

to transfer marijuana to Schedule 2, and in 1992 it issued a final rejection of all requests for reclassification.[2]

Some physicians will have the courage to challenge the continued proscription of marijuana for the sick. Eventually, their actions will force the courts to adjudicate between the rights of those at death's door and the absolute power of bureaucrats whose decisions are based more on reflexive ideology and political correctness than on compassion.

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1. Young FL. Opinion and recommended ruling, marijuana rescheduling petition. Department of Justice, Drug Enforcement Administration, Docket 86-22. Washington, D.C.: Drug Enforcement Administration, September 6, 1988.

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Other employees and customers overheard our conversation and joined in. "Rev. Packnett? He married me," one man called out.

"He baptized me," yelled another.

Bobo couldn't say enough about him. "He helped my granddaughter," she said. "He carried her to church every Sunday, and he had her involved in everything."

Packnett loved young people. "He'd always make sure the youth could take part in the National Baptist Convention every year," Tyler said.

"That's right," added Bobo, "my granddaughter got to go places she never could have gone."

"San Francisco, Washington, D.C., Atlanta, wherever the convention was held, he always made sure that young people could go," Tyler said. "And then he made sure that they weren't just running around when they got to those cities. They always had some kind of class; and they went to places like churches and historical sites."

Some spoke of programs he had set up through the church, including one that provided clothes and lunch for the homeless every Tuesday, and a "Rites of Passage" African heritage program. Others talked about the hours he spent visiting sick church members at hospitals and in their homes.

In there's one thing a journalist learns early, it's that there are phonies and there are real articles.

Packnett was the real article.

While he often rubbed shoulders with mayors and congressmen and powerful people, he was clearly as much at ease with average people and willing to help anyone. Like the day the restaurant was shorthanded. Packnett took off his coat, went to the kitchen and cheerfully pitched in to wash dishes.

At 5 feet, 6 inches, Packnett wasn't tall in stature. But he was tall in the minds of those whose lives he touched. And he wasn't afraid to speak out, even when he knew he'd be sharply criticized.

Packnett took a great deal of heat last year from some blacks when he endorsed Francis Slay, who is white for president of the city's Board of Aldermen over his black opponent, Alderman Velma Jean Bailey. The criticism didn't bother him. "What's right is right," he said then.

Others didn't care for him four years ago when he made a stink after taking his two children to Union Station to see Santa and discovering that they had no black Santas. He called the company that supplies Santa to malls nationwide and learned the company had supplied no black Santas here.

He faxed letters to marketing directors at seven malls and a department store on behalf of the St. Louis Clergy Coalition, a group of black ministers that represents various denominations. The letter said, in effect, we spend money in your stores and we want a black Santa. Two of the malls told him they would hire a black Santa right away.

Last year, a day before the Million Man March, Packnett led more than 100 people in prayer at Central Baptist Church before they headed off to the event in Washington. After praying, he led the audience in song, delighting the crowd when he changed the words to a spiritual from "Ain't gonna let nobody turn me 'round" to "Ain't gonna let Newt Gingrich turn us 'round".

The members of his church remember him best for his work at Central Baptist. "He was always helping people, doing for people, teaching people right from wrong," Bobo said.

"We'll not get any more pastors like that," Bobo said adding, "If they do, it'll probably be long after I'm not around anymore."

[From the St. Louis (MO) Post Dispatch, Dec. 20, 1996]

PACKNETT TOUCHED MANY LIVES, STOOD UP

FOR IMPORTANT CAUSES

(By Gregory Freeman)

There's a void today at Del Monaco's Diner. The Rev. Ronald Packnett, pastor of Central Baptist Church, was a fixture at the restaurant. He could be found at the restaurant at Delmar Boulevard and Euclid Avenue almost every morning, chowing down on one of their hearty pancakes-and-sausage breakfasts. And he had a passion for Del Monaco's fried chicken legs.

Packnett, who died Tuesday at 45 after a long illness, called restaurant matriarch Eva Bodo his mother away from home. His mother lives in Chicago.

The Rev. Gary Tyler was busy working at Del Monaco's on Tuesday when he learned of Packnett's death. He said Packnett was his mentor. "I was an associate pastor at Greater Paradise," Tyler said, "Rev. Packnett heard me preach and invited me to his church to speak. Before I knew it, I was speaking there all the time."

Packnett got Tyler, 31, the training he needed, and installed him at Central Baptist.

THE RETIREMENT OF REAR ADM. LUTHER F. SCHRIEFER, USN

HON. THOMAS E. PETRI

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Monday, February 10, 1997

Mr. PETRI. Mr. Speaker, it has come to my attention that Rear Adm. Luther F. Schriefer, U.S. Navy, retired on February 1, 1997, after nearly 37 years of honorable and distinguished service.

Rear Admiral Schriefer served as the Division Director for the Navy's Environmental Protection, Safety and Occupational Health Division since November 1994. As the Navy's senior environmentalist, he was responsible for several key initiatives that have enabled the Navy to operate in harmony with the natural environment by achieving safe and environmentally sound ships, aircraft, and installations. He has testified before congressional committees to ensure that members and their staffs understand the Navy's impact on the environment, as well as the effects of environmental laws and regulations on the operations of our Nation's Navy.

Prior to his assignment as the senior environmentalist, he was the Director, Inter-American Region, International Security Affairs, Office of the Secretary of Defense. He was the director of the Caribbean task force during the 1994 Haitian and Cuban crises. Prior to his assignment for the Secretary of Defense, he was the Commander at the Naval Base in San Diego.

Rear Admiral Schriefer was assigned to numerous other commands over the course of his distinguished career, including Commander, Anti-Submarine Warfare Wing, U.S. Pacific Fleet at Naval Air Station North Island and Director Tactical Air, Surface, Electronic Warfare Research and Development (OP-982). He was selected for two commands at sea: the amphibious assault ship USS *Belleau Wood* (LHA 3) and the amphibious cargo ship USS *Mobile* (LKA 115). He also held three air commands: the Air Anti-Submarine Wing 1 at Cecil Field, FL, Carrier Wing 3 onboard the USS *Saratoga* (CV-60) and Air Squadron VS-22 aboard the aircraft carrier USS *Intrepid* (CV 11). He served his country as an officer at the VRC-50 Detachment at Danang Air Base, Republic of South Vietnam, and VS-28 on board the USS *Independence* (CV-61).

Rear Admiral Schriefer has enjoyed several proud moments in his service to our country, including several exhilarating moments as a junior officer flying for our Navy resolving technical challenges associated with his aircraft's performance. He retires as the Navy's "Gray Eagle," a term reserved for the senior aviator in the Navy.

Rear Admiral Schriefer is a native of Oshkosh, WI. He graduated from the U.S. Naval Academy in 1960 and was designated a naval aviator in October 1961. He studied naval communications management at the U.S. Naval Postgraduate School in Monterey, CA. He also attended the Naval War College in Newport, RI, and graduated in June 1971. He was awarded a master of science degree in international affairs from George Washington University. He is married to the former Sandra N. Swanson of Detroit, MI. The Schrievers have four children: Kim, Scott, Michael, and Kelly.

Mr. Speaker, I take this opportunity to pay tribute to a superb naval officer, an outstanding gentleman, and a real leader, Rear Adm. Lou Schriener.

H.R. 630—CLEANER-BURNING FUEL MEANS CLEANER AIR FOR CALIFORNIA

HON. BRIAN P. BILBRAY

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Monday, February 10, 1997

Mr. BILBRAY. Mr. Speaker, the quality of the air we breathe is of great concern to all of us. Young and old, rich and poor, liberal or conservative, we are all vulnerable to poor air quality. While we have seen great strides in the last decade in terms of improved air quality, it is incumbent upon us to work to ensure that sound science lies at the foundation of any modifications or improvements to existing law. By the same token, when opportunities exist to actually improve the service provided by our environmental and public health strategies, we have not only the right, but also the responsibility to implement them, based on that same common denominator of sound science.

Such an opportunity now exists in California, which has long been at the forefront of our national efforts to improve air quality and reduce ambient pollution levels. As a former member of the California Air Resources Board [ARB], I am very proud of California's historic role in this regard. I am pleased to be able to introduce bipartisan legislation, H.R. 630, which will further enhance the air quality of my State by building upon the progressive work already done by the State of California, under the direction of the Clean Air Act.

The Clean Air Act Amendments of 1990 directed the Environmental Protection Agency [EPA] to adopt a Federal reformulated gasoline program for urban areas with the most serious smog problems. The 1990 amendments required that Federal reformulated gasoline contain various specified properties, and established limitations on the level of flexibility that EPA could build into the program. Federal reformulated gasoline regulations were promulgated in early 1994, and became applicable in December of that year. In California, the Federal regulations now apply in the greater Los Angeles, San Diego, and Sacramento regions.

At the same time, the California Air Resources Board [CARB] was developing a comprehensive clean fuels program. These regulations, which were adopted in 1991 and became applicable in the spring of 1996, established the most stringent and comprehensive gasoline standards in the world. It includes specifications for eight different properties which affect emissions of toxic air pollutants and ozone forming compounds. The State regulations also contain a predictive model which is based on analysis of a large number of vehicle emission test studies. Refiners have the option of using this predictive model to produce reformulated gasoline, subject to an alternative set of specifications, that has been shown by the model to achieve equivalent or greater reductions in emissions than result from use of the Federal RFG. This model is being utilized in California to produce much of

the reformulated gasoline now consumed in the State. Recent studies have shown that the expanded use of reformulated gasoline in California has resulted in measurable and continuing decreases in emissions and air pollution in that region. I would like to include with this statement a recent article from the January 16, 1997 San Diego Union Tribune which elaborates further on these air quality improvements.

However, the overlapping applicability of the Federal and State reformulated gasoline regulations has reduced the ability to take advantage of the flexibility and public health benefits provided by the more stringent California program. Compliance with the Federal standard is still required, despite the fact that the California standard has been demonstrated to achieve equal or superior air quality benefits. H.R. 630 will streamline this unwieldy process, and build upon the existing Clean Air Act to permit the more stringent California regulations to apply in lieu of the Federal standards, only if they will achieve equivalent or greater emission reductions. The EPA has already provided this determination in the form of a final rulemaking for California reformulated gasoline, which was published in the Federal Register on February 16, 1994. In that rule, EPA drew the following conclusions: First, that VOC and toxic emission reductions resulting from the California Phase II standards would be equal to or more stringent than the Federal reformulated gasoline standards; second, that the content standards for oxygen and benzene under the California Phase II standards would in practice be equivalent to the Federal content standards; and third, that the California Air Resources Board's compliance and enforcement program is sufficiently rigorous.

Additionally, the California standards have been approved by the EPA as part of California's State Implementation Plan [SIP], and thus are federally enforceable.

H.R. 630 has been carefully written to apply exclusively to the State of California. As prescribed by section 211(c)(4)(6) of the Clean Air Act, a State which has received a waiver under section 209(b)(1) may "at any time prescribe and enforce, for the purpose of motor vehicle emission control, a control or prohibition respecting any fuel or fuel additive." In order to receive a 209(b)(1) waiver, a State must have adopted emissions standards for new motor vehicles prior to March 30, 1996. Because California is the only State which has qualified for a waiver under section 209(b)(1), H.R. 630 is therefore applicable only to California—no other State is eligible.

This bipartisan bill is supported by the California Air Resources Board, and I am grateful for the continued dialog and input I have received from colleagues, the State, industry, and several public health organizations, which has helped to further focus and clarify the intent of the legislation. I believe that H.R. 630, while narrowly targeted, will help to further accomplish the broader goals of the Clean Air Act that we all share, which are to provide the cleanest and healthiest air possible for the American people. I further believe that this bill can provide an example of how we ought to interpret and manage our environmental and public health laws, so that they can be made more effective in terms of product, by being kept as dynamic and flexible as possible in terms of process. Just as the vehicles which we all drive need to be fine-tuned from time to

time in order to keep them running efficiently, so too do our environmental strategies.

[From the San Diego Union-Tribune, Jan. 16, 1997]

NEW GASOLINE FORMULA IS FUELING AIR-POLLUTION DECLINE—IT DRAMATICALLY CUTS SMOGGY DAY NUMBERS

(By Steve La Rue)

San Diego County had fewer smoggy days in 1996 than in any year since health standards were set and air-pollution measurement began. Most of the credit is being given to a new blend of gasoline.

The air was unhealthy to breathe by state standards on 51 days last year at one or more of the county's nine monitoring stations—a sharp drop from the 96 smoggy days in 1995, 139 days in 1990, and the 151 smoggy days in 1978, the year the California Clean Air Act applied the state standards.

The pollutant involved is ozone, a colorless, odorless gas that can sting the throat and eyes. It also can reduce lung capacity temporarily or permanently, depending on the exposure.

"We have had a dramatic reduction in the number of days over (health) standards, and there was no dramatic meteorological difference in the two years," said Richard Sommerville, county air pollution control officer.

"That implies that the big change that did occur was due to the introduction of reformulated gasoline."

County air quality violated federal health standards, which are about 25 percent less stringent than the state's, only twice last year. That is the fewest federal violations since air quality monitoring began here in 1955, county officials said.

By comparison, smog made the air unhealthy to breathe on 12 days in 1995 under the federal standard, 39 days in 1990 and 90 days in 1978. It was also the first year on record that all of the county's federal violations were caused by smog migrating south from Los Angeles and Orange counties.

The state's refiners and service stations started selling the cleaner-burning fuel early last spring to meet state specifications for a fuel that produced fewer hydrocarbon and nitrogen emissions. Southern California's sunny summer and fall skies cook those emissions into a stew of pollutants, mostly ozone.

Scientists say this lower-level ozone pollution never rises 18 miles or higher to merge with the ragged atmospheric ozone layer that shields the earth from ultra-violet radiation.

Air quality also made dramatic gains last year in the South Coast Air Quality Management District, which includes Los Angeles and Orange counties and parts of Riverside and San Bernardino counties.

As of the end of October, the end of the smog season, there had been seven Stage 1 smog alerts in the district, compared with 14 in 1995, 23 in 1994, and 40 in 1992.

Such alerts are called when ozone levels are twice the federal health maximum. During the alerts, the public is advised to reduce strenuous activity. The last Stage 1 alert in San Diego County occurred in 1991.

Peak ozone levels during smog sieges in 1996 were calculated to be 10 to 11 percent less severe than expected in the San Francisco Bay Area and the Sacramento area, said state Air Resources Board spokesman Allan Hirsch.

"Much of the state showed improvements in air quality in 1996, and cleaner burning gasoline was the main clean air measure that was introduced last year, so we think it had a significant effect," he said.

"We are very confident that the same thing occurred in San Diego County, too."