

authorized appropriations in the amount of \$1,070,000 for additional design.

Provided, That the construction of this project does not exceed construction benchmarks as established by the General Services Administration.

COMMITTEE RESOLUTION—LEASE—DEPARTMENT OF TREASURY, INTERNAL REVENUE SERVICE, KANSAS CITY, MISSOURI

Resolved by the Committee on Transportation and Infrastructure of the U.S. House of Representatives, That pursuant to title 40 U.S.C. §3307, appropriations are authorized to lease up to approximately 1,140,000 rentable square feet of space for the Department of Treasury, Internal Revenue Service, Service Center currently located at 2306 Bannister Road, 1500 East Bannister Road, and five leased locations in the Kansas City metropolitan area, at a proposed total annual cost of \$34,200,000 for a lease term of fifteen years, a prospectus for which is attached to and included in this resolution.

The General Services Administration is further authorized to negotiate renewal options, provided, that no option shall be exercised by the General Services Administration without obtaining further authorization from the Committee.

Approval of this prospectus constitutes authority to execute an interim lease for all tenants, if necessary, prior to execution of the new lease.

Provided, That the General Services Administration shall not delegate to any other agency the authority granted by this resolution.

There was no objection.

□ 1630

SPECIAL ORDERS

The SPEAKER pro tempore (Mr. BURNS). Under the Speaker's announced policy of January 7, 2003, and under a previous order of the House, the following Members will be recognized for 5 minutes each.

UNIVERSITY OF MINNESOTA MEN'S HOCKEY TEAM REPEATS AS NATIONAL CHAMPIONS

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Minnesota (Mr. RAMSTAD) is recognized for 5 minutes.

Mr. RAMSTAD. Mr. Speaker, the University of Minnesota men's hockey team did it again. During our spring recess, Minnesota defeated New Hampshire 5 to 1 to win its second consecutive NCAA championship, the first time a team has repeated as NCAA hockey champion in 31 years.

Mr. Speaker, the key to these back-to-back titles has been hard work by talented athletes, superior coaching by Coach Don Lucia and his great staff, and the greatest fans in hockey anywhere.

In the title game, Minnesota and New Hampshire were tied 1 to 1 until the final period, but a three-goal outburst over 5 minutes and 20 seconds of the third period iced the team's second consecutive national championship.

Minnesota has a long and proud hockey tradition as the hockey capital of the world, and all Minnesotans are extremely proud of our national champion, Golden Gophers.

Unlike most repeat champions, Mr. Speaker, this one came as somewhat of a surprise. The Gophers started the season slowly, but that is to be expected of a team that lost so many players after beating Maine in overtime in last year's title game.

But thanks to Coach Lucia's inspiring leadership, great motivational skills and good chemistry, this year's team started gathering steam as players returned to the lineup from injuries. Each player, coach, trainer and manager played a pivotal role during the season, picking each other up at critical times.

Our University of Minnesota's men's hockey team also won the WCHA, the Western Collegiate Hockey Association, tournament on the road to its second consecutive national title.

Mr. Speaker, all Minnesotans and Gopher hockey fans everywhere are very proud of this great team. The 2002-2003 Gopher men's hockey team, our back-to-back national champions, are now part of college hockey history. We congratulate our national champions, for they are true champions, both on and off the ice.

Mr. OBERSTAR. Mr. Speaker will the gentleman yield?

Mr. RAMSTAD. I am glad to yield to the gentleman from hockey-rich Duluth, Minnesota.

Mr. OBERSTAR. Mr. Speaker, I thank the gentleman for taking this special order, and I join him in paying tribute to the University of Minnesota Gopher men's hockey team back-to-back championships. The gentleman made a splendid case. We are proud of the men's hockey team.

But I also want to point out that the University of Minnesota-Duluth women's hockey team for the third consecutive year has won the NCAA hockey championship, trumping the men. It is a great tribute to our State that in the final frozen four in both the women's and men's hockey, our University of Minnesota teams have prevailed. That is a tribute to the great tradition of hockey in the northern part of our State, as well as in the gentleman's part of the State, an area that he now represents in Anoka County, that has a splendid four or more hockey rinks training the future champions.

Mr. RAMSTAD. Mr. Speaker, reclaiming my time, I thank the gentleman for his comments, for his great support of University of Minnesota athletics, both in Minneapolis and Duluth, and I was just as proud to support the Gopher women's team, the University of Minnesota-Duluth, as I am here today. Both are great teams, and that is why Minnesota, as the gentleman knows, is the hockey capital of the world.

HONORING AVIATION'S PIONEER WOMEN OF COLOR

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Illinois (Mr. DAVIS) is recognized for 5 minutes.

Mr. DAVIS of Illinois. Mr. Speaker, on Saturday, May 3, 2003, the Chicago "DODO" Chapter of Tuskegee Airmen, Incorporated, in concert with Black Pilots of America will honor three of Aviation's Pioneer African American Women of Color, Bessie Coleman, Willa Beatrice Brown and Janet Harmon, at a ceremony to be held on Saturday, May 3, at the Lincoln Cemetery, 123rd and Kedzie Avenue in Chicago.

I shall be pleased to join Mr. Rufus Hunt, aviation historian, and this group of aviation enthusiasts, flyers, former flyers, mechanics and others who love to fly and have dedicated themselves to keeping the legacy of these three women alive.

Bessie Coleman was the first African American female pilot. She grew up in poverty and discrimination, came to Chicago from Texas, decided that she wanted to fly, and, with encouragement from Robert Abbott, who was the owner of the Chicago Daily Defender newspaper, she was able to put together resources, go to Paris, go to France and learn to fly, which she did.

She returned to America as a heroine, flew many exhibitions, and ultimately though was unfortunately killed in an accident when a wrench got caught in the gears of her plane and she did not have her seat belt on and she was thrown out of the plane, and, unfortunately, died.

There is a Bessie Coleman Drive at O'Hare Airport in Chicago that has been dedicated in her memory, and, of course, she has been placed on a stamp by the United States Post Office.

Janet Harmon Bragg was born in Griffin, Georgia, grew up with her siblings, decided that she wanted to fly and ultimately was the first African American woman to get a commercial pilot's license.

Willa Brown, an African American woman, ended up purchasing her own airplane, as well as organizing groups and clubs and organizations promoting flying.

Mr. Speaker, all three of these women made tremendous contributions to the field of aviation, and every year people from the Tuskegee Airmen and other pilots groups fly over Bessie Coleman's grave. They have done this since 1931, and it is a way of paying tribute to women of color and the contributions that they have made to aviation. I commend them for this effort, for keeping these legacies alive.

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Lincoln Cemetery, 123rd and Kedzie Avenue in Chicago, Illinois. I shall be pleased to join Mr. Rufus Hunt, Aviation Historian and this group of aviation enthusiasts, flyers, former flyers, mechanics and others who love to fly and have dedicated themselves to keeping the legacy of these three great women alive.

Bessie Coleman (1892–1926). Bessie Coleman, the first African American female pilot, grew up in poverty and discrimination. The year after her birth in Atlanta, Texas, an African American man was tortured and burned to death in nearby Paris for allegedly raping a five year old girl. The incident was not unusual: lynchings were common throughout the South. African Americans were essentially barred from voting by literacy tests. They could not ride in railway cars with white people, or use a wide range of public facilities set aside for whites. When young Bessie first went to school at the age of six, it was to a one-room wooden shack, a four-mile walk from her home. Often there was not paper to write on or pencils to write with.

When Coleman turned 23 she moved to Chicago to live with two of her older brothers. When she decided that she wanted to learn to fly, the double stigma of race and gender meant that she would have to go to France in order to realize her dreams. It was soldiers returning from World War I with wild tales of flying exploits which first interested Coleman in aviation. It was also her brothers who taunted her with claims that French women were superior to African American women because they could fly. In fact, very few American women of any race had a pilots license in 1918. Those who did were predominantly white and wealthy. Every flying school that Coleman approached refused to admit her because she was both black and a woman. On the advice of Robert Abbott, the owner of the Chicago Defender Newspaper, one of the first African American millionaires, Coleman decided to learn to fly in France. She learned French at the Berlitz School in the Chicago Loop, withdrew the savings she had accumulated from her work as a manicurist and manager of a chili parlor, and with financial support from Robert Abbott and another African American business person she set off from New York for Paris on November 20, 1920. The only non-Caucasian in her class, it took her seven months to learn to fly. When she returned to the United States in 1921, she was greeted by great crowds and for more than five years performed at countless air shows. However, she refused to perform anywhere where Blacks were not permitted. In 1926, on her last flight in Jacksonville, Florida, an unsecured wrench got caught in the gas controls. The plane with a young mechanic, William Willis in the pilots seat, went out of control, and Bessie who was not wearing a seatbelt was thrown to her death. Ten thousand people turned out for her funeral. She has not been forgotten, beginning in 1931, a group of Black pilots instituted a annual fly over her grave, a postage stamp exists in her honor, Bessie Coleman Drive exists at Chicago's O'Hare airport and she continues to help others to know that they too can fly.

Willa B. Brown (1906–1992). The first African American woman to get a commercial pilots license. Willa B. Brown was born January

21, 1906 in Glasgow, Kentucky U.S.A. She received her bachelor's degree in 1927 at Indiana State Teacher's College. For a while, she taught school in Gary, Indiana and then, in 1932, after having divorced her husband, she moved to Chicago, Illinois. Influenced by Bessie Coleman, Willa started taking flying lessons in 1934. Soon she became a member of the flying club, the Challenger Air Pilot's Association, and the Chicago Girls Flight Club. She also purchased her own airplane. In 1937, she received her pilot's license and that same year, she received a master's degree from Northwestern University. Also in 1937, she co-founded the National Airmen's Association of America with her flight instructor, Cornelius R. Coffey. The association's goal was to promote African American aviation. In 1938, they started the Coffey School of Aeronautics, where approximately 200 pilots were trained in the next seven years. Some of those pilots later became part of the 99th Pursuit Squadron at Tuskegee Institute, also know as the Tuskegee Airmen.

Brown lobbied Washington for inclusion of African Americans in the Civilian Pilot Training Program and in the Army Air Corps, and in 1941, she became a training coordinator for the Civil Aeronautics Administration and a teacher in the Civilian Pilot Training Program. The following year, she became the first African American member of the Civil-Air-Patrol. She also promoted aviation on the radio and taught it in high schools. In 1972, Brown became a member of the Women's Advisory Committee on Aviation in the Federal Aviation Agency. Willa B. Brown died July 18, 1992.

Janet Harmon Bragg. Janet Harmon Bragg was born in Griffin, Georgia in 1912. She grew up with her mother, father and siblings, the youngest of seven children. After graduation from high school in Fort Valley, Georgia, she enrolled in the all girls, all Black Spelman College in Atlanta, Georgia. She earned her degree in nursing from Mac Bicar Hospital which was on Spelman's campus. She moved to Rockford, Illinois and later on to Chicago where she began a career in nursing. Although Mrs. Bragg started out in the field of nursing and made her living from it, her interest in flying started when she was a little girl. She put it this way, "As a child I always wanted to fly. . . . I used to watch the birds. . . . how they would take off and land. . . . It was interesting to see how they would drop this tail down when they would run and take off." One day in 1933, in Chicago as she was coming out of a house, she saw on a billboard across the street a drawing of a bird building a nest with chicks in the nest. A caption read, "Birds learn to fly. Why can't you? She said to herself, They do have to learn to fly." That incident cinched it, according to Mrs. Bragg. The owners of a Black Insurance Company in Chicago where she worked encouraged her to pursue her educational and other goals. She enrolled in the Aeronautical School of Engineering to begin her groundwork. Black and white students were segregated. She was the first Black female student to enter the class. Here she learned to fly and to take care of planes. She was able to take a few lessons at a private airport but the rate of \$15 per hour in 1933 proved too costly. Therefore, she took \$600 and bought her own plane. With the pur-

chase of the plane, Mrs. Bragg and a few other Black pioneer aviators started their own airport in Robbins, Illinois, about 20 miles Southwest of Chicago. This group also formed the Challenger Aero Club. This group went on to establish the Coffy School of Aviation in 1939. This school and five other Black colleges participated in the civilian pilot training program and later fed students into the Army Air Corps training program at Tuskegee, Alabama. In short, Mrs. Bragg was at the heart of Black aviation in Chicago from its inception.

Mrs. Bragg, retired from flying in 1965 and from nursing in 1972. Since moving to Tucson, Arizona, she has been active with the Urban League and Habitat for Humanity. She has participated in the Adopt a Scholar Program at Pima College, as a member of the Tuskegee Airmen, lectures locally and nationally on such topics as aviation and women in science and aerospace. She was proclaimed outstanding citizen of Tucson in 1982.

Mr. Speaker, all three of these women have made outstanding contributions to the field of aviation and Chicago is indeed proud that we can lay claim to some part of their legacies.

PROVIDING REMEDIES FOR AUTISTIC CHILDREN

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Indiana (Mr. BURTON) is recognized for 5 minutes.

Mr. BURTON of Indiana. Mr. Speaker, today we passed the IDEA bill, which was designed to help children who have learning disabilities to get the kind of attention they need in the educational systems across this country. The bill was not a bad bill. It did not go far enough. We only provide about 21 percent of the funds that are necessary. It should be 40 percent. That is what we promised the States. We are not there yet, but hopefully we will get there before too long.

The reason I am here on the floor tonight is because I have received thousands of letters from parents of children who are autistic, and, as autistic children, they do have these learning disabilities.

These parents believe, and I believe, after having hearings for the past 4 years that their children, many, many of their children, have been damaged by the mercury that was in children's vaccines. We have been putting mercury from a product called thimerosal in children's vaccines since the 1930s, and now that we are giving children 25 to 30 vaccinations before they start into kindergarten, you have a tremendous amount of mercury being built up in their systems.

Mercury has a cumulative effect in the brain. So when you were giving a child one shot, it might not have been so bad. Obviously, you do not want mercury in their system, but the mercury was getting into the brain, and in many cases it was not causing damage. But when you give a child 30 shots before they start into kindergarten,