

## VEACH-BALEY FEDERAL COMPLEX

DECEMBER 18 (legislative day, DECEMBER 15), 1995.—Referred to the House  
Calendar and ordered to be printed

Mr. SHUSTER, from the Committee on Transportation and  
Infrastructure, submitted the following

### R E P O R T

[To accompany H.R. 2504]

The Committee on Transportation and Infrastructure, to whom was referred the bill (H.R. 2504) to designate the Federal Building located at the corner of Patton Avenue and Otis Street, and the United States Courthouse located on Otis Street, in Asheville, North Carolina, as the “Veach-Baley Federal Complex”, having considered the same, report favorably thereon without amendment and recommend that the bill do pass.

Veach-Baley is a combination of the names of two distinguished individuals from Western North Carolina who committed their lives to public service: Judge James M. (Jim) Baley, Jr. and John B. “Jack” Veach.

Jack Veach was a pioneer in North Carolina’s timber industry and one of the great leaders of the community. He served as the president of Appalachian Hardwood Manufactures Inc., American Forest Products Industries, National Manufactures Association, North Carolina Forestry Association, and Asheville Area Chamber of Commerce.

His most enduring efforts were focused on the regeneration of the forests in Western North Carolina and increasing public awareness of the importance of forests. These efforts led to the creation of the Cradle of Forestry Discovery Center, where students learn forestry and environmental stewardship.

Mr. Veach was also a community leader. He was co-founder and chairman of Western Carolina Bank, a past director of Carolina Power & Light Company, and served as chairman of the United Way of Asheville and Buncombe County.

Judge James Baley, another Western North Carolinian, is a name which invokes great respect. As a lawyer, state representa-

tive, naval officer, deacon, United States Attorney and judge, Judge Baley was a dedicated public servant.

Judge Baley began practicing law in 1933, after graduating from the University of North Carolina. In 1937, he was elected to the North Carolina General Assembly. In 1942, he was called to duty and served actively in World War II in the United States Naval Reserve, earning the rank of Lt. Commander by 1946.

Judge Baley returned to public service in 1953 as a United States Attorney for the Western District of North Carolina, a position he held until 1961. In 1973, he was elected as a judge to the North Carolina Court of Appeals, and then elected to Special Judge for the Superior Court in 1975. He also served as Commissioner for the National Conference on Uniform State Laws.

In addition to his public duties, Judge Baley contributed to his community through various church and civic activities. He served as a deacon for his church and president of the Asheville Civitan Club, he was also a member of the Daniel Boone Council of the Boy Scouts of America and an honorary member of the Eastern Band of Cherokee Indians.

Both Mr. Veach and Judge Baley espouse the spirit of sacrifice and public servitude so prevalent in residents of Western North Carolina. H.R. 2504 is a fitting tribute to honor these two dedicated citizens.

#### COMPLIANCE WITH RULE XI

With respect to the requirements of clause 2(l)(3) of rule XI of the Rules of the House of Representatives:

(1) The Committee held hearings on this legislation on December 13, 1995.

(2) The requirements of section 308(a)(1) of the Congressional Budget Act of 1974 are not applicable to this legislation since it does not provide new budget authority or new or increased tax expenditures.

(3) The Committee has received no report from the Committee on Government Reform and Oversight of oversight findings and recommendations arrived at under clause 4(C)(2) of rule X of the Rules of the House of Representatives.

#### INFLATIONARY IMPACT STATEMENT

Under clause 2(l)(4) of rule XI of the Rules of the House of Representatives, the Committee on Transportation and Infrastructure estimates that enactment of H.R. 2504 will have no significant inflationary impact on prices and costs in the operation of the national economy.

#### COST OF LEGISLATION

Clause 7(a) of rule XIII of the Rules of the House of Representatives requires a statement of the estimated cost to the United States which will be incurred in carrying out H.R. 2504, as reported, in fiscal year 1996, and each of the following five years. Implementation of this legislation is not expected to result in any increased costs to the United States.

COMMITTEE ACTION AND VOTE

In compliance with clause (2)(1)(2) (A) and (B) of rule XI of the Rules of the House of Representatives, at a meeting of the Committee on Transportation and Infrastructure on December 14, 1995, a quorum being present, H.R. 2504 was unanimously approved by a voice vote and ordered reported.

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