

harming innocent lives, ordinary Americans say fix it or scrap it; do not under any circumstances expand it. In the past few years, as the defects of our capital punishment system have become more and more obvious, the States have largely ignored the problem, while they have expanded the program, executing more and more people. Neither history, nor the American people, will be kind to a Congress that stands by and does nothing while this trend continues.

The evidence has shown that the death penalty is broken; the American people know the death penalty is broken; and they are calling upon us, their elected representatives, to fix it or scrap it.

The bipartisan Innocence Protection Act is a real, practical response to that demand. Of critical importance, it meaningfully addresses not just the tip of the iceberg—DNA testing—but also the bulk of the problem—ineffective and under-funded defense counsel.

Our bill does not go as far as some Americans would like. It does not scrap the death penalty; it does not place a moratorium on executions; and it does not tackle all the injustices inflicted upon racial minorities and the mentally retarded by the present capital punishment system. Rather, it embodies a consensus approach, informed by the wisdom of Democrats and Republicans in the Senate and House, the Department of Justice and experts and ordinary Americans on all sides of our criminal justice system.

Because of this, it has been gaining ground. We now have 14 cosponsors in the Senate, and about 80 in the House. We have Democratic and Republican cosponsors, supporters of the death penalty and opponents. President Clinton, Vice-President GORE, and Attorney General Reno have all expressed support for the bill.

I had hoped that my colleagues would heed the American people's call for practical, bipartisan reform and expedite passage of this important legislation. Unfortunately, every opportunity for progress has been squandered. Even with respect to post-conviction DNA testing, where there is strong bipartisan consensus that federal legislation is appropriate and necessary, we could not even manage to report a bill out of committee.

While our lack of progress on Federal legislation is regrettable, there have been some positive developments that may facilitate broader access to post-conviction DNA testing. On September 29, a federal district judge in Virginia held that State prisoners may file federal civil rights suits seeking DNA testing, reasoning that the denial of possibly exculpatory evidence states a claim of denial of due process. If this decision is upheld, it could go a long way toward persuading State prosecutors and courts to stop stonewalling on requests for postconviction DNA testing.

I was also greatly heartened this week to read that the Virginia Su-

preme Court has moved to eliminate that State's shortest-in-the-nation deadline for death row inmates to introduce new evidence of their innocence. Currently, inmates in Virginia have only 21 days after their sentencing to ask for a new trial based on new information. The proposed rule change would re-open Virginia's courts to inmates like Earl Washington, who had to wait six years for a Governor to order additional DNA tests and grant a pardon.

Outside of Virginia, some State legislatures have begun considering the need for criminal justice reforms. Since the initial introduction of the Innocence Protection Act early this year, Arizona, California, Oklahoma, Tennessee, and Washington have passed laws providing prisoners greater access to post-conviction DNA testing, and other States are considering similar measures. I am especially pleased that California's legislators saw fit to model their law in part on the Innocence Protection Act.

By contrast, Tennessee's statute allows post-conviction DNA testing only to prisoners under sentence of death, leaving the vast majority of prisoners without access to what could be the only means of demonstrating their innocence. And neither of these laws addresses the larger and more urgent problem of ensuring that capital defendants receive competent legal representation. There is still much to do.

There can no longer be any doubt that our nation's capital punishment system is in crisis. I urge my colleagues on both sides of the aisle, those who support the death penalty, and those who oppose it, let us work together to find solutions.

ADDITIONAL STATEMENTS

TRIBUTE TO COMMEMORATE THE 65TH ANNIVERSARY OF THE CHINA CLIPPER'S FIRST FLIGHT

• Mr. INOUE. Mr. President, this month marks the 65th anniversary of the world's first commercial trans-Pacific flight. I wish to pay tribute to those who possessed the vision and tenacity to achieve this historic milestone, which significantly altered the travel industry, mail service, and cargo service, and forever change my home state of Hawaii.

On November 22, 1935, Pan American World Airways' China Clipper traveled from San Francisco to Manila. This feat was remarkable for many reasons, including the following:

This inaugural flight was the longest ocean-spanning flight in history. The China Clipper traveled 8,746 miles and completed the one-way route in six days. Prior to this flight, the longest over-water flight was a 1,865-mile journey from Dakar in French West Africa to Natal, Brazil, in South America.

This aircraft delivered the first air-mail across the Pacific ocean. It car-

ried 110,865 letters weighing a total of 1,837 pounds.

This China Clipper, an M-130 aircraft built by G. L. Martin Company specifically to meet the demands of this trans-oceanic flight, was the largest flying boat ever.

About 125,000 people cheered as the four-engine China Clipper taxied out of a harbor in San Francisco Bay and headed for the Philippines. They watched from vantage points along the shore and the still-under-construction Golden Gate Bridge, and aboard recreational boats and small private planes. Postmaster General James A. Farley traveled from Washington, D.C. to witness this inaugural event and President Franklin D. Roosevelt sent a special message conveying his heartfelt congratulations.

The China Clipper made stops at several Pacific Islands. On November 23, 1935, its arrival in Oahu's Pearl Harbor was watched by about 3,000 people. Then the aircraft continued on, making stops at Pan American bases at Midway Island, Wake Island, and Guam. The China Clipper brought the staffs at these bases 12 crates of turkeys, and cartons of cranberries, sweet potatoes, and mincemeat. The meals represented these islands' first Thanksgiving celebrations.

The China Clipper's brave crew of seven were: Captain Edwin C. Musick, First Officer R. O. D. Sullivan, Second Officer George King, First Engineering Officer Chan Wright, Engineering Officer Victor Wright, Navigation Officer Fred Noonan, and Radio Officer W. T. Jarboe, Jr.

Captain Musick's own description of the landing at Wake Island, a barren atoll, offers a glimpse of what it was like to be aboard the China Clipper's inaugural trans-Pacific flight. According to Captain Musick, the landing was the "most difficult" on the trip and "called for the most exacting feats of navigation on record." It was like striking a point that was "smaller than a pinhead" in the "vast map of the Pacific Ocean."

On November 29, 1935, the China Clipper landed in Manila and on December 6, it arrived in San Francisco to complete the round trip. Although the aircraft did not carry any paying passengers, its journey marked the beginning of trans-oceanic passenger commercial aviation.

Eleven months later, on October 21, 1936, Pan American inaugurated a passenger service route with stops in San Francisco, Honolulu, and Manila. The four-engine China Clippers cruised at 150 miles per hour. Passengers, who sat in broad armchairs and ate their meals with fine china and silverware, paid \$1,438 for a round trip from San Francisco to Manila. The airlines purchased six Boeing B-314 aircraft to add to its Pacific-route fleet.

Thirty years later, the advent of the jet age brought Hawaii—located approximately 2,400 miles from the nearest major port—closer to the rest of

the world. In 1967, visitor arrivals jumped 34.6 percent to 1.1 million tourists from the previous year when the first jets arrived in Hawaii. By 1968, Continental Airlines, Western Air, Braniff International, American Airlines, Trans World Airlines, Inc., and United Airlines had joined Pan Am in flying Hawaii-Mainland routes. Today, Honolulu International Airport is home to about 40 carriers. In recent years, the state's annual visitor count has approached 7 million tourists.

The China Clipper also paved the way for the export of Hawaii's agricultural products, such as pineapples and flowers. The Hawaii floriculture industry's out-of-state sales each year are about \$40 million. The timely export of these perishable goods is made possible by aviation.

Today, agriculture and tourism are mainstays of Hawaii's economy. The China Clipper's crew and Juan Trippe, who was president of Pan American at the time of the inaugural flight, would marvel at the economic and social ramifications of that historic journey more than six decades ago.

I salute the people of Pan American World Airways, G. L. Martin Company, and Boeing who pursued what others thought was impossible. It is my hope that today's aviation industry will follow the example of its forebears by continually striving to achieve new milestones in safety, efficiency, and customer service.●

THE 100TH ANNIVERSARY OF PAUL ARPIN VAN LINES INC.

● Mr. L. CHAFEE. Mr. President, I rise today to congratulate Paul Arpin Van Lines Inc., a moving company based in West Warwick, Rhode Island, on its 100th anniversary.

The business community of the State of Rhode Island is comprised primarily of small, family businesses. Indeed, 98 percent of Rhode Island businesses are small businesses. These businesses have played an extremely important role in the growth and strength of the Rhode Island economy. One of these businesses is a moving company, Paul Arpin Van Lines Inc., of West Warwick, Rhode Island.

One hundred years ago this month, the company was founded by Paul G. Arpin, who left it to his son, Paul Arpin. Paul Arpin is still very active in the daily affairs of the business as Chief Financial Officer. Paul's son, David, is now the company's President.

Paul Arpin Van Lines Inc., has grown considerably since its founding. It now employs 400 Rhode Islanders and has 160 agents throughout the country. It has survived the Great Depression, a number of recessions and various other financial downturns that challenged far larger businesses in the state. Its sound business practices and active community involvement through the years have been a constant source of pride, not only to the Arpin family, but to many generations of Rhode Island families employed by them.

It is with great pleasure that I salute the entire Arpin family for its many accomplishments over this past century and wish them many, many more years of success.●

TRIBUTE TO JOE DEAN BOBO

● Mrs. BOXER. Mr. President, I rise today to recognize the record and accomplishments of one of my constituents who has devoted his career to serving working men and women in California. On the occasion of his retirement from the International Association of Machinists and Aerospace Workers, I salute Joe Dean Bobo for his tireless efforts over the last three decades, and applaud his lifetime of accomplishments.

Joe Bobo was born in rural Arkansas to a family of fifteen. He moved to Oakland, California as a teenager, and served three years in the United States Army before beginning work in his family's scrap metal business. Joe's involvement with the IAMAW began in 1969, when he began work as an apprentice mechanic. He quickly advanced to become a shop steward, and was appointed a full-time union official with the IAMAW Northern California District Lodge 190 in 1979.

Since that time, Joe has worked tirelessly in advocating for fair wages and benefits on behalf of the men and women he represents. He has gained the respect of both labor union members and employers through his dedicated service.

In addition to his full-time position with the IAMAW, Joe's experience and passion for labor issues have resulted in him being called on to participate in a variety of leadership positions. He is currently the Secretary/Treasurer of the Automotive Machinists Coordinating Committee of Northern California and a Trustee of the Automotive Industries Health, Welfare and Pension Fund. Joe's labor leadership has also included a term as President of the California Conference of Machinists, representing 150,000 members employed in the aerospace, airlines, automotive, electronics and manufacturing industries.

His community service is also commendable, including service as an advisory member of the Transition Committee for Waste Management and on the New Oakland Committee. Joe is an exceptional person who has earned the gratitude and respect of the scores of people who have worked with him and come to know him.

I am pleased to join Joe's friends, family and colleagues in recognizing his outstanding service to his fellow workers and to the community and wish him well as he moves on to new challenges in his retirement.●

HONORING MINNESOTA TEACHER OF THE YEAR, KATIE KOCH-LAVEEN

● Mr. GRAMS. Mr. President, I appreciate the opportunity to be here today

to honor Ms. Katherine Koch-Laveen as Minnesota's Teacher of the Year for the year 2000. This is certainly a high honor, as I note that 98 Minnesota educators were nominated for this award, and their accomplishments were reviewed by 18 judges. It is all the more impressive considering Minnesota's public schools reputation for academic excellence. I also commend the 98 nominees for this honor, 28 of whom were chosen as "teachers of excellence," and 10 of whom were further chosen for an "honor roll" of teachers. School teachers that excel at their craft are critically important to the intellectual development of their students, and help shape the student's vision for what they can accomplish in their lives.

I still can vividly remember the excellent educators that taught me at Zion Lutheran Christian Day School in Crown. Excellent teachers motivate, show enthusiasm for inquiry, and instill in their students a passion for learning that often continues for a lifetime. A great educator gives the student a core foundation of knowledge about a subject, and a curiosity about the topic that drives a student to study and research more extensively long after they have left that particular class.

Great teachers also make sacrifices for their students. It's no secret that in today's high-tech, knowledge-based economy, Ms. Koch-Laveen could probably find a more financially rewarding profession, especially with her science background. And our great teachers need to be rewarded financially, so that we do not lose too many to industry. But ultimately, I have to believe that what keeps them in the classroom is the intangible reward of seeing their students excel, and having a group of students come in to a class with little knowledge about a topic and have them leave with a firm grasp of core concepts, a desire to learn much more, and an excitement to apply what they have learned in "real world" situations. And I hesitate to use the term "real world," because these days there is probably nothing more real world than a high school classroom.

So congratulations and thank you, Ms. Koch-Laveen, for your commitment to excellence and dedicated service to your students, your community, and to Minnesota. Thanks also to the other hardworking Apple Valley teachers here today that strive for excellence in the classroom and shoulder so much responsibility for Minnesota's future. It has been a pleasure to be here.●

HONORING LINCOLN MCLIRAVY

● Mr. JOHNSON. Mr. President, I rise to publicly commend Lincoln McIlravy, a native of Phillip, SD, on earning a bronze medal for his remarkable display of athleticism in the freestyle wrestling event at the 2000 Summer Olympics in Sydney, Australia.

Lincoln McIlravy's wrestling talent combined with years of practice, and