

point of arrival when leaving the U.S. Additionally, the bill would prohibit smoking in the cockpits of U.S. airliners.

Mr. Speaker, this bill is extremely timely. International flights between the United States and Canada are already smoke-free. Three U.S. carriers, Delta, American and Northwest, offer nonsmoking flights on some international routes. Our Government is negotiating with others to arrange bilateral or multilateral smoking bans.

The latest sign of progress came last month, when the Department of Transportation gave the green light to eight airlines—six U.S. carriers and two foreign—to discuss a mutual ban on smoking on transatlantic flights without fear of antitrust action being taken against them. Those airlines are American, Continental, Northwest, Trans World, and United Airlines, USAir, British Airways and KLM Royal Dutch Airlines.

Finally, the nations belonging to the International Civil Aviation Organization [ICAO], which includes most countries, have agreed to end smoking on airlines by July 1996.

With all these moves to ban smoking, why is my bill needed?

Simply, because relief can not come too fast for flight attendants and passengers who without my bill will have to fly for another year and a half in those cabins where smoking is still permitted.

Flight attendants assigned to long international smoking flights are forced to spend their working lives in smoke-filled galleys at the back of aircraft. At hearings the Subcommittee on Aviation held last year, flight attendant representatives detailed ailments which they and their colleagues incur in the small, enclosed, smoke-filled cabin environment. They described health problems ranging from eye, nose and throat irritation, headache, nausea, dizziness, blurred vision, shortness of breath, and heart palpitations to permanent disability and even death for the occupational hazards of their jobs in airplanes. Nonsmoking flight attendants are suffering and dying from diseases common to smokers—the penalty of an honest day's work.

Equally unacceptable is the plight of children stuck in the smoking section with their parents. And businessmen who must be at their peak when they arrive at their destination, but stagger off, jet-lagged and debilitated by smoke-caused allergies and sensitivities. And pleasure travelers whose vacations are ruined by smoke-induced illnesses. And the millions of nonsmoking passengers who cannot really get away from the smoke, no matter where they sit in the airplane.

This bill is also needed from a safety standpoint. At our hearing, flight attendant witnesses showed us photographs of cigarette butts all over the floor of the airplane. They testified to passengers falling asleep in their seats, dropping lighted cigarettes on the floor. More than one attendant has thrown coffee on a smoldering butt to escape the horror of an in-flight fire.

Mr. Speaker, I am very pleased that airlines have decided to take dramatic action on their own. In banning smoking they have shown great courage, and I believe will be rewarded with increased passengers. And I commend the Department of Transportation for granting them antitrust immunity to discuss the issue. I believe these airlines, and others, would like to go farther than ban smoking on all routes and flights. They cannot, in some cases, for competitive reasons. Therefore it makes emi-

nent sense to ban smoking on all flights, now, to protect the health of flight attendants and passengers alike.

Another year and a half can make a lot of difference in the lives of many, many, people. I believe that airlines, as well as the vast majority of their employees and passengers, will welcome enactment of this bill.

LOCAL GOVERNMENT LAW ENFORCEMENT BLOCK GRANTS ACT OF 1995

SPEECH OF

**HON. JACK REED**

OF RHODE ISLAND

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, February 14, 1995*

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 728) to control crime by providing law enforcement block grants.

Mr. REED. Mr. Chairman, I rise today to offer this amendment en bloc with my colleagues; Mr. WYNN of Maryland, Mr. BALDACCIO of Maine, and Mr. SANDERS of Vermont. I have shared it with my friends on the other side of the aisle, and I believe it has their support.

This issue was recently brought to my attention by Colonel Culhane, chief of Rhode Island's State Police, who told me that State law enforcement agencies would not be eligible to receive any of the funding earmarked for police in cities and towns. Yet, Mr. Speaker, the State police provide many of the small and rural towns in New England, including Vermont and Maine, with critical police protection.

For example, in Exeter, RI, a small town in my district, there is no local police force. When a person dials 911, the State police receive the phone call, and State officers respond. In other towns like Richmond, RI, the local government cannot afford to operate a police force 24-hours a day, and the State police are called upon to fill the void.

Under current law, State police forces are eligible for COPS and prevention grant programs. According to the Justice Department, several State police agencies, including the Maine State Police, have applied for and received COPS funding.

We ought to be consistent in making these funds available for all law enforcement agencies that provide protection to our cities and towns. That is what my amendment would do. My amendment would restore eligibility for those State agencies that perform the same role as the local police departments that are eligible to receive funds under the block grant. It would give State law enforcement agencies a fair shake at getting the funding they deserve.

Although this amendment does not solve the problem completely, I believe it is a step in the right direction, and I hope to continue to work with Mr. MCCOLLUM as this bill goes to conference.

C-17 WINS COLLIER TROPHY

**HON. STEPHEN HORN**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, February 16, 1995*

Mr. HORN. Mr. Speaker, the McDonnell Douglas C-17 Globemaster III transport plane

has again received recognition in the aeronautical community for its extraordinary capabilities.

The C-17 has been awarded the prestigious Collier Trophy, symbolizing the top aeronautical achievement of 1994. The trophy is awarded by the National Aeronautic Association [NAA] for "the greatest achievement in aeronautics or astronautics in America, the value of which has been demonstrated by actual use in the previous year."

This award is yet another reaffirmation of the commitment to excellence on the part of the dedicated craftsmen and women who manufacture the C-17 at McDonnell Douglas' plant in Long Beach, CA. These talented individuals, through their efforts, are directly contributing to the Nation's defense—as well as to the ability to provide humanitarian assistance to those in need throughout the world.

The NAA, in announcing the award, said it was bestowed "for designing, developing, testing, producing and placing into service the C-17 Globemaster III whose performance and efficiency makes it the most versatile airlift aircraft in aviation history."

The C-17 has already demonstrated its tremendous value, and it will continue to do so well into the 21st century. I am proud to represent the district in which it is built.

At this point in the Record, I would like to include a McDonnell Douglas news release telling of the award and outlining some of the extraordinary capabilities of this remarkable aircraft.

The news release follows:

C-17 WINS COLLIER TROPHY

LONG BEACH CA., February 15, 1995.—The U.S. Air Force/McDonnell Douglas C-17 Globemaster III transport has been awarded the prestigious Collier Trophy, symbolizing the top aeronautical achievement of 1994.

The trophy, established in 1911, is awarded each year by the National Aeronautic Association (NAA) for "the greatest achievement in aeronautics or astronautics in America, the value of which has been demonstrated by actual use in the previous year."

The NAA said the award was bestowed "for designing, developing, testing, producing and placing into service the C-17 Globemaster III whose performance and efficiency make it the most versatile airlift aircraft in aviation history."

Named as recipients of the 1994 Collier Trophy were the U.S. Air Force, McDonnell Douglas Corporation, and the C-17 industrial team of subcontractors and suppliers. The C-17 was nominated for the award by the Air Force Association (AFA).

"We are highly honored that the C-17 has been selected by the NAA for this most famous of all aviation awards," said Harry Stonecipher, McDonnell Douglas president and chief executive officer. "This honor recognizes the dedication and commitment at our company and its employees—along with our supplier teammates—in designing, producing and delivering to the Air Force the best military transport plane ever built."

In its nomination, the AFA cited the McDonnell Douglas C-17 as "the linchpin airlift modernization" and said that it "demonstrated in 1994 that it had the versatility

to create a new era in military airlift." AFA pointed out that the C-17 landed four times the payload of the C-130 into less than 3,000 feet of runway and carried large Army equipment only the large C-5 could carry.

While approximately the same external size of the C-141B, the C-17 carries twice the payload. It also exceeded "demanding reliability and maintainability standards during an intensive two week test period in November 1994," AFA said.

"These remarkable achievements prove that the C-17 is the world's most versatile airlift aircraft and will be the new core airlifter to support the U.S. national security needs in war and peace," the association said.

The first test flight of the C-17 was on Sept. 15, 1991. The C-17's developmental flight test program was completed in December 1994 as scheduled.

Eight production C-17s were delivered to the Air Force in 1994, the last five ahead of schedule. A total of 18 C-17s have been delivered to the Air Force to date.

The McDonnell Douglas C-17 is the only transport aircraft in the world that can provide direct, long-distance delivery of large combat equipment and troops, or humanitarian aid, across intercontinental distances and land at small, unimproved airstrips. It offers strategic and theater lift, and is the only aircraft that can airdrop large armored vehicles and engineering equipment.

The first production aircraft delivered to an operational unit arrived at the 437th Airlift Wing, Charleston AFB, S.C., on June 14, 1993. The unit's first squadron of 12 C-17s were declared ready for worldwide operations in January 1995. To date, the C-17 Globemaster III fleet has accumulated 10,000 flying hours.

TRIBUTE TO WILLIAM P. JOYCE,  
SR.

**HON. JOSEPH P. KENNEDY II**

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

*Thursday, February 16, 1995*

Mr. KENNEDY of Massachusetts. Mr. Speaker, this weekend a native of my home city of Boston, Mr. William P. "Bill" Joyce, marks a special milestone in his life as he celebrates his 80th birthday with family and friends.

One of six children, Mr. Joyce graduated from South Boston High School and went on to study at Boston University. He was devoted to his wife, Joanna, whose tragic loss at an early age left him with a young son to raise alone. He faced the challenges that life presented him with great courage and determination, and today his son, Bill, Jr., serves as a special assistant U.S. attorney.

Mr. Joyce moved to Washington, DC in the early 1960's, during the Kennedy administration. Proud of his Irish and south Boston roots, he made many friends and found abundant compatriots here during that era. In recent years, he had the privilege of escorting the Grand Marshal of the St. Patrick's Day Parade in Washington. Trained as a certified public accountant, his long career included service in both the government and the private sector. Although he retired from the Armed Forces Institute of Pathology in recent years, he now volunteers his time at the Touchdown Club in Washington, where he is an active member.

In Boston and Washington, Mr. Joyce is known as a generous, outgoing man who

loves people and makes friends easily. Whenever he walks into any of his favorite haunts, he is greeted by a chorus of "Hi, Bill!" He is especially proud of his 7-year old granddaughter, Laura, who will celebrate with him this weekend.

Mr. Speaker, I know my colleagues join me in wishing Bill Joyce a very happy birthday and many more to come.

A SPECIAL SALUTE TO MARTHA E. BOLDEN: CELEBRATING A LIFE OF ACTIVISM

**HON. LOUIS STOKES**

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

*Thursday, February 16, 1995*

Mr. STOKES. Mr. Speaker, I take pride in rising today to salute a resident of my Congressional District, Mrs. Martha E. Bolden, who was recently profiled in the Plain Dealer newspaper. In the article which is entitled, "Four Score and Ten: A Life of Activism," the reporter explores the life of this outstanding individual and her contributions to our city. Mrs. Bolden is well known for her commitment to improving the lives of others. I want to share with my colleagues and the Nation some information regarding this outstanding individual.

Mrs. Bolden was the operator of a beauty shop in Mobile, AL, during the 1930's when she was encouraged to vote because she was a business owner. Her \$200 poll tax fee was paid by one of the city's black physicians. In order to register to vote, Mrs. Bolden was also required to memorize the Seventh Amendment to the Constitution. With determination, she overcame this obstacle and became a registered voter, achieving celebrity status in the black community. This action and determination on the part of Martha Bolden represented the beginning of a lifetime of activism.

Mr. Speaker, Mrs. Bolden moved to Cleveland, OH, in 1953. Over the years, the Cleveland community has benefited greatly from her strong leadership. Upon arriving in Cleveland, Mrs. Bolden immediately became active in the Hough community, encouraging her neighbors to vote and work in political campaigns. When riots destroyed city neighborhoods in the mid-1960's, Mrs. Bolden was instrumental in helping to rebuild the city. She was a founding member of the Hough Area Development Corp., which was one of the first community-based development corporations in the country. The organization played a key role in revitalizing the neighborhood, including the development of shopping facilities and housing estates for residents.

Mr. Speaker, I am proud to salute Martha Bolden on the House Floor today. I can recall that she was one of my first clients when I began practicing law in Cleveland. As an attorney, I represented her when she purchased her home in the city. I also recall that Mrs. Bolden was an active worker in my political campaigns. At the age of 90, she is still politically involved as one of the "101 Women for Stokes."

Mr. Speaker, Martha E. Bolden is a hero to many, and an inspiration to all of us. Throughout her life, she has given unselfishly of her time and talent in an effort to make our city better and empower the community. Her political activism has made the difference in the

lives of many. We salute her for her dedication and commitment. I want to share with my colleagues the article regarding Mrs. Bolden which appeared in the Plain Dealer. I ask them to join me in paying tribute to this exceptional individual.

FIGHT CUTS IN STUDENT  
FINANCIAL AID

**HON. PATRICIA SCHROEDER**

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

*Thursday, February 16, 1995*

Mrs. SCHROEDER. Mr. Speaker, I urge my colleagues to take note of the article in the February 15, 1995, Washington Post entitled, "College Students Spending More Time Earning Than Learning." I include a copy of the article for the RECORD.

At a time when education is more necessary than ever to compete for good jobs, financial aid is failing to keep pace with steadily rising college costs. As a result, an increasing number of students are forced to work more. While a certain amount of work can be valuable, as the article points out, it also can detract from studies and drag out the time it takes to complete an education, at additional expense to the students and their parents.

Now comes the Republicans, saying they want to eliminate the government subsidy for interest on tuition loans while students are in college, which would burden students and their families with additional debt.

Republicans also say they want to either abolish direct lending or limit it. Meanwhile, I have students telling me they love the program because it cuts out the middlemen, delivers the money fast and helps prevent defaults. Under guaranteed student loans, students have a hard time keeping track of which bank owns their loan this week. Republican efforts in this area fly in the face of their rhetoric about listening to the grassroots and simplifying bureaucracy. They seem to be listening to the bankers and loan guarantors instead of the middle class.

[From the Washington Post, Feb. 15, 1995]

COLLEGE STUDENTS SPENDING MORE TIME  
EARNING THAN LEARNING

(By Fern Shen)

Steve Long started school at the University of Maryland in College Park with an ambitious, 17-credit course load and a goal of graduating in less than four years.

The Richmond native never imagined that he would have to spend so much time working—cataloguing books at the school library, writing tickets in campus parking lots, driving campus shuttle buses—that it would take him seven years to get his bachelor's degree.

"It got so bad one semester that I had to drop out of all my classes. I was working 30 hours a week driving the bus and taking five classes," said Long, 25, a full-time shuttle bus supervisor and part-time student who hopes to graduate this year with a degree in government and politics. "It's tough. I learned you can work so hard to pay for school that you don't do well in school."

During the last decade, the number of students working on and off campus has steadily increased, a stark contrast to the stereotype of today's twentysomethings as latte-sipping slackers.

And according to students and college officials in the Washington area and nationwide,