engine powered aircraft at Kitty Hawk, North Carolina. Although the flight only lasted 12 seconds, and covered approximately 120 feet, this achievement fundamentally changed the world.

The invention of powered air travel altered the way we fight wars, revolutionized travel and commerce, and fueled technological and scientific innovation. Fayetteville is blessed to be the home of the XVIII Airborne Corps stationed at Fort Bragg and Pope Air Force Base. These bases are home to some of the most advanced and successful aircraft the world has ever seen. From the A-10 Warthog to C-130 cargo planes, aviation in Fayetteville is an integral part of the United States armed forces.

The Festival of Flight will highlight both civilian and military aircraft and the continuing evolution in technology. From an arts festival to military and general aviation air shows, the past, present, and future of aviation will be on display to educate the public of the continued importance of aviation.

I commend the outstanding work of local leaders and volunteers in the Fayetteville community for their hard work and effort to honor this historic moment in human history.

I urge my colleagues to join with me in honoring the Fayetteville, North Carolina, Festival of Flight by supporting H. Con. Res. 58.

Mr. WAXMAN. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

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

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Ohio (Mr. LATOURETTE) that the House suspend the rules and agree to the concurrent resolution, H. Con. Res. 58.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds of those present have voted in the affirmative.

Mr. LATOURETTE. Mr. Speaker, on that I demand the yeas and nays. The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

□ 1515

JIM RICHARDSON POST OFFICE

Mr. LATOURETTE. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1505) to designate the facility of the United States Postal Service located at 2127 Beatties Ford Road in Charlotte, North Carolina, as the "Jim Richardson Post Office".

The Clerk read as follows:

H.R. 1505

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

SECTION 1. JIM RICHARDSON POST OFFICE.

(a) DESIGNATION.—The facility of the United States Postal Service located at 2127 Beatties Ford Road in Charlotte, North Carolina, shall be known and designated as the "Jim Richardson Post Office".

(b) REFERENCES.—Any reference in a law, map, regulation, document, paper, or other record of the United States to the facility referred to in subsection (a) shall be deemed to be a reference to the Jim Richardson Post Office.

The SPEAKER pro tempore (Mr. PETRI). Pursuant to the rule, the gentleman from Ohio (Mr. LATOURETTE) and the gentleman from California (Mr. WAXMAN) each will control 20 minutes.

The Chair recognizes the gentleman from Ohio (Mr. LATOURETTE).

GENERAL LEAVE

Mr. LATOURETTE. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on the bill now under consideration.

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

There was no objection.

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

Mr. Speaker, H.R. 1505 has been introduced by our esteemed colleague, the gentleman from North Carolina (Mr. WATT), and it designates the facility of the United States Postal Service located at 2127 Beatties Ford Road in Charlotte, North Carolina as the "Jim Richardson Post Office Building."

Mr. Speaker, State Senator Jim Richardson of Charlotte, North Carolina was a venerable public servant who deserves acknowledgment by this House. Mr. Richardson earned one term as a State representative, followed by 4 terms in the Senate of the Tarheel State. His time serving in the North Carolina State legislature followed a

distinguished 33-year career with the United States Postal Service. He reached the rank of postmaster in Mount Holly, North Carolina, and was recognized with a Postal Service Certificate of Appreciation for his outstanding career. By all accounts, Jim Richardson was one of the most friendly and most wonderful men one would ever meet.

Sadly, Mr. Speaker, I understand that Mr. Richardson was diagnosed with cancer 3 years ago and he is conducting a brave fight. I know I speak for all Members when I say that the thoughts and prayers of this entire House are with Mr. Richardson and his family.

Mr. Speaker, for these reasons, I urge all Members to support the adoption of H.R. 1505. I want to thank our colleague, the gentleman from North Carolina (Mr. WATT), for introducing this meaningful measure.

Mr. Speaker, I reserve the balance of my time.

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

As ranking member of the House Committee on Government Reform, I join my colleague, the gentleman from Ohio (Mr. LATOURETTE) in the consideration of H.R. 1505, a bill which names a U.S. postal facility located at 2127 Beatties Ford Road in Charlotte, North Carolina after Jim Richardson. This bill was introduced by our friend and colleague, the gentleman from North Carolina (Mr. WATT), on March 27, 2003.

For the benefit of my colleagues, H.R. 1505 has met the committee cosponsorship requirement and has the support and sponsorship of the entire North Carolina State congressional delegation.

Mr. James Franklin Richardson, Sr., was born in Charlotte, North Carolina in 1926. After attending elementary and high school in Charlotte, Mr. Richardson went on to join the United States Navy and fought in World War II. After receiving an honorable discharge from the Navy, Mr. Richardson attended and graduated from Johnson C. Smith University with a bachelor of science degree in physical education and general science. Upon graduation, Mr. Richardson began a 33-year career with the United States Postal Service.

During his tenure with the Postal Service, Jim Richardson served as a service clerk and a postal supervisor. He spent his last 8 years with the Postal Service as postmaster in Mount Holly, North Carolina. Before he retired, Jim Richardson had received a Certificate of Appreciation from the Service, in "Recognition of Exceptional Performance in the Interest of Improved Postal Service."

In 1985, Jim was elected to the North Carolina House of Representatives where he served one 2-year term before being elected to the North Carolina Senate. He served 4 terms in the Senate before he retired and was elected to the Mecklenburg County Commission where he served for 6 years.

During his years in public service, Jim Richardson was known for operating in a bipartisan manner and working hard to improve and promote his community. He always held true to his convictions and continued to fight the good fight. This fight continues today as Jim battles against cancer.

Mr. Speaker, in closing, I would like to thank the gentleman from Virginia (Mr. TOM DAVIS) and the gentleman from Illinois (Mr. DANNY DAVIS), the ranking member of the Postal Task Force, for getting this bill to the House Floor. I also commend my colleague, the gentleman from North Carolina (Mr. WATT) for seeking to honor the incredible contributions made by Jim Richardson to his community, and I urge the swift passage of this measure.

Mr. Speaker, we have no further requests for time, and I yield back the balance of my time.

Mr. LATOURETTE. Mr. Speaker, I urge passage of the legislation, and I yield back the balance of my time.

The SPEAKER pro tempore. 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. 1505.

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.

NORTHERN IRELAND PEACE AND RECONCILIATION SUPPORT ACT OF 2003

Mr. SMITH of New Jersey. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1208) to authorize appropriations for fiscal years 2004 and 2005 of United States contributions to the International Fund for Ireland, and for other purposes, as amended.

The Clerk read as follows:

H.R. 1208

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 "Northern Ireland Peace and Reconciliation Support Act of 2003".

SEC. 2. FINDINGS; SENSE OF CONGRESS.

(a) FINDINGS.—Congress finds the following:

(1) The United States has been effectively engaged in the Northern Ireland peace process through both participating in negotiations and contributing to the economic development of the region.

(2) Both the Government of Ireland and the Irish people and the Government of the United Kingdom and the British people are long-standing friends of the United States and the American people.

(3) In 1986, the United States, in support of the Agreement Between the Government of Ireland and the Government of the United Kingdom ("Anglo-Irish Agreement") dated November 15, 1985, initiated annual contributions to the International Fund for Ireland ("International Fund") to help bolster economic development and support programs that would foster peace and reconciliation in