

oncology nurses see the pain and suffering caused by cancer and understand the physical, emotional, and financial challenges that people with cancer face throughout their diagnosis and treatment.

Over the last ten years, the setting where treatment for cancer is provided has changed dramatically. An estimated 80 percent of all cancer patients receive care in community settings, including cancer centers, physicians' offices, and hospital outpatient departments. Treatment regimens are as complex, if not more so, than regimens given in the inpatient setting a few short years ago. Oncology nurses are involved in the care of a cancer patient from the beginning through the end of treatment, and they are the front-line providers of care by administering chemotherapy, managing patient therapies and side-effects, working with insurance companies to ensure that patients receive the appropriate treatment, provide counseling to patients and family members, in addition to many other daily acts on behalf of cancer patients. I thank all oncology nurses for their dedication to our nation's cancer patients, and commend the Oncology Nursing Society for all of its efforts and leadership over the last 30 years. They have contributed immensely to the quality and accessibility of care for all cancer patients and their families, and I urge my colleagues to support them in their important endeavors.

HONORING JULIAN BURNSIDE—A
TRUE HERO

HON. MICHAEL BILIRAKIS

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 20, 2005

Mr. BILIRAKIS. Mr. Speaker, I rise today to honor Julian Burnside, a friend and fellow veteran whose long and distinguished life recently came to an end.

Julian was an extraordinary man. Born in Tampa, he worked for the city as well as for Tampa Electric Company. Later in life he worked as a safety engineer for Underwriter's Laboratories. Julian was active in the community, volunteering his time and expertise to charitable and civic causes, especially during his busy retirement. He founded a Republican Club in my congressional district back when being a Florida Republican was unusual. He was a loyal Republican who held fast to his conservative principles, though he did so amiably and without disparaging those who held differing opinions.

Julian also was a distinguished and decorated Army veteran of the Second World War. He fought in the Battle of the Bulge, where inexperienced and battle-weary American soldiers stopped German troops from breaching their lines and splitting Allied Forces. British Prime Minister Winston Churchill called it "undoubtedly the greatest American battle of the war," which thwarted Hitler's last attempt to stop surging Allied fortunes. Julian justifiably was proud that some believed it was the greatest battle in American military history, a battle in which he was injured and earned the Purple Heart.

Julian also endured a seven-month stay as a prisoner-of-war in Dresden, Germany, a time during which he lost 60 pounds from near starvation. He credited thoughts of his wife,

and of the desire to again eat pork chops, for helping him get through those tough times. "I could see those pork chops frying in a pan," he once said in his typical lighthearted way.

Mr. Speaker, I was blessed to know Julian Burnside for so many years and benefit from his friendship, humor, and kindness. I will miss him as will everyone whose lives he touched.

COMMON SENSE AUTOMOBILE
EFFICIENCY ACT OF 2005

HON. C.A. DUTCH RUPPERSBERGER

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 20, 2005

Mr. RUPPERSBERGER. Mr. Speaker, today I am introducing legislation that provides credit for the purchase of new qualified fuel cell, hybrid, or other alternative fuel motor vehicle.

The Common Sense Automobile Efficiency Act of 2005 encourages consumers to purchase environmentally friendly vehicles that will help reduce greenhouse gas emissions while simultaneously reducing our country's oil dependence. It repeals the phase-out of the Qualified Electric Vehicles Credit and Deduction for Clean fuel-Vehicles so that 100% of the credit can be claimed through 2009. Consumers would receive a tax credit of up to \$1,000 for hybrid gas-electric powered vehicles and \$4,000—for fuel-cell vehicles.

Making our environment cleaner and reducing our dependence on foreign oil requires the participation of all stakeholders, including both consumers and manufacturers.

Cars, SUVs and other light trucks consume millions of barrels of oil every day and emit harmful amounts of carbon dioxide, a principal greenhouse gas. Passenger vehicles alone account for one-fifth of all U.S. carbon dioxide emissions. With significant fuel economy and low tailpipe emissions, alternative-fuel and advanced-technology vehicles help to reduce the environmental impact of driving an automobile. Getting more miles out of a gallon of gas means lessening our dangerous reliance on oil, lowering levels of key air pollutants, and saving consumers money at the gas pumps.

All Americans need a choice in buying cars that can increase their fuel-efficiency. While the average fuel economy of vehicles on the road is at a twenty-one year low, gasoline prices continue to strain business and family budgets. Americans now spend more than \$500 million per day to fuel their cars and light trucks. Families deserve a more affordable way to get to work, school, vacation, home or any destination on the road. Businesses that rely on vehicles to function need the cost-efficiency of driving hybrid vehicles.

Although major automakers currently offer advanced technology and alternative fuel vehicles and plan to produce a full range of fuel-efficient options, including SUVs, minivans, and pickup trucks, the cleanest vehicles available to the public should be more economical.

The tax incentives provided by this bill would not only save consumers money—but spur market demand for more fuel-efficient vehicles. As people around the country embrace cleaner, more efficient cars, American automobile manufacturers must continue to improve fuel efficiency in order not to lose market share and jobs. This bill would help automakers invest in the production of alternative

fuel motor vehicles—and accelerate the introduction of newer models into the marketplace.

The Common Sense Automobile Efficiency Act of 2005 provides a win-win situation for consumers, the economy, and the environment. It offers valuable incentives for the purchase and production of alternative vehicles and fuels—and enables consumers to help limit fuel consumption, reduce our dependence on foreign oil, and protect our air quality.

TRIBUTE TO CONGREGATION BETH
AM ON THE OCCASION OF THE
FIFTIETH ANNIVERSARY OF ITS
FOUNDING

HON. ANNA G. ESHOO

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 20, 2005

Ms. ESHOO. Mr. Speaker, I rise today to honor Congregation Beth Am as it celebrates its 50th anniversary. Since its founding in 1955, this Reform Jewish Synagogue has been a leader in social action and community welfare in the Bay Area, and has embodied the Jewish community's longstanding involvement in religious and public life. Since its beginnings with 100 families represented at its first meeting, the congregation has grown to nearly 1,400 families from the mid-Peninsula area who gather at Beth Am to worship, to study, to lead and to strengthen both the Jewish community and the Bay Area community as a whole.

When Congregation Beth Am was founded, the population of the San Francisco Peninsula was booming. Beth Am filled a need for a new Reform Synagogue and it grew accordingly after its establishment. The first formal meeting, which was held in March of 1955, was attended by 300 people representing 100 families. A year later, the congregation grew to 250 families. Registration at the religious school, which also opened in March of 1955, jumped from 100 children at its founding to 340 children only 2 years later. Beth Am first met in the First Methodist Church and Unitarian Church for Shabbat and High Holy Day services. Today, members congregate in a beautiful synagogue in Los Altos Hills.

As Beth Am's congregation has grown, so has its involvement with the communities on the Peninsula. Members have volunteered their time and resources to a variety of causes throughout the area, including the Ecumenical Hunger Program, the Urban Ministry of Palo Alto, and Opportunities Industrialization Center West. The congregation's Social Action Committee notes that "We, as Jews, are commanded to pursue Justice, and to participate in Tikkun Olam, or Repairing the World." The congregation's website has a "Tikkunometer" that counts the number of hours the congregation has pledged to community service. Fueled by this sense of responsibility to the community and dedication to service, Congregation Beth Am has improved our community and the lives of those around them.

None of this would be possible without the outstanding leadership that Congregation Beth Am has been blessed with since its founding 50 years ago. Rabbi Irving A. Mandel was Beth Am's first Rabbi. He was followed by Rabbi Sidney Akselrad in 1962, who for 24 years imbued Beth Am with a social-action