

D&H has had many memorable events in its proud 175-year history;

The New York State Legislature authorized the Delaware and Hudson Canal Company to operate on April 23rd, 1823. By 1828 the D&H completed construction of a 108 mile canal. The D&H soon developed a revolutionary gravity railroad. In 1830, that 16-mile gravity railroad constituted two-thirds of America's 23 miles of rail track. On August 8, 1829 the D&H performed a test run of the first steam locomotive to operate in America.

In 1840 the D&H became the first transportation company traded on the New York Stock Exchange. In 1867 the New York State Legislature authorized the D&H to acquire and operate railroads in New York State. In 1870 the D&H extended the scope of its rail operation to the Port of Albany. By 1875 it had constructed a rail line to Canada along with west side of Lake Champlain.

As railroads expanded, the importance of canals diminished and in 1898 the D&H moved its last load of coal by canal. A year later the New York State Legislature changed D&H's charter deleting "Canal," signifying the end of a remarkable period in American transportation history. In the early years of the 1900s the D&H expanded its presence in New York through the operation of steamship lines on Lake George and Lake Champlain, through expanded rail passenger service, and through the purchase of two luxury hotels; the Ft. William Henry in Lake George and the Champlain Hotel south of Plattsburgh.

In September of 1901, Vice-President Theodore Roosevelt retreated to his beloved Adirondacks. He believed that President McKinley was well on his way to recovery from being shot in Buffalo five days earlier. While the Vice-President set up camp deep in the woods near Lake Colden, an urgent message was dispatched to North Creek by telegraph and from there, by horseman, that the President had suffered a relapse and was dying. The D&H dispatched a train from Saratoga to North Creek to await the Vice-President. When he arrived he was handed a telegram as he swung aboard the train. In the coach, Roosevelt tore open the telegram. President McKinley was dead. Roosevelt rode in silence along the curvy track to Saratoga, the 26th President of the United States.

The Golden Years of the D&H began in 1907 followed by 30 years of unparalleled success. The D&H rebuilt physical plant, re-equipped the road with new and improved locomotives and filled its investment portfolio with blue chip stocks and bonds that provided financial stability throughout World War I and the Great Depression. The D&H's leadership and equipment experiments and locomotive design became the industry standard. In 1915 the Delaware and Hudson began construction of an ornate riverfront headquarters in Albany. Completed in 1918, this classic Flemish Gothic structure contains the largest working weathervane in the United States and is currently home to the administrative headquarters of the State University of New York.

Beginning in 1938 the D&H transformed itself from a slow moving coal line to a bridge route for fast-moving merchandise shipments. It ran a fleet of powerful, fast-running steam locomotives known as "Challengers." With the advent of World War II, a flood of freight and passenger traffic came to the nation's railroads. Distinguished passengers on the D&H

line during this period included King George VI and Queen Elizabeth and Winston Churchill. In 1953 the last stream locomotive ran on the D&H line ending 134 years of steam operations that had begun with the historic test run of the Stourbridge Lion in 1829.

Passenger service, which suffered great declines after the War, resulted eventually in the creation of AMTRAK to replace the passenger operations run by the freight railroads. On May 1, 1971, the D&H made its last passenger run from New York to Montreal. In the early 1970s six of the seven freight railroads in the northeast were in bankruptcy. Only the D&H was not. Its commitment to efficiency allowed it to operate at a modest profit while all others failed. When Congress created Conrail from the ashes of the six bankrupt railroads, the D&H system was reconstituted in a manner that was ostensibly to provide competition to Conrail. However, the failure of Congress to provide access to key points in the northeast doomed the D&H to a non-competitive status that it could not sustain in the absence of a partnership with a railroad that could provide overhead traffic.

In 1991, the D&H was purchased by Canadian Pacific Railway. Its infrastructure was upgraded and it continues to exist as a separate New York corporation—uninterrupted for 175 years.

UNITED STATES COAST GUARD IS
ALWAYS READY

HON. HOWARD COBLE

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, August 4, 1998

Mr. COBLE. Mr. Speaker, the United States Coast Guard has made America a better place to live for 208 years. As members of this country's oldest seagoing service, the men and women of our Coast Guard continue to do what they have always done; save lives and property at sea; ensure a safe, efficient maritime transportation system; protect and preserve our precious marine resources and environment; enforce laws and treaties in the maritime region; and defend our national security.

With a force smaller than the New York City Police Department, or Coast Guard carries out these vital missions in this country's ports and waterways, along its 47,000 miles of coastline, lakes and rivers, on international waters or in any maritime region as required to support national security.

On August 4, 1790, the Congress authorized 10 revenue cutters requested by Alexander Hamilton, our country's first Secretary of the Treasury, for the purpose of interdicting violators of U.S. customs laws. This was the birth of the essential and fiercely proud service that continues its 24-hour-a-day, seven-day-a-week vigilance against a host of transnational dangers, including pollution, illegal migration, international drug trafficking and terrorism.

From Medal of Honor winner Douglas Munro, who while manning the machine gun on his Higgins Boat, gave his life after saving more than 500 Marines off the beach at Guadalcanal, to Lieutenant Jack Rittichier, who received the Silver Star posthumously after his rescue helicopter was shot down by North Vietnamese automatic weapons fire during his attempts to rescue a downed American fighter

pilot, to today's elite force ready to deploy on a moment's notice in support of our Unified Commanders-in-Chief; from 18th Century heroine Ida Lewis, who saved countless lives during nearly 50 years of keeping the lamp lit at Lime Rock lighthouse, to what is unquestionably the world's premier maritime life-saving and life-protecting service; from Hell Roarin' Mike Healy who patrolled Territorial Alaskan waters as Captain of the legendary Coast Guard Cutter Bear, stopping fur seal poachers and breaking arctic ice in order to survey uncharted waters, to cutters and aircraft pioneering the fight against water pollution and engaged in protecting the vital living marine resources within our country's 200-mile Exclusive Economic Zone, acts of heroism, courage and commitment symbolize what the U.S. Coast Guard is all about—and what the brave young men and women of this armed service mean to our freedom and security.

This essential government agency, which has ably served the American people in war as well as peacetime, will observe its 208th birthday on August 4, 1998. The Coast Guard's motto rings just as true today as it did in 1790, SEMPER PARATUS, ALWAYS READY!

Let us all share in the pride and satisfaction enjoyed by its dedicated members on this important occasion.

TRIBUTE TO REVEREND DR.
ADOLFO CARRIÓN

HON. JOSÉ E. SERRANO

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, August 4, 1998

Mr. SERRANO. Mr. Speaker, I rise today to pay tribute to Reverend Dr. Adolfo Carrión, Superintendent of the Spanish Eastern District, Assemblies of God, who will be retiring in October of this year after over 33 years of service.

Reverend Carrión has been an outstanding leader and a great role model, not only to the organization he served so well but also to the Hispanic community and other religious organizations.

Before becoming a Pastor of the Assemblies of God, he served in several different capacities: President of the youth organization, Deacon, Trustee, President of the Knights, and Superintendent of the Sunday School.

He first served as Secretary/Treasurer for the East Hispanic District of the Assemblies of God in Manhattan. Afterward, he was appointed Clergy and later on he became Assistant to the Superintendent for the District for two years. For the last 28, he served as the Superintendent.

Under his leadership, two new districts were created: one in Puerto Rico and one in South-East Florida. Today, the Assemblies of God has a total of 13 well organized districts with more than 275 affiliated churches.

In short, Reverend Dr. Adolfo Carrión lives to help other people. He has been diligent in providing spiritual guidance and support to the members of our community.

As it is written in Hebrews 6:10, "for God is not unjust; he will not forget your work and the love you have shown him as you have helped his people and continue to help them." the community, too, recognizes him and is honoring him.

Born in Juncos, Puerto Rico in 1934, Reverend Carrión has been married to Elisa Diaz for 39 years. They have four children: Elizabeth, Adolfo 3rd, Damaris, and Lisette. Adolfo 3rd is the recently elected Councilman of the Bronx district 14.

Mr. Speaker, I ask my colleagues to join me in honoring Reverend Dr. Adolfo Carrión for his dedication to our community.

TRIBUTE TO W.W. "HOOTIE"
JOHNSON

HON. JAMES E. CLYBURN

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, August 4, 1998

Mr. CLYBURN. Mr. Speaker, I rise today to pay tribute to Mr. W.W. "Hootie" Johnson; a great American, an outstanding South Carolinian, and a good friend. Recently elected Chairman of the Augusta National Golf Club, "Hootie" Johnson has served his state and nation selflessly in various business, education, and civic sectors.

Mr. Johnson's accomplishments in the business arena are legendary. He currently serves as Chairman of the Executive Committee of NationsBank Corporation, one of America's largest banks, and was a key player in the recent merger between NationsBank and Bank America. He was the original proponent of the merger between NCNB and Bankers Trust, and was once called the "strategic father of NationsBank." Mr. Johnson is a member of the Board of Directors for Alltel Corporation, and Duke Energy Corporation. He has served as Chairman and member of The Liberty Corporation, and the South Carolina Ports Authority. He has also served on the board of the South Carolina Research Authority. A former governor of South Carolina, Robert E. McNair once said, "I don't know anyone who has meant more to South Carolina and development than has W.W. 'Hootie' Johnson."

Mr. Johnson has also played crucial roles in community affairs in the Palmetto State. He has never been content to just lending his name to various organizations and efforts. He has always been in the arena. In the early 1970s he appointed Dr. M. Maceo Nance, Jr. to the Board of Bankers Trust, the first African American to receive such an appointment in the State of South Carolina, or in the South. He is a former member of the Boards of the Columbia Urban League and the National Urban League. Former Executive Director of the Columbia Urban League, Elliott Franks once said, "In those times, it would have been far more convenient to pay lip service, and concentrate on building his bank. It took a certain amount of courage for him to be on the front lines."

Mr. Johnson's service to South Carolina also extends to the education community. It was my great honor to serve on the Higher Education Blue Ribbon Committee appointed by former South Carolina Governor Richard W. Riley which was chaired by "Hootie." It was in this setting that I got to witness first hand the extraordinary talents of this uncommon man. He is a member of the Board of Trustees of the University of South Carolina (USC) Business Partnership Foundation; the Hollings Cancer Center Advisory Council, Medical University of South Carolina; and

Converse College. His influence was instrumental in the recent \$25 million gift from Darla Moore to the USC business school. He has received an Honorary Doctor of Humanities Degree from the Medical University of South Carolina, Charleston; an Honorary Doctor of Laws Degree from the University of South Carolina, Columbia; and an Honorary Doctor of Humanities Degree from Lander College in Greenwood.

"Hootie" Johnson graduated from Greenwood High School where he established an outstanding athletic career in football. He matriculated at the University of South Carolina, where he won the state's Jacobs Blocking Trophy. His favorite pastime, however, has always been golf, a game to which he was introduced at an early age and has been integral part of his life ever since. "Hootie" became vice president of Augusta National in 1975 and forged close friendships with the past chairman Jackson Stephens and the first chairman, Clifford Roberts.

Mr. Speaker, this new honor for my friend "Hootie" is a rare one. In its 67 years, only five people have ever held the Chairmanship of Augusta National. I ask you, and my colleagues to join me in honoring W.W. "Hootie" Johnson for his outstanding contributions to South Carolina in the areas of business, civic and educational activities, and in wishing him good health and great success in his new role as Chairman of the Augusta National Golf Club.

INTRODUCTION OF THE SAN LUIS
REY WATER RIGHTS SETTLEMENT
ACT AMENDMENTS OF 1998

HON. RANDY "DUKE" CUNNINGHAM

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, August 4, 1998

Mr. CUNNINGHAM. Mr. Speaker, I rise today to introduce legislation to complete a federal commitment to the San Luis Rey Indian Water Rights Settlement Act (P.L. 100-675).

In the late 1800's and early 1900's the United States Government and the State of California granted San Luis Rey River water rights to the City of Escondido and the Vista Irrigation District. Unfortunately, the right to that water was not the federal government's to give. It was rightfully held by five bands of Mission Indians (La Jolla, Rincon, Pala, Pauma, and San Pasqual).

Beginning in 1969, the City of Escondido and the Vista Irrigation District have been subject to litigation by the Indian bands over the rights to the San Luis Rey River water. In 1980, because the Secretary of the Interior had ceded the Indian bands' water rights to Escondido and Vista, the Indian bands brought suit against the federal government.

In 1984, in an effort to reach a settlement between the various parties, my California colleague, Rep. RON PACKARD, established the San Luis Rey Indian Water Settlement Task Force and charged it with the responsibility of negotiating the settlement of decades-old litigation between five bands of Mission Indians, the United States Government, the City of Escondido and the Vista Irrigation District. After lengthy negotiations with local, state and federal negotiators, the parties achieved an

agreement on settlement principles that ultimately led to passage of the San Luis Rey Indian Water Rights Settlement Act in 1988 (P.L. 100-675).

Title I of the 1988 Act directs the Secretary of the Interior to supply of 16,000 acre feet of water per year to the Indian bands. This water was to be obtained from one or more sources, including the public lands within California outside the service area of the Central Valley project, or water conserved from the lining of the All-American Canal in the Imperial Valley as authorized in Title II of the 1988 Act.

Over the last decade, since the enactment of this Act, and despite the best good faith efforts of all the parties involved, the Indian bands are no closer to receiving the water due them. Moreover, during the last two years, efforts to develop a source of water for the Indian bands have been delayed while Colorado River water users grapple with drafting a consensus solution for the future use of California's portion of Colorado River water.

The Indian bands, the City of Escondido, and the Vista Irrigation District have pursued every potential source of water to fulfill the federal responsibility to the Indian bands water rights. I believe that the best option is to use a portion of the water conserved by lining the All-American Canal, in California's Imperial Valley.

The concrete lining of the All-American Canal will conserve an estimated 67,000 acre feet of water per year. This lining will preserve water that is currently leaking from the All-American Canal and flowing unused into Mexico. Of the total amount conserved, this bill would set aside 16,000 acre feet of water for the Secretary of the Interior to transfer to the Indian bands, fulfilling the terms of the 1988 Settlement Act. The federal government's share of the lining necessary to conserve 16,000 acre feet will amount to approximately \$30,000,000. A private partner will assume the remaining cost for the lining. By assuming that cost on behalf of the San Luis Rey Indian Water Authority, the Secretary would be able to deliver the supplemental water, and the following benefits would accrue:

The current stalemate in the Colorado River water allocation discussions would no longer bar the efforts of the Settlement Parties to bring this matter to a final resolution;

A major contribution would be made to reduce California's historic use of Colorado River water;

The completed Environmental Impact Study for the All-American Canal lining project, which is now nearly five years old, could be utilized before so much time passes that it must be redone;

The cost of water to the San Luis Rey Indian Water Authority, including wheeling charges paid to Metropolitan Water District and the San Diego County Water Authority, would be low enough to accomplish the objectives of the Act; and

The largest single water conservation project within the Imperial Irrigation District which remains to be built—and the only one which would have absolutely no adverse impact on the Salton Sea—would be started.

The proposal currently being drafted by the Colorado River water users to distribute California's share of Colorado River water allocates 16,000 acre feet of water conserved from the lining of the All-American Canal for the San Luis Rey Water Rights Settlement.