

needed help. Why didn't he allow these refugees to disembark? A thousand people—in America, a great country, the greatest democracy, the most generous of all new nations in modern history. What happened? I don't understand. Why the indifference, on the highest level, to the suffering of the victims?

But then, there were human beings who were sensitive to our tragedy. Those non-Jews, those Christians, that we called the "Righteous Gentiles," whose selfless acts of heroism saved the honor of their faith. Why were they so few? Why was there a greater effort to save SS murderers after the war than to save their victims during the war?

Why did some of America's largest corporations continue to do business with Hitler's Germany until 1942? It has been suggested, and it was documented, that the Wehrmacht could not have conducted its invasion of France without oil obtained from American sources. How is one to explain their indifference?

And yet, my friends, good things have also happened in this traumatic century: the defeat of Nazism, the collapse of communism, the rebirth of Israel on its ancestral soil, the demise of apartheid, Israel's peace treaty with Egypt, the peace accord in Ireland. And let us remember the meeting, filled with drama and emotion, between Rabin and Arafat that you, Mr. President, convened in this very place. I was here and I will never forget it.

And then, of course, the joint decision of the United States and NATO to intervene in Kosovo and save those victims, those refugees, those who were uprooted by a man whom I believe that because of his crimes, should be charged with crimes against humanity. But this time, the world was not silent. This time, we do respond. This time, we intervene.

Does it mean that we have learned from the past? Does it mean that society has changed? Has the human being become less indifferent and more human? Have we really learned from our experiences? Are we less insensitive to the plight of victims of ethnic cleansing and other forms of injustices in places near and far? Is today's justified intervention in Kosovo, led by you, Mr. President, a lasting warning that never again will the deportation, the terrorization of children and their parents be allowed anywhere in the world? Will it discourage other dictators in other lands to do the same?

What about the children? Oh, we see them on television, we read about them in the papers, and we do so with a broken heart. Their fate is always the most tragic, inevitably. When adults wage war, children perish. We see their faces, their eyes. Do we hear their pleas? Do we feel their pain, their agony? Every minute one of them dies of disease, violence, famine. Some of them—so many of them—could be saved.

And so, once again, I think of the young Jewish boy from the Carpathian Mountains. He has accompanied the old man I have become throughout these years of quest and struggle. And together we walk towards the new millennium, carried by profound fear and extraordinary hope.

BUILDING TRANSPORTATION
ASSETS FOR AMERICA

HON. TILLIE K. FOWLER

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 15, 1999

Mrs. FOWLER. Mr. Speaker, improvements to our nation's state and local infrastructure

are necessary and long overdue. Economic growth and vitality hinge on a region's ability to accommodate commercial and commuter traffic both safely and efficiently. I am proud to say that last year's TEA-21 legislation, which I cosponsored, has begun to address these critical transportation needs, through honest, off-budget funding. I rise today to submit for the record an editorial that appeared last month in the Tampa Tribune. This editorial illustrates how local concerns are being met under the new funding formulas.

[From the Tampa Tribune, Mar. 3, 1999]

BUD SHUSTER'S WORDS OF WISDOM

U.S. Rep. Bud Shuster, chairman of the House Transportation and Infrastructure Committee, made a field trip to Tampa the other day to see our port, airport and highways.

There is general agreement here on the importance of air and sea transport, but the community is divided on ground transportation—whether to continue to depend entirely on roads or to augment them with a commuter rail line that would largely follow existing freight rail rights of way.

Shuster's advice: If you can, build rail.

"When you have right of way, you're half-way there," he told us. "Light rail seems to be pretty darn efficient."

This from a solidly conservative congressman representing a Pennsylvania mountain district that has been Republican since 1860.

Shuster helped deregulate trucking and has consistently pushed to give local governments more say in how federal transportation money is spent. Now up to half the federal gasoline tax revenue in any one category can be diverted to another, which means some highway money can be spent on transit and vice versa. This flexibility gives state and local governments more power, which puts them under more pressure to make intelligent choices.

The new transportation law is sending Florida about \$440 million more per year, a sum that partially corrects the old funding formula that for years shortchanged fast-growing states.

Shuster argues convincingly that all federal gasoline taxes should be spent on transportation and that all airline ticket taxes should be spent on aviation improvements. If the money isn't needed, reduce the tax rate. But the money is desperately needed, so Congress should invest it to improve the national economy and public safety.

He dismisses as ill-informed the often repeated criticism that Congress loaded the latest highway bill with pork. High-priority congressional projects account for 5 percent of the spending, and all those projects required the written support of the state departments of transportation. Even if all these special projects are unnecessarily fat, which they aren't, the remaining 95 percent of the money is going back to state and local governments.

Shuster, a veteran of the endless tug of war over limited revenues, conceded. "These decisions are not made by angels up in heaven."

They are made largely by men and women here at the local level, and the better informed they are, the more wisely they will invest tax-payers' money. It should interest them that the neutral advice from conservative Bud Shuster, who is neither campaigning here nor speculating in local real estate, is to seriously consider rail.

ST. ALOYSIUS CENTENNIAL

HON. PAUL E. KANJORSKI

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 15, 1999

Mr. KANJORSKI. Mr. Speaker, I rise today to pay tribute to Saint Aloysius Church, Wilkes-Barre, Pennsylvania, on the occasion of its Centennial Celebration. I am pleased and proud to bring the history of this fine parish to the attention of my colleagues.

Thirty-four families came to Father Richard McAndrew in 1899 with the request for their own church in South Wilkes-Barre. Father McAndrew petitioned Bishop Hoban for a new parish and on April 29, 1900, the Bishop came to lay the cornerstone for the new church building. As founding pastor, Father McAndrew helped in the first months until the parish's first official pastor was named, Father Thomas Brehony. Father Griffin, who was named as Father Brehony's assistant, later became the church's second pastor.

In 1913, Father McCarthy was installed as the church's third pastor and would serve the parish for thirty-two years. By the end of World War I, the church had outgrown its original building, so a beautiful new gothic church was constructed and dedicated by the Archbishop of Philadelphia in 1927. Father McCarthy continued the expansion with a new rectory in 1938.

When Father McCarthy died and Father Monahan took over St. Aloysius, he undertook the huge task of founding a school for the parishioners of St. Aloysius. Beginning with just a kindergarten, each year the school expanded a grade until there were eight grades. With the new school staffed by the Sisters of Mercy, the expansion of the school necessitated the expansion of the convent, so a new convent was dedicated in 1963.

Tragically, Tropical Storm Agnes swelled the Susquehanna River in June of 1972 until it spilled its banks and flooded all of Wyoming Valley, including St. Aloysius Church and its parish buildings. The interior of the church was totally ruined and the parish was devastated. The Pastor at that time, Father Padden, undertook the task of restoring the buildings after the disaster. Over a million dollars were spent on restoration, using loans from the disaster relief programs in place at the time. The last payment on that money was made in 1992.

In 1982, with Father Padden's retirement, Msgr. Donald A. McAndrews, the Director of Catholic Social Services, was appointed as sixth Pastor of St. Aloysius. Throughout his tenure, Msgr. McAndrews has continued the expansion and modernization of the parish. The parish's school, which celebrated its 50th anniversary in 1998, now has an all-day faculty and provides a quality education to 265 students.

Mr. Speaker, St. Aloysius Church is part of a tradition of strong religious faith which is synonymous with the Wyoming Valley. Founded by thirty-four families, the church serves eighteen hundred families today. Its proud history is a testament to the importance of faith in our daily lives in Northeastern Pennsylvania. I am proud to join with the parishioners and with the community in wishing St. Aloysius Church the very best as it enters a new century and a new millennium.