

AmeriCorps Members serve not with ACORN, but with ACORN Housing Corporation. The latter is not an advocacy organization, but an entirely separate non-profit helping working families find housing—especially buying their own homes. In the three months our AmeriCorps program has been operating, AmeriCorps Members have already assisted hundreds of families interested in home ownership—and 84 families now have secured mortgages for their first homes.

This is the AmeriCorps mission: getting things done. And this is the American Dream: helping working families afford a home.

We agree with the Washington Times that federal funds must not be abused, and that service must be distinct from advocacy. AmeriCorps is proud of its record—and unshakable in its adherence to these principles.

Sincerely,

ELI J. SEGAL,
Chief Executive Officer.

**AUTHORIZING THE USE OF THE
CAPITOL GROUNDS FOR THE
GREATER WASHINGTON SOAP
BOX DERBY**

HON. STENY H. HOYER

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Friday, March 10, 1995

Mr. HOYER. Mr. Speaker, today I am introducing a resolution which authorizes the use of Constitution Avenue, NE., between Delaware and Third, for the Greater Washington Soap Box Derby. The resolution also authorizes the Architect of the Capitol and the Sergeant at Arms, to negotiate the necessary arrangements for carrying out this event in complete compliance with rules and regulations governing the use of Capitol Grounds. The Soap Box Derby has run on the Capitol Grounds for the last 4 years.

This year marks the 54th running of the Greater Washington Area Soap Box Derby, and the race is slated for July 15, 1995. Participants ranging from ages 9 to 16 are expected to compete in the early summer race. They hail from Washington, DC and the surrounding communities of northern Virginia and Maryland. The winners of this local event will represent the Washington, DC area in the national race which will be held in Akron, OH later this year.

The Soap Box Derby provides our young people with an opportunity to gain valuable skills such as engineering and aerodynamics. Furthermore, the derby promotes team work, a strong sense of accomplishment, sportsmanship, leadership, and responsibility. As we all know, these are all positive attributes which these young people can carry into adulthood.

Again, I strongly urge my colleagues to support this resolution.

**TRIBUTE TO WILLIAM K. VAN
PELT**

HON. THOMAS E. PETRI

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Friday, March 10, 1995

Mr. PETRI. Mr. Speaker, I rise in tribute to former U.S. Representative William K. Van

Pelt of Fond du Lac, WI, on the occasion of his 90th birthday today.

A popular Member of Congress who was known for his quiet common sense and integrity, Bill served Wisconsin's Sixth District from 1951 through 1964, winning seven consecutive terms with little serious opposition.

Respected by colleagues on both sides of the aisle, Bill was proud of his record of service to his constituents and of his committee work. When he left office, Bill was the second ranking Republican member of the Merchant Marine and Fisheries Committee, which handled all conservation issues coming before the House. He was also a senior member of the Committee on Science and Astronautics, whose jurisdiction included policymaking and oversight of various facets of America's evolving space program.

Bill's first term in Congress came after he won an upset victory in a four-way Republican primary in 1950 in his first bid for public office. Before that time, Bill was in business for himself as owner and operator of City Fuel Co. of Fond du Lac and was an active participant in Republican Party politics on the local level, serving as chairman of the Fond du Lac County Republican Party from 1944 to 1950.

Throughout his tenure of office, Bill remained true to his roots as a businessman and advocate of Republican Party principles. He was a strong believer in the free enterprise system and in the need for a limited Federal Government dedicated to fiscal responsibility and a balanced Federal budget. He was not afraid to take unpopular stands, and was called on the carpet by his political opponents for daring to question the expenditure of Federal conservation dollars on a Wisconsin project he and many others deemed to be of dubious value.

In 1964, Bill Van Pelt was quoted as saying, "The Federal Government does not have to be a partner in a program to ensure its ultimate success." Thirty years later, I think Bill would have felt right at home in the current congressional climate, working to advance the tenets of the Contract With America.

Bill would probably be less comfortable, however, with the prevailing practices of political campaigning. A gentleman known for his unpretentious manner and low-key sense of humor, Bill prided himself on conducting campaigns free of personal attacks and disparagement. "I might say that I don't indulge in personalities," he said. "Never in eight campaigns have I felt it necessary to go to name-calling."

On this his 90th birthday, I want to congratulate Bill Van Pelt and to wish him continued health and happiness. In addition, on behalf of the people of the Sixth Congressional District, I want to thank him for his 14 years of service in the House of Representatives and for his legacy of integrity and common-sense leadership.

ON THE INTRODUCTION OF A BILL
AMENDING THE RAILWAY LABOR
ACT TO CLARIFY ITS APPLICABILITY
TO WORK PERFORMED
BY FLIGHT CREW MEMBERS OF
U.S. CARRIERS ENGAGED IN
FOREIGN FLYING

HON. NICK J. RAHALL II

OF WEST VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Friday, March 10, 1995

Mr. RAHALL. Mr. Speaker, today, along with my distinguished colleagues, Representative JAMES OBERSTAR of Minnesota and Representative DON YOUNG of Alaska, I have reintroduced legislation to protect the public interest in uninterrupted international air service, and the stability of collective bargaining relationships between U.S. air carriers and their flight crew employees—flight deck crew members and flight cabin crew members. It does so by confirming and clarifying that the Railway Labor Act applies to the U.S. air carriers and their flight crew employees while operating to, from, or between points outside the United States.

Historically, air carriers and labor organizations have understood title II of the Railway Labor Act [RLA] to apply to U.S. air carriers and their flight crews when engaged in operations between the United States and foreign nations, and the terms of the act appear to cover these operations.

Such carriers are increasingly engaged in providing service to additional points outside the United States by engaging in beyond operations from one foreign destination to another. For this and other reasons, the status of negotiated contractual work rules applicable to the overseas flight operations of U.S. air carriers, and the statutory scheme applicable to labor relations during such operations, need to be clarified.

Recent court decisions are troubling because they have decided questions about the reach of the RLA by relying upon a presumption against extra-territoriality as well as the uncertain terms of the statute itself. But this approach does not effectively guide the courts or the parties in dealing with overseas flight operations of a U.S. carrier, which are essentially extensions of the carrier's domestic operations and are conducted by flight crews who operate interchangeably throughout the system. As a result, neither the public nor the parties can be certain that the industrial stability fostered by the RLA will protect the public while traveling in the foreign operations of U.S. carriers.

It is the reluctance to fully apply title II of the RLA as it should be applied and as we have understood its application for many years, that has brought us to where we stand today in introducing this legislation. We hope to amend the act so as to effectively guide the parties concerned in dealing with overseas flight operations of U.S. carriers.

Identical legislation (H.R. 4957) was introduced last year, and hearings were held in October, 1994 by the House Aviation Subcommittee, then chaired by the able Representative JAMES OBERSTAR, who joins me as an original cosponsor of today's bill.

This bill, as introduced, preserves the RLA's preference for systemwide collective bargaining agreements and permits such agreements

to be enforced in the statutory adjustment board in accordance with the parties' intent.

It is well to note that U.S. airlines and their labor unions have, to date, proceeded as if the RLA and the labor contracts negotiated under it follow the aircraft of U.S. flag airlines and their flight crews in both domestic and international operations regardless of their point of operation at any particular moment in time. This is similar, if not identical, to the rules and procedures followed under maritime law involving U.S. flagships.

Here is what the bill does:

It prevents either a carrier or one of its flight crew labor organizations from evading its obligations under the RLA by simply relying on geographical location of a particular operation.

It prevents flight crew labor groups from conducting unpredictable work stoppages against the U.S. air carrier's foreign operations.

It prevents an air carrier from firing or disciplining flight crew employees for engaging in union activities protected under the RLA merely because such employees are assigned in whole or in part to the carrier's operations outside the United States.

It assures that the provisions in the bill apply only to flight crew employees—pilots and flight attendants—who are the employees engaged in the actual operation and service aboard the aircraft as they traverse international boundaries.

It requires, where appropriate, fair collective bargaining to establish wages and terms and conditions of employment for flight crews throughout an air carrier's systems.

Here is what the bill does not do:

It does not impose our labor laws on foreign countries.

It does not affect our aviation agreements with foreign countries.

It does not cover employees providing ground and related services for U.S. carriers exclusively in foreign countries.

It does not preclude negotiation of wages and terms and conditions of employment tailored to flight crew members that perform overseas operations.

I hope that my colleagues will join me in cosponsoring and supporting enactment of this bill. If you have any questions, or wish to cosponsor the bill, please call me or Mrs. Kyle on my staff.

IN REMEMBRANCE OF THE REVEREND RALPH DAVID ABERNATHY, JR.

HON. JOHN LEWIS

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

Friday, March 10, 1995

Mr. LEWIS of Georgia. Mr. Speaker, just a few days ago, many of us in the House came together on the House floor to celebrate the 30th anniversary of the Voting Rights Campaign of 1965. Last week, I traveled to Selma, AL, along with several of my colleagues from the Congressional Black Caucus and thousands of others, in commemoration of the historic march from Selma to Montgomery, a turning point in the campaign for voting rights.

Today, I would like to take a moment to pay special tribute to one of the soldiers and leaders of the civil rights movement, someone who was with us on the 54-mile march from Selma

to Montgomery, the Reverend Ralph David Abernathy, Jr. As many of us who participated in the movement join together to celebrate the achievements of the past and to remember those who marched alongside us many years ago, I believe this is a very fitting time to recognize the Reverend Abernathy. It is also Dr. Abernathy's birthday tomorrow. Dr. Abernathy was born in Marengo County, AL on March 11, 1926. He passed away, too young, 5 years ago. Tomorrow, he would have been 69.

The Reverend Ralph David Abernathy, Jr. had a lifelong commitment to securing and protecting basic civil rights for all Americans. He was a leader in the civil rights movement, a close friend of the Reverend Martin Luther King, Jr. I marched with him many times. After the assassination of Dr. King in 1968, Dr. Abernathy assumed leadership of the Southern Christian Leadership Conference, and worked with dedication and perseverance to carry on Dr. King's dream. After Dr. King's death, Dr. Abernathy continued to organize and lead marches and other events, including the Poor People's Campaign, a massive demonstration to protest unemployment, held in Washington, DC.

I believe we should take a moment to remember the people who brought us here today, to remember some of the sacrifices and the contributions of the many people who participated in the civil rights movement. Thousands of people participated. Some had small roles, others large roles. The Reverend Ralph David Abernathy had many roles, often at the same time. He was a teacher, a leader, an organizer, a soldier, and a friend. Today, we remember his spirit, his good humor and his guidance. One day before the date of his birth, I ask my colleagues to join me in celebrating his legacy and his life.

PAKISTAN-BASED GROUPS TRAINS HOLY WARRIORS

HON. SHERROD BROWN

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Friday, March 10, 1995

Mr. BROWN of Ohio. Mr. Speaker, two American diplomats lie dead and another seriously wounded after Wednesday's brutal attack in Karachi, Pakistan. These Americans were gunned down when their vehicle stopped at a traffic light on Karachi's busiest road while the employees were en route to work in the service of the United States.

Mr. Speaker, Karachi is a city out of control, and Pakistan's continuing support of international terrorism has come home to roost. The Cleveland Plain Dealer has run just today an article that first appeared in the Washington Post in which Karachi is described as a "city of violence," where Islamic militancy is the rule and not the exception.

Mr. Speaker, this tragedy illustrates our need to stop terrorism no matter where it occurs. If American citizens in Pakistan are not safe when they are representing their country, then we must demand protection. If the Government of Pakistan cannot ensure their protection, we must take action to protect them ourselves.

[From the Cleveland Plain Dealer, Mar. 10, 1995]

PAKISTAN-BASED GROUP TRAINS HOLY WARRIORS

(By John Ward Anderson and Kamran Khan)

KARACHI, PAKISTAN.—On the third Thursday of every month, a bus with about two dozen young men pulls away from a secret rendezvous point in this port city and travels 600 miles north to a base in Afghanistan, where the men spend 40 days in basic training for a worldwide holy war.

The camp, just north of the Pakistani border town of Miram Shah, is operated by Harkatul Ansar (Movement of Friends), a radical group headquartered in the Pakistani capital, Islamabad, that is sworn to fight for the global supremacy of Islam. Since 1987, more than 4,000 militants—including Pakistanis, Indians, Arabs from several countries and a small number of Americans—have been trained by the group in making bombs, throwing hand grenades and shooting assault weapons, members of the group said.

"Ours is a truly international network of genuine Muslim holy warriors," said Khalid Awan, who joined Harkat, as the group is popularly known, after receiving his master's degree in economics from Pakistan's Punjab University. "We believe frontiers could never divide Muslims. They are one nation, and they will remain a single entity."

Harkat is one of the largest and most militant Islamic groups operating in Pakistan, which critics complain has done little to keep radical Muslims from using its soil to launch terrorist attacks.

Pakistan's reluctance to crack down was spotlighted last month when Ramzi Ahmed Yousef, suspected mastermind of the 1993 World Trade Center bombing in New York, fled here as a world-wide dragnet tightened around him. Yousef was arrested Feb. 7 in Islamabad when U.S. officials led Pakistani police to the guest house where he was staying.

Pakistan has been a haven for armed Islamic militants since the early 1990s, when dozens of fundamentalist groups and thousands of soldiers who had fought a jihad, or holy war, to drive the Soviet Union out of Afghanistan began searching for new theaters in which to wage battle.

The groups have continued to thrive here and in Afghanistan because of the easy availability of cheap and sophisticated weapons—many can be traced to more than \$1 billion per year the United States gave to Afghan militias based in Pakistan during the war against the Soviets—and because large tribal areas along the Pakistani-Afghan frontier are unpatrolled and lawless.

Politicians in Pakistan have been reluctant to launch a committed effort to shut down the groups because they have the support of the country's powerful Muslim clergy. The groups openly raise funds and recruit members.

"The government at the highest levels is sufficiently frightened of these people, but its ability to crack down on them is very limited," said a Western diplomat in Islamabad. "No, they are not doing enough but it's not a lack of will—it's that the government here is not terribly efficient."

Observers say Pakistan has put itself in the difficult position of allowing the groups to operate in the country to fight against Indian troops in the disputed region of Kashmir, and at the same time trying to prevent the groups from using Pakistan as a base for operations against other countries.

The Pakistani government did not respond to requests to provide a spokesman to answer detailed questions.

In a brief telephone interview, Foreign Secretary Najamuddin A. Sheikh said the