

House floor. Support us going into conference with our new vision, which is a Medicare guaranteed benefit, fee-for-service for seniors whether they stay in Medicare or choose one of these new options. You defeat the new options, and you defeat those vital reforms as we go in to conference. Vote "no" on this motion to instruct.

Mr. DAVIS of Florida. Mr. Speaker, the only defense in support of a voucher was a misstatement on the other side that there is a guaranteed issue that even seniors with health problems over 65 are guaranteed HMO coverage. That is a false statement.

There is no guarantee with respect to the level of coverage. There is no guarantee with respect to the price or affordability.

Mr. RYAN of Wisconsin. If the gentleman will yield, on page 182 of the bill.

Mr. DAVIS of Florida. Mr. Speaker, I reclaim my time.

□ 1700

What we are left with is any senior over 65 that has a health problem at all under the statement of the chief actuarial of Medicare, this is not a Democratic or Republican statement, can experience up to a 25 percent increase in price and is left with a voucher in no way to afford traditional fee-for-service Medicare.

There are seniors in this country, they are not just Democrats, Republicans or Independents, they are senior citizens. They have outlived their good health, their savings. They tried to plan responsibly for their retirement. Unless we adopt the motion to instruct and defeat this voucher, we will leave these seniors in the cold.

I urge adoption of the motion to instruct.

The SPEAKER pro tempore (Mr. CULBERSON). Without objection, the previous question is ordered on the motion to instruct.

There was no objection.

The SPEAKER pro tempore. The question is on the motion to instruct offered by the gentleman from Tennessee (Mr. DAVIS).

The question was taken; and the Speaker pro tempore announced that the yeas appeared to have it.

Mr. DAVIS of Florida. 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, further proceedings on this are postponed.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (Mr. HASTINGS of Washington). Pursuant to clause 8 of rule XX, the Chair will postpone further proceedings today on motions to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote is objected to under clause 6 of rule XX.

Record votes on postponed questions will be taken after 6:30 p.m. today.

HONORING AND CONGRATULATING CHAMBERS OF COMMERCE

Mr. WALDEN of Oregon. Mr. Speaker, I move to suspend the rules and agree to the concurrent resolution (H. Con. Res. 215) honoring and congratulating chambers of commerce for their efforts that contribute to the improvement of communities and the strengthening of local and regional economies.

The Clerk read as follows:

H. CON. RES. 215

Whereas chambers of commerce throughout the United States contribute to the improvement of their communities and the strengthening of their local and regional economies;

Whereas in the Detroit, Michigan area, the Detroit Regional Chamber, originally known as the Detroit Board of Commerce, typifies the public-spirited contributions made by the chambers of commerce;

Whereas, on June 30, 1903, the Detroit Board of Commerce was formally organized with 253 charter members;

Whereas the Detroit Board of Commerce played a prominent role in the formation of the United States Chamber of Commerce;

Whereas the Detroit Board of Commerce participated in the "Good Roads for Michigan" campaign in 1910 and 1911, helping to gain voter approval of a \$2,000,000 bond proposal to improve the roads of Wayne County, Michigan;

Whereas, in 1925, the Safety Council of the Detroit Board of Commerce helped develop the first traffic lights in Detroit;

Whereas, in 1927, the Detroit Board of Commerce brought together all of the cities, villages, and townships in southeast Michigan to tentatively establish boundaries for a metropolitan district for Detroit, embracing all or parts of Wayne, Oakland, Macomb, Monroe, and Washtenaw Counties at the request of the United States Census Bureau in advance of the 1930 census;

Whereas, in 1932, the Federal Home Loan Bank Board designated the Detroit Board of Commerce as the authorized agent for stock subscriptions in the Federal Home Loan Bank, as an early response to the Great Depression;

Whereas, in 1945, the Detroit Board of Commerce promoted the extension of Victory Loans to veterans returning from service in the United States Armed Forces during World War II as a way of expressing gratitude for the veterans' wartime service, and raised more than half of the total amount contributed in Wayne County, Michigan;

Whereas, in 1969, the Detroit Board of Commerce, then known as the Greater Detroit Chamber of Commerce, was instrumental in the establishment of a bus network connecting inner-city workers with their jobs, which resulted in the creation of the Southeast Metropolitan Transportation Authority, now known as SMART;

Whereas the Detroit Board of Commerce has been known by several names during its century of existence, eventually becoming known as the Detroit Regional Chamber in November 1997;

Whereas the Detroit Regional Chamber is the largest chamber of commerce in the United States and has been in existence for over 100 years;

Whereas more than 19,000 businesses across southeast Michigan have decided to make an initial investment in the Detroit Regional Chamber to help develop the region;

Whereas the Detroit Regional Chamber has supported the concept of regionalism in southeast Michigan, representing the concerns of businesses and the region as a whole;

Whereas the mission of the Detroit Regional Chamber is to help power the economy of southeastern Michigan;

Whereas the Detroit Regional Chamber successfully advocates public policy concerns on behalf of its members at the local, regional, State, and National levels;

Whereas the Detroit Regional Chamber has implemented programs promoting diversity in its work force and has won recognition for such efforts;

Whereas the Detroit Regional Chamber is committed to promoting the interests of its members in the global marketplace through economic development efforts; and

Whereas on June 30, 2003, the Detroit Regional Chamber celebrates its 100th anniversary; Now, therefore, be it

Resolved by the House of Representatives (the Senate concurring), That Congress honors and congratulates chambers of commerce for their efforts that contribute to the improvement of their communities and the strengthening of their local and regional economies.

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

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

GENERAL LEAVE

Mr. WALDEN of Oregon. Mr. 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 this legislation.

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

There was no objection.

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

Mr. Speaker, I rise in strong support of H. Con. Res. 215, a resolution to honor and congratulate the chambers of commerce for their efforts that contribute to the improvement of communities and the strengthening of local and regional economies.

At the Federal level, the U.S. Chamber of Commerce makes up the world's largest not-for-profit business federation. It represents 3 million businesses, 3,000 State and local chambers, 830 business associations and 92 American Chambers of Commerce abroad. These groups are of all sizes and shapes, from large Fortune 500 companies to home-based one-person operations. A full 96 percent of the membership is made up of businesses with fewer than 100 employees.

The real work that is done in the trenches is done by local and regional chambers of commerce. It is these organizations that employ labor law experts, human resource professionals and pro-business staff lobbyists within one organization to bring businesses resources that they need. They provide help and information from the big picture of public policy to the nitty-gritty of complex employment laws.

In addition, these local and regional chambers give small businesses a legislative voice to promote business, protect the private sector from excessive

government mandates and help prepare States for prosperous futures.

Mr. Speaker, I can tell my colleagues as well that these local chambers of commerce are leaders in their communities, assisting in civic organizations and in community pride work, cleaning up communities, helping neighbors, working on community events, helping for charitable causes, the men and women, the entrepreneurs of our communities who are really the success story of our economy.

Mr. Speaker, I ask that all Members join me in supporting H. Con. Res. 215, supporting and honoring our chambers of commerce and their members. They offer unprecedented benefits, discounts and opportunities to business, which helps make States, regions and localities strong, healthy and vibrant.

Mr. Speaker, I reserve balance of my time.

Mr. DINGELL. Mr. Speaker, I yield myself 4 minutes.

(Mr. DINGELL asked and was given permission to revise and extend his remarks.)

Mr. DINGELL. Mr. Speaker, I rise to join my colleagues in support of this fine legislation, H. Con. Res. 215, and I join in the congratulations of the Detroit Regional Chamber of Commerce on its 100th anniversary.

I want to first thank the gentleman from Louisiana (Mr. TAUZIN), the distinguished chairman of the Committee on Energy and Commerce, for making this event possible, and I also want to commend my good friend the gentleman from Michigan (Mr. KNOLLENBERG) for his leadership and for the fine work that he has done on this legislation. I also thank all of my Michigan colleagues who joined on as co-sponsors; and, indeed, this is good legislation.

Mr. Speaker, the business community has been much enriched by the fine work of the Detroit Regional Chamber of Commerce and by its work as a major economic engine for southeastern Michigan. It has played an enormously important role over Michigan's prosperity in the last 100 years.

Beginning in 1903 with 253 charter members, the Detroit Regional Chamber grew into what it is today, the largest chamber of commerce in the United States with more than 1,000 active members. During that time, the Detroit Regional Chamber has made many important contributions to the communities, not only in my district but throughout the entire part of southeastern Michigan. It began with its important participation in the Campaign for Good Roads in 1910 and 1911. As it has gone forward to do its splendid work in establishing mass transit systems, the SMART bus system, the Detroit Regional Chamber has indeed proven itself a reliable community leader in southeastern Michigan in all kinds of good causes.

With a new century coming on, new challenges face our region. Judging from the past 100 years, the Detroit Re-

gional Chamber will continue to remain an important leader that southeastern Michigan has come to depend upon. I am sure that my colleagues and I stand ready to continue working with the Detroit Regional Chamber and other community leaders to meet the challenges that face our part of the country.

Mr. Speaker, I salute the Detroit Regional Chamber on its 100th anniversary and wish it great success in the 21st century.

Mr. KNOLLENBERG. Mr. Speaker, today we pay tribute to chambers of commerce for their efforts to improve our communities and strengthen economy. I would like to take this opportunity to congratulate the Detroit Regional Chamber in particular. This year it is celebrating its 100th anniversary of existence.

Chambers of commerce are integral to millions of companies, large and small, throughout this country. They represent businesses and promote their interests before federal, state, and local governments. The Detroit Regional Chamber is no different. Currently over 19,000 businesses across southeast Michigan are members of the Detroit Regional Chamber, and that number continues to grow.

During their century of existence, the Detroit Regional Chamber has had a major impact on Michigan and the United States economy. House Concurrent Resolution 215 highlights its excellence and I am pleased so many of my colleagues from Michigan could cosponsor the resolution. I would particularly like to thank my friend, the ranking member of the House Energy and Commerce Committee and fellow Michigander, Congressman JOHN DINGELL, for introducing this resolution with me and working with the Chairman to see this resolution could be brought to the floor today.

House Concurrent Resolution 215 recognizes many of the chief accomplishments of the Detroit Regional Chamber. In 1903, the Detroit Board of Commerce was formally organized with 253 charter members. Since then, it has been known by several names, most recently in 1997 it officially became the Detroit Regional Chamber.

The resolution points out the Detroit Regional Chamber's involvement in a 1910–11 campaign to gain voter approval of a \$2 million bond proposal to improve the roads of Wayne County and played a prominent role in the formation of the United States Chamber of Commerce. It also notes the Detroit Regional Chamber's help to develop the first traffic lights in Detroit in 1925 and the establishment of a bus network connecting inner-city workers with their jobs in 1969, which resulted in the creation of the Southeast Metropolitan Transportation Authority (SMART).

Later this week on Wednesday the Detroit Regional Chamber will celebrate their one hundred year anniversary at Greenfield Village in Dearborn. Unfortunately, I will be here in the House of Representatives and will not be able to attend, but I am pleased the House could recognize the Detroit Regional Chamber by considering this resolution.

I urge my colleagues to support this resolution.

Mr. LEVIN. Mr. Speaker, I rise today in strong support of House Concurrent Resolution 215, to honor this nation's chambers of commerce for their contributions to help strengthen communities and local economies,

and in particular to congratulate the Detroit Regional Chamber on celebrating its 100th anniversary.

Originally established on June 30, 1903 as the Detroit Board of Commerce, the Detroit Regional Chamber was formed with 253 charter members. The Chamber has seen many changes since that time—the organization has grown to include more than 19,000 businesses and has had several name changes. What has not changed is the chamber's record of service to the residents and businesses of the Metro Detroit area.

The Chamber has taken a leadership role in public policy in dealings with both the Michigan State Legislature and the U.S. Congress on legislation that may impact the business community. In recent years, they have effectively focused their efforts more broadly on coordinating the vital effort around efficient and secure operations at the U.S.-Canada border. Their annual Leadership Policy Conference, brings together business, government and community leaders to discuss a wide array of issues, from health care to energy policy and economic development to ethics. In attending these conferences, I have seen how the Detroit Regional Chamber has been increasingly involved in discussing and confronting the wide variety of challenges facing the City of Detroit and relations with the entire metropolitan area.

The Chamber also provides small business and international trade counseling and works to develop the region's economic viability by attracting people, money and jobs. The Chamber is also heavily involved in working toward transportation solutions to improve the ability of the workers in the region to get to their jobs.

It is fitting that we should take the time to recognize the 100th anniversary of the Detroit Regional Chamber and I offer my best wishes for their continued success as they begin their second century of service to Metro Detroit.

Mr. Speaker, I urge all my colleagues to support H. Con. Res. 215.

Mr. CONYERS. Mr. Speaker, I rise today to honor the Detroit Regional Chamber of Commerce as it celebrates its 100th anniversary. The Chamber has been consistently working over the past century on a wide range of issues running the gamut from public transportation to maintaining a quality and competitive workforce. For more than three generations the Chamber has played an integral part in the astounding growth and change throughout Detroit and Southeast Michigan. I am confident in the 21st century, which faces many new challenges, that the Chamber and its members will continue to make Michigan an outstanding place for families and businesses alike.

When less than a dozen businessmen got together February 3, 1903, to more effectively represent the merchants of Detroit, they were working in an environment drastically different from that of today. At the same time, the Ford Motor Company, then a small family business, had the nearly impossible dream nurtured by the young Henry Ford, that automobiles could be mass produced and made affordable to families in America. Much of the area was still rural and the automobile industry was only in its infancy.

Michael J. Murphy, the president of the Murphy Chair Company was the first leader of the Detroit Regional Chamber and in 1911, realized that the manufacture of automobiles

could have a far reaching impact on our economy and lifestyle the Chamber developed a campaign named "Good Roads For Michigan" campaign, and secured voter approval of a modest bond proposal the proceeds of which would then be used to improve Wayne County's then-woeful roads. Meanwhile, as its membership grew the Chamber found it necessary to expand, and build a modern three-story building as its headquarters.

The Chamber's early success was a sign of things to come. In 1920, Detroit police officer William Potts determined to do something about the problem of automobile traffic, rising at the time in Michigan as elsewhere. With thirty-seven dollars, he created the world's first traffic light, at Woodward and Michigan Avenues in Detroit. At about the same time, African American inventor Garrett Morgan invented the first electric automatic traffic light, providing the prototype on which today's four-way traffic lights are based, and which led the way for the creation of Davison Highway, the nation's very first expressway. The Chamber helped to install these first traffic lights, and through this magnificent technology, helped enhance the economic prospects of Michigan and indeed the world. The Chamber would go on to support the establishment of a train route between Detroit and Washington, D.C., providing a critical link between government and automotive innovation.

The Chamber's leadership has gone far beyond just doing business. In 1965, the Chamber took a dramatic step in favor of the Civil Rights movement, when it published an appeal in support of the United Negro College fund, stating, "We must open the doors of opportunity." The Chamber further distinguished itself in 1975, when it decided to begin offering health insurance plans to companies with under 25 employees. This program remains extremely successful and has provided Detroit small businesses with health insurance for nearly 35 years.

Today, the Detroit Regional Chamber continues its astounding work. Under the leadership of Chairman of the Board Benjamin C. Maibach III, the Chamber strives to improve upon its past successes. It now has over 18,000 members, including the most diverse Board of Directors in its history. They include former Detroit Mayor Dennis Archer, Attorney David Baker Lewis, Dr. Arthur Porter, Frank Fountain, Roderick Gillum, Dr. Irvin Reid, Linda Waters, the Rev. Jim Holley, Yousif Ghafari, John James, Elham Jabiru-Shayota, Dr. Fern Espino, and Dr. J. Carlos Borrego.

I have great respect for the history surrounding the Chamber, and believe its efforts to improve the quality of life for all of Southeast Michigan's residents will continue. There is every reason to believe that the Detroit Chamber's next century will be even more successful than its first.

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

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

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

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Oregon (Mr. WALDEN) that the House suspend the rules

and agree to the concurrent resolution, H. Con. Res. 215.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the concurrent resolution was agreed to.

A motion to reconsider was laid on the table.

RECOGNIZING THE 100TH ANNIVERSARY OF THE FOUNDING OF THE HARLEY-DAVIDSON MOTOR COMPANY

Mr. WALDEN of Oregon. Mr. Speaker, I move to suspend the rules and agree to the resolution (H. Res. 296) recognizing the 100th anniversary of the founding of the Harley-Davidson Motor Company, which has been a significant part of the social, economic, and cultural heritage of the United States and many other nations and a leading force for product and manufacturing innovation throughout the 20th century.

The Clerk read as follows:

H. RES. 296

Whereas in 1903, boyhood friends, hobby designers, and tinkers William S. Harley, then 21 years old, and Arthur Davidson, then 20 years old, completed the design and manufacture of their first motorcycle, with help from Arthur Davidson's brothers, Walter Davidson and William A. Davidson;

Whereas, also in 1903, Harley and the Davidson brothers completed 2 additional motorcycles in a makeshift "factory" shed in the Davidson family's backyard at the corner of 38th Street and Highland Boulevard in Milwaukee, Wisconsin;

Whereas the design features and construction quality of the early Harley-Davidson motorcycles proved significantly more innovative and durable than most other motorcycles of the era, giving Harley-Davidson a distinct competitive advantage;

Whereas in 1905, Walter Davidson won the first of many motorcycle competition events, giving rise to a strong tradition of victory in motorcycle racing that continues today;

Whereas in 1906, Harley-Davidson Motor Company constructed its first building, financed by the Davidsons' uncle James McClay, on the site of the Company's current world headquarters one block north of the Davidson home site, and manufactured 50 motorcycles that year;

Whereas in 1907, Harley-Davidson Motor Company was incorporated and its 18 employees purchased shares;

Whereas in 1908, the first motorcycle for police duty was delivered to the Detroit Police Department, beginning Harley-Davidson's long and close relationship with law enforcement agencies;

Whereas in 1909, to enhance power and performance, Harley-Davidson added a second cylinder to its motorcycle, giving birth to its hallmark 45-degree V-Twin configuration and the legendary Harley-Davidson sound;

Whereas during the years 1907 through 1913, manufacturing space at least doubled every year, reaching nearly 300,000 square feet by 1914;

Whereas Arthur Davidson, during Harley-Davidson's formative years, set up a worldwide dealer network that would serve as the focal point of the company's "close to the customer" philosophy;

Whereas Harley-Davidson early in its history began marketing motorcycles as a sport and leisure pursuit, thus laying the groundwork for long-term prosperity;

Whereas in 1916, Harley-Davidson launched "The Enthusiast" magazine, which today is the longest running continuously published motorcycle magazine in the world;

Whereas also in 1916, Harley-Davidson motorcycles saw their first military duty in skirmishes in border disputes along the United States border with Mexico;

Whereas in World War I, Harley-Davidson supplied 17,000 motorcycles for dispatch and scouting use by the Allied armed forces, and the first Allied soldier to enter Germany after the signing of the Armistice was riding a Harley-Davidson motorcycle;

Whereas by 1920, Harley-Davidson was the world's largest motorcycle manufacturer, both in terms of floor space and production, with continual engineering and design innovation;

Whereas during the Great Depression of the 1930s, the company survived when all but 1 other domestic motorcycle manufacturer failed, on the strength of its product quality, the loyalty of its employees, dealers, and customers, steady police and commercial business, and a growing international presence;

Whereas in 1936, Harley-Davidson demonstrated foresight, resolve, and faith in the future by introducing the company's first overhead valve engine, the "Knucklehead" as it would come to be known, on its Model EL motorcycle, thus establishing the widely recognized classic Harley Davidson look and the company's reputation for styling;

Whereas Harley-Davidson workers in 1937 elected to be represented by the United Auto Workers of America, thus launching a proud tradition of working with Harley-Davidson to further build the company through advocacy and the development of effective programs and policies;

Whereas William H. Davidson, son of the late founder William A. Davidson, became president of Harley-Davidson in 1942 and would lead the company until 1971;

Whereas Harley-Davidson built more than 90,000 motorcycles for United States and Allied armed forces use during World War II, earning 4 Army-Navy "E" Awards for excellence in wartime production;

Whereas Harley-Davidson, during the 1950s and 1960s, recharged its sales and popularity with new models, including the Sportster and the Electra Glide, new engines, and other technological advances;

Whereas the Company developed the concept of the "factory custom" motorcycle with the 1971 introduction of the Super Glide and the 1977 Low Rider, under the design leadership of William "Willie G" Davidson, vice president of Styling and grandson of company founder William A. Davidson;

Whereas since 1980, as a national corporate sponsor of the Muscular Dystrophy Association, Harley-Davidson has raised more than \$40,000,000 through company, dealer, customer, and supplier contributions, to fund research and health services;

Whereas in 1981, a group of 13 Harley-Davidson executives, led by chairman and CEO Vaughn Beals purchased Harley-Davidson from its then corporate parent AMF Incorporated;

Whereas by 1986, Harley-Davidson, against incredible odds, restored the company's reputation for quality and innovation and returned the company to vitality, thus ensuring a highly successful initial public stock offering;

Whereas throughout the 1980s and 1990s, Harley-Davidson became a national role model for positive labor-management relations, product innovation, manufacturing quality and efficiency, and phenomenal growth;

Whereas President Ronald Reagan, President William J. Clinton, and President