

there are one or two students involved with the actual planning of curriculum and stuff and the way courses are, but they do not have much say because they are students.

Mr. GAY. Thank you for hearing our concerns, Congressman Sanders.

TRIBUTE TO MARCIA NELSON

HON. MICHAEL PAPPAS

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 12, 1997

Mr. PAPPAS. Mr. Speaker, I rise today to acknowledge Marcia Nelson, a constituent of mine who has been an outstanding member of her community for a number of years. Soon, Marcia will leave New Jersey and head west to settle in Kansas City.

In today's society, community involvement is of extreme importance, but rarely is given ample recognition. Sometimes we take for granted the special individuals who devote their lives to the advancement of those around them. A community is shared by a group of people who each contribute in their own way. Many individuals involve themselves in one aspect of the community, but we must applaud those who go beyond this by serving many of its facets.

Marcia Nelson, a former mayor of Delaware Township, has served the community in political, educational, and social roles. Since 1989, she has committed herself to this community and its progress. She served for 8 years as the executive secretary of the Delaware Township Municipal Utilities Authority and for 6 years as a member of the township committee. She served as an educator of mathematics and acted as a research assistant for a variety of community organizations. She was an active fundraiser for her local high school and developed many programs for educational improvements. These activities in addition to many others have formed a contribution which will not soon be forgotten.

Marcia's efforts are deeply appreciated by her entire community. She has served as a role model and mentor to many of its citizens. It is for this, Mr. Speaker, that I applaud her efforts. Marcia Nelson represents the community involvement which we do not praise enough. The example which she has set is the gateway to bettering our community in the 12th district of New Jersey.

I want to wish Marcia and her husband Bob well. New Jersey will miss them both.

INTRODUCTION OF THE HOME TELECOMMUTER TAX POLICY ACT OF 1997

HON. DAVID E. PRICE

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 12, 1997

Mr. PRICE of North Carolina. Mr. Speaker, I am introducing legislation today to help a growing segment of our work force—telecommuters. This legislation supports new flexibility in the workplace by providing tax incentives for telecommuters. Specifically, this bill allows employees to deduct employer-provided telephone lines for telecommuting purposes.

The Fourth District of North Carolina includes Research Triangle Park, a hotbed of economic, business, and intellectual development. In my visits to RTP companies, management and employees alike have expressed their support for telecommuting. As more families rely on two incomes to make ends meet and as technology continues to allow more creative work environments, telecommuting is quickly becoming a more popular and more viable work option for working families. In addition, studies have shown that telecommuting employees record fewer sick days and demonstrate increased work satisfaction, two factors that contribute to higher worker productivity.

Under current law, employers can provide additional telephone lines to employees who telecommute, but these benefits are considered taxable income to the worker. My bill would create another category under the "qualified transportation fringe", a provision in the Tax Code that allows employers to provide incentives for carpooling and mass transit. This new transportation fringe would allow employers to provide up to \$60 per month in tax-exempt telecommuting benefits, most notably an additional telephone line. Telecommuting is simply another form of environmentally friendly transportation to work, and our Tax Code should reflect these priorities.

My bill would give families more control over their work, increase worker productivity for participating businesses and encourage environmentally friendly work patterns. Passage of this bill would give working families another tool to help with their balancing act between family and career. I urge my colleagues to co-sponsor the Home Telecommuter Tax Policy Act.

TRIBUTE TO MINNIE COX

HON. BENNIE G. THOMPSON

OF MISSISSIPPI

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 12, 1997

Mr. THOMPSON. Mr. Speaker, I rise today to pay tribute to the late Mrs. Minnie Cox. Mrs. Cox was one of only five African-Americans in Mississippi to supervise a third-class postal facility.

In 1891, Mrs. Cox, was appointed Postmistress of the Indianola Post Office in Indianola, MI, by President Benjamin Harrison. Mrs. Cox served at this position until 1893, only later to regain the post in 1897. Being a person of color, Mrs. Cox's appointment was followed by scrutiny and criticisms not because of her performance, but because of the color of her skin. Mrs. Cox dedicated her life to making sure that the people in Indianola received their mail on a timely basis. She worked 7 days a week and she even paid the rent for delinquent boxes to avoid harassment of her customers.

Mrs. Cox held this position during a time when it was not popular to have African-Americans in an authoritative position. She was an educated, aspiring, and inspiring woman during her time. Along with being a Postmistress, Mrs. Cox and her husband started one of the first African-American-owned banks in the Mississippi Delta as well as one of the first African-American-owned insurance agencies in the South. In 1904, the Cox's organized the

Delta Penn Savings Bank. Four years later, the couple organized the Mississippi Beneficial Insurance Co., which had an income of more than \$500,000 and a staff of 400 employees. During the 1910's and 1920's, she was reputed to be one of the richest African-American women in the world.

Mr. Speaker, I ask you to join me in saluting Mrs. Cox for her courage to take her place in society as a trailblazer and role model for many future generations of African-Americans.

BUILDING A MARITIME TEAM

HON. CHET EDWARDS

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 12, 1997

Mr. EDWARDS. Mr. Speaker, in my role as an administrative cochair of the bipartisan National Security Caucus, I had the honor of participating in a very special awards luncheon last week. I was joined by the House Democratic Leader, Congressman RICHARD GEPHARDT, and my fellow Caucus cochair, Congressman RANDY "DUKE" CUNNINGHAM, in presenting the 1997 International Security Leadership Award to U.S. Secretary of the Navy John H. Dalton.

The luncheon was attended by over 200 representatives of the national security community, and the establishment of a John H. Dalton Congressional Fellowship in Maritime Strategy Studies was also announced. The International Security Leadership Award has been presented to only one individual each year since 1979, and all of the past recipients have made significant contributions to the national security interests of the United States. Past honorees include President George Bush, Secretary of Defense William Perry, Ambassador Jeane Kirkpatrick, and Senator John C. Stennis. John Dalton is a worthy addition to the distinguished list.

The award was presented to Secretary Dalton " * * in recognition of his leadership, courage and vision in promoting American sea power and a national maritime strategy. The outstanding performance of the U.S. Navy from the Caribbean to the Persian Gulf, in missions as diverse as evacuating non-combatants to enforcing no-fly zones, is a tribute to Secretary Dalton's tremendous dedication and distinguished service to the Navy and Marine Corps and to the nation they serve." The award was conferred on Secretary Dalton on behalf of the 290 lawmakers in the bipartisan National Security Caucus.

As someone who has the privilege of knowing John Dalton for more than 20 years, I want to once again emphasize how deserving I feel he is of this honor for his fine work as Secretary of the Navy. The Secretary's remarks at the presentation ceremony described in considerable detail some of the tremendous work he has done to make our Navy more effective and efficient. Also, Mr. GEPHARDT's introductory comments lucidly describe why Secretary Dalton is so deserving of his award. I ask unanimous consent to have both Mr. GEPHARDT's and Secretary Dalton's remarks entered in the CONGRESSIONAL RECORD.

STATEMENT OF HOUSE DEMOCRATIC LEADER RICHARD A. GEPHARDT—PRESENTATION OF THE INTERNATIONAL SECURITY LEADERSHIP AWARD TO NAVY SECRETARY JOHN DALTON

I am pleased to join you today to give tribute to Secretary of the Navy John Dalton. I

have known Secretary Dalton for many years, and consider him to be both a close friend and among the finest Navy Secretaries our nation has ever had. It doesn't surprise me, therefore, that the National Security Caucus has selected him to be its 1997 recipient of the International Security Leadership Award. He truly deserves to join the ranks of the finest military thinkers our nation has been fortunate to have in public service over the last two decades.

John has served with energy, conviction and dedication at a challenging time for our government, the Defense Department, and the Navy. With the end of the Cold War, many have naturally turned more attention to the domestic challenges we face as a nation. We have also focused on efforts to reduce the federal budget deficit, asking all to sacrifice—including our men and women in uniform.

In the midst of these new challenges, John Dalton has ensured that the Navy remains a national priority. Among his most significant contributions has been to develop a comprehensive and bipartisan national maritime strategy.

With the encouragement and support of the National Security Caucus and the entire maritime industry, Secretary Dalton has taken on the difficult task of integrating our naval requirements with our broader maritime capabilities and needs.

He has understood that the key to our nation's military strength is a vital and sustainable maritime infrastructure. Just as he has seen that our most important naval asset is the people who wear the Navy uniform, he has understood that the most important elements of our maritime infrastructure are people—shipyard workers, commercial seafarers, merchant fleet operators, and many others who make America the maritime nation that it is today.

Secretary Dalton, as well as many of us in Congress and many of you here, used this vision of America's maritime strength to secure enactment of the Maritime Security Act last year.

Secretary Dalton has also led the Navy in its efforts to capitalize on new technologies. These technologies not only improve our warfighting capabilities, but also enhance our competitiveness in the global maritime industry. I have witnessed his dedication to this goal first-hand, as he brought the latest generation of F-18 Hornet aircraft into production, using new technologies that have both military and commercial applications.

With this leadership, John Dalton has truly demonstrated a compelling vision of what it will take for our nation to remain the greatest sea power in history. It is therefore fitting that he will give the Paul Hall Memorial Lecture today. Paul Hall was a seafarer's seafarer, and knew that to be a sea power, America must have a strong merchant marine. Through his actions and accomplishments, John Dalton has shown the same commitment to this goal, and has moved our nation closer to achieving it.

It therefore gives me great pleasure to present to John Dalton the 1997 International Security Leadership Award.

REMARKS BY THE HONORABLE JOHN H. DALTON, SECRETARY OF THE NAVY
BUILDING A MARITIME TEAM

Thank you very much, Dick (Gephardt). Distinguished Senate and House members of the National Security Caucus . . . The University of Southern California Paul Hall Memorial Endowment . . . members of the maritime community . . . ladies and gentlemen . . .

It is a great honor to be here on behalf of the Department of the Navy. I want to thank

the National Security Caucus Foundation for this very special award. Frankly, I am in awe. The list of previous award winners is truly distinguished. Having earned the confidence of the bi-partisan and highly respected National Security Caucus is indeed very meaningful to me. But I must say that this award truly belongs to the Department of the Navy—to our Sailors, Marines, and civilians that make our force the finest the world has ever known.

I also want to thank the National Security Caucus Foundation for the generous endowment of the maritime fellowship program in my name. This prestigious fellowship will help both inform and focus a generation of decisionmakers on the importance of maintaining and expanding America's maritime traditions. It is indeed my high honor to lend my name to this program.

One of the great concerns upon receiving an honor such as this is that one must keep humility in the proper perspective. I assure you that I have been well-trained on this point by the First Lady of the Navy, my wife Margaret.

I must say again what a great honor it is to be here . . . to follow in the footsteps of some of our shipbuilding and maritime industry greats . . . and surrounded by the legacy of Paul Hall. Paul Hall was a true American—in the most traditional sense. He knew right from wrong—and he fought to make things right.

Paul Hall "walked the walk" . . . and he fought the fights from the waterfront to the halls of Congress. He stood firm, took a stand, and, in the process, helped to build an American institution. Paul Hall lived the Teddy Roosevelt adage that

"Far and away the best prize that life offers is the chance to work hard at work worth doing."

I am indeed honored—and humbled—to be associated with his legacy.

Let me begin my remarks with a few thoughts on the state of the Department of the Navy.

Thanks to many of you gathered here today—and in particular, those members of Congress on the appropriations and authorization committees—our Navy and Marine Corps are second to none. Operationally, programmatically, and in personnel, the Navy-Marine Corps team is answering all bells. The Department is focused and efficient, and we are operating forward to protect America's interests around the world.

There is no doubt that serious challenges remain. The Defense and Navy Departments will answer some of these challenges in the Quadrennial Defense Review, and I will address those areas in a few moments. But, whatever the challenge . . . whenever and wherever our Nation's vital interests are at stake . . . I know that the solution is literally at our fingertips. I speak with such great confidence because of what I see in the Department of the Navy every day.

Our Sailors and Marines are our Nation's most resourceful assets. There is absolutely no challenge that they cannot overcome . . . no change that they cannot make work . . . no role or mission at which they cannot excel. Sailors and Marines find answers . . . and they get the job done!

I believe the strength of the men and women in our Sea Services is found in their dedication to our core values of Honor, Courage, and Commitment. One need look no further than the changes in the way the Navy Department has conducted its business over the last few years. We realized that we had a problem and have changed the culture of our Department. The Navy and Marine Corps will tolerate nothing less than those actions which ensure the dignity and respect of every individual. And, the Navy Department

will continue to ensure that our emphasis on the character of our people remains strong and clear.

I have confidence that the Navy and Marine Corps—from me to the most junior boot Marine and Sailor—will do what we need to do to keep our Service the finest ever. I am proud of our Navy Department—and I am very excited about the opportunities ahead.

I would like to talk about seapower . . . and the relationship of our maritime forces with the uncertain world we face together. As I see it, seapower is the resolute marriage of Naval operations, shipbuilding, and commerce. The unifying element in this enduring relationship is sealift. I feel very strongly about it. In fact, the first contract I awarded as Secretary of the Navy was for our sealift program.

Sealift is critical to the security of the United States. More to the point, sealift is absolutely critical to the sustainment of military operations. Let me paraphrase comments made by General Norman Schwarzkopf following the Gulf War. We can bomb our enemies back to the stone age, but we need to put men and materiel on the ground to fight and win our Nation's wars.

It is absolutely crucial that we maintain America's organic sealift capability. Sealift was a vital element in our success in DESERT STORM . . . and it was vital in Somalia. In fact, carrying troops and equipment to the front lines—from the sea—has been the foundation of our military successes since the Revolution. And, sealift will be critical for operations in the future.

We must continue our focus on building and maintaining the right sealift to ensure our forces have the tools necessary to defend America's vital interests around the world. As most of you are well aware, the Maritime Security Act of 1996 goes a long way toward that end. With the overwhelming approval of the 104th Congress, President Clinton put us on course to protect American jobs and maintain a U.S. presence in international maritime trade, in both peacetime and wartime. Most importantly, the Maritime Security Act reaffirms America's resolve to maintain a strong U.S.-flag presence on the high seas.

The Act is a truly important piece of legislation. But, another element in satisfying our strategic sealift requirements is the work we have done with developing and building Large Medium Speed Roll-on/roll-off ships (or LMSR's or RoRo's) and the Maritime Prepositioning Force ships.

Most people think of seapower as carriers, cruisers, destroyers, frigates, and submarines. Those assets are indeed critical. But, warships alone do not tell the whole story. Let me expand on that idea.

I just visited Diego Garcia, a truly vital strategic asset which we share with the British in the Indian Ocean. I was surprised to learn that I was the first Secretary of the Navy—and the highest-ranking U.S. Government official to visit there. I was glad I went.

Upon arriving, I saw the lagoon literally filled with fully-loaded, combat ready prepositioned ships. I walked away from the harbor with a full appreciation that seapower means strategic sealift.

And, that point was driven home with my last stop of the visit. I toured one of those sealift ships, and spoke with the professional seamen of the American Merchant Marine. Those folks know their mission—and they are ready.

Just this past March, I was at Avondale shipyard to christen the USNS BOB HOPE, the first of the new class of LMSRs. It is indeed an impressive vessel. The BOB HOPE class incorporates the latest technology and leading-edge innovations in cargo stowage,

and it is designed from the keel up to meet the Army's lift requirements. I am excited about this part of our strategic shipbuilding program.

We owe a great deal of thanks to Representative Jack Murtha and his colleagues—some of whom are here today—for having the vision and courage to lead the charge to build the required sealift for our Soldiers and Marines. The young men and women we send to fight and win our Nation's wars deserve every ounce of support we can give.

The other side of the sealift coin is that United States must maintain a strong Navy—forward deployed—to keep the Sea Lines of Communication (SLOCs) open.

Protection and maintenance of the SLOCs is a primary role of our Navy. America must ensure that we can move the military equipment whenever and wherever needed. But, we must also guarantee the free flow of commerce through the world's waterways. Peacetime, forward deployed United States Naval forces are the answer.

The forward presence of our Navy ensures unfettered access to global sea lanes. What these forces bring is stability . . . and economic benefits for American industry and labor.

The continuous presence of maritime forces helps maintain fragile regional balances and assure economic stability by guaranteeing freedom of movement upon the world's oceans. In this increasingly interdependent world economy, the United States Navy keeps trade routes open simply by being there. This often overlooked aspect of global maritime presence is of inestimable value to the U.S. and to the entire world economy. For example, note that, excluding that with Canada and Mexico, 90% of America's international trade travels on the high seas. The imperative for protection of the SLOCs is clear.

Our continuous Naval forward presence requires ships and submarines. And, while building the Navy and Marine Corps of the 21st Century remains one of my top priorities, it is the responsibility of all of us gathered today to ensure that America builds the right force. We must maximize our limited resources, yet protect the irreplaceable shipbuilding art which produces the best ships and submarines in the world.

From the Navy perspective, we are on the right course. I am very excited about our shipbuilding plan. It is robust and forward-thinking. Thanks to Congress, we have a solid—and fully funded—budget for shipbuilding to ensure we have the right force to maintain our global presence requirements.

In fact, over the Future Years Defense Plan, we are spending more than 57 billion dollars on 31 new ships, submarines, and major conversions. We have funding for CVN 77; LPD 17 and DDG 51 are on track; and, with Congressional approval, teaming for construction of the New Attack Submarine will solve some difficult funding and industrial base issues we face now and into the future.

We are also conducting research and development for the next generation aircraft carrier—or CVX, the Maritime Fire Support Demonstrator, and a new surface combatant—or SC21. These new programs are exciting because they will use the most advanced technology mankind has to offer, including stealth, advanced materials, and passive damage control to name but a few. They will represent a true revolution in the conduct of maritime operations.

But it is not just the number of ships we are building or planning, but the incredible increase in capability that we are building into each new platform. There simply are no finer, or more advanced, ships and sub-

marines being built anywhere else in the world.

Our shipbuilding plan is an extremely positive and balanced program. But, there is still a long way to go to ensure we have the funding necessary for our ship and aircraft modernization requirements coming in the next decade. That is an issue on which I will be working closely with Secretary of Defense Bill Cohen and Congress in the months ahead. The Quadrennial Defense Review—or QDR—is but the first step in this process.

It is clear that we face a world filled with challenges and uncertainties. The fact is that our Navy and maritime industry must meet the future together—with a single vision. The key is to size the vision correctly—and to build room for plenty of flexibility into our plans and policies to address the upcoming challenges. I like President Harry Truman's idea. He said:

"You can always amend a big plan, but you can never expand a little one. I don't believe in little plans. I believe in plans big enough to meet a situation which we can't possibly foresee now."

I view this period in our history just as an extraordinary opportunity to take stock . . . to build the "big plans" for the future security of the United States. But we must do this together . . . in the halls of Congress, in the Pentagon, and in the shipyards and the seas around the world.

Again, it has been an honor to represent the wonderful men and women of the Department of the Navy here today. Thank you and all members of the National Security Caucus for this very special award. God bless the men and women of the United States Congress entrusted to lead this great Nation . . . God bless those of you that carry on Paul Hall's legacy . . . and God bless America.

NATIONAL CITY'S RETIRED SENIOR VOLUNTEER PATROL: AN EFFECTIVE CITIZEN CRIME FIGHTING PROGRAM TO HELP TAKE BACK OUR NEIGHBORHOODS

HON. BOB FILNER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 12, 1997

Mr. FILNER. Mr. Speaker and colleagues, I rise to honor National City's Retired Senior Volunteer Program and the spirit of community involvement that has brought this and other citizen-run programs into focus as some of the most effective crime fighting tools.

I am particularly impressed by the cooperation in National City, CA, between the chamber of commerce, the crime prevention commission, city leaders, and the police department in making this program a reality.

All across this Nation, citizens are participating in Retired Senior Volunteer Programs (RSVP) and the first—and still greatly effective citizen crime-fighting program—Neighborhood Watch. These dedicated citizens deserve to receive credit for their work.

With my Taking Back Our Neighborhoods Crime Fighting Act, citizens who pitch in with their time would be rewarded. The act would give a \$50 tax credit to people actively involved in Neighborhood Watch groups and other organizations—such as RSVP—that are committed to the reduction of local crime.

Officials throughout the Nation agree that Neighborhood Watch and citizen programs

need to be encouraged. My bill is backed by over two hundred police chiefs, sheriffs, district attorneys, community groups, and elected officials—including mayors of cities big and small—from across the country who supported this bill in the last Congress.

I am proposing this tax credit because citizen crime-fighting programs work. They are the most effective crime reduction tools in our communities. Throughout the country, Neighborhood Watch groups have made people feel safer and more secure in their homes, parks, and streets.

Neighborhood Watch and citizen patrols establish relationships among neighbors—and establish partnerships between neighborhoods and their police officers. Citizens are trained how to watch out for their families and monitor their neighborhoods, how to be observant and reliable witnesses, and how to assist their local police.

National City's Retired Senior Patrol officers will provide many of the routine non-life-threatening tasks that police officers perform and free up officers for work that requires sworn police officers. The National City RSVPers will perform vacation house checks, traffic control, conduct safety surveys for residents and businesses and will check on seniors living alone. Because of their presence in the community, residents will get to know them and their link to the police department. When neighbors see something suspicious—they'll know who to call.

Similar efforts have been successful. During the last 3 years, San Diego—with its RSVP, Citizens Patrol and Neighborhood Watch—has seen an overall reduction of 36 percent in the crime rate, and a 44- to 48-percent decrease in robberies, homicides and burglaries. Most importantly, those of us who participated were empowered—we felt stronger, we fostered a sense of community, and we saw that we could make a difference in people's lives.

But we still have a long way to go to feel safe in our homes and our neighborhoods. Encouraging people to participate in citizen crime-fighting programs will help us protect our families. Giving people in citizen crime fighting groups a \$50 tax break will support the RSVP and the many residents already involved in crime prevention programs, while encouraging more community participation.

Mr. Speaker, I want to commend National City and all of its residents involved in setting up the Retired Senior Volunteer Program. And I ask my colleagues to back up the citizens in their community—like I have the National City RSVP and others like them—and support this important piece of legislation, H.R. 1529. Working together—and only by working together—can we truly reclaim our streets.

RHODE ISLAND TO HOST NATIONAL TRUST FOR HISTORIC PRESERVATION

HON. ROBERT A. WEYGAND

OF RHODE ISLAND

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 12, 1997

Mr. WEYGAND. Mr. Speaker, I rise today to announce an event that will be taking place in Rhode Island in the next millennium. The National Trust for Historic Preservation's National Preservation Conference will be held October