

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."

"And that word was 'feasible.'"

Oberstar, ranking Democrat on the Transportation Committee, sponsored the portage bill in the House while Rod Grams (R-Minn.) pushed passage in the Senate. The Clinton administration opposes both, as it did a measure last year that would have increased outboard use while bringing the wilderness area under a "local management council."

Todd Indehar, president of the grass-roots Conservationists With Common Sense, said such a council remains his ultimate goal. But lawmakers insist their ambitions extend only to the three portages (and keeping motors on a section of one large lake where they are scheduled to be banned under the 1978 agreement).

"I'm not saying you have to open this up and kowtow to the people of Northern Minnesota and give them everything they want," Grams said. "But what are they asking for? Only what they had."

In Ely, the appetite for a win is keen. With main roads lined by canoe outfitters and a clutch of outdoorsy boutiques (including one named for polar adventurer Will Steger, the most famous local resident), the town of 4,000 appears prosperous. But Ely has lost population in the decade since the open pit mines cut back at the nearby Mesabi Iron Range. And the tourism that, during the short summer, has taken up some of the slack is built on a more effete appreciation of the outdoors than most locals knew growing up.

"The impression is we get a lot of rich yuppies who don't even know what to do with their money and they tell us what to do, where to do it and when to do it. And the portages is a symbol of that," said Vince O'Conner, 41, of nearby Babbitt.

The enmity goes back to at least 1978 and the "compromise" that Indehar said destroyed a vibrant local heritage of fishing shacks and family outings in the name of an urban elite view of "wilderness." The politically active region mobilized against the U.S. Senate bid of Donald Fraser, who had championed the measure in the House. And the memory of his upset loss is still savored at the Hook, Line & Sinker bait and tackle shop on Sheridan Street.

"You're looking at one of the baldheaded [expletives] who helped send him down the tubes," said owner Leonard Katauskas, the Salem in the corner of his mouth going jaunty for a moment.

It does not matter that the economic benefit of opening the portages likely would be, as Katauskas put it, "minuscule." Nor is there traction for the argument that motors are welcome in the 98 percent of Minnesota lakes that the lie outside the wilderness area.

The lakes many area residents grew up fishing lay inside the Boundary Waters, and locals say they want to reach them again even if the Forest Service imposes a \$10 daily user-fee, as it recently announced it would.

"This," Oberstar said, "is a contest over lifestyles."

TRIBUTE TO JUDGE JAMES NOWICKI

HON. DAVID E. BONIOR

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Wednesday, October 22, 1997

Mr. BONIOR. Mr. Speaker, today I rise to pay tribute to Judge James Nowicki who is being honored with the Boy Scout's Distinguished Citizen of the Year Award by the Clinton Valley Council of Boy Scouts of America.

The award was presented to Judge Nowicki on October 22, 1997 at Fern Hill Country Club.

Judge Nowicki has served Macomb County as Probate Court Judge since 1975. In 1978, Judge Nowicki's colleagues elected him Chief Probate Judge. Under Judge Nowicki's leadership, the Probate Court has initiated innovated programs such as a mediation process and referee system. He also established the appointment of Guardian Ad Litem to help senior citizens protect their rights during periods of illness or mental incapacity.

Throughout the years, Judge Nowicki has been active in a variety of community organizations. Some of his past and present affiliations include the Founders Day Committee of Orchard Lake Schools, the John W. Smith's Old Timers, the Mt. Clemens JC, and the Clinton Valley Council Boy Scouts of America. His civic contributions have touched the lives of many people.

Taking an active role in one's community is a responsibility we all share, but few fulfill. Judge Nowicki's time, talents, and energy are appreciated by all of us. I thank him for his efforts and commend him for his good work. I applaud the Boy Scouts of Clinton Valley Council for Recognizing Judge Nowicki. He has provided outstanding leadership to our community and I know he is proud to be honored by the Scouts.

On behalf of the Boy Scouts of America, I urge my colleagues to join me in saluting Judge James Nowicki.

TRIBUTE TO HENRY B. GONZALEZ

SPEECH OF

HON. LORETTA SANCHEZ

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, October 7, 1997

Ms. SANCHEZ. Mr. Speaker, I rise today to commend Congressman HENRY B. GONZALEZ who, after 36 years of service, is resigning from Congress this year. I would like to join my colleagues in honoring this great leader.

Congressman GONZALEZ leaves a legacy of hard work and dedication to his constituents as well as the entire country. He provided leadership by serving diligently as the House Banking Committee chairman from 1989 to 94, where he shepherded 71 bills through the legislative process from introduction to enactment into law.

Congressman GONZALEZ is a role model for young men and women as well as the Hispanic community. Before serving in Congress, he operated a Spanish-English translating business with his father and taught math to veterans and citizenship classes to resident aliens seeking citizenship. He went on to serve his constituents of San Antonio as a member of the city council for 3 years and then as State senator for nearly 5 years.

Congressman GONZALEZ is a devoted public servant who will be missed by all of his colleagues. I am very proud of his achievements and contributions to our country.

CONFERENCE REPORT ON H.R. 2169, DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 1998

SPEECH OF

HON. LOUIS STOKES

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, October 9, 1997

Mr. STOKES. Mr. Speaker, I rise today in support of H.R. 2169, the Transportation appropriations conference report for fiscal year 1998. This measure provides a net total of \$42.2 billion, which is \$5.1 billion—14 percent—more than the current level, but \$320 million—1 percent—less than the House-passed bill. H.R. 2169 funds the Department of Transportation and related agencies, including the following agencies within the Department: Coast Guard, Federal Aviation Administration; Federal Highway Administration; Federal Railroad Administration; and the Federal Transit Administration.

In particular, H.R. 2169 funds two valuable projects for the Regional Transit Authority [RTA] in Ohio's 11th Congressional District. I am very pleased that Congress saw the need for expanding the blue line and the waterfront line. These are important improvements for Greater Cleveland.

The RTA will receive \$800,000 for a major investment study of extending the blue line of the Greater Cleveland Regional Transit Authority through Shaker Heights to the Highland Hills Corridor. This extension would directly link a growing suburban employment center with the region's largest employment center—downtown Cleveland. This rail transportation link is especially important since there is no direct freeway link between these two employment centers.

Congress also allotted \$1 million for a major investment study for a waterfront line extension that would serve the Playhouse Square, Cleveland State University, and the rest of the St. Vincent Quadrangle. This study would assess the needs of north-south transportation in the eastern portion of the central business district. The study may also further support how the waterfront line extension could improve the entire region's transportation system goals.

I am pleased with the positive effects the RTA extensions can have on Greater Cleveland's workers. With RTA extensions, the Beachwood-Orange-Highland Hills area will be able to attract major commercial/industrial employers to undeveloped and underdeveloped land. Suburban residents will also be better linked to their downtown employers.

Funding for these RTA studies is part of an effort to assure accommodating and economical access between the city center and the suburbs for all Greater Cleveland citizens. The need for an expansion of our public transit system is a good sign; it reflects the development of the Warehouse District, the success of the Flats Entertainment District, and the popularity of the downtown sports facilities, among the many other assets of Cleveland. I am glad that Congress recognizes these developments, and I support H.R. 2169.