

measures in each of the last 2 years have failed. In 1996, it was 37 votes shy of the required two-thirds vote. In 1997, there were fewer supporters of the bill than in 1996, failing by 49 votes short of the required two-thirds majority. The Senate has not considered the measure.

This constitutional amendment is being introduced in spite of the knowledge that it will fail once again. I believe that the introduction of this bill serves another purpose. Taxes in the United States, compared to the size of the economy, has remained relatively stable for the past 45 years. This stability is remarkable when you consider that we have engaged in one, long-lasting cold war, and at least two major hot wars in this period of time. Compared to most other industrial countries our taxes are lower. Anger over taxes have to be manufactured. I believe that H.J. Res. 111 is highly destructive of our social cohesiveness. Our strength as a nation rests on the foundation of our Constitution and the body of thought that led to that magnificent document.

We are a political society that flows from the firm knowledge that we are governed by laws of our own creation and that these laws are transparent and, on the whole, fair. This basic rule of law depends on the willing acceptance of and cooperation by the people to be part of the body politic. This knowledge of our fundamental governing system is essential to a peaceful, civil society. Instigating anger over taxes, whipping up emotions over the costs of operating our sophisticated system of laws and institutions has a profoundly negative effect, and I can only urge my colleagues and my fellow citizens to consider the steady loss of interest of most Americans in the exercise of government, as evidenced by low voter turnout and lack of systematic public debate over serious issues.

What are the weaknesses in H.J. Res. 111? This constitutional amendment will deprive the Congress of the legislative ability to amend our present Tax Codes with its many loopholes and weaknesses. It will essentially freeze the current tax system and make it even more difficult to close corporate loopholes. It will also make it more difficult to eliminate tax advantages for the wealthy. This amendment will additionally, prevent us from passing reconciliation bills which reduce future deficits by making balanced spending cuts and raising revenues, unless there are tax cuts of equal size.

Another terrible feature of this bill is that it will deprive us of majority rule in Government. A supermajority of two-thirds of Congress, means that one-third, the minority, controls the outcome. The intellectual battle, and the practice over supermajorities, were waged in the early days of this Republic, under the Articles of Confederation. The hamstringing of the legislature, and of the young Government then convinced the Founders that a simple majority, our present system for the passage of tax bills, was the most workable and the two-thirds majority for passage of revenue bills was abandoned.

I firmly believe that our taxes serve essential purposes. We are a Nation generally admired and envied around the world. Given our technological sophistication, and our heterogeneous society, it is ludicrous to think that we

can function without a civil service, a government of civil servants. We are a Nation which needs a more engaged citizenry, not one that sees taxes as burdensome and government as extraneous.

April 15 is our annual time of reckoning. We pay our dues as responsible citizens, and with that, we accept our responsibility to see that the monies are used wisely and effectively. As elected officials, we must exercise the most sensitive and educational roles that we have sought and use these powers and responsibilities to further engage our people in improving our process, not in destroying it. I urge my distinguished colleagues to soundly defeat H.J. Res. 111.

---

HONORING DON MAYTON

**HON. DALE E. KILDEE**

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

*Thursday, April 30, 1998*

Mr. KILDEE. Mr. Speaker, I rise before you today to pay tribute to a man who has dedicated his career to making our nation's automotive industry the best in the world. On April 30, 1998, Mr. Don Mayton of Flint, Michigan will be the guest of honor as family, friends and fellow colleagues join in celebrating his retirement from the General Motors Corporation after 41 years of dedicated service.

Born in Sewickley, Pennsylvania, Don Mayton received a bachelor's degree from General Motors Institute in 1961, and an Administration and Management Degree from Carnegie Mellon University in 1968. He began his professional career with General Motors in 1956 as a student-in-training at the former Fisher Body Division facility in Pittsburgh, Pennsylvania. While he was there, he held a number of positions including Production Engineer, Supervisor of Metal Assembly and General Supervisor of Maintenance. In 1972, he was transferred to Kalamazoo, Michigan to become Assistant Plant Engineer. Five years later he was promoted to Plant Superintendent.

From 1978 to 1989, Don's loyalty to General Motors was evidenced by the number of moves he and his family made. He moved from Kalamazoo to Mansfield and later Parma, Ohio, eventually returning to Michigan in 1989 to become Plant Manager in Grand Rapids. In 1994, Don was named Manager of the Flint Metal Fabricating Plant, the position he currently holds.

During his long tenure with General Motors, Don has garnered a reputation as a reliable, efficient, and highly effective employee. Furthermore, his co-workers respect and admire him. He has an incredible knowledge of the automotive industry and understands the importance of coalitions and teamwork. His management and leadership will surely be missed.

Mr. Speaker, I am pleased to have the opportunity to honor my constituent and friend Don Mayton before my colleagues in the House of Representatives. Although he is retiring from active employment, I am sure that his longstanding contributions to our community will continue for years to come. Please

join me in wishing Don and his family all the best.

---

HARLEY-DAVIDSON: CELEBRATING  
95 YEARS OF GREAT MOTORCYCLES

**HON. GERALD D. KLECZKA**

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

*Thursday, April 30, 1998*

Mr. KLECZKA. Mr. Speaker, Milwaukee is known across the country for its great ball teams, great beer, and great bratwurst. Now, my hometown will attract worldwide notoriety when it will be descended upon by thousands and thousands of hogs—not swine, but Harley-Davidson Motorcycles. This summer Harley-Davidson will celebrate its 95th birthday with an anniversary reunion and rally throughout the streets of downtown Milwaukee.

In the finest Milwaukee tradition, Davidson brothers William, Walter, and Arthur, and William Harley crafted their first litter of "hogs" in a 10-foot by 15-foot wooden shed in 1903 using the best available tools, ingenuity, and a lot of hard work.

Responding to the needs of our national defense, Harley-Davidson became an important government contractor by supporting the military in border skirmishes with Pancho Villa in the early 1900s, providing 20,000 motorcycles in World War I, and supplying American and Allied forces with more than 90,000 motor bikes during World War II.

During the 1950s and 1960s, the only American-made motorcycles transformed from merely a mode of transportation to an American icon. Motorcycle-riding movie stars Marlon Brando in the "Wild Ones," and Peter Fonda in "Easy Rider" epitomized the free-spirited individualism associated with Harley-Davidson motorcycles. Harley's popularity continues to spread to modern day Hollywood celebrities like Tonight Show host Jay Leno. However, an influx of low-priced imports dramatically reduced Harley-Davidson's market share during the late 1960s and 1970s.

Not to be deterred, innovative company officials and dedicated employees worked hard to return the slumping motorcycle producer back to its "king of the road" status. Through improving and streamlining its operations with the help of its dedicated employees, Harley-Davidson returned to public ownership in 1986 with a successful stock offering. Capital raised through public ownership allowed the motorcycle company to diversify into other recreational vehicles.

Thanks to public support, the company's commitment to quality, and employee involvement, Harley-Davidson now owns a huge share of the heavyweight and superheavyweight motor bike market.

The City of Milwaukee is proud to call itself the birthplace of the original hog. On behalf of the people of the 4th Congressional District in Wisconsin, I wish Harley-Davidson Motorcycles a happy 95th birthday with many more to come!