

could verify his story, said Peter Muello, an Associated Press writer in 1995.

Shortly after that initial report, a British man told authorities he had found the plane, and even reported the aircraft's correct identification number, said Muello.

The Leitch family never heard about either of these sightings.

A letter to Leitch's parents from a Brazilian official, dated July 14, 1944, said American authorities were searching "where the plane is supposed to have made a forced landing."

Five years later, Leitch's mother contacted a U.S. vice-consul in Belem, who told her that tribes in the area were friendly, and if anything had been found, they would have contacted the Brazilian authorities.

During that same time year (1949), the Los Angeles Times reported that the U.S. Adjutant General's Office issued the statement that "no evidence has been submitted that any of the crew parachuted to the safety, nor has any indication been received that the men were found by natives."

"Any that was all we heard," said Leitch. "My mother went to her grave believing her John was still alive, somewhere in the jungle," he said.

After these reports, no official statements about 42-95064 were made until 1995, when Brazilian army authorities said their 3rd Jungle Infantry Battalion discovered the wreckage in August 1994 and brought back "a leather artifact" that one official said was probably part of a crewmember's flight jacket.

But in December 1994, a joint search party mounted by Brazil's air force and the U.S. Embassy to Brazil failed to find the site.

Finally, officials confirmed the site; and on Independence Day, 1995, a 15-man salvage team from the U.S. Army Central Identification Laboratory arrived in Brazil to join a Brazilian army expedition to travel to the site and recover anything that was left.

"BRING THE BOYS BACK HOME"

When millions of Americans sang along with war-era stars like Vera Lynn and Glenn Miller, hoping that "We Will Meet Again" and praying to "Bring The Boys Back Home," few would dream their government and their tax dollars would still be busy trying to do exactly that, more than 50 years later.

Thanks to the ongoing mission of the Army Central Identification Laboratory in Hawaii (CILHI), many missing servicemen—especially from Vietnam—have been positively identified from even the smallest of remains, after a process involving long hours of scientific analysis.

Apparently, that's where 42-95064's crew has been since the summer of 1995, while U.S. Army officials attempted to track down next-of-kin for each man.

An FAB (Brazilian air force) team prepared the site, and assisted the CILHI researchers during a three-week recovery effort in a dense jungle area some 50 miles northeast of the Amazon River city of Macapá, located about 250 miles northwest of the plane's destination, Belém.

Searchers found two sets of "dog tags" and numerous bone fragments at the site, said Johnie Webb, a CILHI civilian deputy commander.

"It is, very dense jungle," he said, adding that "all 10 (crewmen) perished in the aircraft."

Two weeks of digging at the crash site brought nothing, Leitch said officials told him.

"They had dug several meters deep and were starting to lose hope, when suddenly, they started finding bones, rings, necklaces and dog tags with names and ranks written

on them," said Fernando Allegretti, a spokesman for the Brazilian state of Amapá, where the plane crashed.

One investigator found a wallet, and another found several 1944 dollar bills, he said.

The high-speed impact of the crash meant little was left of the aircraft, and most of it—spread over a wide area and undisturbed for 51 years—will never be recovered, officials said.

After three weeks, the team recovered the remains of all 10 on board.

Officials then held a memorial service for the crew at Macapá, capital city of Amapá.

A short time later, CILHI forensics experts confirmed the remains were, indeed, those of the long-lost crew of 42-95064.

#### GIVE THEM PEACE

After more than two-and-a-half years of attempting to find surviving relatives of the crew, the U.S. Army has apparently decided against returning the remains to the families.

"I made call after call" to the authorities, said Leitch after hearing of the plane's discovery in 1995.

"I was told they were going to use a DNA process to identify each man," he said.

"We wanted him (John) buried out here in Los Angeles, with my parents."

Leitch said the family has kept a burial plot for John all these years.

However, last month's announcement of plans for the Feb. 20 group burial in Arlington put an end to each family's own hopes for closure.

Army officials apparently identified Peggy Bowling, a Williamsburg woman who is Smith's first cousin, as Smith's closest living relative.

Bowling and another Whitley County resident are expected to attend the Feb. 20 ceremony.

Leitch said the government is arranging to fly family members to Washington for the event.

The 42-95064's crew included:

2nd Lt. Edward I. Bares, pilot, Chicago; Flight Officer Robert W. Pearman, co-pilot, Miami; Flight Officer Laurel Stevens, bombardier, Monroe, Iowa; 1st Lt. Floyd D. Kyte Jr., navigator, Elmira, N.Y.; Sgt. John Rocasey, nose gunner, El Monte, Cal.; Staff Sgt. John E. Leitch, engineer, Los Angeles; Sgt. Michael Prasol, tail gunner, Northampton, Mass.; Sgt. Herman Smith, ball turret gunner, Williamsburg, Ky.; Sgt. Max C. McGilvrey, upper gunner, Perkins, Okla.; and Staff Sgt. Harry N. Furman, unknown replacement, Dayton Plains, Mich.

Furman, not part of the plane's original crew, replaced the crew's radio operator. Staff Sgt. Abe Shepherd of Ohio, on the fateful flight

"It is likely that the ground crew chief may well have replaced one of the gunners, who would have gone by sea," said Kevin Welch, a B-24 veteran.

"Occasionally, some positions were manned by non-crew members," said John Jakab, another B-24 veteran.

For example, he said, "my co-pilot crossed over by ship. My co-pilot for the overseas flight was our unit operations officer."

Shepherd's fate is not known—and, after all these years, there aren't that many people still around who remember the lost crew of 42-95064.

But some will never forget them.

"I have mixed feelings" about the upcoming ceremony, said Leitch.

The Leitch brothers, born 17 months apart, "used to double date" in their young days in southern California, he said.

"I'm happy that it's coming to a close, but I really miss him. It still bothers me."

#### UNABLE TO ATTEND ROLLCALL VOTE

### HON. ILEANA ROS-LEHTINEN

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 12, 1998

Ms. ROS-LEHTINEN. Mr. Speaker, I regret that due to unforeseen circumstances I was unable to vote on H. Res. 352 (Rollcall No. 12). If I had been present, I would have voted "Aye".

#### TWO YEAR ANNIVERSARY OF THE TELECOMMUNICATIONS ACT OF 1996

### HON. SUE MYRICK

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 12, 1998

Mrs. MYRICK. Mr. Speaker, I rise today to commend the Federal Communications Commission on their newly demonstrated spirit of cooperation as they continue to implement the Telecommunications Act of 1996.

We are beginning to see the spirit of the new faces on that Commission. There is no question that the new members of the FCC have a lot of work to do—particularly as they work through what their predecessors started in the process which will allow local phone companies into the long distance market.

Until just recently, the 14-point check list, designed to ease the long distance entry process, has been a constant source of confinement for local service providers. They have been forced into the courts to seek refuge. The courts have ruled in favor of the local companies.

After such a long string of slanted rulings, clearly issued in defiance of the will of this Congress, I am pleased to see that the FCC is singing a new tune. I look forward to seeing those new words develop into new actions—actions that will fulfill the 2 year old promise of lower prices and more choices for American consumers.

#### 1998 CONGRESSIONAL OBSERVANCE OF BLACK HISTORY MONTH

SPEECH OF

### HON. WILLIAM J. COYNE

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 11, 1998

Mr. COYNE. Mr. Speaker, I am pleased to join my colleagues in this special order celebrating Black History Month. I would like to express my appreciation to Representatives LOUIS STOKES and MAXINE WATERS for organizing this special order, which provides the Members of the House with an important opportunity to participate in Black History Month.

The United States has officially commemorated Black History Month and its predecessors can be traced back an additional 50 years to 1926, when Dr. Carter G. Woodson, a prominent educator, historian and author, created Negro History Week. Since then, each February has been a time when Americans are called upon to educate themselves about

the contributions that African Americans have made to all aspects of American life and culture—and to consider the complicated role that race and racism have played in our nation's history.

The Association for the Study of Afro-American Life and History, an organization that Dr. Woodson established in 1915 to promote a greater understanding and appreciation of the contributions that African Americans have made to this country, has selected "African Americans in Business: The Path Toward Empowerment" as the theme for this year's observance of Black History Month.

This is a most important topic because as many Americans of different racial and ethnic backgrounds have learned, economic power leads to political power. The experiences of many well-known African Americans illustrate how business success can lead to political empowerment.

Paul Cuffe was a seaman and shipowner in Massachusetts during and after the Revolutionary War. He built, commanded, and invested in a number of vessels during his long career. His activity as a black captain of a black crew shattered many widely held perceptions about African Americans. He started out in fishing, but his business ventures slowly expanded to include the coastal trade along the Atlantic coast, international trade, and whaling voyages in distant waters. At the time of his death, his shipping empire conducted trade with Europe, Asia, and the West Indies. Mr. Cuffe was politically active at an early age. He joined other African Americans in protesting their treatment under the Massachusetts Constitution of 1778, which held them liable for taxes even as it refused them the right to vote. As a result of their efforts, a court decided in 1783 that African Americans did have the right to vote in Massachusetts. Most of his political activity, however, came later in his life, after he had made his fortune. Mr. Cuffe used his wealth to support efforts to establish African American settlements in Sierra Leone. He established the Friendly Society to finance this endeavor, and he traveled to England and Africa to promote it. He also met with Treasury Secretary Albert Gallatin and President James Madison to seek their help. His business success enabled him to successfully pursue his political goals.

Another notable African American whose business success empowered him was James Forten. Born free in Philadelphia, the grandson of a slave, Mr. Forten attended an abolitionist school until the death of his father forced him to drop out to support his family. After serving on a privateer during the Revolutionary War, Forten apprenticed himself to a white sailmaker, Robert Bridges. He rapidly proved his ability, and Bridges made him his foreman. When Mr. Bridges retired in 1798, Mr. Forten took over the business, operating a racially integrated workplace with nearly 50 employees. Mr. Forten became a wealthy man, and he used his wealth to pursue political change. He circulated petitions protesting the fugitive slave laws. He published pamphlets opposing proposals to prohibit free blacks from settling in Pennsylvania. He was an active abolitionist, and he provided more financial support to the abolitionist cause than anyone except Arthur and Lewis Tappan. Even when he was not allowed to vote because of his race, his white employees voted for the candidates he supported on his behalf.

William Leidesdorff was another African American whose business success led to empowerment. Born on the West Indian island of St. Croix, Mr. Leidesdorff became a naturalized citizen of the United States in 1834 and began working as a ship's captain—sailing out of first New Orleans and then New York. One of his voyages left him in California, which was at that time part of Mexico, in 1841. Mr. Leidesdorff settled down in Yerba Buena, a little seaside town that would one day be renamed San Francisco, and he started a business selling local supplies to ships and importing goods which he sold to the other settlers. His business prospered, and he built the first hotel in San Francisco. As a result of his prominence in the community, Mr. Leidesdorff was appointed the American vice consul for the Port of San Francisco in 1845. Over the course of the next year, he was active in the efforts to secure California's independence from Mexico. Mr. Leidesdorff collaborated with Captain John Fremont, Commander John Montgomery, and Commodore John Sloat in driving the Mexican government out of California and in making California part of the United States. He was elected to the first San Francisco city council in 1847, and he served on the committee that set up San Francisco's first public schools. In short, his business success led to become an influential and respected community leader.

John Merrick was born into slavery in Clinton, NC, and worked for a number of years as a hod carrier and brick mason before becoming a barber and opening a barber shop in Durham, North Carolina, in 1880. The barber shop prospered, and he opened several other barber shops. Mr. Merrick became involved in providing insurance to the African American community, and he founded the North Carolina Mutual Life Insurance Company in 1898. From a modest initial investment of \$350, the company grew and grew. At the time of Mr. Merrick's death in 1919, the company's policies provided more than \$16 million worth of coverage. Mr. Merrick also worked successfully to establish a black-owned and operated bank, drug store, real estate company, and textile mill in his home of Durham, NC. Mr. Merrick became one of the leading black businessmen in the post-Reconstruction South, and he used his prominence and connections to help establish Lincoln Hospital, one of the best private hospitals for African Americans in the Jim Crow South.

Charles Clinton Spaulding left his family farm in North Carolina in the late 1800's to get an education. He began his career toiling as a dishwasher, bellboy, waiter and cook while he studied with children half his age to get the equivalent of a high school education. He persevered, and he eventually graduated from Whitted Grade School in 1898 at the age of 24. He took a job as the manager of a black-owned grocery company, but the business failed and Mr. Spaulding was plunged into debt. Despite this adversity, Mr. Spaulding persevered. He was hired by Jon Merrick in 1899 as the first employee of the North Carolina Mutual Life Insurance Company, and largely through his hard work and innovative marketing, the company was very successful. Mr. Spaulding became president of the company in 1923. At the time of his death in 1952, the company employed over 1,000 people and provided more than \$165 million in insurance policies. Under Mr. Spaulding's leadership, the

North Carolina Mutual Life Insurance Company became the largest black-owned business in the country.

One of the best-known African American entrepreneurs in this country was Madame C.J. Walker, who rose from poverty to become a millionaire. Born Sarah Breedlove to a poor farming family in Delta, Louisiana in 1867, she was orphaned when she was 6 years old and was raised by her older sister. She was married when she was 14, had a daughter several years later, and became a widow when she was 20. She worked as a washerwoman to support herself and her daughter for a number of years. In 1905, she developed a hair conditioner and a metal comb for straightening hair. She began selling her hair care products and other cosmetics door to door in Saint Louis, but as she became successful she developed other marketing approaches—mail order sales, franchised sales agents, and lecture tours—that allowed her business to expand to many parts of the South and the East. In 1910, Madam C.J. Walker moved her operations to Indianapolis, where she set up a large manufacturing facility. By the time she passed away in 1919, she was one of the most successful business women in the country. She used her wealth to support the NAACP, homes for the elderly and the needy, and educational opportunities for African Americans.

Another successful business woman born just after the Civil War was Maggie Lena Walker. A native of Richmond, VA, Maggie Lena Walker graduated from high school despite the early death of her stepfather. She went on to teach in a public school, work as an insurance agent, and take business courses in accounting and salesmanship. She worked her way up the hierarchy of a fraternal insurance cooperative known as the Grand United Order of St. Luke. The Order provided health and burial benefits for its members. In 1899, Mrs. Walker was named executive secretary-treasurer of this organization, and she changed its name to the Independent Order of St. Luke. Under her management, the organization grew substantially. In 1903, she established the St. Luke Penny Savings Bank and became its president. The St. Luke Penny Savings Bank grew steadily, and in 1929, it absorbed the other African American banks in Richmond under the name of the Consolidated Bank and Trust Company. Mrs. Walker served as the chairman of the Consolidated Bank and Trust Company's board of directors until her death in 1934. She organized and supported several large philanthropic organizations, and she was active in the state NAACP.

Robert L. Vann was born in the late 1800s into a poor farming family in rural North Carolina. Mr. Vann steadfastly pursued his education—working his way through school and earning a law degree from the University of Pittsburgh in 1909. In 1910, he was the motivating force behind the establishment of the Pittsburgh Courier, a newspaper serving the African American community. Over the following 2 years, Mr. Vann acquired sole control of the paper and became its editor. The paper grew substantially, and its success allowed Mr. Vann to become involved in politics. He served as Assistant City Solicitor for the City of Pittsburgh from 1917 until 1921. He served as national director of outreach efforts to the African American community for the Republican presidential campaigns of 1920, 1924, and 1928. In the presidential campaign of

1932, he used his influence to encourage black voters to support Franklin Roosevelt, and as a result of his efforts he served in several capacities in the Roosevelt Administration, where he worked to increase African Americans' political power. Mr. Vann used his influence, for example, to push for racial equality in the U.S. armed forces. After leaving the administration, Mr. Vann returned to the Pittsburgh Courier, where he urged African Americans to refrain from making an allegiance with either political party. He believed that African Americans would enjoy greater political power if their votes could not be taken for granted by either political party.

Archie A. Alexander was born in Iowa in 1888. His father was a janitor. Mr. Alexander worked his way through college—studying engineering despite efforts to discourage him from pursuing this profession. He graduated from the University of Iowa in 1912 with a B.S. in civil engineering. In 1914, he set up an engineering firm, Alexander and Higbee, at the age of 26. The firm did well. Mr. Alexander continued the business on his own for several years after the death of his partner, but in 1929 he joined one of his university classmates to establish the firm of Alexander and Repass. Their business flourished, and they won and completed large projects across the country. In 1954, President Eisenhower appointed Mr. Alexander Governor of the U.S. Virgin Islands.

John H. Johnson, the noted African American publisher, was born in Arkansas, but his family moved to Chicago when he was 15 years old. His hard work in school led to an opportunity that changed his life. He was selected to speak at the 1936 Chicago Urban League banquet honoring high school seniors. His speech so impressed the main speaker, the president of the Supreme Liberty Life Insurance Company of Chicago, that he was hired to work in the company's offices. For the next four years, Mr. Johnson worked in the company's offices and studied at the University of Chicago and Northwestern University. When Mr. Johnson completed college, he went to work full-time for Supreme Liberty. In the course of his work, Mr. Johnson realized that many African Americans would be interested in buying a publication containing news about African Americans and the African American community. In 1942, he began publishing and selling a magazine named *Negro Digest*. The demand for this new publication was impressive. Circulation rose to more than 100,000 readers in a few short years. Mr. Johnson followed up on this success with other publications. In 1945, he brought out *Ebony* magazine, and in 1951, he introduced *Jet*. Today, he is one of America's leading publishers.

These are just a few of the more prominent African American entrepreneurs from the past 200 years. Many African Americans have successfully overcome adversity, financial challenges, and discrimination to create successful businesses. Many of these successful black entrepreneurs identified and addressed needs in the African American community that white businesses had ignored or disdained—but others like Paul Cuffee, James Forten, William Leidesdorff, and Archie Alexander competed head-to-head with white businesses quite profitably. In either case, the individuals I have mentioned were able to use their business successes to pursue social or political ends.

The interesting question is how much more these entrepreneurs could have achieved had they not faced the widespread racism and race-based legal restrictions of their times.

Today, opportunities exist both within the black community and within the larger society for African American businesses to develop and grow. As we celebrate Black History Month, I believe that we should rededicate ourselves to the expansion of economic opportunities for African Americans and other minorities. Such efforts must go beyond the speeches we give here today. I believe that affirmative action and government programs that help develop minority-owned small businesses are still needed to create a "level playing field"—they are needed to offset the impact of residual racism in our society, and to offset the effects of decades of discrimination. I urge my colleagues to act to protect, expand, and improve federal efforts to guarantee economic and educational opportunity to all Americans.

#### NATIONAL SEA GRANT COLLEGE PROGRAM REAUTHORIZATION ACT OF 1998

SPEECH OF

**HON. F. JAMES SENSENBRENNER, JR.**

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, February 11, 1998*

Mr. SENSENBRENNER. Mr. Speaker, I rise today in support of the amendment to S. 927, The National Sea Grant College Program Reauthorization Act of 1998. I think that it is especially appropriate that we bring this bill before the House early in 1998, which has been designated by the United Nations as the "Year of the Ocean." I can think of no better way to enter into the spirit of this designation than by passing the Sea Grant bill before us today.

Thirty-two years ago, the National Sea Grant College Program was established by Congress to improve our understanding of the nation's marine environment and to manage marine resources better. Since then, ocean and marine science hasn't stood still, and neither should the Sea Grant program. This latest reauthorization bill is the fruit of a bipartisan effort between the Committee on Science and the Committee on Resources to update and reinvigorate the Sea Grant program and to improve the accountability of the program to the taxpayers. I believe this bill achieves both of these goals, and I urge my colleagues on both sides of the aisle to support it.

This five-year reauthorization is not much different from the H.R. 437, which passed the House overwhelmingly last June. It adds and modifies various definitions, clarifies the responsibilities of the Program Director, and outlines the duties of the Sea Grant institutions conducting Sea Grant programs. It also includes merit reviews of grant and contract applications, repeals the Sea Grant International Program, which has never been funded, and ensures peer review of research sponsored by Sea Grant. Moreover, by limiting administrative spending to no more than 5 percent of the lesser of the amount authorized or appropriated each fiscal year, the bill also will help ensure that the taxpayers' money is being spent on research, not red tape.

In addition to the base authorization for the Sea Grant program, the bill includes additional

authorizations for competitive, peer-reviewed research into the problems of zebra mussels, oyster disease, and *phiesteria*. I don't have to tell you how these organisms have plagued many communities throughout America and of the economic losses they have caused. This bill will help us get the best scientific minds working to improve our understanding of these problems and to find solutions.

The Sea Grant program has contributed greatly to our knowledge of the marine environment these past three decades and has earned the support of the political and scientific community. I believe the bill the Science and Resources Committees have crafted will put the program on a sound footing for the future and, just as important, will provide the taxpayer with value for money. I urge my colleagues to support it.

Before closing, I would like to commend the gentleman from California [Mr. CALVERT], Chairman of the Science Committee's Subcommittee on Energy and the Environment, and the subcommittee's ranking member, the gentleman from Indiana [Mr. ROEMER], for their hard work on this legislation. I would also like to thank the ranking member of the Science Committee, the gentleman from California [Mr. BROWN], for his support throughout the process.

I also want to take a moment to thank the gentleman from Alaska, the Chairman of the Committee on Resources [Mr. YOUNG], and his colleagues on the Committee on Resources, including the gentleman from California [Mr. MILLER], the ranking member of the committee; the gentleman from New Jersey [Mr. SAXTON], Chairman of the Subcommittee on Fisheries, Conservation, Wildlife, and Oceans; and the gentleman from Hawaii [Mr. ABERCROMBIE], the subcommittee's ranking member. They can be proud of their handiwork.

#### IMPORTANCE OF RENEWABLE ENERGY IN THE UTILITY RESTRUCTURING DEBATE

**HON. SCOTT L. KLUG**

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

*Thursday, February 12, 1998*

Mr. KLUG. Mr. Speaker, legislation allowing all consumers to choose their electricity provider has been the subject of ongoing discussion during the past two sessions of Congress. It continues to be a topic that engages Congress and the American public. A majority of voters favor Congress requiring electricity companies to use renewable energy sources. In fact, almost 70% favor requiring utilities to invest in energy efficient programs. And, given a choice, 78% of Americans would be willing to pay more for non-polluting, environmentally-friendly electric power.

With this mandate, I was honored yesterday to submit a letter to Chairman BILEY and Ranking Member DINGELL, signed by myself and 105 of my colleagues from both sides of the aisle, urging that renewable energy remain part of the overall discussion on utility restructuring. I include this letter and the list of co-signors in the record and commend it to your attention. Thank you very much.