

Through decades of journalistic accomplishment, The State Hornet has provided the California State University, Sacramento community with impressive, amusing, and sometimes controversial news coverage.

The paper has documented fraudulent voting, income tax evasion, and many other significant issues. The State Hornet is moving into the next century by debuting an Internet edition that will be available on the World Wide Web.

Since 1996 The State Hornet has produced an archive of each weekly issue that is available online. In time for its 50th Anniversary, The Hornet is launching its second newspaper, The State Hornet Online. This web site will contain all the stories and information included in the print edition, but other articles will be posted daily.

Mr. Speaker, the staff of The State Hornet at CSUS has accomplished a great deal over the past five decades. These accomplishments have led to the paper's worthy reputation for journalistic excellence and sound reporting. I ask all of my colleagues to join with me in saluting The State Hornet on the occasion of its 50th Anniversary and wishing it every continued success in the years ahead.

IN HONOR OF JANIE STRIDER

HON. RONNIE SHOWS

OF MISSISSIPPI

IN THE HOUSE OF REPRESENTATIVES

Monday, July 26, 1999

Mr. SHOWS. Mr. Speaker, this morning, I would like to take a minute to tell my fellow colleagues and the American People about Janie Strider. Ms. Strider recently passed away and it is important that we pause to remember this remarkable Mississippian and American.

Ms. Janie Strider is from that Great Generation of Americans who carried this country through the Great Depression and World War II. She raised a family and contributed to our nation following World War II. Everyone around her knew of the love she had for her God, her family and her nation.

Mr. Speaker, Ms. Strider was in her 90s. Just imagine all the changes she experienced over her lifetime. Just think about the advances in transportation and communications she saw. When she was born things like e-mail, faxes and cable television were mere science fiction.

She was an All-American Southern lady who loved baseball and the democratic Party. Ms. Janie Strider's legacy will endure for generations in the children and grandchildren and great-grandchildren she instilled with the ideas of democracy and Christian-based values that she spent her life believing in.

Mr. Speaker, Mississippi and our nation are better off because of the life of Janie Strider. I salute her and the great family she gave to all of us.

POLICE BRUTALITY;
PROSTITUTION

HON. BERNARD SANDERS

OF VERMONT

IN THE HOUSE OF REPRESENTATIVES

Monday, July 26, 1999

Mr. SANDERS. Mr. Speaker, I would like to have printed in the RECORD statements by high school students from my home State of Vermont, who were speaking at my recent town meeting on issues facing young people today. I am asking that you please insert these statements in the CONGRESSIONAL RECORD as I believe that the views of these young persons will benefit my colleagues.

POLICE BRUTALITY

(On behalf of Chris Callahan, Ingrid O'Reilly, Chris Lancaster, Reah Greico and Andy Weber)

Ingrid O'Reilly: To serve, honor and protect. It's a phrase that is supposed to be a representation of police forces all over America. They serve the American people, but do they really honor and protect them? By definition, honor means to regard or to treat with respect. But it seems that the police officers that harassed Officer Aaron Campbell of Florida were not respecting him, never mind honoring him.

Then there is the question of protect. Americans depend on officers in the time of danger, but for Amadou Diallo, he lost his life when four New York City officers emptied their entire rounds on him because he looked suspicious. Is our law enforcement system covered by a blue curtain and our officers put on a pedestal, or is the law enforcement just getting a bad reputation for a few mistakes?

Chris Callahan: Aaron Campbell, a 26-year veteran of the Miami Dade Police Department, was pulled over and charged with a traffic violation. Campbell didn't believe that he was pulled over because of any traffic violation, but was a victim of racial profiling. Campbell resisted arrest, and later was accused of assaulting a police officer.

Campbell was successful in convincing the jury that racial profiling is an everyday occurrence. He was later acquitted of all charges, except for resisting arrest. The fact that Campbell was a police officer helped his case significantly. Imagine the victims who are not professionally affiliated with the legal system, and the difficulty that they have proving their innocence.

Reah Greico: On February 4, 1999, Amadou Diallo, a 22-year-old African immigrant, was shot and killed by four white policemen. Officers pleaded not guilty to the murder, believing that Diallo looked like a sketch of a serial rapist, and that he was reaching for a gun. The four officers were indicted for second-degree murder.

While the murder of Amadou Diallo is not believed to have been an intentional case of police brutality, it shows how susceptible minorities are to police prejudices and brutalities.

Andy Weber: Since police enforcement began, there has always been some form of brutality or misuse of power. While there is no one solution to end brutality, many organizations and plans have been adopted to control this problem. Many precincts are waging heavier fines, longer suspensions, and even dismissals for officers convicted of brutality.

However, these actions should not even be happening. Therefore, many ideas have brought forth on how to prevent the brutality. The most popular of these ideas is

community policing. Recently, the Los Angeles Police Department instituted a community policing program, which a report explains by the following: The catalyst for moving the department away from the faceless militaristic organization, toward a 21st century model that is more compatible and interactive with local communities.

Lastly, one of the most important ways to end police brutality is the destruction of the blue curtain. Though this is the easiest solution, it is also the hardest to actually carry out.

Chris Lancaster: Both brutality and corruption among law enforcement agencies have always been problems. Fortunately, today, it has been acknowledged that these problems exist, and this is the first step towards any possible resolution. These are problems that cannot be solved by any one policy or program, and programs such as the Los Angeles Community Policing Program are simply the beginning.

As for the blue curtain, it is time to realize that, while such a code may strengthen the bonds and camaraderie among police officers, it is no excuse to withhold the truth. Taking a definitive stance on eliminating the blue curtain will end a large percentage of corruption among police, and will lead to a more productive, constructive relationship between the police and the public.

Congressman Sanders: Good job.

PROSTITUTION

(On behalf of Lynn Clough, Angela DeBlasio, Kayla Gildersleeve and Tess Grossi)

Lynn Clough: Prostitution is a major concern and a policy issue for many countries, including the United States. Prostitution is defined as a relatively indiscriminate sexually exchange made for material gain. Persons prostitute themselves when they grant sexual access for money, gifts or other forms of payment, and in doing so, use their bodies as a commodity. In legal terms, the word "prostitute" refers only to those who engage frequently and overtly in such sexual economic exchanges.

Prostitution is now illegal for most of the United States. Prostitution is wrong. It spreads deadly diseases such as AIDS, promotes violence and cruelty, and minorities are involved for the easy way out. The violence is terrible and inhumane, but the prostitutes have to deal with it. Currently, if a prostitute is murdered, the police wouldn't make a big priority of it, but it really needs to be.

The government has to realize that prostitution is still happening and is not going to ever stop. Wise governments will accept that paid sex is ineradicable and concentrate on keeping the business clean, safe and inconspicuous. Prostitution is not going to go away and it needs to be taken care of.

Angela DeBlasio: Many people know that prostitution is illegal, but they find that they have sexual needs. They know they can't get a prostitute, so they try and pick up fellow workers, which brings up sexual harassment. The United States holds a huge sexual harassment problem. Sexual harassment is one of the fastest expanding areas of American law.

The Equal Employment Opportunity Commission, which handles sexual harassment complaints, in 1991 handled over 6,000 cases, and in 1997 close to 16,000. If prostitution was legal and open for business, would there be any reason for sexual harassment cases?

Kayla Gildersleeve: One would wonder, if prostitution is going on anyway, why legalize it? The answer is simple. If prostitution is legalized, then the government would be in charge, and there would be great protection from diseases and violence. Also, there

wouldn't be any unprotected prostitutes on the streets, and they would get paid, not the pimps.

Tess Grossi: Prostitution has been a part of life throughout history, and what would make the government think that making it illegal will stop it? The sex industry is exposed to many of the forces that normal businesses must contend with, but will it ever become a normal and respected part of society? History suggests that it might. Throughout history, there have been all forms of prostitution, including legal prostitution.

Again, prostitution causes deadly diseases to spread more rapidly, and there is great violence and inhumanity involved. All of these problems can be eradicated if the government would legalize it. The government is the only answer to solving the problem. Prostitution will never go away. Therefore, the government should legalize prostitution.

Lynn Clough: The people and the prostitutes are afraid to go to the government for help, and so the government needs to go to them.

Thank you.

WARREN VILLAGE IN DENVER,
COLORADO IS AN INNOVATIVE
AND UNIQUE FAMILY SERVICE
COMMUNITY

HON. SCOTT MCINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Monday, July 26, 1999

Mr. MCINNIS. Mr. Speaker, I would like to take this opportunity to recognize one of Colorado's most innovative and unique family service communities, Warren Village in Denver, Colorado. Warren Village is a service created to help low-income single-parents move from public assistance to personal and economic self-sufficiency through subsidized housing, on-site child care, counseling, and education, or job training.

Warren Village was established in 1974, marking July as the institution's 25th anniversary. Upon establishment, Warren Village was the Nation's first federally subsidized transitional housing program for single-parent families. Founders of Warren Village included Warren United Methodist Church, the U.S. Department of Housing and Urban Development, and local business leaders.

Warren Village provides three integrated programs to its residents. The housing program provides accommodations for families of up to four children and one adult. The Learning Center uses a multi-cultural and gender-fair curriculum for at-risk urban children. The Family Services Program provides comprehensive case-management, vocational assessment, and life classes on topics ranging from goal achievement, to parenting, and leadership opportunities.

Residents of Warren Village are required to participate in activities that include evening educational classes, volunteer services, and must attend school or work full time. These activities must be completed as a condition of their lease agreement; progress of each resident is monitored quarterly. Residence at Warren Village is not an entitlement, but rather a privilege to be earned by personal progress.

Warren Village is a nonprofit organization that has more than 1,500 active community volunteers from schools, businesses, youth

groups, and churches. In 1998, Warren Village had over 1,800 unduplicated volunteers donate their time. The limited financial resources of the institution are supplemented by the time and remarkable talents of these volunteers.

Over the past 25 years, Warren Village has received numerous national and State honors and awards for its outstanding services to the Denver Metro area. Warren Village has become a national model for providing constructive solutions for serious issues that plague every community in the Nation. With more than 2,500 families graduated from the program, cities across the country have replicated the Warren Village model.

I would like to congratulate Warren Village on 25 years of remarkable service and outstanding dedication to the community of Denver, as well as the State of Colorado. The hard work and significant achievements of Warren Village exemplify the notion of public service and civic duty. Colorado is both honored and extremely fortunate to have such an effective agency derive from our State.

COMMERCIAL SPACE TRANSPORTATION
COMPETITIVENESS ACT
OF 1999 (H.R. 2607)

HON. DANA ROHRBACHER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Monday, July 26, 1999

Mr. ROHRBACHER. Mr. Speaker, I rise to introduce the Commercial Space Transportation Competitiveness Act of 1999.

Last year, the American people learned that two U.S. companies had helped Communist China improve its Long March launch vehicles. And we've all heard about the immediate and long-term impacts this is having on our national security.

But this travesty was merely the symptom of a greater challenge. In Communist China, we have a ruthless dictatorship that is using commercial space activities to help its military someday compete with the United States. In America, however, we have a space transportation industry that has grown up as an extension of the government, and therefore hasn't been dynamic enough to meet the launch needs of our vibrant commercial satellite industry. Sadly, these two facts created the circumstances that led to the technology transfers we have learned about.

Ever since I entered Congress over a decade ago I have championed the issue of improving America's space transportation capabilities. With leadership and support from colleagues like my late friend George Brown, the Committee on Science has reported, won House passage, and seen enactment of several legislative initiatives over the past decade. The legislation I am introducing today is another significant step towards the goal stated by the Select Committee led by CHRIS COX and NORM DICKS; improving U.S. "space launch capacity and competition."

The aerospace industry—along with the FAA—has testified before the Space & Aeronautics Subcommittee on ways to improve U.S. launch competitiveness. The message we have heard loud-and-clear is that their top priority is the renewal of the government-industry risk sharing plan known as "indemnification." Mr. Speaker, this bill extends in-

demnification authority for a full 5 years beyond its scheduled expiration this December.

I do wish, however, that we had more time to fully consider this issue. Industry has been signing launch contracts for nearly 3 years that presupposed an automatic renewal. With little time for debate about whether this is the right risk sharing plan for the future, the Science Committee was put in a tough spot that I for one don't want to see repeated in 5 years.

So this bill also directs that various government agencies and industry sectors present Congress with the broadest possible range of ideas as to whether and how this risk sharing regime should change in the future. Make no mistake about this: we want to give U.S. industry a stable business environment so they can be more competitive in the international marketplace. However, we also want to start the process now of planning for risk sharing in 2005 and beyond.

This legislation authorizes funding through Fiscal Year 2002 for the FAA's Office of the Associate Administrator for Commercial Space Transportation. Over the past two years, Patti Grace Smith has dramatically reformed and improved this office. She and her staff have worked hard to keep up with rapid growth in U.S. commercial space transportation, while drafting regulations to help industry move forward into the era of reusable launch vehicles. For these reasons, we have provided this office with a steady increase in funding over the next 3 years.

The other non-user agency that works with the commercial space transportation industry is the Office of Space Commercialization (OSC) within the Department of Commerce. Last year the Congress created this office in law, and this bill provides OSC with steady funding but requires the office to lay out more specific programmatic objectives and results so the Congress can judge its progress.

Mr. Speaker, I am pleased to offer this legislation to help make America's commercial space transportation industry more competitive. I want to thank Science Committee Chairman JIM SENSENBRENNER for his help and encouragement in developing this bill. I would also like to thank Chairmen JOHN MCCAIN and BILL FRIST in the Senate, and also Senator JOHN BREAU, for actively focusing on commercial space transportation issues. We look forward to joining with them soon to send a mutually agreeable version of this legislation to the White House for the President's signature.

TRADE POLICY REFORM ACT

HON. JAMES A. TRAFICANT, JR.

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Monday, July 26, 1999

Mr. TRAFICANT. Mr. Speaker, our foreign competitors have been dumping steel in America below market value for well over a year. This practice, which has been allowed to continue unencumbered by the Clinton Administration, has had a devastating effect on the U.S. steel industry and U.S. steelworkers. I have taken numerous actions, alone and in conjunction with the Congressional Steel Caucus, to urge the Administration to change its backward trade policy and remedy the current