

Turkish Cypriots to be protected. Most importantly, the resolution urges that steps be taken to resolve the longest unresolved conflict in Europe—the division of Cyprus.

The Commission on Security and Cooperation in Europe, which I co-chair, has held several briefings over the last 18 months on the evolution of a hoped-for solution to the Cyprus impasse. The tone of these briefings varied from optimistic to skeptical. Those concerned about this problem were hopeful when United Nations Secretary General Koffi Annan put forth a proposed plan last November.

After further discussions, Mr. Annan adapted the plan to encompass the concerns voiced by both sides of the conflict. Unfortunately, Mr. Rauf Denkash, leader of the Turkish Cypriots, failed to accept either the comprehensive settlement or the proposed referendum advanced by the Secretary General. Denkash's inability to find common ground with his fellow Cypriots from the Greek side keeps Cyprus divided.

H. Res. 165 calls for the most logical resolution of the problem—let the people of Cyprus, whether they be Greek Cypriots or Turkish Cypriots, determine their own fate at the ballot box. Tens of thousands of Turkish Cypriots have demonstrated their support for this proposal in massive public marches. Many Turkish Cypriots are obtaining Republic of Cyprus passports in an attempt to move this process ahead.

Mr. Denkash must heed the call of these times. The time for a single man to stand in the way of progress for an entire people, for an entire country, is past. I call on you, Mr. Denkash, to allow the referendum to be held now or step aside in the interest of your people and the prospect of reconciliation on the divided island nation of Cyprus!

EXPRESSING SUPPORT FOR THE
CELEBRATION OF PATRIOT'S DAY

HON. EDWARD J. MARKEY

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 10, 2003

Mr. MARKEY. Mr. Speaker, today my colleagues from Massachusetts and I are introducing identical resolutions in both the House and the Senate that celebrate a shining moment in the history of the United States, the beginning of the most enduring free and democratic experiment in the world. On April 19, 1775, the American colonists in Lexington, in Concord and in "every Middlesex village and town" rose up to claim their inherent right to govern themselves, free of the whims of the English king.

While this day is already celebrated as a state holiday in both the Commonwealth of Massachusetts and the State of Maine, and the national significance of the events surrounding the "shot heard 'round the world" is unquestioned, the recent establishment of a national day of remembrance on September 11 as "Patriot Day" has understandably confused some Americans regarding "Patriot's Day" in April. We introduce this resolution not in any way to diminish "Patriot Day," but only to remind our colleagues and the public that "Patriot's Day" continues to serve every year as a reminder of the origins of the freedoms we enjoy today.

So this year we ask all Americans to join us in celebrating Patriot's Day, 2003, to be cele-

brated on Monday April 21. As a reminder of this day, I am including excerpts from Longfellow's "Paul Revere's Ride" and from Emerson's "The Concord Hymn"

PAUL REVERE'S RIDE

"Listen my children and you shall hear
Of the midnight ride of Paul Revere,
On the eighteenth of April, in Seventy-five;
Hardly a man is now alive
Who remembers that famous day and year.
He said to his friend, "If the British march
By land or sea from the town to-night,
Hang a lantern aloft in the belfry arch
Of the North Church tower as a signal light,
One if by land, and two if by sea;
And I on the opposite shore will be,
Ready to ride and spread the alarm
Through every Middlesex village and farm,
For the country folk to be up and to
arm . . ."

So through the night rode Paul Revere;
And so through the night went his cry of
alarm

To every Middlesex village and farm,
A cry of defiance, and not of fear,
A voice in the darkness, a knock at the door,
And a word that shall echo for evermore!
For, borne on the night-wind of the Past,
Through all our history, to the last,
In the hour of darkness and peril and need,
The people will waken and listen to hear
The hurrying hoof-beats of that steed,
And the midnight message of Paul Revere.

THE CONCORD HYMN

By the rude bridge that arched the flood,
Their flag to April's breeze unfurled,
Here once the embattled farmers stood
And fired the shot heard round the world.

The foe long since in silence slept;
Alike the conqueror silent sleeps;
And Time the ruined bridge has swept
Down the dark stream which seaward creeps.
On this green bank, by this soft stream,
We set today a votive stone;
That memory may their deed redeem,
When, like our sires, our sons are gone.

Spirit, that made those heroes dare
To die, and leave their children free,
Bid Time and Nature gently spare
The shaft we raise to them and thee.

EMERGENCY WARTIME SUPPLE-
MENTAL APPROPRIATIONS ACT,
2003

SPEECH OF

HON. DAVID WU

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 3, 2003

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 1559) making emergency wartime supplemental appropriations for the fiscal year ending September 30, 2003, and for other purposes:

Mr. WU. Mr. Chairman, there is no doubt that our airlines are hurting. Passenger numbers have never recovered from September 11. Orange terror warnings and media reports are also scaring away passengers. The war in Iraq has the potential of having a serious and negative effect on this industry. The first Gulf War helped cause the demise of four commercial airlines, all of which disappeared into liquidation.

But another handout directly to the airlines is not going to solve the problem. The \$3.2 billion in this bill comes just a year and a half after we approved a \$15 billion package of

post September 11 loans and grants designed to tide airlines over.

The real problem is that people aren't flying. Even though the number of flights have been reduced, on average, more than 25 percent of the seats on flights are left unsold. And a reduction in flights means job cuts.

It is time we try something more direct. We are proposing a way to get the American public flying again. By filling empty seats, we can actually help to preserve and even create jobs.

That's why Representative SCOTT and I are offering an amendment that will encourage people to fly. Our "Freedom to Fly" amendment would set aside the same proposed amount—\$3.2 billion—to support an airline ticket discount program. The discount coupons we propose could be used to purchase any airline travel at a 50 percent discount. For example, a voucher costing the passenger \$100 would be worth \$200 toward the purchase of an airline ticket. Our program would apply the \$3.2 bill to directly subsidized passengers and indirectly the airlines. This program would apply to everyone buying tickets on U.S.-owned passenger airlines.

As a result of this amendment, air travel would increase because the consumer cost of air travel would be cut in half. And this plan would benefit not just the airlines and the traveling public, but also stimulate business for hotels, rental car companies, travel agencies, and other travel related industries.

The total effect of the program would be far greater than just subsidizing the airlines. Over the past week, the airlines have laid off 10,000 workers. A subsidy will not stem the tide of additional layoffs. On the other hand, the proposed vouchers will result in increased airline business, and in increased demand for workers.

The proposed program would be developed and administered by the Department of Transportation, and would be in effect for one year, through March 31, 2004. This is a short-term program that actually has some real prospect of being successful. Giving Americans the "freedom to fly" will fill those empty seats by making them affordable, thereby increasing revenues for the airlines, preserving jobs, and generating additional revenues for others involved in travel commerce.

I encourage all my colleagues to join us in support of this important amendment.

THE DEAN AND BETTY GALLO
PROSTATE CANCER CENTER'S
EDUCATION INITIATIVE

HON. RUSH D. HOLT

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 10, 2003

Mr. HOLT. Mr. Speaker, I rise today to salute the Dean and Betty Gallo Prostate Cancer Center's new education initiative.

Prostate cancer is the most common cancer among men—about 220,900 new cases will be diagnosed this year. Approximately 28,900 men will be stricken down by this disease—one that devastates so many families by killing so many fathers, brothers, and sons.

I am proud to say that the Dean and Betty Gallo Prostate Cancer Center in central New Jersey is working hard to improve these statistics. On April 12, the Gallo Center will kick off