

very pinnacle of the legal profession by becoming the chief judge of the New York Court of Appeals. He is and remains one of those most respected jurists of this century. While he scaled the very loftiest of positions as a judge, he is also known for retaining his common touch, his ability to relate to and converse with ordinary people about their concerns. This is all too rare a gift.

Mr. Speaker, on September 21, 1997, Judge Cooke will be honored by the people of Sullivan County by the naming of the Lawrence H. Cooke Sullivan County Courthouse in Monticello. I hope that my colleagues will join me in celebrating and applauding the life and work of this distinguished jurist, Lawrence H. Cooke.

NATIONAL HISTORICALLY BLACK COLLEGES AND UNIVERSITIES WEEK

HON. JAMES E. CLYBURN

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 18, 1997

Mr. CLYBURN. Mr. Speaker, I rise today in recognition of September 21–27 as National Historically Black Colleges and Universities Week. There are presently 104 historically black institutions of higher learning throughout the United States. These cornerstones of African-American education have played an integral role in the lives of African-Americans and in American history.

Historically black colleges and universities have set a precedent for providing quality instruction and valuable, lifelong experiences to students who are often underprivileged and under-represented. These students are taught to serve as successful, productive citizens and trained to compete in our global economy and work force. Though oftentimes faced with adversity, historically black colleges and institutions provide students with the opportunity to broaden their horizons and to reach their fullest potential.

So, Mr. Speaker, please join me in congratulating and celebrating a legacy and tradition of the excellence, determination, strength, and perseverance of historically black colleges and universities during September 21–27.

COMMEMORATING THE 10TH ANNIVERSARY OF ST. STEPHEN'S COMMUNITY CHURCH, UNITED CHURCH OF CHRIST, LANSING, MI

HON. DEBBIE STABENOW

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 18, 1997

Ms. STABENOW. Mr. Speaker, I rise today to acknowledge the 10th anniversary of St. Stephen's Community Church.

Founded in the fall of 1987, St. Stephen's began as an interdenominational church whose doctrine focuses on spiritually rooted in African-American religious tradition, with an emphasis on community outreach and volunteerism. In 1990, they became affiliated with the United Church of Christ, a progressive denomination that embraces and celebrates multiracial, cultural, and ethnic background.

Guided by Rev. Dr. Michael C. Murphy, the congregation lives by the proverb, "Where There Is No Vision, the People Perish." This is evident in their passion to make a real difference in the community. From their spiritual and community leadership to their involvement in many local charitable projects, the St. Stephen's Community Church is an important local institution dedicated to the Lansing community.

We are proud to celebrate the 10th anniversary of the St. Stephen's Community Church and congratulate their 300 member congregation. We thank them for their activism and we thank them for their vision.

A SPECIAL TRIBUTE

HON. JOHN L. MICA

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 18, 1997

Mr. MICA. Mr. Speaker, I would like to take this opportunity to recognize James W. Almand, A. Russell Bobo, John S. Chaperon, Rick DeGraff, Robert C. Fobes, Frederick W. Leonhardt, William Pinto, Jerome Schechter, William Crampton, and James D. Turk. It is my honor to pay tribute to these gentlemen on the occasion of their visit with me in our Nation's Capital today. It has been my privilege to know each of these individuals for the past three decades. We all had the good fortune of attending the University of Florida together and being part of Delta Chi Fraternity.

Though we have been separated by distance and circumstance over the past years, we have always been together both in memory, spirit, and fraternal bond.

As a Member of Congress, I am pleased today to welcome Jim, Russ, Bill, John, Rick, Bob, Fred, Jerry, Bill, and Don. These gentlemen, who I am pleased to call by friends, are each outstanding family men and most valuable contributors to their respective communities.

I welcome each of them to the U.S. Congress and the House of Representatives. It had been my great honor in life to know each of these gentlemen as my friend and fraternal brother.

BILL TO AMEND THE IMMIGRATION AND NATIONALITY ACT RELATING TO TREATMENT OF CERTAIN RECREATIONAL BOATERS ENTERING FROM CANADA

HON. JOHN J. LaFALCE

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 18, 1997

Mr. LaFALCE. Mr. Speaker, today I am introducing a bill that will simplify procedures for recreational boaters entering the United States from Canada. The purpose of the bill is to make it easier for boat owners and their guests to cross between Canada and the United States for recreation and tourism purposes. Specifically, my bill would authorize the Attorney General to permit United States citizens traveling as passengers in small pleasure craft to enter the United States from Canada without obtaining a landing permit and would eliminate the fee for those permits known as I-68.

The I-68 Program was established in 1963 to facilitate convenience for boaters coming from Canada to the United States. It allows United States citizens, lawful permanent residents of the United States, and Canadian nationals to enter by boat along the northern border of the United States without reporting to a designated port of entry, so long as they have obtained an I-68 permit. It applies only to those traveling in boats of less than 5 net tons. Under this program, Canadian nationals may enter the United States for a period of not more than 72 hours and must remain in areas adjacent to the immediate shore.

For 32 years, the I-68 permit was issued annually to eligible boaters without any fee. In 1995, however, the Immigration and Naturalization Service began requiring a fee of \$16 for individuals, or \$32 for a family. The INS advises me that, although the I-68 was issued gratis prior to 1995, they believe that a user fee statute that has been in effect since 1952 requires the imposition of a fee absent congressional direction to the contrary.

The INS regulations implementing the I-68 Permit Program impose a costly and unnecessary burden for many recreational boaters. The regulations require each guest of a boat owner, who is not a member of his or her family, to travel to an immigration office during business hours to complete the I-68 application and pay the required fee. This requirement is virtually impossible to implement.

As a consequence, United States businesses along the Great Lakes' borders, such as Youngstown, NY, have seen a great reduction in revenue due to the decline in tourism caused by this regulation. Prior to imposition of the fee in 1995, 10,002 I-68 permits were issued, compared to only 1,091 permits issued in 1996 after imposition of the fee. In other words, the permits in 1995 were about 1,000 percent, or 10 times greater than in 1996.

My bill would address these problems in two ways. First, it would permit the Attorney General to exempt U.S. citizen passengers from obtaining an I-68 permit or submitting to inspection at a port of entry. Boat owners and operators, who are likely to make repeated trips across the border, would still be required to obtain an I-68 permit at the beginning of the boating season. The permit holder would be responsible for ensuring that all passengers on his or her vessel are U.S. citizens or have a valid I-68 permit.

Second, my bill would permit the Attorney General to issue I-68 permits without imposing a fee, as they has been for the first 32 years of the program's existence. These fees act as a deterrent to boaters in obtaining the permit, particularly in light of the fact that Canada does not require such a fee for entry. Moreover, the amount of revenue generated by such fees is negligible—only \$33,816 in all of fiscal year 1996. In my judgment, after consultation with western New York border businesses, the amount of business lost in the U.S. border areas far transcends that meager amount.

This bill will allow the I-68 Program to achieve its intended purpose of affording pleasure boaters a convenient means of entering the United States while preserving the integrity of our borders. It is my hope that the Attorney General will implement these provisions by amending Immigration and Naturalization Service Regulations governing the I-68 Program.