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application of materials from the Stealth bomber to build new bridge projects. This is the kind of ingenuity that has made America great and the kind of leadership that will enable American companies to find continued success in the international marketplace.

In December 1993, my Administration submitted a proposed National Highway System (NHS) to the Congress. The NHS identifies priorities for a high-quality interconnected system of highways that will serve major population centers, international border crossings, ports, airports, rail terminals, public transportation facilities, intermodal transportation facilities, and major travel destinations; meet national defense requirements; and serve interstate and interregional travel. The NHS will enhance economic growth, international competitiveness, and national security.

At the same time, the Department of Transportation has also announced the beginning of an effort to identify a National Transportation System (NTS) for the 1990s and beyond. Not just roads, but air and waterways, ports, pipelines, rail, and mass transit—all will be working together to form an integrated system with the common goal of moving people and goods as expediently and securely as possible.

For the first time in American history, and for generations to come, the NTS will force us to look at America's transportation system as a whole instead of as individual projects—to pinpoint our weaknesses and to correct them; to identify our strengths and to build upon them; to not just answer our questions, but to help us anticipate and answer questions that have not even yet been asked. With new tools in technology and by wisely using strategic planning and investment, we will bring America into the 21st century, well-prepared for the challenges ahead.

In order to honor the men and women who work so diligently to meet America's transportation needs, the Congress, by joint resolution approved May 16, 1957 (36 U.S.C. 160), has requested that the third Friday in May of each year be designated as ''National Defense Transportation Day'' and, by joint resolution approved May 14, 1962 (36 U.S.C. 166), that the week in which that Friday falls be proclaimed ''National Transportation Week.''

Now, Therefore, I, William J. Clinton, President of the United States of America, do hereby designate Friday, May 20, 1994, as National Defense Transportation Day and the week of May 15 through May 21, 1994, as National Transportation Week. I urge all Americans to observe these occasions with appropriate ceremonies and activities and to give special recognition to those who build, operate, safeguard, and maintain our vast and complex system of transportation.

In Witness Whereof, I have hereunto set my hand this sixteenth day of May, in the year of our Lord nineteen hundred and ninety-four, and of the Independence of the United States of America the two hundred and eighteenth.

William J. Clinton

[Filed with the Office of the Federal Register, 3:12 p.m., May 16, 1994]

NOTE: This proclamation was published in the *Federal Register* on May 18.

Memorandum on Theater Missile Defense Cooperation

May 16, 1994

Presidential Determination No. 94–24

Memorandum for the Secretary of Defense

Subject: Theater Missile Defense Cooperation with the Allies

1. Pursuant to the authority vested in me by the National Defense Authorization Act for Fiscal Year 1994, Public Law 103–160, I hereby certify that the Director, Ballistic Missile Defense Organization, has formally submitted to representatives of the member nations of the North Atlantic Treaty Organization and Japan, Israel, and South Korea a proposal concerning coordination of the development and implementation of U.S. Theater Missile Defense (TMD) programs with TMD programs of our friends and allies.

2. You are authorized and directed to notify the Congress of this determination and to publish it in the *Federal Register*.

William J. Clinton

Message to the Congress Transmitting a Report on the Prevention of Nuclear Proliferation

May 16, 1994

To the Congress of the United States:

As required under section 601(a) of the Nuclear Non-Proliferation Act of 1978 (Public Law 95–242; 22 U.S.C. 3281(a)), I am transmitting a report on the activities of United States Government departments and agencies relating to the prevention of nuclear proliferation. It covers activities between January 1, 1993, and December 31, 1993.

William J. Clinton

The White House,
May 16, 1994.

Remarks at the NAACP Legal Defense and Educational Fund Dinner

May 16, 1994

Thank you, Elaine. Thank you, I think. It's pretty hard to follow Elaine Jones, especially when she's on a roll like she was tonight. [*Laughter*] And the rabbi, sounding more like a Baptist preacher every day. [*Laughter*] And Vernon, who speaks well when he's asleep. [*Laughter*] And Dan Rather with a sense of humor. [*Laughter*]

Ladies and gentlemen, I come here overwhelmingly to do one thing, to say on behalf of a grateful nation, thank you. Thank you to the Legal Defense Fund. Thank you to Thurgood Marshall, in the presence of his wonderful wife. Thank you to Bill Coleman. Thank you to Jack Greenberg. Thank you to Julius Chambers. Thank you, Elaine Jones. Thank you, all of you who have made it possible for us to come here today to celebrate the 40th anniversary of *Brown*. Thank you. I thank Bob Bennett and Chester Davenport and all those who made this dinner possible. But most of all, I just wanted to say thank you.

I was sitting out there looking at Elaine, listening to her say all these nice things, waiting, wondering how many days it would be before I would get my next lecture—[*laughter*]—and what new challenge would be presented.

Thurgood Marshall and this organization won 29 victories before the Supreme Court but none as important as *Brown*. It changed our country and our lives. In a clear voice it said that we could no longer be two nations, separate and unequal. We are one people, one nation under God, indivisible, with liberty and justice for all. That's what it said. And it said that about the schools. And I was thinking what a difference it had made. I was thinking tonight as Elaine gave me my report card on judges and told me to do a little better—[*laughter*]—that today, since I have been privileged to be your President, there is a new minority in the Nation: A minority of those who have been appointed to the Federal bench are white men. A majority are women and people of color. And yet, the appointees that I have sent to the Senate have the highest percentage of people rated well-qualified by the American Bar Association of any President since those nominations have been made. And I am proud of that. And *Brown* v. *Board of Education* helped to make that possible.

Oh, there's lots of other good things that happened because of *Brown*. I wonder if some of the people who are in my administration today could be there were it not for *Brown*. Thurgood Marshall and Bill Coleman and Jack Greenberg, they believe we're one nation indivisible under God, we're all going up or down together. What I wonder is whether the rest of us still believe that and, if so, whether we are prepared to endure the rigors of this time to make that real.

You know, I was raised in the South when I knew a lot of people who were second-class citizens. I lived in a State where it took the President of the United States calling out the National Guard simply to let my friend Ernest Green and eight other people go to high school. And thanks to the work of this organization, my daughter got to go to that school system and never know that, and I'm grateful.

I think it's important for us not to let young people today forget that. Tomorrow, Secretary Riley and Ernest Green and Thurgood Marshall, Jr., and I are going to Martin Luther King Junior High School in Beltsville, Maryland, to teach young people why *Brown* and its ideas are still important, why they still