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younger men we studied in Oxford, England, together—when people typically took a boat. Now, people our age then look at me when I tell them I took 6 days to get from here to England and they think I need my head examined. We are moving around very fast now.

And the last thing I'd like to ask you to think about is where we are going and how we're going to get there. We'll have better roads; we'll have better airports; we'll have safer air travel. But to me, as I have seen all the people before me speak, the people that really did the work—all I had to do as President was to make sure my budget office didn't kill these requests and to make sure everybody I knew knew that I was personally supportive of this. But the Members of Congress and the others here present, the citizens, they did all the work. And all of you who worked on this—I saw the leaders stand up when their names were called—to me, this symbolizes America at its best: people working on a common objective, across party lines, putting people first, thinking about the future. It's a symbol of what I have tried to do in the 6 years I have been in Washington. And I learned most of what I know driving around on these backroads.

And I just want to tell all of you that I thank you for the role that you have played in helping to bring this country to the point where we not only have a surplus for the first time in 29 years but the lowest percentage of people on welfare in 29 years, the lowest unemployment in 28 years, the lowest crime rate in 25 years, the highest homeownership in history, with the smallest Government in Washington since the last time John Glenn orbited the Earth. And I am proud of that.

And what I ask you to think about is that we are—all of us—living in a smaller and smaller world, where our interdependence and our own power depends upon our constructive interdependence with our friends and neighbors beyond our borders—the borders of our region, our State, our Nation. If we're going to build a pathway to the future, we have to build it with air travel; we have to build it with the Internet; we have to build it with modern medical and scientific research; and we have to build it by giving every child—without regard to income, race, region, or background—a world-class education.

We have to build it by recognizing that all the differences that exist in this increasingly diverse country—I know there are churches here in northwest Arkansas that now have service in Spanish on Sunday, which would have been unthinkable 24 years ago, when I first started traipsing around on these roads. All of that is a great blessing, if we decide, when we soar into the future, we're all going to take the flight together.

You built this airport together. Take it into the future together. Thank you, and God bless you all.

NOTE: The President spoke at 3:05 p.m. In his remarks, he referred to former Representative John Paul Hammerschmidt; Stan Green, chairman, and George Billingsly, member, Northwest Arkansas Regional Airport Authority; Peter Bowler, president, American Eagle Airlines; Alice Walton, chair emeritus, Northwest Arkansas Council, and her mother, Helen, widow of the late Sam Walton, founder, Wal-Mart Stores, Inc.; Uvalde Lindsey, secretary-treasurer, and his wife, Carol, president, Ozark International Consultants; J.B. Hunt, founder and senior chairman, J.B. Hunt Transport, Inc.; former Senator David H. Pryor; and Lt. Gov. Winthrop P. Rockefeller of Arkansas. This item was not received in time for publication in the appropriate issue.

## Statement on Signing the Automobile National Heritage Area Act

*November 6, 1998*

Today I am pleased to sign into law H.R. 3910, the "Automobile National Heritage Area Act."

In 1896, when Charles and Frank Duryea built 13 identical horseless carriages with the idea of selling automobiles for a profit, Michigan was a rural State of dirt roads, with an economy fueled by agriculture and the timber industry. Trains, canals, and rivers were America's means of transporting commerce. People in rural communities had no easy means of traveling to surrounding towns and cities. The car ended this isolation and transformed Michigan into an industrial giant and America into a moving, working, modern

economy. It is only appropriate that we now recognize and honor the cultural legacy of the automobile. The Automobile National Heritage Area—by bringing together a collection of historical facilities and assets and making them available for education, recreation, and tourism—will create something unique and lasting for both Michigan and America.

I am also pleased that H.R. 3910 will establish the Tuskegee Airmen National Historic Site to honor the African American World War II pilots who sacrificed so much during World War II. Fittingly, the Historic Site will be located at the Tuskegee Institute's Moton Field, the first and only training facility for African American pilots during the war. The successes of the Tuskegee Airmen, as they were known, paved the way to desegregation of the military. They proved to the American public that, when given the opportunity, African Americans would become effective leaders. The Historic Site will inspire present and future generations as they come to understand the contribution that these brave individuals made toward defending their Nation and advancing the subsequent civil rights movement.

In addition, H.R. 3910 will authorize a memorial to Benjamin Banneker to honor this Nation's first African American man of science. Mr. Banneker, a self-educated mathematician whose grasp of calculus and spherical trigonometry allowed him to publish his astronomical almanac from 1791 until 1796, is best remembered for his scientific and mechanical genius. It is appropriate to honor this great American by erecting a memorial here in the District of Columbia, where Mr. Banneker employed his celebrated talents to survey and establish the boundaries of the Federal City.

Clarification, however, is needed with respect to section 403(a)(2) of H.R. 3910, which provides that certain members of the Delaware and Lehigh National Heritage Corridor Commission shall "represent" specified State agencies. If this provision were construed to require the Secretary of the Interior to appoint employees of specified agencies to the Commission, it would violate the Appointments Clause of the Constitution. Accordingly, I will interpret this provision as merely requiring that the Secretary's appointees represent these agencies by endeavoring to understand and convey the agencies' concerns to the Commission. Under this construction, section 403 will not impermissibly restrict the Secretary's discretion to select and appoint the members of the Commission.

Much of H.R. 3910 was carefully crafted on a nonpartisan basis. I thank the Michigan delegation and others for their contribution, particularly Representative Joe Knollenberg and Representative John Dingell who, like his father before him, has tirelessly served the people of Michigan and provided the leadership necessary to make dreams such as the Automobile National Heritage Area a reality.

**William J. Clinton**

The White House,
November 6, 1998.

NOTE: H.R. 3910, approved November 6, was assigned Public Law No. 105–355. This item was not received in time for publication in the appropriate issue.

## Statement on Senator Daniel Patrick Moynihan's Decision Not To Seek Reelection

*November 6, 1998*

Senator Moynihan's decision to retire comes as sad news for all of us who have worked with him and learned from him during his long career of public service.

Pat Moynihan has been a larger-than-life figure in the Senate, ably filling the seat once held by Aaron Burr, Martin Van Buren, and Robert F. Kennedy. For the last 22 years, Senator Moynihan has been a prescient presence in the United States Senate, always prodding the country to face our toughest challenges. His experience and expertise in foreign policy, domestic policy, science, and the arts has guided the Senate and served