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and community service among the boys of this country. Troop 135 of Sacred Heart Parish has built a reputation for providing the youth of the community with the leadership skills needed to be successful in today’s society. Boy Scouts of America provides good, solid role models for the youth of our Nation and teaches them to be community minded. In this organization, they learn valuable skills that will serve them for a lifetime. I am proud to have such an outstanding Boy Scout troop here in the Granite State. Congratulations on reaching this tremendous milestone.

THE QUALITY OF MERCY

Mr. LAUTENBERG. Mr. President, I ask that an excellent article about welfare, “The Quality of Mercy”, by James McQueeny, be printed in the Record.

Mr. President, I had the good fortune of benefiting from Jim McQueeny’s competence and compassion when he served as my press secretary several years ago. These same qualities are evident in this article, which is an eloquent statement about what we’re going about it with the welfare reform bill and what the welfare reform bill will mean for real people.

I urge all my colleagues to read the article.

The article follows:

(From the New Jersey Monthly, July 1996)

The Quality of Mercy—Many New Jerseyans Believe That Welfare Is a Waste. One Man—Now a Successful Executive—who’s Lived on It Disagrees

(By James McQueeny)

I’m not a member of any obvious minority group (being the son of an Irish immigrant who found his castle and pulled up the drawbridge on everybody and everything who found their castle and pulled up the hanger wire, I can assure you.)

Instinctively, my gaze fell upon the shoes of the people complaining about things being so bad in East Orange, New Jersey. Without exception, they were wearing designer shoes—those kinds of sneakers that salespeople bring to you so delicately you’d think they were explosives, or those spiffy Rockport walking shoes. I was so amazed by those walking shoes that I was compelled to go into a shoe store and price them. One hundred and twenty dollars! On sale!

With those kinds of shoes on their feet, they’re feeling that much anger? I thought. What got them so riled up? They’re complaining about what they don’t have. They’re complaining that they don’t have enough. Has poverty become so trivialized that the New Downevelders are those who can’t afford Rockports?

Unfortunately, it looks like it. I only wish that some of these people could have learned the lessons of poverty the way I did—through experience. Like the time I couldn’t tell my teacher I didn’t have $1.50 for a science magazine subscription because I’d be revealing that I was on welfare. Instead, I always said I forgot the money. He marked me up as a wise-guy deportment case, which helped drive my grades down.

Some teachers had really expensive shoes in front of classmats, unthinkingly viewing them as an issue of cleanliness rather than pennilessness.

On one free field trip (I stayed behind in study hall for the paid ones), I borrowed a camera from a classmate on the bus to take a picture of a mountain highway bridge that crossed the Passaic River, about ten miles from home. They all had a riotous laugh when they found out I’d never been that far from home because we never had a car.

And, yes, we were forced to “cheat” on welfare, too. The “welfare lady” visited the house at the same time every Wednesday, and we were sure we weren’t buying things that would indicate alternative incomes of some kind. That would be cheating the taxpayer. I had to hide any evidence of the prosperity I was enjoying form my paper route—even the household essentials we bought with the money I earned.

I have cringed at a few welfare reform positions. As if these people wake up off their asses.

I was one of them. So I ve cringed at a few welfare reform positions. As if these people wake up off their asses.

I urge all my colleagues to read the article.

The reason that this reform plan won’t work is that you can cut spending all you want, but the same mothers and children will have the same food and sheltering needs at roughly the same cost come tax time. No matter how you cook the books or serve the baloney. And, yes, there will always be some lumpen layabouts or drug-fried fools who will rip off the system for dollars at the margins, get all the headlines, and jump-start another sorry cycle of retribution against the truly poor and needy.

Part of the problem is that Congress, and state legislatures, are overstocked with affluent lawyers, professionals, and full-time politicians who are more than able and willing to craft welfare stories on tort reform, health care, or the next day’s news cycle. I know it’s not fair, but I’ve seen what these politicians drive to work and leave the parking structures in Congress and the state capital. Nobody’s holding the mufflers of those cars together with hangar wire, I can assure you.

All of this seems so fresh, so important to me, because I know that welfare made it possible for me to go as far as I have. I still have family’s welfare application, signed by both my parents, for my son to see. I tell them to remember it’s nothing to be ashamed about. To the contrary, it was a badge of honor—no one in our family, and the investment in us let us re-invest our lives—and our taxes—in America.

The shame would come from not extending our hands to someone else. But the real shame is that that could become a minority view in a state like New Jersey.

SALUTE TO MARY MOORMAN

Mr. FRIST. Mr. President, the last 2 weeks have been filled with triumphs and struggles for United States athletes competing in the Centennial Olympics in Atlanta. We have all
watched and waited with bated breath for official scores and times to be posted and medals to be awarded. The Olympic spirit—brought to the United States through our athletes and the host city of Atlanta—has spread throughout the Nation.

I rise today to recognize two great American swimmers from another Olympic time, whose Olympic ideals and spirit shine brightly even during the darkest days of modern Olympic history. Mary Moorman Ryan Caldwell and Ann Hardin Grimes qualified for the American Women’s Swim Team to participate in the 1940 Olympics in Helsinki, Finland. Scheduled to be held from July 20 through August 4, the Games were canceled because Nazi Germany occupied all of Western Europe and the Soviet Union invaded Finland.

Mary and Ann swam the three-mile, the one-mile and the 880-yard races to qualify for the team and would have represented the United States in the 880-yard swimming freestyle races in Helsinki. They had been swimming together in friendly competition at the same club since 1933, and were coached by the same man, Bud Swain. The two 15 year olds from Louisville and 440-yard swimming freestyle races in Helsinki. They had been swimming together in friendly competition at the same club since 1933, and were coached by the same man, Bud Swain. The two 15 year olds from Louisville and San Diego after departing Los Angeles en route to Mexico no longer make those interim stops. According to the Port of San Diego, that port alone has lost $30 million in economic impact to the city amounted to $14 million in tourism and $26 million in retail sales. The total impact was $3 million. Beyond the port, the estimated loss of port revenue through 1995 was $3 million. Beyond the port, the estimated loss of port revenue through 1995 was $3 million.

The State Legislature has approved a joint resolution in favor of this bill. The bill corrects a problem that occurred when California took advantage of a 1992 amendment to the Johnson Act that permitted States to prohibit gambling on intra-state cruises, the infamous cruises to nowhere. Unfortunately, California’s law was drafted in such a way that it also prohibited ships on international cruises from making multiple ports of call within the state. My bill simply amends the Johnson Act to exclude State regulation of gambling when a cruise ship provision this fall is crucial to our other season of lost business.

Still good friends today, Ann and Mary attended the Centennial Olympic Games in Atlanta together to cheer the 1996 United States Olympic swim team to victory. Mr. President, Mary Moorman Ryan Caldwell and Ann Hardin Grimes are true representatives of the Olympic character in this country. Through the years as friends, swimmers, competitors, and Olympians, they have experienced it all—the hardship, the pain, and the disappointment, but most of all the triumph and the glory. I thank them for their contributions to their sport and to the Olympic spirit.

CRUISE SHIP REVITALIZATION ACT

With Senator BOXER, Mr. President, on this, the last day of Senate action before the long August break, I want to speak about a matter of great importance to a key sector of the California economy—the cruise ship industry.

On the first day of the 104th Congress, legislation, S. 348, to amend a law passed by the 102d Congress that allowed gambling on U.S.-flag cruise ships and allowed States to permit or prohibit gambling on ships involved in intra-state cruises only. Representatives BILBRAY and HARMON introduced identical language in the House. Our bills, titled the California Cruise Ship Revitalization Act, would lift the ban on gaming on cruise ships traveling between consecutive California ports.

The cruise ship bill is now part of the Coast Guard Authorization Act of 1995, S. 1004, which passed the Senate last November. The House has passed its version of the Coast Guard Act with an identical California cruise ship provision. However, controversy over other provisions attached to the Coast Guard bill in the House delayed the appointment of conferees and now threatens to sink the entire bill.

The Coast Guard Revitalization Act has strong bipartisan support and no opposition. Only the State of California would be affected, and the California State Legislature has approved a joint resolution in favor of this bill. The bill corrects a problem that occurred when California took advantage of a 1992 amendment to the Johnson Act that permitted States to prohibit gambling on intra-state cruises, the infamous cruises to nowhere. Unfortunately, California’s law was drafted in such a way that it also prohibited ships on international cruises from making multiple ports of call within the state. My bill simply amends the Johnson Act to exclude State regulation of gambling when a cruise ship provision this fall is crucial to our other season of lost business.

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TRIBUTE TO THE BOSTON AIR ROUTE TRAFFIC CONTROL CENTER

Mr. SMITH. Mr. President, I rise today to pay tribute to the Boston Air Route Traffic Control Center [ARTCC] in Nashua, NH. The Boston ARTCC won the National En Route Facility of the Year Award, for which I offer my warmest congratulations. This is certainly an accomplishment of which they should be very proud and I salute them for their achievement.

The National En Route Facility of the Year Award is presented annually to an Air Route Traffic Control Center which has made a significant contribution to the National Air Traffic Control System. The Boston ARTCC provides air traffic control service to commercial, military, and private aircraft in all of New England and most of New York State. This facility is one of 20 ARTCC facilities throughout the continental U.S., along with 3 in Honolulu, Guam, and San Juan.

The Boston ARTCC is responsible for handling flights from all six New England States, eastern New York State, extreme northeastern Pennsylvania, and coastal waters to longitude. This is an enormous area, amounting to an area of 125,000 square miles. Within this impressive area, there are 30 positions of operation and the Boston ARTCC coordinates with 7 other centers from Montreal to Washington. Each year, the Boston ARTCC performs 1,630,000 operations in this region. Their facility operates with 290 active controllers, 12 controller trainees, 62 support staff, and 95 technicians. With extensive radar systems, radio facilities, a high tech computer system and enough telephone equipment to serve a city of 10,000 people, the Boston ARTCC is a model of efficiency.

Centers like the Boston ARTCC are becoming vital to our country’s infrastructure with ever increasing air traffic. With a center like this running so efficiently, we can rest easier and know that flights to and from the east coast are safe and on time. Excellence and dedication like theirs deserves to be recognized and applauded. I am proud to commend the Boston ARTCC, the many air travelers in New Hampshire join me in wishing them congratulations and best wishes.

RECYCLING TRANSACTIONS UNDER SUPERFUND

Mr. AKAKA. Mr. President, I want to express my support for S. 607, a bill to clarify the liability of certain recycling transactions under the Superfund