

is more than 10 times the national average. These are people who can work, and want to work, but who face transportation, environmental, and attitudinal barriers when it comes to finding the employment that will allow them to become self-sufficient, independent members of society.

Hiring a deserving, qualified individual with a disability creates a positive synergy that ripples out to the greater community in the form of reduced dependency on welfare. There are 45 million Americans with a disability, many of whom are forced to rely on public welfare because they have not been able to find employment. Of people with disabilities, some 5.2 million receive Social Security Disability Insurance, 3.5 million receive Supplemental Security Insurance, and 1.3 million who receive both. By tapping into the potential of a person with a disability by offering them an employment opportunity, we can help them to become tax-paying citizens that can help power America's economy and strengthen our communities.

That is why I am proud to commend the Javits-Wagner-O'Day (JWOD) Program, which provides employment opportunities where they are needed most—to Americans with disabilities.

The JWOD Program uses the purchasing power of the Federal Government to buy products and services from participating, community-based nonprofit agencies dedicated to training and employing individuals with disabilities, which allows them to acquire job skills and training, receive good wages and benefits, and gain greater independence.

The program serves 40,000 people with disabilities nationwide and last year generated approximately \$280 million in wages earned and nearly \$1.5 billion in products sold. In Georgia alone, some 972 people with disabilities earned nearly \$3 million in wages last year as a result of JWOD. I am pleased that these JWOD contracts have had such a positive impact, and hope that this is only the beginning.

Mr. Speaker, I am proud to support the JWOD Program and encourage my congressional colleagues to do the same.

COMMEMORATING THE 200TH
ANNIVERSARY OF PEMBROKE, GA

HON. JACK KINGSTON

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 22, 2004

Mr. KINGSTON. Mr. Speaker, I wish to commemorate Pembroke, Georgia on its 200th Anniversary in 2004. I'm honored to represent this vibrant city and to call many of its residents my friends.

Historic downtown Pembroke is named for Pembroke Williams who was a judge and a prominent local resident in the late 19th century. The historic district is located in the central business district of this city of 2,500 persons and is characterized by its relationship to the Georgia Central Railroad, which bisects the town. It was founded as a farming town, like so many similar towns which sprouted during that time to serve the agricultural needs of the nation. The layout of the town around the railroad hearkens to a time of great growth, industrial zeal and expansionism.

Pembroke found a thriving life serving the trains that led to the great markets of the coast.

The majority of the structures in the district are of 1930s and 1940s vintage. The city also consists of several blocks of early 20th-Century commercial and government buildings. With the exception of a few buildings, all of the buildings are of one or two stories in height, and most of the buildings are brick or brick-faced buildings with pine timber construction.

The buildings in the district are a variety of styles and materials, all dating from the early to mid 1900s. Most are brick one and two-storied commercial buildings and originally had wood or metal awnings over the windows. Today, the buildings show architectural niceties such as terra cotta embellishments, carved cornerstone, and marble commemorative plaques that reflect the pride of simple rural businessmen in their buildings and in their town. The most interesting structures architecturally are the Pembroke Millworks building and the Food bank building. Most of the buildings in the district are in good condition and are currently in use as publicly owned property.

The historic district of Pembroke was created to serve the agricultural needs of the nation in the 19th and early 20th centuries. The layout of the town around the railroad, the plethora of commercial structures crowding the verges of the railroad property, and the prim, stolid storefronts of the respectable buildings all hearken to a time of great growth, industrial zeal and expansionism in American history.

The history of Pembroke is the history of early American commerce. Founded as a railroad depot, Pembroke found a thriving life serving the trains that led to the great markets of the coast. When the trains stopped coming and the commerce declined, the town faltered, but managed to remain alive through the tough years. Now on the verge of explosive re-growth as a bedroom community to Savannah, Pembroke is seeking to retain its heritage, while finding new vitality in the influx of new residents.

Much of the historic district, once the province of private industry, is today publicly owned property. The buildings themselves, and their changing uses over the years, offer a glimpse into the working of local government of the last century. At the same time, several of the buildings—the "Welcome Center," the old Jail, and the Tos Theater to name the most prominent—retain elements of some of the more grim elements of its past . . . the stark conditions of prisoners in the jail, the segregated seating in the old theater, the peculiar design of the "Welcome Center" (with slit windows giving the police officers a vantage on the entire downtown.)

The Tos Theater, founded by G.S. Tos, was a quintessential example of the small-town movie palace. Without even a concession stand (candy, popcorn, and sodas were obtained from the drugstore soda fountain next door), the Tos Theater nevertheless was an important social gathering place for the town. With segregated seating (the toilet facilities), the building also recalls some of the social conventions of the 20th Century South, conventions which are fast fading into the past, but should be recalled and recognized.

Pembroke's Historic District is a landscape defined by transportation. First by the railway,

which gave the town its reason for existence and its livelihood for much of its history. Second by horses and mules, the dependence on which beasts of burden helped to define the layout of the city. Third by the car, highways for which have provided the lifeline for the city, keeping Pembroke connected to its larger neighbors for much of the latter half of the 20th Century. The highways—Hwy. 67, Hwy. 119 and Hwy. 280—which converge in Pembroke will help to define its future, as they have its past.

I am proud to recognize Pembroke, Georgia on this its 200th Anniversary. This town has provided much to the state of Georgia and I am proud to have represented it in the United States House of Representatives.

TRIBUTE TO NESHANNOCK HIGH
SCHOOL BASEBALL TEAM

HON. MELISSA A. HART

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 22, 2004

Ms. HART. Mr. Speaker, I would like to take this opportunity to recognize the Neshannock High School baseball team, this year's Class A Pennsylvania State Champions. Head coach, Michael Kirkwood led the Neshannock Lancers to the State Championship game, where they defeated the Muncy Indians by a score of 8-4. The Lancers ended the season with an impressive 23-1 record.

I am happy to see such spirit, dedication, and teamwork flourishing in the congressional district that I represent. I wish the members of 2004 Neshannock baseball team continued success.

I am proud to have such talented young athletes in the 4th Congressional District of Pennsylvania, and I ask that all of my colleagues in the House of Representatives join with me in recognizing their great achievement.

PERSONAL EXPLANATION

HON. PATRICK J. KENNEDY

OF RHODE ISLAND

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 22, 2004

Mr. KENNEDY of Rhode Island. Mr. Speaker, I respectfully request the opportunity to record my position on rollcall vote 406. It was my intention to vote "yes" on rollcall 11 No. 406.

INTRODUCTION OF THE
PASSENGER SAFETY ACT

HON. CAROLYN B. MALONEY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 22, 2004

Mrs. MALONEY. Mr. Speaker, now is not the time to return to private airline screeners, now is the time to continue to focus on passenger safety.

This November, airports will be given the option to apply to opt-out of having Transportation Security Administration TSA screeners in favor of hiring private screeners. If this is allowed to happen, it will be a step backwards in airline security.