

require aggressive leadership implementation to secure the best results.

I am confident we can accomplish this. After all, in the adjustment from war to peace, America has led the way in beating swords into plowshares. We have realized an enormous peace dividend in the form of R&D and production resources released to general economic development, and in this regard, we must credit government initiatives that led the way to downsizing while balancing the interests of national defense and industry viability.

Before I conclude, I should add one controversial issue that is relevant to an effective defense policy. Any discussion of the future of defense should include the critical role of trade in preventing military confrontation. As I mentioned earlier, Loral is now totally focused on commercial satellite manufacturing and satellite-based services. As such, we are deeply immersed in foreign markets, notably in China, which is a customer for our large geostationary satellites and a partner in our globalstar satellite telephone system.

In my travels to China, and in my involvement in the policy debates on global trade, as well as Loral's widespread engagement in international joint ventures, I have become increasingly convinced that expanding commerce is the best way to promote peaceful relations between our two countries and to avoid the type of isolation that can lead to military miscalculation.

In that regard, I believe it is critical that President Clinton be given fast track authority to continue his highly successful trade policy. Over the past five years, 13 million new jobs have been created in the United States, close to two million of them in new, export-related jobs that pay on average 15 percent higher wages.

Unemployment is at a 24-year low and we are now the most competitive economy in the world. Exports are up by more than \$300 billion, notably in high-technology, and we have regained world leadership in automobiles and semi-conductors. This is not the time to hamstring the President and threaten our unprecedented prosperity. Our startling economic progress is due to the combined impact of defense recycling, new technologies, improved productivity, dynamic capital markets, and a global economy. I hope that our friends in the Congress will keep their eyes on the ball and will approve the fast track legislation to keep us on the fast track to even greater prosperity.

Thank you. I will be delighted to answer questions.

#### WORDS OF POSITIVE INSPIRATION

##### HON. BOB SCHAFFER

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, October 22, 1997*

Mr. BOB SCHAFFER of Colorado. Mr. Speaker, I rise today to address the topic of human life. I am deeply concerned about the lack of concern for what the Declaration of Independence calls the unalienable \* \* \* Right to Life \* \* \*. Our society today has too often ignored the sanctity of human life to the point of relegating it to someone else's choice. Trivializing human life to this extent debases our culture and erodes our fundamental respect for the self-evident right to life. As such I would like to relay the views of a constituent of mine from Greeley, CO, Miss Sonni Biundo. Her words have powerful meaning, and I think ought to positively inspire our colleagues here today assembled:

My whole life I was programmed to be pro-choice. I was told that as a woman it was my duty to protect women's rights—this included, most of all the right to have an abortion. I entered and finished college a pro-choice activist. I felt that no one had the right to tell me what to do with my body. I thought that pro-life activists who protested at abortion clinics on the nightly news were out of touch with reality, and that the poor women who joined the pro-life fight were simply brainwashed and could not think for themselves. What I didn't understand is when life begins.

That is the essential difference, and what ultimately divides the pro-choice and pro-life camps. As I have grown older, and hopefully wiser, I have begun to understand when life begins—at conception. Therefore, I am not letting government intrude on your life and instruct you on what you can and cannot do with your body—I am asking government to protect the life of a human being who has no voice. If our society cannot protect the most vulnerable in it, then where are we going?

Ask yourself some simple questions. Why is it a tragedy when someone you love suffers a miscarriage? Why do we have a name chosen for a child before it is born? Why do we touch a pregnant woman's stomach to feel movement? Why do we bring pictures from an ultrasound in to work to show our colleagues?

Before my nephew was born, I wondered what he would look like, what he would be good at, the sports he'd like, if he would be tall or short—what his dreams would be. I looked at my sister and her husband and wondered about the miracle they had created, and prayed he would have all the love he needed to get through life. I asked these questions at the very first movement, when all I could see on the ultrasound was a kidney shaped mass. He was already a child to me, already a human being with all the rights that he enjoys now.

Do I believe you are immoral for having an abortion? Yes, but you do not have to answer to me. Only to God. Do I think we can legislate morality? No. When I say it would please me to have abortion outlawed, I am not pleased because I have made you agree with me. I do not think I have made you a "moral" person by making you conform to my standards. I am pleased because a child who deserves a chance has it. A chance that we all got and have taken for granted, by simply being alive.

Mr. Speaker, these words are a good indication of the positive inspiration our country needs. It is crucial for us as a nation to rise above the selfish and politically expedient trend pervading our culture and restore the standard of a paramount value placed upon the lives of all human beings.

#### OSCAR GARCIA RIVERA POST OFFICE BUILDING

SPEECH OF

##### HON. CHARLES B. RANGEL

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, October 21, 1997*

Mr. RANGEL. Mr. Speaker, I rise today to strongly urge my colleagues to support H.R. 282, a bill that would designate the U.S. Post Office Building located at 153 East 110th Street in my district in New York, as the Oscar Garcia Rivera Post Office Building.

Mr. Oscar Garcia Rivera was the first Puerto Rican to be elected to public office in the con-

tinental United States. On March 7, 1937, he made history by becoming assemblyman of the 14th Congressional District, in the State of New York, which at that time was Harlem.

Oscar Rivera was a true leader who was committed to improving the lives of those who resided in his community. He was committed to protecting the rights of manual laborers and encouraged workers to organize themselves into active unions. However, his many contributions did not stop there.

He went on to introduce a bill guaranteeing safeguards against unemployment which was enacted into law in February 1939. He defended minimum wage laws, fought for regulated hours of labor, and worked to establish tariff agreements.

Oscar Garcia Rivera was a man of many talents. His vision of helping others to lead a better and more prosperous life, began as a young man who established the Association of Puerto Rican and Hispanic Employees within the U.S. Postal Service where he was employed, and continued throughout his entire adult life until his passing in 1969.

Mr. Speaker, I am honored and proud to be a part of this legislation honoring this outstanding and renowned individual. The life of Oscar Rivera is an inspiration not only to New York State and the Puerto Rican community, but to all people whose lives were touched in some way by his vision.

Let us salute him and pay tribute to him in this way.

#### HONORING VIRGINIA B. HARTER FOR FOUR DECADES OF DISTINGUISHED SERVICE

##### HON. STEPHEN HORN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, October 22, 1997*

Mr. HORN. Mr. Speaker, I rise today to invite Members to join me in honoring the career of Virginia B. Harter, Assistant Commissioner, Debt Management Services, Financial Management Service, Department of the Treasury. Mrs. Harter retires from the Senior Executive Service effective October 31, 1997, after nearly 40 years of employment in the Federal service. Mrs. Harter's career consistently exceeded the high standards for superior performance and is a credit to the Financial Management Service and the Department of the Treasury.

Mrs. Harter began her career as a civil servant in 1957 with the National Security Agency. After joining the Department of the Treasury's Financial Management Service in 1959, Mrs. Harter rose through the ranks while serving in numerous important management positions. Between 1979 and 1981, Mrs. Harter served as the program manager for the design and development of the Treasury's Direct Deposit/Electronic Funds Transfer Program. As a result of this program, 53 percent of the 840 million Treasury disbursements were made electronically in 1996, saving taxpayers \$169 million. Mrs. Harter also served as the Director of the Governmentwide Cash Management Program and Director of the Credit Management/Debt Collection programs at the Financial Management Service.

In 1989, Virginia B. Harter was appointed to the position of the Chief Disbursing Officer for

the Federal Government. In that capacity, Mrs. Harter joined the Senior Executive Service where she was responsible for directing the issuance of more than 800 million payments valued at over \$1.7 trillion annually. Mrs. Harter remained in this position until 1994 when she was appointed to the position of Deputy Associate Commissioner for Re-engineering where she led the research and the development of the conceptual design for the world-class government-wide payments process for the future.

Mrs. Harter earned the 1995 Presidential Award of Meritorious Executive for the Senior Executive Service for her outstanding contributions in building sound financial management programs government-wide and particularly, for her leadership in creating programs to share financial and technical assistance to the new independent states of the former Soviet Union.

In 1996, Virginia Harter was appointed Assistant Commissioner for Debt Management Services at the Financial Management Service. This placed her in the forefront of the Federal Government's effort to recover over \$51 billion in non-tax delinquencies owed to the Government. She provided vital leadership in the management and expansion of government-wide debt collection efforts as required by the Debt Collection Improvement Act of 1996. This included services for all Federal agencies and State governments, such as administrative offset, the Treasury Offset Program, and cross-servicing and collection of delinquent debt.

Virginia Harter's exceptional knowledge and expertise in implementing the Government-wide Debt Management Program will be sorely missed by Members of Congress who remain determined to relieve future generations from suffocating Federal budget deficits. I invite my colleagues to join me in saluting a job well done, and in wishing Mrs. Harter an enjoyable and satisfying retirement.

#### THE BOUNDARY WATERS CANOE AREA WILDERNESS

**HON. JAMES L. OBERSTAR**

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, October 22, 1997*

Mr. OBERSTAR. Mr. Speaker, I rise today to share with my colleagues an article that appeared in today's edition of the Washington Post. It concerns legislation I have introduced entitled "The BWCAW Accessibility and Fairness Act of 1997," H.R. 1739. I offer this article, written by Karl Vick, because it is a particularly well-balanced, informative, and insightful account of an issue that has fallen victim to an enormous amount of misinformation.

Mr. Vick's article describes the historically important role that the Boundary Waters Canoe Area Wilderness [BWCAW] has played in the lives of Northern Minnesotans, as well as the current issue concerning access to this natural treasure that is before this body. I believe it would be beneficial for all Members, as well as the public at large, to learn from Mr. Vick's article.

[From the Washington Post, October 22, 1997]  
RIPPLES OF DISCONTENT

(By Karl Vick)

ELY, MINN.—Once again the Boundary Waters Canoe Area Wilderness is awash in the

sort of righteous arguments, political torments and generalized stress that people flock to this serene constellation of lakes, islands and sky to leave behind.

And once again the fight is over the preferred method of plying its glassy waters.

Canoeists say a bill set for a vote today in a House committee will expand the use of motorboats, sundering the almost sepulchral tranquility that has made these more than 1 million acres where Minnesota meets Canada the most popular federal wilderness. More than 200,000 people visited the Boundary Waters last year, arriving from as far away as Holland, and 92 percent made their way among its 1,100 lakes by paddling.

"It's like going back in time. I felt like a fur trader," said Gail Klugman, after a week-end visiting from suburban Minneapolis. "It's just the most peaceful place I've ever been."

Of those who prefer skimming along by outboard motor, on the other hand, most live just minutes away. Locals visit the boundary Waters mostly to fish, and complain that the number of favorite walleye holes accessible by outboard has been effectively reduced even below the 22 lakes left open to them by legislation passed over their objections almost two decades ago.

"The people who live up here and make a life of it—be it at the mines, on the lakes, own your own business, whatever—these people are locked out of their own back door," said Steve Koschak, who owns a resort outside Ely. "And you can say it's a playground for the whole country. But when you live on a lake and you can't go out on it because of some imaginary line going down the middle of it? That ain't right."

Anglers have sought relief from a Republican Congress that likes to approach issues with the assumption that locals know better than Washington. Local advocates insist that the measure the House Resources Committee will take up this morning—an identical bill awaits floor action in the Senate—would do little more than allow pickup trucks to tow motorboats on three rugged trails between lakes, or portages, that have been closed by federal courts.

But the bills would also check a trend that has been running toward canoeists and wilderness advocates for decades. In Minnesota, the lid has come off a controversy that, when last broached 20 years ago, tipped the balance in a U.S. Senate primary, inspired class warfare across the Land of 10,000 Lakes and put local Forest Service employees in the habit of venturing into the woods only in street clothes for fear of drawing gunfire if they wore their uniforms.

"It gets old, to say the least," said Frank Leoni, standing with one foot in Newton Lake and one on the shore.

A Forest Service employee dressed in flannel shirt and rubber waders only because he had been casting a jig for walleye, Leoni had just lifted a fishing boat onto a set of "portage wheels" he and his buddies were about to haul a quarter of a mile on their way home to Fall Lake. The boat was laden with camping gear, fishing poles and the legal limit of fish caught over four days. That's roughly as much time, Leoni pointed out, as it would have taken them to paddle waters they had covered in a single day with their outboard.

"I think that's the concern of the locals, who work, you know. Who want to come in for a day," said Dan Hernesmaa, an Ely native. "We enjoy the wilderness as much as the paddlers do."

But not in the same way.

Sound carries across water, and on the stony, glacial lakes of the Boundary Waters it seems to carry like nowhere else. Located just beyond the Laurentian Divide, north of

which rivers flow toward Hudson Bay, it is a lake land matrix unlike any east of the Mississippi: a wilderness of rock fields scooped out by glaciers, then filled by evergreens, aspen and cold, clear water. The result is terrain of lush color but almost austere stillness.

Kevin Proescholdt, who worked as a guide in the area for 10 years before heading the advocacy group Friends of the Boundary Waters, recalled hearing traffic from a road fully six miles from his campsite. In such a setting the putt-putt of a 25 horsepower outboard (the maximum horsepower allowed on most lakes in the wilderness area) is cast as an all-out assault on the hush that canoeists savor.

A pair of them glided into the Newton Lake portage while Leoni and Hernesmaa spoke, their craft's approach so quiet neither man was aware of it until it skimmed onto the landing beside them.

"It's really hard to contradict the locals, but I think they ought to leave it the way it is," said Brian Nugent, 27, a New Orleans bartender armstrong but otherwise refreshed after five days paddling a canoe rented from Koschak's resort. His father, an environmental scientist, had traveled from Atlanta for the trip.

"It's just a special place, that's all you can say," Richard Nugent said. "If people want to partake of it they ought to paddle like everyone else."

Residents reply that the Boundary Waters is unusual in another way. Among federal wilderness areas established by Congress in 1964, it is one of only a small handful that historically has made accommodation for motorboats. Even the 1978 bill that banned mining and logging allowed small outboards to continue on the 22 larger lakes that, together, account for 23 percent of the wilderness area's water surface. The problem has become reaching those lakes.

Access to the Boundary Waters is restricted. In order to increase the odds of a "wilderness experience" that federal regulation defines as encountering other humans no more than seven times in a day, the U.S. Forest Service issues permits even for single day use. The agency also allows entry only at specific sites, some a fair hike from the best fishing.

For years, commercial outfitters cut down the inconvenience by making trucks available to haul motorboats on three portages, one four miles long. But under the terms of the hard-fought 1978 legislation, those trucks would be allowed only if it wasn't "feasible" to drag the boats overland by hand. The crucial term was agreed upon in negotiations between Charles Dayton, the attorney representing environmentalists, and Ron Walls, a local lawyer charged with representing Northern Minnesota interests.

Dayton later confided that "feasible" was a linguistic booby trap—a legal term of art that courts would almost surely interpret in a way that would guarantee the motorized portages would be shut down, as, indeed, the U.S. Supreme Court in 1993 ruled they must be.

"Candidly, I doubt whether Ron as a general practitioner in a small town knew that," Dayton is quoted as saying in "Troubled Waters," a book recounting the Boundary Waters battle from the environmentalists' point of view. "And I didn't tell him about it."

Motor advocates waived the passage like a flag at a House subcommittee hearing last month.

"We're not rubes," said Rep. James L. Oberstar, whose district includes the Boundary Waters. "We're not jack pine savages. We're honest, decent people and we took them at their word."