

When he was elected to the U.S. Congress in 1983, Charlie Hayes became the first elected representative of rank and file trade unionists to serve in this legislative body. It was a significant achievement for an individual who had devoted his life to fighting for the rights of working men and women.

Mr. Speaker, Charlie Hayes was born in Cairo, IL. At an early age, he found employment at a flooring company where he was paid 15 cents per hour. Racism forced blacks who were employed at the plant to work in the lowest paid and least desirable positions, and to endure insults and indignation. The black workers formed a local union, later recognized by the company as the Carpenter's Local Union 1424, and Charlie was elected president at the age of 20. The action started him on a long career dedicated to protecting the rights of workers.

For more than 40 years, Charlie Hayes would fight to guarantee job benefits, equal employment opportunities and job protection for workers. He held various union posts including international field representative, district director, international vice president and regional director, and executive vice president. During his union days, Charlie was one of the highest ranking black elected union officials in the country.

Charlie Hayes was also intimately involved in the civil rights movement in this country. He worked side-by-side with Dr. Martin Luther King, Jr., during the 1956 Montgomery bus boycott and the 1963 March on Washington. Charlie was also involved in the 1966 campaign for open housing in Chicago, the march in support of hospital workers in Charleston, SC, and Dr. King's last march in support of sanitary workers in Memphis, TN.

Mr. Speaker, IN 1983 Charlie Hayes was elected to Congress from the First Congressional District of Illinois. He won the seat vacated by his friend, Harold Washington, following Harold's historic election as mayor of Chicago. Like many of my colleagues gathered in the Chamber this evening, I enjoyed a close friendship with Charlie Hayes. He was a hard working and dedicated public servant whom I respected and admired. He was also a close friend.

We recall Charlie Hayes for his strong leadership on education issues. As a member of the Education Committee, he made great strides in addressing the Nation's school dropout rates. He introduced full employment legislation, denounced unemployment as "morally unacceptable," and fought for national health insurance. Throughout his tenure, however, Charlie never forgot the working men and women of America. He stood strong for workers' rights and boasted a 100 percent voting record on issues important to labor.

Mr. Speaker, it saddens me that Charlie Hayes has been taken from our midst. We are comforted, however, in knowing that he will never be forgotten. His contributions on behalf of the working men and women of this Nation, and on behalf of his constituents, has earned him a place in history. Charlie has found rest from his labors and he is at peace. I extend my sympathy to Charlie's family and the people of Illinois during this period of mourning.

TRIBUTE TO THE LATE HONORABLE CHARLES A. HAYES OF ILLINOIS

SPEECH OF

HON. EDDIE BERNICE JOHNSON

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 16, 1997

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Speaker, I rise today to give a parting tribute to one of the foremost pioneers to the working man and woman. The late Congressman Charles Arthur Hayes spent more than 45 years of his life as a trade unionist. He succeeded the late Harold Washington in the House when Washington was elected mayor of Chicago. Congressman Hayes was a man who had a knack for organizing workers on all levels. He helped to organize Local 1424 of the United Brotherhood of Carpenters & Joiners of America and served as its president from 1940 to 1942.

From 1979 until his retirement in September 1983, Congressman Hayes was the international vice president and director of Region Twelve of the United Food & Commercial Workers International Union. In addition to seeking increased benefits and improved conditions for workers, Congressman Hayes also fought to eliminate segregation and discrimination in hiring and promotion in the industry. Congressman Hayes also sought to provide African-American and women workers with opportunities to serve as leaders in the labor movement.

Mr. Speaker, during his congressional career Congressman Hayes introduced several pieces of legislation to address the educational and employment needs of many Americans. Prominent among these are acts to encourage school dropouts to reenter and complete their education and to provide disadvantaged young people with job training and support services. Congressman Hayes also sponsored bills to reduce high unemployment rates and make it easier for municipalities to offer affordable utility companies. He consistently opposed the actions and programs of South Africa's white-minority government and in 1984 joined other demonstrators at its Washington Embassy in protest of the Pretoria regime's policies of racial separation.

Mr. Speaker, I rise with the rest of my colleagues in tribute not only to a pioneer in workers rights but to a pioneer in human rights.

PROTECTION OF OUR NATION'S FORESTS

HON. ANNA G. ESHOO

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 17, 1997

Ms. ESHOO. Mr. Speaker, today I am introducing, along with Representative CAROLYN MALONEY and over 50 cosponsors, the Act to Save America's Forests.

This bill is a dramatic and bold change in direction in how we as a nation protect and treat our public lands. Mudslides, scarred landscapes, preventable forest fires and destruction caused by clearcutting and other misguided forest management must end. This legislation is a huge step in that direction.

Our Nation's 155 national forests are home to 34 million acres of remote wilderness areas and 4,385 miles of wild and scenic rivers. They are a valuable resource that generates nearly \$199 billion in recreation dollars. For a century we have tried to balance the conservation of the land and continued access to those who use it. But, now, how we manage our public lands is no longer in balance. We favor timber creation instead of careful stewardship.

There are currently eight times more roads in National Forests than there are in the National Highway System. Year after year below cost timber sales are pushed through, which does not benefit the environment or the taxpayer. The most egregious step was the passage of the Timber Salvage Rider in the last Congress which waived all laws protecting these forests and had a devastating impact on the land, rivers and wildlife of our Nation.

The Act to Save America's Forest will end clearcutting and other even-age logging techniques throughout all lands controlled by the Federal Government. Under this bill, maintaining native forest biological diversity will be the priority of the Federal forest management activities. No longer will the Forest Service be charged with the task of exploiting and selling off our resources, often below costs, instead of conserving them.

The passage of this bill would also protect once and for all core areas of biodiversity including Roadless Areas, the Ancient Forests of the Pacific Northwest and over 100 specified areas spread throughout our Nation's forest system.

The overwhelming majority of American people support more environmental protection, not less. The bill I introduce today is a giant step forward fulfilling our obligation to protect and leave for future generations the lands that have been entrusted to us.

RECOGNITION OF ANNIE CHAU

HON. TOM LANTOS

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 17, 1997

Mr. LANTOS. Mr. Speaker, I invite my colleagues to join me today in commending Annie Chau, a sophomore at San Mateo High School and the recipient of the Congressional Youth Excellence Award in the 12th Congressional District of California.

Ms. Chau's scholastic achievements are impressive indeed. She has maintained a 4.0 grade point average while undertaking a challenging class schedule. Her academic achievements include the San Mateo High School McConville Award in Freshman Spanish, Golden State Exam Awards in first year algebra, geometry, and chemistry, as well as membership in the California Scholarship Federation. At San Mateo High School, she has served as class treasurer, as well as a member of the math team, Amnesty International, the Interact Club, and the International Club.

In addition to her impressive academic achievements, Ms. Chau has taken an active role in community service. She is a member of the San Mateo County Youth Commission, the San Mateo County Volunteer Center Youth Board, and the Foster City Youth Advisory Committee. Furthermore, she volunteers her

talents at the Foster City Recreation Department, the ELLIPSE Peninsula AIDS Services, and the Peninsula Association for Retarded Children and Adults [PARCA].

Mr. Speaker, I invite my colleagues to join me in commending Ms. Annie Chau for her outstanding service to our community and congratulating her for her academic achievements.

LINKED FINANCING—A NEW ALTERNATIVE FOR AVIATION FUNDING

HON. RON PACKARD

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 17, 1997

Mr. PACKARD. Mr. Speaker, I rise today to introduce legislation which will establish a new funding mechanism for the Federal Aviation Administration called linked financing. This is an innovative and bold new mechanism for ensuring that the Federal Aviation Administration receives the funding it requires while preserving the advantages of the existing tax structure.

I have worked closely with the Aircraft Owners and Pilots Association on this legislation, and I must credit my friend and former colleague, Jim Lightfoot of Iowa, with advancing this idea in the previous Congress.

Linked financing is based on a simple premise: The services provided by the FAA are an essential Government function, for which users pay. So it ought to be possible to spend more on FAA programs—when and if users are willing to pay more. But as we know, this isn't necessarily the case under existing budget rules. The cap on overall discretionary spending constrains our ability to increase spending on certain transportation programs, even when the users are willing to increase their contribution.

The administration has proposed replacing the current aviation taxes with direct user fees for FAA services to pilots and the airlines. However, user fees have many problems. They are costly to collect, they provide no incentive to manage costs, they have safety implications, and—most important—FAA would have little direct accountability to Congress for how the agency spends the money.

Linked financing is a better alternative. It would retain the excise taxes which airway system users now pay on airline tickets, fuel, and cargo. These taxes would continue to feed the Airport and Airway Trust Fund. The trust fund is for aviation spending only, and it finances most of the FAA's budget.

Under linked financing, what aviation users pay in taxes for a given year would depend on what Congress allowed the FAA to spend the year before. When the FAA's spending goes up, the taxes collected would be adjusted upward by a corresponding amount the following year, according to a predetermined formula. A narrow upper limit on the tax rates would keep the rates at a reasonable level. The objective is for tax revenues to match spending from year to year. I am confident that almost all of the necessary growth in tax revenue would result from aviation industry growth, not tax rate increases. After all, most of the long-term growth in FAA operations spending is justified by increased aviation industry growth. But if

circumstances make it necessary for this essential safety-related agency to receive more revenue through tax rate adjustment, the formula would provide for that.

On the other hand, when FAA spending drops, tax rates would drop automatically the following year to reflect the decrease. This would ensure that users aren't paying for something they don't get. And aviation users would see a swift and direct benefit from coming to Congress with ways to reduce FAA spending as well as to increase it.

Linked financing also addresses the constraints imposed by the discretionary spending cap. Under the current rules, additional aviation revenue doesn't automatically lead to additional aviation spending. Why? Because overall discretionary spending is capped, regardless of how much money the Government takes in for a particular function.

The purpose of the spending caps is to help reduce the deficit by controlling government spending instead of raising taxes. However, under linked financing, aviation users would pay for the increased spending for FAA—not other taxpayers.

Therefore, the linked financing plan establishes an annual trust fund reserve account which would be available to the appropriations committees to supplement the resources otherwise available to them within the discretionary cap. This annual reserve account would be outside the discretionary cap, so the discretionary cap would not limit the ability of Congress to spend the funds deposited in the reserve account. The amount deposited in the annual reserve account each year would be equal to the annual increase in Aviation Trust Fund revenue, if any.

The key elements of linked financing are:

First, an adjustable tax rate which is linked to the amount of spending on the air transportation system.

Second, an annual reserve account outside the discretionary cap which is linked to the yearly increase in aviation tax revenue.

Linked financing assures that the taxes that aviation users pay are promptly spent for aviation purposes. And it does this without major changes to the current budget process or the ability of Congress to oversee FAA's spending.

As an innovative mechanism for using dedicated taxes—taxes collected for a specific purpose—linked financing could offer a solution for other user-financed government programs, as well.

Mr. Speaker, the Clinton administration's ongoing opposition to balancing the Federal budget has caused the surplus in the Aviation Trust Fund, once measured in billions of dollars, to dry up. For years I joined many Members of this House in asking that these surplus funds be spent on the intended purpose. The reauthorization of aviation taxes and highway spending programs gives the 105th Congress offers of a unique opportunity to change the way we fund these priority capital programs.

In fact, Senators BOND and CHAFEE recently introduced legislation in the other body which establishes a direct link between the amount collected annually in gas tax revenues and spending for highway programs. And although I disagree with the administration's user fee concept, I was interested to read in the President's budget that a direct link is now needed between dedicated taxes and the level of funding for the agency operations that affect them.

I believe linked financing holds considerable promise for addressing the future funding needs of our Nation's air transportation system, and could also be a solution for other transportation modes, and even other functions of government with dedicated sources of revenue.

Mr. Speaker, linked financing is an idea which deserves serious consideration. I urge my colleagues to give it their attention.

TRIBUTE TO THE MEMORY OF JACKIE ROOSEVELT ROBINSON

SPEECH OF

HON. EDDIE BERNICE JOHNSON

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, April 15, 1997

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Speaker, it is with great pleasure and honor that I stand here in this Chamber and shower the late, great Jackie Robinson with praises and accolades for his contribution to major league baseball. Jackie Robinson always had fire in his eyes. There was an intensity in them, a determination from the lonesome odyssey of 1947 when he integrated baseball and changed America.

The versatile Jackie Robinson began his stellar sporting career in 1933 as a letterman in football, basketball, baseball, and track in Pasadena, CA. Destined for stardom, Robinson made the Pomona (CA) Tournament Baseball All-Star team, in his senior year, that included future major league standouts such as Ted Williams and Bob Lemon.

Jackie Robinson's baseball career led him to many challenges outside the sports arena. After being traded to the New York Giants in December 1956, Robinson contemplated retirement. The following month, Robinson announced his retirement, moving from the dugout to a desk, trading his bat for a pen. Robinson became vice president of Community Affairs for the Chock Full O'Nuts Co., a restaurant chain. In 1964, he resigned from the restaurant company to organize the Freedom National Bank in Harlem.

The black-owned bank's mission was "a community enterprise which will in every way belong to the people it is to serve * * *." As chairman of the board, Robinson helped raise more than \$1.5 million.

That same year, 1964, Gov. Nelson Rockefeller of New York, asked him to become one of six deputy national directors. Robinson was Rockefeller's first black staff member. Rockefeller later named him to his executive committee as special assistant of community affairs.

Today, 50 years later, we honor Jack Roosevelt Robinson for his contributions to our beloved game of peanuts and crackerjacks. Our game where the only race that matters is the race to the bag. When color is only a means to distinguish one uniform from that of another. Robinson made it possible for all Americans to see beyond skin color and assess a person's true character. For without Jackie's inspiration and dedication, America's game would not be what it is today, our national pastime. For this reason we have cause to celebrate the 50th anniversary of this barrier breaker and remember his hardships as well as his triumphs.