

Mr. Johnson, now 83, still works hard and has not missed a beat. He has received thousands of awards and accolades. Recently, he was the first African American to be inducted into the prestigious Arkansas Business Hall of Fame.

Mr. Johnson and *Ebony* and *Jet* have all given African Americans, as well as much of the rest of the world, knowledge, insight, and understanding into the needs, hopes, and aspirations of the people.

Mr. CLAY. Mr. Speaker, I rise today to offer my congratulations to JET Magazine and its founder and publisher, John H. Johnson, on the 50th anniversary of the world's leading Black weekly newsmagazine.

John H. Johnson is the president of Johnson Publishing Company, the most prosperous African-American publishing empire in America. In addition to JET Magazine, his company also publishes *Ebony*, *Black Star* and *JET Jr.* magazines. Within the journalism industry, John H. Johnson is to publishing, what Berry Gordy of Motown is to the entertainment industry.

John Johnson's journalistic dream began in Chicago in 1942. Back then, he was going to college and working part time for an insurance company, where he clipped articles concerning African-Americans out of newspapers and magazines. It was there that Johnson realized that the black community was lacking a publication similar to *Life* and *Reader's Digest*, so he set out to design a magazine that would cater specifically to the African-American community.

To raise money to fund his project, Mr. Johnson's mother allowed him to use her furniture as collateral for a \$500 loan. Johnson then developed a mailing list of 20,000 African-American households, whose names he had pulled from the insurance company's list of policyholders. With the money he had borrowed, Johnson sent letters to those on the list, in which he offered \$2 subscriptions for his yet unpublished magazine. He received 3,000 replies and printed the first issue of his new magazine, *Negro Digest*, later to be renamed *Black World*, with only \$6,000.

Mr. Johnson began his second publication, *Ebony*, in 1945. Six years later, Johnson started JET Magazine, which today is his flagship publication. However, in the 1950's Johnson Publishing Company was not without problems. He had trouble getting mainstream sponsors to advertise, so Mr. Johnson decided to form his own company, called *Beauty Salon*, and advertised his own products in the pages of his publications. Johnson would later receive sponsorships from Zenith Radio and Chrysler after some coaxing.

Today, JET Magazine has a weekly circulation of nearly 1 million. Over the last 50 years, JET Magazine has chronicled the important milestones in the lives of African-Americans, including desegregation, black migration from the South, the Civil Rights movement, our efforts to reduce poverty, and African-American advances in politics, the Arts and sports. It is America's preeminent publication on the Black experience.

It is also worth noting that in 1995, Johnson Publishing Company expanded their operations into South Africa.

Over the course of his illustrious publishing career, Mr. Johnson has received numerous

awards for his outstanding achievements, including the Presidential Medal of Freedom, the Horatio Alger Award, the NAACP Springarn Medal, and the National Newspaper Publishers Association's Henry Johnson Fisher Award for outstanding contributions to publishing.

The Johnson Publishing name is synonymous with achievement, wealth, staying power, vision and plain old common sense. So at this time, I want to congratulate and thank Mr. Johnson and JET Magazine for 50 years of journalistic excellence.

Mr. SCOTT. Mr. Speaker, today, we celebrate the 50th Anniversary of JET Magazine, and congratulate Mr. John H. Johnson and the JET Magazine family on 50 outstanding years of covering African-American life.

Both *Ebony* and JET Magazine have meant a lot to African-Americans; it was a way for us to be connected as a community, at a time when there were few publications of widespread circulation devoted to African-American life. Many of us can remember the first time we glimpsed *Jet* and *Ebony* in our family homes, and learned about current events, and the lives and achievements of our fellow African-American.

The success and longevity of *Ebony* and JET Magazine are due to the vision, hard work and perseverance of John H. Johnson, the publisher, chairman, and Chief Executive Officer of Johnson Publishing Company.

John Johnson began with a vision and an idea. When he was in his early 20's, he worked for the Supreme Liberty Life Insurance Company, then the largest African-American owned business in the North. One of John Johnson's jobs was to comb African-American newspapers and magazines from around the country, in order to brief the President of Supreme Liberty Life. John Johnson soon discovered that African-Americans were hungry for news of their own community—news that was broader than what was reported in the predominantly white media of the time, and news that was not, as Mr. Johnson remarked, "only in connection with a crime."

So in 1942 John Johnson founded *Negro Digest*. However, due to his humble roots, Mr. Johnson did not have the financial support necessary to support his new publication. At the time, mainstream banks did not commonly make loans to African-Americans, so John Johnson ended up borrowing \$500 at the Citizens Loan Corporation, using his mother's furniture for collateral. The magazine quickly became successful.

In 1945, John Johnson launched *Ebony*, modeling it after *Life* and *Look* magazines. *Ebony* started as a magazine about achievement and success. John Johnson realized the importance of African-Americans feeling good about themselves, and of their achievements in the context of American society. In his book, *Succeeding Against the Odds*, Mr. Johnson wrote that at the time, "There was no consistent coverage of the human dimension of black Americans in Northern newspapers and magazines. It's hard to make people realize this, but blacks didn't get married on the society pages of major American dailies until the late sixties."

JET Magazine followed in 1951, and continued John Johnson's vision of reporting about the people, history and current events of the African-American community. For example, JET Magazine's Ticker Tape column, authored by

Simeon Booker, has been a consistent source of information about current events, and governmental and legislative decisions.

Over the years, John Johnson has helped to present the news and interests of people of color virtually around the world. Today we salute him, and one of his flagship publications—JET Magazine—for being part of our lives for 50 years. All of us look forward to another 50 years of success, and of *Ebony* and JET Magazine continuing to bring the news not only to all of us, but also to future generations.

Mrs. MEEK of Florida. Mr. Speaker, I am pleased to join my colleagues in honoring Mr. John H. Johnson, Publisher and Chief Executive Officer of the Johnson Publishing Company on the 50th Anniversary of JET Magazine—Black America's leading weekly news magazine.

Mr. Johnson is one of the true giants of the American business world, and the publishing industry. In November 1942, as a young visionary, he began publishing the *Negro Digest* with a \$500 loan using his mother's furniture as collateral. Over the years he has built the privately held company into what is widely regarded as the world's largest Black-owned publishing company.

Today, Johnson Publishing Company titles include: *EBONY* magazine, JET magazine, and *EBONY* magazine South Africa.

EBONY magazine, with a monthly circulation of more than two million, is the largest African American oriented magazine in the country.

Fifty years ago this month, Johnson Publishing introduced JET, a national weekly which now boasts a weekly circulation of nearly 1 million. Since 1951, JET magazine has firmly established itself as Black America's weekly news magazine. It has done so, primarily, by covering stories about Black life often ignored by the mainstream press, in a timely and relevant manner.

Johnson Publishing Company has provided thousands of opportunities for Black journalists to get their start and move to higher positions.

Mr. Johnson is one of those special individuals in whom there exists not only an immense capacity for service, but also that touch of genius which everybody recognizes but no one can define. He is also a great man with a great big heart. Since 1958 he has donated more than \$48 million to charitable causes.

So, to John H. Johnson I say thank you for your vision, your wisdom, and your example. Thank you for giving African Americans a voice in the publishing world, and congratulations on fifty years of publication of JET magazine.

AGRICULTURAL BIOTERRORISM COUNTERMEASURES ACT OF 2001

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Oklahoma (Mr. LUCAS) is recognized for 5 minutes.

Mr. LUCAS of Oklahoma. Mr. Speaker, I rise today to ask for Members' support for the Agricultural Bioterrorism Countermeasures Act of 2001, H.R. 3293.

The tragic events of September 11 have made all Americans appreciate our freedom and democracy more than ever. As we continue to get our lives back to normal, we must also realize how much this has changed.

Terrorism does not have to be directed towards people; it can be directed at our modes of transportation, our communications infrastructure, or even our food supply.

The United States Department of Agriculture, along with the Food and Drug Administration, is in charge of ensuring that Americans have a safe and abundant food supply.

I would like to make it absolutely clear that because of USDA and FDA Americans enjoy the benefit of the safest food supply in the world. However, USDA and FDA have not had to clearly focus on how to prevent terrorism, bioterrorism, agriterrorism, or whatever term one prefers to use in describing the threats to America's food supply.

Prevention is the key and long-term planning should be the goal to continued food safety. Congress needs to take positive steps to help USDA perform what we ask of it.

Today, I am dropping a bill to help with prevention and long-term planning. H.R. 3293 authorizes money to be spent on USDA's agricultural research laboratories so that there is adequate plant and animal research being performed to combat bioterrorism. Some of USDA's most important research facilities need to be modernized in order for the U.S. to stand ready for our new fight.

The bill also provides money for the Oklahoma City National Memorial Institute for the Prevention of Terrorism, for research to make sure that USDA, the Department of Agriculture, and other law enforcement and emergency preparedness organizations cooperate and have the proper techniques in place in the event of bioterrorism events.

Further, Oklahoma State is authorized to receive a grant to establish a food safety research center. OSU is the ideal location for a food safety center that is needed in our new struggle. This proposed food safety center will utilize state-of-the-art detection methods to determine the critical points in the food chain, from production, harvest, processing, and distribution, to consumption, where interventions could be applied to eliminate the known hazards for humans.

The Secretary of Agriculture will develop rapid response field test kits that can quickly be deployed to State and local agencies to determine if an act of bioterrorism has occurred. These are intended for quick discovery and to confirm outbreaks of plant or animal diseases, pathogens, or other bioterrorism agents.

The intramural agricultural bioterrorism research and development section of this bill will make USDA's ARS programs focus on enhancing regulatory agencies' response time, encouraging academic and private sector partners to work together to maximize research benefits, strengthening the links with the intelligence community to learn what research needs are most

important, and encouraging ARS to work with international operations to control the spread of plant and animal diseases.

The consortium for countermeasures against agricultural bioterrorism is truly valuable. Those colleges and universities that turn out animal and plant doctors will coordinate with the Federal agencies, such as USDA, to develop the long-term program needed to combat bioterrorism.

Furthermore, competitive grants will be provided through USDA which are directed towards the protection of the domestic food supply. The Animal and Plant Health Inspection Service, APHIS, will be authorized to receive more funds to increase inspections at points of origin and to improve surveillance at points of entry. They will also be required to develop new and better techniques of working with State and local agencies to control the outbreaks of plant and animal diseases.

The Food Safety Inspection Service, FSIS, will be charged with enhancing its ability to inspect the safety of meat and poultry products. Like APHIS, FSIS will be expected to work with State and local agencies to create the best possible means of sharing information and technology in order to reach the best results possible.

This legislation is designed for the long-term benefit of producers and consumers alike. Please support H.R. 3293.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Mississippi (Mr. SHOWS) is recognized for 5 minutes.

(Mr. SHOWS addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Florida (Mr. FOLEY) is recognized for 5 minutes.

(Mr. FOLEY addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Virginia (Mr. SCOTT) is recognized for 5 minutes.

(Mr. SCOTT addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Indiana (Mr. PENCE) is recognized for 5 minutes.

(Mr. PENCE addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from North Carolina (Mrs. CLAYTON) is recognized for 5 minutes.

(Mrs. CLAYTON addressed the House. Her remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Illinois (Mr. RUSH) is recognized for 5 minutes.

(Mr. RUSH addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from California (Ms. LEE) is recognized for 5 minutes.

(Ms. LEE addressed the House. Her remarks will appear hereafter in the Extensions of Remarks.)

HISTORIC COMPROMISE ON AVIATION SECURITY

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from California (Ms. MILLENDER-MCDONALD) is recognized for 5 minutes.

Ms. MILLENDER-MCDONALD. Mr. Speaker, today is a glorious day for us. It is a glorious day for the American people because today we have reached a historic compromise and have finally addressed aviation security, a full 8 weeks after the tragic events of September 11.

We now have a victory for the American people, the flying public, and the flight crews that will be traveling during this upcoming holiday season. We will be scrapping a system that is broken.

Today, public safety is threatened by an unprecedented event: War has been declared on the American people by Osama bin Laden and his terrorist network. The Federal Government must protect our country during these times of peril.

Security at the Nation's airports is no longer a private-sector matter; it is in fact part of the front line of our Nation's defense. Congress needs to treat this as a question of national security by putting in place an effective Federal law enforcement system.

Mr. Speaker, America is experiencing a crisis of confidence in its aviation system. The status quo of private security firms in no way will provide the aviation security necessary to protect the traveling public. Simply put, the private contractors who currently have the responsibility for screening passengers and baggage failed on September 11, and for that matter, they have failed for the past three decades.

The private contractors entrusted with overseeing security for our aviation system are the same companies who pay very low wages, have a turnover of over 400 percent, and have failed to detect dangerous objects that were recently revealed by the GAO and the Department of Transportation during their testing.

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In fact, 68 percent of the teams sent by the DOT Inspector General repeatedly found a breach of security.