

WILLIAM KENZO NAKAMURA  
COURTHOUSE

**HON. JENNIFER DUNN**

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, October 31, 2000*

Ms. DUNN. Mr. Speaker, I support H.R. 5302, to name the United States courthouse in downtown Seattle as the "William Kenzo Nakamura United States Courthouse."

It is important to pay tribute to a man who made such great contributions to our nation. Private First Class Nakamura was an outstanding American, and this is a fitting way to honor him for giving his life to protect our freedom.

Pfc. Nakamura grew up in what is now the Chinatown International District in Seattle. He was studying at the University of Washington when he was moved with his family to an internment camp in Idaho. Despite this hardship, Pfc. Nakamura joined the 442nd Regimental Combat Team, which went on to become the most decorated military unit in history.

On June 4, 1944, Pfc. Nakamura provided cover for a retreating platoon in Catellina, Italy, and was killed by enemy fire. At first, Nakamura and other soldiers of color did not receive national recognition for their heroic deeds. Finally, this June, Nakamura and other soldiers received the Medal of Honor.

I believe naming this courthouse after Pfc. Nakamura is a fitting tribute for a man who defended his country and the freedoms we all enjoy. Pfc. Nakamura's valor and heroic actions should never be forgotten, and his dedication to his country—the United States—should be honored. I encourage all my colleagues to support this resolution.

HONORING LION IRVING STRAVITZ  
OCTOBER 2, 1912-DECEMBER 19, 1998

**HON. EDOLPHUS TOWNS**

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, October 31, 2000*

Mr. TOWNS. Mr. Speaker, I rise today to honor the life of Lion Irving Stravitz, who passed away on December 19, 1998.

Irving Stravitz was raised in Brooklyn and, as a child, loved to work with his hands. He became a carpenter at a very young age and always had his own business.

He met and married Eva, who became his partner in Lionism and life. She served side by side with him through thick and thin for the sixty-three years of their marriage. Together, they raised two children, David and Renee, who bestowed upon them the loves of their lives: two grandchildren, Allison and Matthew.

Irving was emblematic of the drive that Lion Melvin Jones, one of the founding members of Lionism, exhibited. Irving became a member of the Hyde Park Lions Club and served the Club by holding every office up to and including President. He was elected to the position of Deputy District Governor of District 20-K1. Mid-stream, Irving transferred into the Brooklyn Canarsie Lions Club and served for the remainder of his thirty years. He received Certificates of Appreciation, plaques that honored his dedication and was the first Lion in the Club to be presented with the Melvin Jones Fellowship Award.

His love and dedication will keep him in our hearts forever. Irving Stravitz was a Pin Trader and Pin Maker. His special project was the Vacation Camp for the Blind where his skill as a carpenter proved invaluable. He was involved with the Little League and ran the Hyde Park Lions Club's annual football pool fundraiser.

In the final words of Marc Antony's eulogy of Julius Caesar, "Indeed, this was a man." Mr. Speaker, I join with his friends and loved ones in saying "Irving, indeed you were a man and one of Lionism's finest tributes."

Mr. Speaker, Lion Irving Stravitz is more than worthy of receiving our recognition today, and I hope that all of my colleagues will join me in honoring this truly remarkable man.

**VIOLATION**

**HON. CHARLES A. GONZALEZ**

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, October 31, 2000*

Mr. GONZALEZ. Mr. Speaker, as we near the end of this session, one of the country's largest companies is asking Congress for special treatment. According to numerous media reports, AT&T is asking Congress to attach an amendment to an appropriations bill to allow them to violate conditions they agreed to when their merger with MediaOne was approved by the FCC. This amendment would allow AT&T to violate the caps on cable ownership, caps that are designed to promote competition and protect consumers from price-gouging.

No Member of either this House or the other body has introduced a bill to give AT&T this break, nor has a single hearing been held on the issue. To even consider this bill to enter legislation would not at this time be wise for the simple fact that we do not have enough proper information to make an informed decision concerning this break for AT&T.

Mr. Speaker, we should ask that AT&T keep their word. As well we should reject any last minute legislation that has not been fully reviewed by the Congress.

HONORING LAWRENCE D. DAHMS,  
EXECUTIVE DIRECTOR, METRO-  
POLITAN TRANSPORTATION COM-  
MISSION

**HON. ELLEN O. TAUSCHER**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, October 31, 2000*

Mrs. TAUSCHER. Mr. Speaker, today I pay tribute to Lawrence D. Dahms, executive director of the Metropolitan Transportation Commission in the San Francisco Bay Area, who will be retiring at the end of this year.

The Metropolitan Transportation Commission (MTC) was created in 1970 to provide transportation planning for the nine-county San Francisco Bay Area. MTC is the designated federal Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area, and is charged with disbursing federal, state and regional transportation revenues in the region. The retirement of Lawrence D. Dahms is a severe loss to the Bay Area community.

Lawrence D. Dahms has served as MTC's executive director since 1977. In both his 23 years at MTC and in an earlier six-year stint at the Bay Area Rapid Transit District (BART), Larry spearheaded the successful effort to extend BART to San Francisco International Airport. His many accomplishments also include a pivotal role in negotiating the San Francisco Bay Area Regional Rail Agreement, known as MTC Resolution No. 1876. This became the basis for securing federal funding for BART to San Francisco International Airport and the Tasman light-rail extension in Silicon Valley, as well as state and local funding for East Bay BART extensions to Dublin and Bay Point.

In addition to his regional impact, Larry was a leader on the national stage in developing and advocating the landmark 1991 federal Intermodal Surface Transportation Efficiency Act (ISTEA). This ushered in a new era in federal transportation policy by giving states and localities greater responsibility and flexibility in the investment of federal dollars. Larry continued his involvement as he advocated for the passage of ISTEA's successor, the 1998 Transportation Equity Act for the Twenty First Century (TEA-21), which consolidated that policy shift and dramatically increased funding levels.

Larry took the lead in implementing this new federal policy at the local level by establishing the Bay Area Partnership to foster multimodal decision-making and coalition building, in the process creating a trail-blazing MPO that is a model for the nation.

I, as well as the Bay Area Congressional Delegation, wish Mr. Dahms our most sincere thanks for his accomplishments. We greatly appreciate his achievements on behalf of the past, current and the future residents of our region. We wish him well in all his future professional and personal endeavors.

HONORING DUSTY RHODES

**HON. JOHN JOSEPH MOAKLEY**

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, October 31, 2000*

Mr. MOAKLEY. Mr. Speaker, today I pay tribute to the director of Sail Boston 2000, Dusty Rhodes.

It has been estimated that between seven and eight million people visited Boston during Sail Boston 2000. It was a remarkably well planned and well-executed international tall ship event. From the pageantry of the Opening Ceremony at Rowes Wharf to the spectacular Parade of Sail out Boston Harbor for the start of the race to Halifax, Boston was at her very best. Residents and tourists alike thrilled to the majesty of the ships and warmly welcomed the young crews to the historic Port of Boston. The presence of the tall ships in July was a nostalgic reminder of our city's great maritime heritage and a celebration of the rebirth of our magnificent harbor.

Boston was the only Official Race Port in the United States for the International and American Sail Training Associations' Tall Ships 2000 Race of the Century. An event of this magnitude requires precise planning and extraordinary effort, and the appropriate credit should be given to the person who was most responsible for bringing the ships to the port and organizing Sail Boston 2000, the largest