been torn apart by domestic violence stands out. It does so because to be a part of Shelter our Sisters requires not only one's time, it also requires a big heart. Scott has an enormous ability to share the pain of victims of domestic violence and at the same time help the victims piece their lives back together.

As a volunteer with Shelter our Sisters since 1994, Scott has helped victims of domestic violence move out of dangerous environments and has mentored children whose innocence has been marred by violence. And by raising funds for Shelter our Sisters, Scott has ensured that this organization's work in delivering hope to those facing domestic violence endures.

Mr. Speaker, I am very proud of Scott Reddin and all that he has done to advance the worthy mission of Shelter our Sisters. I commend the leaders of Shelter our Sisters for recognizing Scott's outstanding achievements and I wish him the very best as he continues to expand on his volunteer efforts with this outstanding organization and the many other worthy endeavors he undertakes on behalf of so many people.

IN HONOR OF THE WILLIAM G. MATHER STEAMSHIP

HON. DENNIS J. KUCINICH

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 9, 2000

Mr. KUCINICH. Mr. Speaker, I rise today to recognize the 75th anniversary of the launching of the *William G. Mather* Steamship on May 23, 2000.

The *Mather* has had a presence on Cleveland's waterfront for nearly 75 years, first as a working Great Lakes freighter, and since 1991, as a floating maritime museum. The *Mather* is one of only four Great Lakes freighters in existence, boasting Northeast Ohio's proud heritage as a major maritime industrial and shipping center.

A former flagship of the Cleveland-Cliffs fleet, the 618 foot *William G. Mather* was a state-of-the art technology in Great lakes freighters when first launched in 1925. It is named for long-time Cleveland-Cliffs president and leading Cleveland businessman and philanthropist, William Gwinn Mather (1857–1951). The *Mather* made hundreds of trips transporting iron ore from the Upper Lakes to Cleveland's waiting steam mills. This is how the *Mather* was nicknamed, ''The Ship That Built Cleveland.''

The *William G. Mather* has had a long and distinguished merchant marine career. It was one of the first commercial Great Lakes vessels to be equipped with radar in 1946. It has been designated a National Historic Landmark by the American Society of Mechanical Engineers for its industrial first of a single marine boiler system, its computer-like, automated boiler system and its dual propeller bow thrusters.

In 1980, the *Mather* retired from service. In 1987, it was donated for restoration and preservation as a maritime museum and educational facility. Since 1991, thousands of visitors and area school children have ''come aboard'' and toured the historic *Mather* freighter.

The *Mather* freighter has served this community for years as ''The Ship That Built Cleveland.'' My fellow colleagues, join me in recognizing the *Mather* as we celebrate its 75th Anniversary.

MARKING THE 50TH ANNIVERSARY OF THE BOZRAH VOLUNTEER FIRE DEPARTMENT

HON. SAM GEJDENSON

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 9, 2000

Mr. GEJDENSON. Mr. Speaker, I rise today to mark the Fiftieth Anniversary of the Bozrah Volunteer Fire Department. As a life-long resident of Bozrah, I appreciate this opportunity to congratulate the men and women of the Department for fifty years of dedicated service to the citizens of our community.

On May 10, 1950, First Selectman Lawrence Gilman invited residents to attend the first organizational meeting of Bozrah Volunteer Fire Department. Forty five people answered this call and many of them formed the core of the early Department. The Department's first truck was a used Mack pumper purchased from the community of Rye, New York. In May 1951, the Department was officially incorporated. Throughout the remainder of the 1950s, the Department expanded steadily. It purchased new trucks in 1954 and 1955 and built the first section of its firehouse in 1956 which material that had been purchased using donations from residents in the community. The Ladies Auxiliary was formed in September 1955.

In the decades that followed, the Department grew to meet the needs of the community. It purchased larger and more advanced equipment. Its members became emergency medical technicians in order to provide immediate care to victims of fires, automobile accidents and other emergencies. The Department also dramatically expanded its service to the community in areas other than fire protection by sponsoring annual Halloween parties for children, supporting local Scout troops and offering fire prevention programs for all citizens.

Mr. Speaker, as the Department celebrates it Fiftieth Anniversary on May 10, I am proud to join in commending every member—past and present—for their bravery, courage and commitment to public safety. Over the past fifty years, the men and women of the Bozrah Volunteer Fire Department have answered every call regardless of the time of day, regardless of the weather, regardless of their personal commitments. Thanks to their dedication, they have saved many lives, protected countless homes and businesses, and made the community safer for every family. I wish the Department all the best as it embarks on its next fifty years of service to our community.

IDEA FULL FUNDING ACT OF 2000

SPEECH OF

HON. GEORGE R. NETHERCUTT

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 3, 2000

Mr. NETHERCUTT. Mr. Speaker, I rise today in strong support of H.R. 4055, not only because the Individuals with Disabilities Education Act is so important, but because what fully funding IDEA means for all students. When IDEA was first enacted, Congress promised to fund 40 percent of the increased costs associated with educating special needs students. Since Republicans took control of Congress, we have more than doubled the Federal contribution to IDEA to $6 billion. Yet, this amount is still only 12.6 percent of the cost of educating special needs students. H.R. 4055 sets out a road map to fulfill Congress' commitment, more than quadrupling IDEA funding to $25 billion by 2010.

By underfunding IDEA, Congress has placed an unfunded mandate on local school districts, forcing them to use increased general revenues for special education programs. Through H.R. 4055, Congress will not only help special needs students, but also free up the limited resources available to our schools which should be used for programs which benefit all students.

Our education system is at a crossroads. Some people in Washington, DC believe that the Federal Government knows what is best for our students, whether they live in Spokane, Washington or must survive in inner-city Los Angeles. I believe that local School boards, teachers, and parents know their students' needs best.

Earlier this year, the administration presented a budget proposal to Congress which did not provide a sufficient increase for IDEA, but also proposed more than 10 new education programs which each would come with increased bureaucracy and Federal regulations. The Federal Government must first fulfill its commitment to funding IDEA before creating new programs which will only further burden school districts with paperwork and regulations.

I strongly support H.R. 4055 and fully funding IDEA which will lift this unfunded mandate from school districts and free their resources to serve all students.

TRIBUTE TO MIKE CAUSEY, COLUMNIST, ''FEDERAL DIARY'' THE WASHINGTON POST

HON. ELEANOR HOLMES NORTON

OF THE DISTRICT OF COLUMBIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 9, 2000

Ms. NORTON. Mr. Speaker, I rise to ask the House to join me in honoring Mike Causey, the venerable Washington Post columnist who wrote his last Federal Diary column for the Washington Post today. Most Members of the House have been unable to get through a year, and certainly an appropriations period, without consulting Causey. Federal Diary provided an always reliable place where anyone could be knowledgeably and quickly informed of all one often needed to know about federal sector matters. Especially for those of us ''inside the beltway,'' a phrase coined by Mike Causey, his column was an indispensable resource. We welcome Mike's successor, Stephen Barr, and trust he will continue to make the Federal Diary a congressional habit as it has been for many others as well.

I ask the House to join me in honoring Mike Causey's 36 years of giving the Congress and the region the ''real deal'' on the federal sector ''inside the beltway,'' and I submit for the