

Shortly, and with support from Democrats and Republicans, I intend to introduce a bill that would allow workers to use a portion of their current Social Security payroll tax for private investment. This bill would give you the option of investing your own earnings in stocks or bonds and with the guidance of a professional money manager, with potentially far greater returns that you would ever get in the current system. The average annual rate of return for stocks and bonds in the last 70 years has been 9 percent. That is almost five times the rate of return from Social Security. By allowing you to invest more of your money as you like—and your Social Security payroll tax after all is still your money—you could amass substantial savings.

Senator BOB KERREY, a Democrat from Nebraska who is also working on this problem, likes to tell the story about Gladys Holm. Ms. Holm was a secretary who in her whole life never earned more than \$15,000 a year. When she died last year at 86, she was worth over \$18 million. Her secret? She just put aside a little bit of money each month throughout her working life and put it in private investment. Through compound interest—and unusually wise investments—Gladys Holm had become a millionaire.

Though that example is probably atypical, we could do similar things with our Social Security system. By allowing private investment—as England does with great success—every American could actually have a strong safety net when they reach old age. Even better, the money you would invest and save would be your own—not the Government's. It is yours to invest, yours to spend, yours to pass on to your kids and grandkids or charities or whatever else you like. Private investment means more power to you.

If we enact these needed reforms, Social Security may finally create the retirement security President Franklin Roosevelt envisioned in 1935. This year, a Federal memorial opened in Washington honoring FDR. I think the better tribute to Roosevelt would be if we worked this year to preserve his most important legacy for his great-grandchildren, our great-grandchildren, and many generations to come.

“PAKISTAN SHOULD CONDUCT A FULL INVESTIGATION INTO THE MURDER OF UNION TEXAS PETROLEUM EMPLOYEES

### HON. GENE GREEN

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, November 12, 1997

Mr. GREEN. Mr. Speaker, earlier this morning, I was saddened to learn of the murder of four Americans in Pakistan who were employed by Houston-based Union Texas Petroleum. In addition, their Pakistani driver was also murdered. Although no direct link has been found, many suspect that this deliberate act of cold-hearted murder may be revenge for the murder conviction of a Pakistani in Virginia. I would like to express my heart-felt condolences to the families and friends of Ephraim Egbu, Joel Enlow, Larry Jennings and Tracy Ritchie. You are in our thoughts and prayers.

The murder of these courageous Americans is an outrage, and I call on the Pakistani Gov-

ernment to conduct a full and exhaustive investigation into this tragedy and to punish all those responsible. Justice delayed is, truly, justice denied. We must always remember, in the words of Dr. Martin Luther King, Jr., an injustice anywhere is an affront to justice everywhere.

This is a terrible and tragic loss. In Congress, we speak of the many tragedies that occur all over the world, especially to Americans. Although Americans continue to be at risk in many parts of the world, they faithfully carry out their duties and are not deterred by senseless instances, such as this one. The Union Texas employees stationed in Pakistan are no exception. Union Texas Petroleum has been active in exploring for, developing and producing oil and gas in Pakistan for over 20 years. The company has approximately 600 employees in Pakistan, 21 of whom are American citizens.

The management and employees of Union Texas have been leaders in supporting the communities in Pakistan where Union Texas operations exist and have funded the construction of numerous schools, colleges for young women and young men, medical clinics, and mosques, and have provided relief during natural disasters and other emergencies in Pakistan. Union Texas has been a good corporate citizen in Pakistan, and it is sad that such a needless and tragic event has been targeted at a company dedicated to sharing its resources with their host country.

This is a terrible loss for the families and friends of the victims, and for Union Texas.

### CONCERN ABOUT FEDERAL SUBSIDIES

### HON. BOB SCHAFFER

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, November 12, 1997

Mr. BOB SCHAFFER of Colorado. Mr. Speaker, I rise today to share with you the thoughts of a fellow Coloradan who is concerned, like all of us, about Federal subsidies. As the proposal to privatize Amtrak proceeds, Mr. Scott Slusher of Colorado has composed sensible views on this subject which I now submit for the RECORD.

Congress is currently working to reauthorize the Intermodal Surface Transportation Efficiency Act which lays out the federal government's plan for the nation's transportation infrastructure. The legislation affects everything from highways and interstates to airports and waterways. One of the more contentious topics is the future of railroad policy and more specifically, Amtrak and passenger rail service.

On one side of the argument are train enthusiasts and boosters of the rail service, and on the other side are critics such as Sen. John McCain who argue it is time for the federal government to get out of the railroad business.

What is ignored is that the free market, individual citizens, and American industry have already made their choice. The truth is that the country's railroad industry can be divided into two parts—one healthy and competitive, the other perennially on the brink of bankruptcy. The privately owned and operated freight rail companies continue to make a substantial contribution to the nation's economy, and their future as a mode of freight transportation is secure well into

the next century. On the other hand, passenger rail service, though heavily subsidized by the government, continues to lose passengers to faster and more cost-effective means of travel.

The numbers themselves make this contrast clear (statistics from 1993). Measured by the volume of freight transported, railroads accounted for 38.1 percent of domestic transport and were the number one method for transporting goods. Truck accounted for 28.1 percent of goods transported and were the second most common method of transporting freight. The private rail freight companies are clearly an essential part of our economy, and their continued success is a result of adapting to the modern economy and providing a competitive and cost effective service.

Passenger rail service, however, has been less successful. In 1993, intercity railways accounted for approximately 0.4 percent of the total number of passenger-miles traveled in the United States. Comparatively, private automobiles on the nation's highways and interstates accounted for 80.8 percent, and domestic air travel was responsible for 17.4 percent. Even intercity bus travel, with 1.1 percent, was more successful at attracting passengers.

The relative inability of Amtrak to attract passengers comes in spite of the \$18 billion in subsidies the federal government has given the railroad since its creation in 1971. While the initial plan was for Amtrak to be self-supporting in two years, it has consistently lost money for the last 25, and as it is currently managed, is not expected to ever be profitable.

While there was a time in which intercity railways carried the bulk of people across the country, the advent of cheap, fast airline travel, and the construction of the vast interstate highway network, has given Americans many more choices. They have responded by relying on the convenience of their automobiles, or availing themselves of the ability to travel from coast-to-coast in a few hours, as opposed to a few days.

The relative measure of passenger miles bears this fact out, but it also points out an opportunity to strengthen the vibrant portion of the railway industry. By allowing private freight companies the freedom to compete without undue government interference, and by encouraging innovation in the railway freight industry, we can assure a place for America's railroads in the 21st century.

Clearly, passenger rail service will continue where it is economically viable. Capital assets could be sold to private companies all along the Northeast corridor between Boston and Baltimore. The commuter railroads in major urban centers would continue uninterrupted. However, spending scarce tax dollars on a service that the traveling public has rejected clearly must come to an end.

Mr. Speaker, as we continue the debate on the Federal funding of Amtrak I ask my colleagues to keep these comments in mind as we search for solutions.

### PROVIDING RELIEF TO THE AMERICAN VICTIMS OF THE APRIL 1994 BLACK HAWK FRATRICIDE INCIDENT

### HON. MAC COLLINS

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, November 12, 1997

Mr. COLLINS. Mr. Speaker, on Monday, I introduced legislation that would equalize the

treatment of United States and foreign personnel killed in the April 14, 1994, shootdown of two U.S. Army Black Hawk helicopters by two U.S. Air Force F-15 fighters over Iraq. Following the incident, U.S. Secretary of Defense William Perry found it inappropriate to compensate the families of the Americans who were killed in the tragedy citing the Feres doctrine—a legal principle denying compensation for death or injury incident to military service.

However, Secretary Perry provided payments of \$100,000 to the families of each of the foreign nationals involved in the accident, in spite of the Feres doctrine. These voluntary payments, made under the Secretary's emergency and extraordinary expense authority were characterized as humanitarian gestures offered in recognition of the unique circumstances surrounding the incident.

It is time that we offer the same gesture to our own citizens who were involved. In the interest of fairness and justice, the law must be applied in an equal fashion. If it was appropriate to pay the foreign nationals involved, then it is also appropriate to pay the Americans. It is outrageous that the United States Government would treat British, French, and Turkish soldiers better than our own.

If enacted, H.R. 2986 will require the Secretary of the Treasury to make \$100,000 payments to the families of each of the Americans killed in the April 1994 Black Hawk fratricide incident. I urge my colleagues to support our troops and families by supporting this important relief measure.

#### CAMPAIGN FINANCE REFORM

### HON. RON KIND

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, November 12, 1997*

Mr. KIND. Mr. Speaker, another week and still no campaign finance reform. We are now down to the final days before we adjourn for the year, if we don't take action now on campaign finance reform next year will be too late.

On Monday of this week, I spent the day on several University campuses in my district. I had an opportunity to meet with students who are concerned about a variety of issues, including student financial aid, the environment and their future job prospects. I was struck, however, by the feeling among students that their voice doesn't matter. They believe that the influence of money on the political process means only the rich and powerful special interests have access to Members of Congress. I have tried to do my part, through meetings like the ones I held Monday, to change that perception. But, we will not be able to completely change that image until we adopt comprehensive campaign finance reform.

These students represent the future. If we expect them to be the leaders in the next century, we must give them hope that they can make a difference. To achieve that goal we must pass campaign finance reform, and we must do it now.

Mr. Speaker, the people of western Wisconsin refuse to accept "no" as an answer. Please do not let them down, schedule a vote on campaign finance reform.

#### THE FURTHER POLITICIZATION OF THE NOBEL PEACE PRIZE

### HON. DOUG BEREUTER

OF NEBRASKA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, November 12, 1997*

Mr. BEREUTER. Mr. Speaker, this Member hopes that his colleagues might read and they remember the following editorial from the October 11, 1997, edition of the Omaha World-Herald next month when the Nobel Peace Prize is formally awarded. It will be used as an unreasonable and irresponsible point of pressure or attack on the American use of landmines in the demilitarized zone on the Korean peninsula by both domestic and foreign critics.

[From the Omaha World-Herald, Oct. 11, 1997]

#### NOBEL DECISION RAISES QUESTION: WHAT ABOUT PEACE IN KOREA?

The Nobel committee awarded the Nobel Peace Prize to the international committee promoting a treaty to halt the use of anti-personnel land mines. A more appropriate recipient, in our opinion, would have been the U.S. government for its 44 years of preventing war along the demilitarized zone that separates North and South Korea.

Mention of Korea is appropriate in connection with the Nobel committee's decision. By honoring the anti-mine campaign, the Nobel people have implicitly condemned one of the tools used by U.S. forces to prevent invasion or infiltration of South Korea by troops, saboteurs or assassins from the north.

President Clinton had asked treaty sponsors to exempt Korea, allowing the U.S. to sign the treaty and still maintain the option of using mines along the DMZ. When his request was refused, he said the United States could not sign the treaty.

So the awarding of this year's Nobel prize to the anti-mine campaign is a slap at Clinton, too, and a slap at the hundreds of thousands of American troops who have rotated through the U.S. divisions in Korea since the 1950s. (During part of that time, the head of the anti-mine committee, Jody Williams of Putney, Vt., was campaigning against U.S. efforts to keep Central America from going communist.)

The United States, of course, is not the cause of the land-mine problem to which Princess Diana called attention. She went to Angola and hugged children who had been maimed by exploding mines left over from that country's civil war.

U.S. forces don't scatter land mines at random, leaving them to be exploded years later by grazing animals or playing children. That's the behavior of terrorists, dictators and guerrilla groups. Iraqi military units. The Viet Cong. East African warlords. Balkan terrorists.

By contrast, America, like most other western nations, is pledged to follow the 1947 Geneva Convention, which requires armies to record the placement of mines and remove the devices when no longer needed.

The United States halted exports of land mines years ago, even to its allies. U.S.-made mines are manufactured to defuse themselves after a certain time, usually 60 days. Older mines in the U.S. inventory are being destroyed. Fewer mines are being used in Korea, although the United States wants to keep the right to use them.

In Korea, 35,000 U.S. troops augment the South Korean army in holding back the million-man army of the north. They guard a 487-square-mile demilitarized zone that stretches more than 100 miles through rugged mountains, steep valleys and forested hills.

Many times over the past four decades, infiltrators from the north have tried to slip across the DMZ into the south. Minefields stand in their way. Some people say that the United States must give up such defenses to persuade outlaw nations and terrorists not to scatter mines across the countryside. This argument fails to account for the fact that the United States is a superpower to which other nations, often by default, have entrusted certain responsibilities. Giving up a tool for carrying them out is more difficult for a superpower than for nations that have fewer international obligations.

Our suggestion that the United States receive a Nobel prize was only half-serious. The award is generally reserved for individuals and institutions.

In terms of contributions to the peace of the world, however, America's role on the Korean peninsula has few parallels. Because South Korea was kept out of a Soviet or Chinese orbit, democracy and free enterprise took root there. Because Japan didn't need to arm itself against a Soviet or Chinese threat based in South Korea, Japan emerged from its post-war recovery as a peaceful industrial democracy. Other nations around the Pacific rim took inspiration from the economic success of South Korea and Japan. Much of the region is now prosperous, non-communist and free.

The careful use of mines played a role in that success. It's unfortunate that the anti-mine people will now have yet another forum, the Nobel ceremonies in December, from which to paint the U.S. position as irresponsible.

#### TWENTIETH ANNIVERSARY OF THE HOSPICE OF SAINT JOHN, LAKEWOOD, CO

### HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, November 12, 1997*

Mr. McINNIS. Mr. Speaker, it is a high honor and privilege to allow my colleagues to know of the wonderful work being done by the Hospice of Saint John in Lakewood, Colorado. Twenty years ago, in 1977, this program was founded by Fr. Paul von Lobkowitz, a priest of the Sovereign Order of Saint John of Jerusalem, Knights of Malta, to serve the sick and the dying. This month the Hospice of Saint John celebrates twenty years of caring. In those years its staff of professionals have cared for more than 12,000 dying patients and their families.

The Hospice of Saint John was only the second in-patient hospice program to be opened in the United States. It has stood the test of time in a medical environment that favors the bigger corporations. The Hospice of Saint John continues to be independently run and directed by the Order of Saint John of Jerusalem and its professed and lay members.

The Hospice of Saint John was the first hospice program in the state to provide care for AIDS patients when many other programs of the day refused to care for them. Today the Hospice's commitment to AIDS patients and their families and friends remains as strong as ever, as does its care for every one of its patients. Many of its patients include young men and women whose lives are cut short by ravaging diseases. In its twenty years the Hospice of Saint John has never turned away a single patient for a lack of financial means.