

Moore, Sr.; and Dr. Oswald P. Bronson, Sr. In this 100th year since its founding, Dr. Trudie Kibbe Reed has been appointed by the Board of Trustees to lead Bethune-Cookman College into its second century as the fifth overall and the second female to serve as president.

During this century of service Bethune-Cookman College has earned and maintained institutional and programmatic accreditation. Such adherence to high standards has earned Bethune-Cookman College a world-wide reputation for academic excellence and compassionate service.

Bethune-Cookman College now matriculates students in 37 major areas through six academic schools: business, education, humanities, nursing, science and mathematics, and social sciences. In its 63-year service as a 4-year baccalaureate-degree-granting liberal arts college, more than 12,000 students have graduated to assume leadership roles in their communities and in the global workplace.

Mr. Speaker, as a member of the U.S. House of Representatives representing Florida's 7th Congressional District, I am pleased to honor Bethune-Cookman College on the occasion of Centennial Founder's Day. Today, I join many others in congratulating Bethune-Cookman College on its 100th year since the founding of Dr. Mary McLeod Bethune's vision that has become a great legacy for all of us to share.

LEE RULES OUT ASSASSINATION IN SHOOTING INVESTIGATION

HON. EDOLPHUS TOWNS

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 2004

Mr. TOWNS. Mr. Speaker, I submit the following article for the RECORD:

[From the Taiwan News, Aug. 30, 2004]

LEE RULES OUT ASSASSINATION IN SHOOTING INVESTIGATION

U.S.-based forensic expert Dr. Henry Lee who was investigating the March 19 shooting of President Chen Shui-bian has concluded that the incident was not an assassination attempt.

Lee, who handed his analysis to a Taiwan government official in the U.S. early yesterday, said that he was unable to issue a conclusive report, but advised that his findings in examining the forensic evidence could help criminal investigators in their own probe.

"An important finding on the bullets, one made of copper and the other of lead, is that they both have clear barrel marks," Lee said to reporters in New York after he submitted his 130-page report and a CD containing 150 photos to Andrew Hsia, director general of Taipei Economic and Cultural Office in New York, Saturday morning local time.

"This means a chance for clearing up the case, as long as (criminal investigators) can find out the right (gun) barrel," Lee said. "This case was not a political assassination because (in such a case) a more powerful weapon than a homemade pistol would have been used," he told reporters.

He further advised that criminal investigators in Taiwan should crackdown on illegal firearms and "check (the barrel marks) of all seized firearms to find the gun."

His findings could also help in locating the factory at which the illegal gun was made, the forensic expert said, adding that he was

still uncertain whether or not the two bullets were fired from a single gun or from two guns with the same make of barrel.

The analysis Lee presented in New York yesterday was the final report following four months of advanced scientific examinations carried out by him and his colleagues.

According to Lee, his analysis of the evidence had helped him to reach a more precise conclusion regarding the location of the "hot zone" area from which the shots were fired.

He acknowledged that on his trip to Taiwan earlier this year he had had difficulty solving the case because of the shooter's use of a homemade handgun. The chance of clearing the case would be improved once criminal investigation agents could find the gun, Lee said at the time.

Lee made a three-day trip to Taiwan in April at the invitation of State Public Prosecutor General Lu Ren-fa, who had hoped to solve the case before his retirement in September.

Speaking with reporters in New York, Lee stressed that his investigation was free of any political influence. "We'll let the evidence speak (for itself)," he said. "The report is presented according to evidence and has nothing to do with political disputes or (the shooter's) motive, neither is it involved with the ongoing criminal investigation," he said.

He further noted that it would be better if the details of his analysis were published by Lu or by the Taiwan criminal investigative authorities.

Lee sealed the report before presenting it to Hsia, who is responsible for delivering it to Taipei. Prosecutor General Lu is anticipating that he would receive the document today.

Commenting on the "truth commission" proposed by the opposition parties in Taiwan to conduct an independent probe into the incident, Lee said that he hopes "the committee will examine the truth (found by forensic evidence) and give the criminal investigators more room to solve the case."

DEFENDING BOEING

HON. NORMAN D. DICKS

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 2004

Mr. DICKS. Mr. Speaker, among the many economic challenges our Nation faces at this time is the impact of unfair foreign trading practices, and I would like to speak today about the direct and substantial subsidies that continue to be provided to the European consortium, Airbus Industrie, costing more and more American manufacturing jobs every year.

The time has come for the American government to recognize the damage that has occurred to our economy, and to take firm action to curtail what I believe is both unfair and illegal foreign competition.

These subsidies from four European governments, which include aircraft launch assistance, capital injections, and debt forgiveness, have enabled Airbus to develop and market a range of commercial airliners at well below cost. Unless this practice is checked, I am afraid that it will drive the Boeing Company, Airbus' only remaining worldwide competitor and our largest net-exporter, out of the commercial airline manufacturing business altogether.

Most Americans are familiar with the Boeing Company, but I would like to remind my colleagues that Boeing employs more than

150,000 American workers, including about 54,000 in the civil aircraft industry. Last year it purchased about \$24 billion in supplies and services from more than 26,000 U.S. companies located in all 50 States. It is one of the largest employers in the country and our Nation's largest single exporter of manufactured goods by value.

But you may not be as familiar with the background of Airbus. Over 30 years ago, Airbus was founded by a European consortium of French, German, and later Spanish and British companies to compete in the large commercial aircraft industry with U.S. companies. Unable to secure commercial funding for the venture, European governments stepped up to provide about \$1 billion in loans and aid to establish the company.

More than 20 years later, in 1992, Airbus had grown to take about one-fifth of the commercial airplane market. But despite its significant growth and share of the market, European governments continued to provide enormous subsidies to the company to ensure it had an edge against the remaining U.S. competitors, Boeing and McDonnell Douglas.

In an attempt to address these subsidies, an agreement was signed in 1992 between the United States and the European Union on trade in large civil aircraft. This agreement limits direct government support of new aircraft to no more than one-third of the total development costs, with the further agreement that these subsidies would be reduced over time.

Yet over the last 12 years, the European Union has used this one-third limit as its base figure for determining how much of a subsidy to provide rather than to reduce the amount of the subsidy they provide.

As a result, Airbus has grown to dominate the large commercial aircraft industry, outdelivering Boeing for the first time in history in 2003. As recently as 1999, Boeing delivered 67 percent of new planes; in 2003, that figure dropped to 47.5 percent. And the comparative value of the planes ordered has dwindled even more significantly. In 2003, the value of Airbus's orders was more than twice as much as Boeing's.

The effect has been disastrous on U.S. workers and the American economy. More than 60,000 jobs have been lost in the commercial aviation industry in the United States since 1999. Many thousands of these jobs were lost in the Pacific Northwest, but the effects have been felt by suppliers and facilities throughout the country.

What has been responsible for the meteoric rise of Airbus? Their ability to provide a good product at below-market prices because of the generous subsidies they continue to receive from European governments.

These subsidies take several forms. One is through direct capital injections from European governments. Between 1987 and 1994, for example, the French government provided \$4.5 billion in fresh capital to Aerospatiale, a member of EADS which owns 80 percent of Airbus, to offset continuing losses. As recently as 1998, the French government transferred its 46 percent share of Dassault Aviation, worth approximately 880 million euros, to Aerospatiale.

My colleagues, can you imagine the U.S. Congress giving the Boeing Company \$4.5 billion outright to offset commercial failures? Boeing has never received this kind of cash payout from our government.