

TRIBUTE TO SARAH NEWCOMB
MCCLENDON

HON. EDDIE BERNICE JOHNSON
OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 15, 1999

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Speaker, I rise today in salute of Texas-born reporter Sarah Newcomb McClendon and her pioneering efforts as a member of the Washington, DC press corps.

Ms. McClendon was born in Tyler, Texas. She has been a reporter for nearly 70 years and has covered eleven Presidents since 1994. She has covered the White House with wit and directiveness for more than fifty years. Like a true Texas woman, she has earned respect from many for her toughness that is always tempered with a touch of charm.

Prior to moving to Washington, Ms. McClendon received her journalism degree from the University of Missouri in 1931. She worked for the Courier-Times and Tyler Morning Telegraph in Tyler, Texas. She also was a reporter for the Texas newspaper the Beaumont Enterprise. In 1944 she became a National Correspondent for the Philadelphia Daily News. In 1946 she made her pilgrimage to Washington, DC, where she founded the McClendon News Service which she still runs today.

Her awards, which read like a who's who in journalism, include the Woman of Achievement Award for Texas Press Women, the National Federation of Women Award, Public Relations award from the American Legion and the first recipient of the Presidential Award for Journalism in Washington.

Sarah McClendon has helped pave the way for many women journalists and writers. In a field where women are often not heard, she has not relied on good manners to do her job. Instead, she has made people listen and answer her tough questions often forcing many Presidents to do double takes.

Her never-give-up interviewing style has made her both loved and feared. However, at the end of the day, she is the one who has asked the questions her readers care about most.

Mr. Speaker, Sarah McClendon has covered Washington with persistence and good humor. Her ability as a reporter has demonstrated that she truly has printers ink coursing through her veins.

TRIBUTE TO NEW INDUCTEES TO
MINNESOTA AVIATION HALL OF
FAME

HON. JAMES L. OBERSTAR

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 15, 1999

Mr. OBERSTAR. Mr. Speaker, I rise today to pay tribute to two pioneers in general aviation in the State of Minnesota: Francis Einarson of International Falls and Rudy Billberg of Roseau. These two gentlemen will be inducted into the Minnesota Aviation Hall of Fame on Saturday, April 17, 1999.

EXTENSIONS OF REMARKS

Francis Einarson serves as an operator of the International Falls Airport, and he has long been a leader in aviation in Northern Minnesota. His induction to the Aviation Hall of Fame is an honor that it richly deserved—if not overdue. Francis' brother Jim taught him to fly in 1948, and the two men began operating the airport in International Falls the same year. Over the years, Francis Einarson took tourists for scenic rides, taught students how to fly, provided air ambulance service and conducted search and rescue missions. Francis also oversaw several expansions of the International Falls Airport, which today acts as a gateway to Northern Minnesota communities and attractions like Voyageurs National Park.

Rudy Billberg is also part of aviation history in Minnesota. In the early days of aviation, Rudy made his start by barnstorming to festivals in Duluth and the Iron Range and putting on acrobatic shows. He provided valuable service to the United States by training flyers in Duluth and flying troops and supplies during World War II. He also trained junior college students in flying through the Civilian Pilot Training program and was appointed one of Minnesota's first flight examiners.

These men were adventures when aviation was a new mode of transportation, and they made a valuable contribution to the development of the aviation field. I know my colleagues join me in congratulating Francis Einarson and Rudy Billberg on their induction into the Minnesota Aviation Hall of Fame.

INTRODUCTION OF TRAFFIC STOPS
STATISTICS ACT OF 1999

HON. JOHN CONYERS, JR.

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 15, 1999

Mr. CONYERS. Mr. Speaker, I am pleased to introduce the Traffic Stops Statistics Act of 1999 along with 21 additional cosponsors. Identical legislation is being introduced today in the other body by Senators LAUTENBERG, FEINGOLD, and KENNEDY.

Our bill would require the Justice Department to conduct a study of racial profiling by acquiring data from law enforcement agencies regarding the characteristics of persons stopped for alleged traffic violations and the rationale for subsequent searches. The legislation is similar to legislation I introduced last Congress (H.R. 118) which was approved by the Judiciary Committee on a bipartisan basis and passed the House by voice vote on March 24, 1998.

We have all heard stories of African and Hispanic Americans—including many well known actors, athletes, law enforcement officers, and legislators—who have been stopped for the traffic infraction known as "Driving While Black" or "Driving While Brown." Our legislation will allow us to ascertain the extent such profiling is occurring on a nationwide basis, help increase police awareness of the problem, and determine if any broader response is warranted.

The limited data available indicates that the problem of racial profiling in traffic stops is se-

April 15, 1999

rious. For example, a recent study by the Orlando Sentinel found that 70% of the persons stopped on I-95 were African-American, even though they only made up less than 10% of the driver population. A court ordered study in Maryland found that more than 70% of drivers stopped on I-95 were African American though they made up only 17.5% of drivers, while another study conducted in conjunction with a New Jersey civil rights lawsuit found that minorities were nearly five times as likely as non-minorities to be stopped for traffic violations along that state's turnpike.

Further evidence of racial profiling by law enforcement was evident in the case of *State v. Soto*, in which Superior Court judge, Robert E. Francis ruled that troopers were engaging in racial profiling on the southernmost segment of the New Jersey Turnpike. This in turn raises troubling questions regarding the extent to which law enforcement officials may be unfairly targeting Hispanic and Asian Americans under the guise of immigration enforcement.

If our citizens are to trust our justice system it is imperative that all forms of discrimination be eliminated from law enforcement. The Traffic Stops Statistics Act of 1999 will help give Congress the tools to assess and understand a dangerous form of such discrimination—racial profiling in traffic stops.

INTRODUCTION OF THE NATIONAL
ASSISTANCE FOR POLICE OFFICER
SAFETY ACT OF 1999

HON. JAMES E. ROGAN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 15, 1999

Mr. ROGAN. Mr. Speaker, today I am introducing the National Assistance for Police Officer Safety Act. This legislation is a simple, straightforward measure that will give qualified active duty law enforcement personnel carrying proper identification the ability to carry their firearms outside of their local jurisdiction, including across State lines. I am pleased to announce that my friend and colleague Congressman STEVEN ROTHMAN joins me in authoring this bill.

The law enforcement community has long sought a unified federal law to resolve the inconsistent and fickle 'right to carry laws' that pervade State statutes. This bill will give active law enforcement officers the ability to protect themselves and their families from retaliations by criminal stalkers seeking to harm them. Further, this bill increases public safety by adding more armed, qualified peace officers to our streets.

Recently, police officers from my own district traveled to Washington to participate in ceremonies honoring fallen law enforcement officers. During their visit they expressed great concern at being forced to be unarmed on public streets without protection against unsuspected retaliation. This measure will give all police officers—all of us—an added measure of protection.