Worse, the work incentives for families in the phase-in range are mixed, Kosters notes. For example, the EITC encourages low-income families to work, rather than not—the so-called substitution effect.

But it also encourages them to work less. After all, they get a 40-percent raise without working any harder.

And, Kosters notes, the EITC imposes a marriage penalty on low-income workers—a problem made worse by the expansion of the credit in the '90s.

''Under the most adverse circumstances, the marriage penalty would amount to over $5,000,'' Kosters said before a House panel looking at the EITC. ''(That) would be about 25 percent of the combined income of the married couple.''

And, as the EITC becomes more generous, it invites fraud and abuse, which has been the focus of GOP complaints. Audits by the IRS have found higher rates of false or exaggerated EITC claims.

For now, the GOP appears to be listening to these concerns.

PERSONAL EXPLANATION

HON. JAMES C. GREENWOOD

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, October 17, 1995

Mr. GREENWOOD. Mr. Speaker, on rollcall vote No. 704, it was my intention to vote ''no''. I was in the Commerce Committee's Medicare markup, and in my haste, I misconstrued the intent of the Roemer amendment. I ask unanimous consent that my statement appear in the RECORD immediately following rollcall vote No. 704.

RECOGNITION OF THE CENTER FOR ADVANCED FOOD TECHNOLOGY

HON. FRANK PALLONE, JR.

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Tuesday, October 17, 1995

Mr. PALLONE. Mr. Speaker, I rise today to pay tribute to the Center for Advanced Food Technology [CAFT] at Rutgers, the State University of New Jersey, on the occasion of its 10th anniversary.

CAFT was established by our fine State in 1985. My colleagues and I in the State Senate established CAFT and the other New Jersey Advanced Technology Centers to be administered under the auspices of the State's Commission on Science and Technology to link our State's high technology industries with some of Rutgers University's most prominent departments so as to enhance the State's economy. The resulting impacts are something of which I am particularly proud.

Over its 10-year history, the center's unique multidisciplinary approach to research and technology transfer has resulted in the development of cutting edge scientific knowledge and technologies that address the product, process, and manufacturing needs of the food industry.

As I am sure you know, the food industry is one of the major employers in our country. The food manufacturing sector is also one of the greatest contributors to our Nation's economy by adding value to our Nation's considerable agricultural commodities sector. By coordinating the research efforts of about 40 faculty members from 10 university departments who are overseeing the research of over 130 graduate and undergraduate students and post doctoral associates, CAFT is supporting the research needs of this important manufacturing sector.

CAFT's past achievements are many. Through its development of new equipment and manufacturing technologies for military rations, the Defense Logistics Agency is now better prepared to provide a variety of high quality foods to support the morale of our service men and women. By performing research aimed at understanding and enhancing food quality, these rations will continue to improve.

The facilities and equipment used for the military ration studies have been used on a cost recovery basis to assist smaller food companies and entrepreneurs to develop new businesses and to develop new or improve existing products and manufacturing operations. This type of activity is necessary to keep the food industry healthy and to enhance the viability of smaller companies which are the lifeblood of the manufacturing sector.

CAFT has also worked with food, pharmaceutical, and chemical companies which have needed highly sophisticated research analysis performed. Several of these companies have been able to bring new products to market partially because of CAFT's expert assistance.

Underlying all these efforts are the fundamental research studies through which CAFT has developed its well deserved international recognition. Companies worldwide have benefited from the cutting edge knowledge CAFT has developed. Of this, the center is understandably proud.

I am very pleased to let the people of this Nation know about the unique and wonderful research capabilities, such as those at CAFT, that have been established in New Jersey. These centers can serve as models of how industry, universities, and government can work together to make our Nation stronger.

TRIBUTE TO IVONETTE WRIGHT MILLER

HON. TONY P. HALL

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, October 17, 1995

Mr. HALL of Ohio. Mr. Speaker, I rise today to join the Wright family in honoring their beloved Ivonette Wright Miller who passed away this month at the age of 99. Mrs. Miller, niece of Orville and Wilbur Wright, was the last direct connection of the birth of aviation and was instrumental in preserving the Wright heritage.

Mrs. Miller became the third American woman to fly when, on August 29, 1911, she rode beside her uncle, Orville, in the Wright B Flyer. Mrs. Miller played an important role in the donation of the original 1903 Wright Flyer to the Smithsonian Institution and in the placement of the Wright papers in the Library of Congress and Wright State University in Dayton, OH.

The following are excerpts of remarks made at a memorial service by Tom D. Crouch, noted Wright brothers biographer and chairman, of the Department of Aeronautics of the National Air and Space Museum.

It is a very great honor indeed to participate in this celebration of the life of Ivonette Wright Miller. I did not know Mrs. Miller as long as some of you, but we shared a genuine friendship, and I owe her a debt of gratitude of the sort which cannot be repaid. It is a debt that I share with all of those scholars, historians, and just plain Wright enthusiasts whom she assisted over the years, and I will try to speak on their behalf this afternoon.

When I think of what I most admired about Ivonette Miller, the term ''family values'' comes to mind. My wife Nancy and I were privileged to attend Ivonette and Harold ''Schribze'' Miller's 70th anniversary celebration at Hawthorn Hill in 1989. That was a marriage you had to admire, at least I did. The two of them went through a great deal together, and through it all, they remained devoted to one another and to their daughter and her family.

Of course, Ivonette also defined herself as a member of that extraordinary family into which she was born. ''It was late afternoon, on the eighth day of April in 1896,'' she once wrote: . . . and one could hear the tapping of a typewriter in the upstairs room at 7 Hawthorne Street in Dayton, Ohio, where Bishop Milton Wright did his writing and carried on his duties as a minister for the United Brethren in Christ denomination. . . . When he had finished a letter to [his daughter] Katharine [who was then a sophomore at Oberlin College], he picked up a small notebook in which recorded the events of each day, smiled, and wrote: ''Lorin's have a little girl named Ivonette born near 4:00 this morning.''

''So it was,'' Ivonette concluded, ''that I came into this world, innocent of all that was to take place in a lifetime, in the midst of an event which had been a world wide dream as long ago as ancient Greece.'' Orville Wright once remarked on his own good fortune, and that of his brothers and sister, to have been born into a family where children were loved and nurtured, where genuine curiosity and self-confidence were encouraged, and real education prized. That was doubly true of the young Wrights of Ivonette's generation. She and her brothers, sister and cousins were raised in the bosom of an extended family that included not only their own loving parents, but their Wright grandfather, uncles and aunt who lived just around the block.

''When I was about seven,'' Ivonette once commented, ''the first flight at Kitty Hawk took place. I'm sure the family was excited by it, but they all went about their daily chores as if nothing significant had occurred.'' Perhaps, but it is not difficult to find traces of the young Ivonette in the records of the invention of the airplane.

There is no more important or precious manuscript in the history of flight than the small pocket notebook in which Wilbur Wright recorded the results of the flight tests of his 1902 glider. The penciled notations that fill the little notebook record the career of the world's first fully controllable airplane. The document is a treasure, not simply of the history of technology, or even American history, but of the history of the world. And on one of the final sheets in the notebook you will find the name Ivonette inscribed twice in childish block printing. ''. . . I was sitting on Uncle Will's lap, as I often did,'' she recalled many years later, ''when he asked me if I could write my name. I was six years old at the time and just learning to write. He probably pulled the notebook out of his pocket (where he usually kept it) and asked me to show him how I could write my name.''

As she grew older, and her Uncles emerged as the first great heros of the 20th century, Ivonette occasionally played a more active role on the public stage. While she was not the first American woman to fly, she did take the sky at an early date. In 1910, her younger sister Leontine wrote to Wilbur and Orville, who were in Europe at the time, asking if she could be the first American girl to fly in the U.S. The next summer, when their cousin Bertha Ellwyn Wright was visiting from Kansas, Orville invited all three young ladies for a flight. The great day was August 29, 1911. Twelve year old Leontine, who had, after all, asked, went first. Their visitor and guest, fourteen year old Bertha, was next. Then it was fifteen year old Ivonette's turn.

''We used Captain [Charles DeForrest] Chandler's coat and gloves,'' she explained. ''He was taking flight training at the time.'' ''I wore a small hat with a scarf tied tightly under my chin to keep it on. I climbed over the wires and took my seat on the wing to the right of Uncle Orv. Our feet were braced on a cross-strut—no cockpit. We took off and soon everything on the ground was dwarfed. I remember how squared off the fields looked, just like a patchwork quilt my grandmother used to have. We circled around over the field and after some minutes Uncle Orv pointed to the interurban car approaching in the distance from Springfield. He shouted above the noise of the engine, ''There comes the traction car, shall be try to catch it?'' I nodded. We came down, I slid out under the wires, dropped the coat and gloves off at the hanger for Captain Chandler as I went by and by that time the traction car was slowing to a stop and we joined the passengers boarding it.''

As one of the last surviving Wrights with vivid personal memories of life in the house at number 7 Hawthorn St. in Dayton, Ohio, Ivonette delighted a great many people with her recollections of her famous uncles. But her notion of the serious responsibilities of family stewardship went well beyond that.

Ivonette and ''Scribze'' Miller devoted themselves to insuring that the precious historical treasures in their keeping would be presented as gifts to the nation, and that the achievements of Wilbur and Orville Wright would be fully understood and appreciated in an honest and accurate fashion. The Millers, and the other heirs of the Wright estate, played a key role in negotiating the presentation of the 1903 airplane to the Smithsonian, by means of an agreement that brought the forty year old dispute between the Wrights and the Institute to a final conclusion.

Moreover, the Millers took a deep personal interest in placing the Wright Papers in an archive where they would be available to the maximum number of researchers. The bulk of the papers went to the Manuscript Division of the Library of Congress. They insisted that the information in those precious documents be made widely disseminated. The result was the publication, in 1953, of the monumental two-volume set of ''The Papers of Wilbur and Orville Wright.''

Ivonette and ''Scribze'' befriended Marvin Wilkes McFarland, the chief editor and leader of the team of scholars who produced the published papers. And Mac was not alone. The Millers befriended two generations of Wright scholars. Their friendship with the great English student of early flight, C.H. Gibbs-Smith, was forged via the mails, and cemented when Charles spent a year in the U.S. as the Smithsonian's first Lindbergh Scholar. Charles dedicated his classic study, ''The Wright Brothers and the Rebirth of European Aviation,'' to: ''Ivonette Miller of Dayton, Ohio, First Lady of the Wright Descendants.''

I was fortunate to count both Marvin McFarland and C. H. Gibbs-Smith as my mentors. In 1972, I was a twenty-seven year old doctoral candidate writing a dissertation on the early history of flight technology when Mac McFarland suggested that I would find the answers to some of my questions in the books and manuscripts still in the hands of Ivonette and Harold Miller in my hometown of Dayton, Ohio. It was material that the Library of Congress had chosen not to take as part of the Wright Papers.

Mac gave me Mrs. Miller's telephone number and advised me to call her the next time I was visiting my parents in Dayton. ''They are nice folks,'' he assured me. ''They won't mind.'' When I did make that call, I discovered that Mac had understated both the Miller's hospitality and their capacity to put up with an inquisitive graduate student requesting permission to poke around in the boxes stored in their basement.

I had never before encountered treasure of this sort outside a public repository. There were great aeronautical books—annotated by the Wright brothers. The manuscripts included volume after volume of a diary kept by their father, Milton Wright, from the middle years of the 19th century until the time of his death in 1916. One box contained Wilbur, Orville and Katharine's report cards, school papers, and early examples of the items printed by the firm of Wright and Wright. Other boxes were stuffed with financial records, and photographs, many of which I had never seen before.

At the end of that first day, Ivonette invited me to join her in the kitchen for tea and cookies. She was the real treasure. It is difficult to explain what it meant to be sitting there across the table from the woman who had sat on Wilbur's lap and written her name in his notebook; the seven year old who could remember what it was like when the news of success had arrived from Kitty Hawk; the fifteen year old who had donned Charles DeForrest Chandler's leather coat, gloves and helmet to go flying with her Uncle Orv. She was a living link to one of the great moments in American history.

Over the next decade and a half, I recycled the material in the Miller's basement into a dissertation, two books and a dozen articles. Very early on, I suggested that, while their home was as lovely and as fire-resistant as any in Dayton, they should give some thought to selecting a final home for what amounted to an entirely new set of Wright Papers unknown to researchers. Wisely, they selected Wright State University, then a relatively new institution of higher learning named for the inventors of the airplane. A decade and a half later, that collection has provided the basis for an entire series of books, exhibitions, and educational materials.

We own Ivonette and Harold Miller, and all of the Wright heirs, our gratitude for their wise stewardship. Thanks to them, the world's first airplane hangs in the place of honor in the world's most visited museum. The priceless record of one of the world's great achievements—the letters, notebooks, photographs and other documents relating to the invention of the airplane—are safely preserved in the greatest manuscript collection in the nation. It was at their insistence that the core documents in that collection were published. They saw to it that another large collection of Wright family materials would be housed in a second great archive in the city that was home to all of them.

Such a list of achievements scarcely scratches the surface of our debt to Ivonette Wright Miller. She was our personal link to that marvelous family which nurtured the inventors of the airplane. She represented them to a curious world with grace, warmth, and dignity. Her memories helped all of us to see her uncles a bit more clearly and to appreciate their achievement a bit more deeply. The very definition of a gracious soul, she enabled those of us who knew her to touch an important moment in history. She has earned her place of honor and rest with the other members of the Wright family. We will not see her likes again, and those of us whose lives she touched can thank God for the privilege.

COMMEMORATING THE FIFTH ANNIVERSARY OF DEDICATING THE FATHER JERZY POPIELUSZKO STATUE

HON. CAROLYN B. MALONEY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, October 17, 1995

Mrs. MALONEY. Mr. Speaker, I rise to commemorate the fifth anniversary of the dedication of the statue honoring Father Jerzy Popieluszko, the young, idealistic priest who was brutally slain in October of 1984. To honor Father Jerzy and the people who built the statue in his honor, a special commemorative mass will be said on Sunday, October 22, at the Stanislaus Kostka Church. The people of Greenpoint, home of the statue, and the members of the Polish-American Congress deserve our support and praise for honoring a man as brave and good as Father Popieluszko. Father Popieluszko lived his life as an outspoken supporter of solidarity and human rights. Twelve years have passed since his death and his name has become a symbol of a heroic battle for truth and justice.

Father Popieluszko's funeral was a mass celebration which drew crowds of tens of thousands. His grave is always covered with fresh flowers and surrounded by many people—Poles as well as foreigners who visit Poland. His memory and his statue remind our community of the impact he had on his native Poles and the important message of what he preached and the way of life he showed. Many people have been and continue to be positively changed by his message of truth, justice, and moral strength.

The fifth anniversary commemoration at his statue between Bedford Avenue and Nassau Avenue in Greenpoint, Brooklyn will continue what Father Popieluszko did to unify people. His statue and his memory continue to teach us his message of forgiveness in the place of hatred and the importance of truth and courage.

Father Popieluszko was born to a poor farming family in 1947, in the village of Okopy, 20 miles from the Soviet border. From early childhood he was deeply religious: he rose every morning at 5 a.m. and walked 3 miles to serve as an altar boy before school. He became a priest in 1972 and worked as a priest for the next 8 years. He was loved by all with whom he worked. Mr. Speaker, it is important that we honor and remember a man who went wherever he was needed and worked hard, even in the face of his own serious illness.

The circumstances surrounding Father Popieluszko's abduction and murder are still unclear. But, the spirit of Father Popieluszko has outlived him and is rightfully honored in his statue and the fifth anniversary commemoration of its dedication. Mr. Speaker, I hope all