

was aptly named the "Robert I. Bickford Natatorium."

But Dr. Bickford's greatest honors lie in the legacy he leaves at Prince George's Community College. During his tenure, the college's budget increased from \$7.7 million to \$50 million. Annual enrollment increased from approximately 10,000 students to over 35,000 students. He doubled the number of academic programs and greatly increased minority student attendance at the college.

Dr. Bickford has left an indelible mark of excellence on Prince George's Community College, leading it to its greatest level of achievement and success. He has made a profound impact on his students, his colleagues and his community in his many years of service to education in Maryland.

Today, on behalf of the citizens of the Fifth District of Maryland, I offer our thanks and our deepest gratitude for Dr. Bickford's lifelong work to provide a quality education for so many of our residents and I congratulate him on his retirement.

DISTRICT OF COLUMBIA COLLEGE ACCESS ACT

SPEECH OF

HON. GREG WALDEN

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

Monday, May 24, 1999

Mr. WALDEN. Mr. Speaker, I would like to address the problems that occur when the federal government is the owner of a high percentage of the property in a given area. This week, my distinguished colleague from Virginia, Mr. DAVIS, has done his part to address these problems as they affect the District of Columbia. Mr. DAVIS' bill, The District of Columbia College Access Act (H.R. 974), is a recognition of the fact that the federal government's ownership of land in D.C. has so badly affected the income and infrastructure of the city that it has been unable to create a public university system that offers students a quality education at a reasonable cost. H.R. 974 would create a fund to allow students to attend public universities in other states at the in-state tuition rate, giving students from Washington, D.C. a better chance to succeed.

I salute my friend from Virginia for his effort to help students from one area where local tax rolls are hurt by having a large federal presence. I think he and others from the D.C. area would be surprised, however, to discover just how much they have in common with residents of the counties in the Second District of Oregon. In fact, while the federal government owns approximately 26% of the land in D.C., it owns nearly three times that percentage of Lake County (76%) in eastern Oregon and Deschutes County (77.5%) in central Oregon. In fact, in 10 of the 20 counties of the Second District, the Federal Government owns over 50% of the land, and thirteen of the 20 contain a greater percentage of federally owned land than does D.C.

Similar to the situation in D.C., this high percentage of federal land means that these counties have very limited taxable property, seriously hurting their ability to fund schools,

roads, and other necessities. Exacerbating the problems for these Oregon counties is the fact that, unlike in D.C. where the federal government uses its land to employ people and contribute to the local economy, the Forest Service and BLM lands that dominate the Second District are increasingly off-limits to economic productivity. While in the past, rural Oregon counties could depend upon federal timber receipts, grazing fees, and other economic activity on federal lands to partially make up for low taxable property, in the 1990's the Clinton administration has sacrificed the economic well-being of Oregon's counties and turned its back on responsible management of federal lands. As you can see, Mr. Speaker, the prevalence of federal land that is closed to economic activity has created a serious problem for many counties in Oregon and elsewhere in the West.

I would like to once again thank my colleague, Mr. DAVIS, for addressing the problems created by federal land ownership in the District of Columbia. I hope that he and others from the East Coast will join me and my fellow Westerners in addressing the desperate needs of rural counties in Oregon and elsewhere in the West. Unfortunately, in some counties in Oregon, the question is not whether students can afford to go to college, but whether public schools can fix leaky roofs and counties can afford to maintain crumbling roads. These problems get to the most basic services provided by local government, and the federal government must be held accountable for the damage its land management policies have caused rural counties. I look forward to continuing to work with other Members of Congress to help counties in Oregon and other Western states provide decent schools, roads and other essential services to their students.

IN RECOGNITION AND HONOR OF JUDGE MARTHA GLAZE

HON. MAC COLLINS

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 26, 1999

Mr. COLLINS. Mr. Speaker, I rise today to honor Judge Martha Glaze and her distinguished career. Judge Glaze's twenty-two year career on the bench comes to an end in June, but her contributions to juvenile justice in Clayton County will long be remembered.

At a time when juvenile justice is at the forefront of national discussion, Clayton County and Georgia can be proud of Judge Glaze's accomplishments in adopting innovative new approaches to serve children and their families. Judge Glaze's leadership has been instrumental in bringing together professionals throughout Clayton County who work with children. This unity eliminated much of the conflict that often plagues juvenile justice programs across America.

On a personal level, Judge Glaze has always been a friend and responsive to the concerns of Third District residents. I thank her for her leadership and her devotion to our children. Her presence on the Clayton County Juvenile Court will be missed, but her impact will live on in the families of Clayton County.

IMPORTANCE OF THE AMERICAN CRUISE INDUSTRY

HON. SONNY CALLAHAN

OF ALABAMA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 26, 1999

Mr. CALLAHAN. Mr. Speaker, I take this opportunity to make our members aware of the American cruise industry's importance to the nation and its maritime industry.

Recently, PricewaterhouseCoopers (PwC) completed an economic study that provides considerable detail regarding the enormous positive economic contribution which the cruise industry provides throughout the United States. This study concluded the cruise industry is responsible for creating jobs in every state in the country. It is important to our national economy that billions of dollars in U.S. products are purchased by the cruise industry each year. As this industry continues to grow and prosper, more U.S. companies will benefit from expanded business.

In my district in Alabama, millions of dollars are spent every year on maintenance and repair of cruise ships at Atlantic Marine and Bender shipyards in Mobile. Hundreds of people are employed in this work and it is an important contributor to our local economy.

The PwC study showed that the total economic impact of the cruise industry in 1997 was \$11.6 billion. Of this, \$6.6 billion was direct spending of the cruise lines and their passengers on U.S. goods and services. An additional \$5 billion was expended by cruise industry U.S.-based goods and services providers. Therefore, in 1997 the total impact of the U.S. cruise industry was \$11.6 billion, and these purchases occur in every state in the country. This PwC study also revealed that the cruise industry, through its direct employment and the jobs attributable to its U.S. supplier base, totaled 176,433 jobs for Americans in 1997. The cruise industry has been growing by 6-10% every year. For Americans, that can mean thousands of new jobs each year.

The PwC study also revealed that the cruise industry in 1997 paid over \$1 billion in various federal taxes and user fees and local state fees and taxes.

Many have considered the cruise industry to benefit a select few in highly localized areas, but this study reveals the industry touches virtually every segment of the American economy. It is an essential component of the American maritime infrastructure. Those industries most heavily impacted are summarized below:

Airline transportation—\$1.8 billion; Transportation services—\$1.2 billion; Business services—\$1.0 billion Energy—\$998 million; Financial services—\$698 million; Food & beverage—\$607 million.

Mr. Speaker, the cruise industry is a growth industry that is not only purchasing goods and services from around the country but is helping to grow the U.S. national economy and its maritime infrastructure.