

job to come home and to cook and to sew and to do the dishes and to wash the clothes and drive the car pools.

That woman deserves better than what we are giving her, Mr. Speaker. She is getting abused by the big government crowds who favor bureaucrats over people, and it is time that we change it. So I think on so many of these programs we do have to take a look and find out how we can make the program better. We should be able to do that without crying foul from either side.

Let me show a Medicare chart. In the balanced budget agreement, the 5-year Medicare spending does go up. This is the balanced budget agreement. Medicare is approximately level. I am sure, Mr. Speaker, we are going to be hearing over and over again that balancing the budget will cut Medicare. Do my colleagues know why we are going to hear that? Because it is easy to hoodwink America's seniors. We have people who only have Medicare and Social Security. It is easy to scare them. It is not fair. It is not right. But we have a lot of people who are willing to do that in the U.S. Congress.

Mr. Speaker, I think again, when it comes to seniors, when it comes to the elderly, we owe them truth, but we also owe them good government. And if we can reform Medicare and keep it from going bankrupt by strengthening it and preserving it and protecting it, not for the next election, but for the next generation, then we have served the elderly well.

I am going to touch base on about one more thing, Mr. Speaker, if I could find my chart; and that is one other program that we need to take a very, very close look at, and that is AmeriCorps. AmeriCorps is the program that, at minimum, changes the definition from volunteer, volunteer meaning somebody who works who does something for free, to being a volunteer as somebody who gets paid from a government bureaucracy.

AmeriCorps is President Clinton's domestic Peace Corps. Now who could argue with that? It sounds great, right? Well, consider this. When the President started AmeriCorps in 1993, he said we are only going to give it seed money; this is not going to become a bureaucracy; this is going to become a lean mean venture capital type outfit.

Well, here we are 3 years later, 4 years later. AmeriCorps is \$400 million a year. AmeriCorps spends \$1.7 million a year on PR, public relations, so that they can get people to write Members of Congress and say keep this important program going. AmeriCorps volunteers costs taxpayers anywhere from \$26,000 to \$31,000 per child per year. And the child is a 16-, 17-, 18-year-old and they get \$1,500. Sometimes they get uniforms. Uniforms cost anywhere from about \$150 to as high as a thousand dollars. It is pure waste.

There was one case in Texas along the border that the program issued a \$2.8 million grant, and the director of

that program received an \$85,000 a year salary. Again, Mr. Speaker, what a volunteer. They have cars. They have expense accounts. They go out for lunch on the taxpayers. It is absolutely ridiculous. So Congress says, let us audit AmeriCorps. We cannot do it. The books are too messed up. There are too many different disjointed records. It is in shambles. And AmeriCorps could not be audited.

It is time, Mr. Speaker, that we tell the truth that, look, this program is not working. I have one other story. A friend of mine is volunteering for Habitat for Humanity, and he is a good friend of mine. He does lots of volunteer work for churches, for other churches, for other causes. He is volunteering for Habitat for Humanity, as he always has. And AmeriCorps sends their crew out there, their paid volunteers, to go work side-by-side with the regular, the real volunteers. And he says half the kids are over there listening to the radio talking back and forth, smoking cigarettes, goofing off and playing. And here we have got part-time volunteers, executives that make \$200,000 or \$300,000 a year. And they are working their tail off. And over here sitting on the floor is a 17-year-old getting paid and he will not even work while he is getting paid.

That is a horrible message because what my friend told me, the Habitat for Humanity real volunteer, he said: I have about had it, and I am not going to go out there and work my tail off while some kid is getting paid for it. He refuses to.

That is the type of program that we have to deal with, Mr. Speaker, and we ought to be able to say: You know, America, we cannot afford to do everything for everybody all the time as we have been doing. It is time to balance the budget.

I close with this, definition of a trillion. We are \$5 trillion in debt. If we pulled \$65 billion in train cars, \$65 million per boxcar, how long would the train have to be to have \$1 trillion in it? It would have to be 240 miles long.

Mr. Speaker, we have got a debt right now of over \$5 trillion. It is time to balance the budget and do something for America's children, America's family, and America's future.

LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted to:

Mr. FLAKE (at the request of Mr. GEPHARDT) for today, on account of personal business.

SPECIAL ORDERS GRANTED

By unanimous consent, permission to address the House, following the legislative program and any special orders heretofore entered, was granted to:

(The following Member (at her own request) to revise and extend her remarks and include extraneous material:)

Ms. PELOSI, for 5 minutes, today.

(The following Members (at their own request) to revise and extend their remarks and include extraneous material:)

Mr. WELDON of Florida, for 5 minutes, today.

Mr. ROEMER, for 5 minutes, today.

Mr. BILIRAKIS, for 5 minutes, today.

Mr. MEEHAN, for 5 minutes, today.

Mr. GIBBONS, for 5 minutes, today.

Ms. STABENOW, for 5 minutes, today.

(The following Members (at their own request) to revise and extend their remarks and to include extraneous material:)

Mr. FORBES, for 5 minutes, today.

Mr. KNOLLENBERG, for 5 minutes, today.

Mr. POMEROY, for 5 minutes, today.

(The following Members (at their own request) to revise and extend their remarks and include extraneous material:)

Ms. SANCHEZ, for 5 minutes, today.

Mr. NEUMANN, for 5 minutes, today.

Mr. SANDERS, for 5 minutes, today.

(The following Members (at the request of Mr. TIERNEY) to revise and extend their remarks and include extraneous material:)

Ms. NORTON, for 5 minutes, today.

Mr. REYES, for 5 minutes, today.

Mr. CONDIT, for 5 minutes, today.

Mr. GOODE, for 5 minutes, today.

Mr. TURNER, for 5 minutes, today.

Mr. SANDLIN, for 5 minutes, today.

Mr. BOYD, for 5 minutes, today.

Mr. DAVIS of Illinois, for 5 minutes, today.

Mrs. MALONEY of New York, for 5 minutes, today.

(The following Members (at the request of Mr. BUYER) to revise and extend their remarks and to include extraneous material:)

Mr. SNOWBARGER, for 5 minutes, on May 16.

Mr. FOLEY, for 5 minutes, today.

Mr. HANSEN, for 5 minutes, on May 15.

Mr. CUNNINGHAM, for 5 minutes, today and May 15.

(The following Members (at their own request) to revise and extend their remarks and include extraneous material:)

Mr. GOODLATTE, for 5 minutes, today.

Ms. GRANGER, for 5 minutes, today.

EXTENSION OF REMARKS

By unanimous consent, permission to revise and extend remarks was granted to:

(The following Members (at the request of Mr. BUYER) and to include extraneous matter:)

Mr. WAMP.

Mr. OXLEY.

Mr. SOLOMON.

Mr. BUNNING.

Mr. BLUNT.

Mr. FAWELL.

Mr. GOODLING.

Mr. LAZIO of New York.

Mr. BALLENGER.

(The following Members (at the request of Mr. TIERNEY) and to include extraneous matter:)

Mr. FROST.
 Mr. CAPPS.
 Mr. SCHUMER.
 Ms. STABENOW.
 Mr. KUCINICH.
 Mr. HAMILTON.
 Ms. WOOLSEY.
 Mr. VISCLOSKEY.
 Mr. PAYNE.
 Mr. BERMAN.
 Mr. LANTOS.
 Mr. STARK.
 Mr. BORSKI.
 Mr. KLECZKA.

(The following Members (at the request of Mr. KINGSTON) and to include extraneous matter:)

Mr. CHRISTENSEN.
 Mr. HILLEARY.
 Mr. FOGLIETTA in two instances.
 Mr. UNDERWOOD.
 Mr. SHERMAN.
 Mr. PALLONE.
 Mr. KILDEE.
 Mr. BOB SCHAFFER of Colorado.
 Mr. CLAY.
 Mrs. MALONEY of New York.

ADJOURNMENT

Mr. KINGSTON. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 7 o'clock and 55 minutes p.m.), the House adjourned until tomorrow, Thursday, May 15, 1997, at 10 a.m.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XXIV, executive communications were taken from the speaker's table and referred as follows:

3281. A letter from the Under Secretary for Rural Development, Department of Agriculture, transmitting the Department's final rule—Housing Preservation Grant Program (Rural Housing Service) [Workplan Number 93-015] (RIN: 0575-AB43) received May 7, 1997, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Banking and Financial Services.

3282. A letter from the General Counsel, Department of Transportation, transmitting the Department's final rule—Federal Motor Vehicle Safety Standards; Occupant Crash Protection Child Restraint Systems (National Highway Traffic Safety Administration) [Docket No. 74-14; Notice 116] (RIN: 2127-AG14) received May 9, 1997, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Commerce.

3283. A letter from the Deputy Secretary, Securities and Exchange Commission, transmitting the Commission's final rule—Expansion of Short-Form Registration to Include Companies with Non-Voting Common Equity [Release Nos. 33-7419 and 34-38581; File No. S7-23-96] (RIN: 3235-AC82) received May 8, 1997, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Commerce.

3284. A letter from the General Counsel, Department of Transportation, transmitting the Department's final rule—Airworthiness Directives; Boeing Model 737-100, -200, -300, -400, and -500 Series Airplanes (Federal Aviation Administration) [Docket No. 96-NM-150-AD; Amdt. 39-10010; AD 97-09-14] (RIN: 2120-AA64) received May 9, 1997, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

3285. A letter from the General Counsel, Department of Transportation, transmitting the Department's final rule—Airworthiness Directives; Boeing Model 747 Series Airplanes (Federal Aviation Administration) [Docket No. 96-NM-52-AD; Amdt. 39-10009; AD 97-09-13] (RIN: 2120-AA64) received May 9, 1997, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

3286. A letter from the General Counsel, Department of Transportation, transmitting the Department's final rule—Airworthiness Directives; Aerospatiale Model ATR42 and ATR72 Series Airplanes (Federal Aviation Administration) [Docket No. 96-NM-141-AD; Amdt. 39-10007; AD 97-09-11] (RIN: 2120-AA64) received May 9, 1997, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

3287. A letter from the General Counsel, Department of Transportation, transmitting the Department's final rule—Airworthiness Directives; Raytheon Model DH 125-1A, -3A, and -400A Series Airplanes (Federal Aviation Administration) [Docket No. 96-NM-190-AD; Amdt. 39-10008; AD 97-09-12] (RIN: 2120-AA64) received May 9, 1997, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

3288. A letter from the General Counsel, Department of Transportation, transmitting the Department's final rule—Airworthiness Directives; Boeing Model 767 Series Airplanes (Federal Aviation Administration) [Docket No. 97-NM-66-AD; Amdt. 39-10012; AD 97-08-51] (RIN: 2120-AA64) received May 9, 1997, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

3289. A letter from the General Counsel, Department of Transportation, transmitting the Department's final rule—Airworthiness Directives; Jetstream Model BAe ATP Series Airplanes (Federal Aviation Administration) [Docket No. 96-NM-100-AD; Amdt. 39-10006; AD 97-09-10] (RIN: 2120-AA64) received May 9, 1997, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

3290. A letter from the General Counsel, Department of Transportation, transmitting the Department's final rule—Airworthiness Directives; McDonnell Douglas Model MD-11 Series Airplanes (Federal Aviation Administration) [Docket No. 96-NM-278-AD; Amdt. 39-10003; AD 97-09-07] (RIN: 2120-AA64) received May 9, 1997, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

3291. A letter from the General Counsel, Department of Transportation, transmitting the Department's final rule—Airworthiness Directives; Boeing Model 737-100, -200, -300, -400, and -500 Series Airplanes (Federal Aviation Administration) [Docket No. 96-NM-151-AD; Amdt. 39-10011; AD 97-09-15] (RIN: 2120-AA64) received May 9, 1997, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

3292. A letter from the General Counsel, Department of Transportation, transmitting the Department's final rule—Airworthiness Directives; de Havilland DHC-6 Series Airplanes (Federal Aviation Administration) [Docket No. 93-CE-45-AD; Amdt. 39-10016; AD 97-07-10 R1] (RIN: 2120-AA64) received May 9, 1997, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

3293. A letter from the General Counsel, Department of Transportation, transmitting the Department's final rule—Airworthiness Directives; Raytheon Aircraft Company (formerly Beech Aircraft Corporation) Models 58P and 58PA Airplanes (Federal Aviation Administration) [Docket No. 95-CE-89-AD; Amdt. 39-10005; AD 97-09-09] (RIN: 2120-AA64)

received May 9, 1997, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

3294. A letter from the General Counsel, Department of Transportation, transmitting the Department's final rule—Airworthiness Directives; Boeing Model 777 Series Airplanes (Federal Aviation Administration) [Docket No. 97-NM-67-AD; Amdt. 39-10014; AD 97-10-02] (RIN: 2120-AA64) received May 9, 1997, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

3295. A letter from the General Counsel, Department of Transportation, transmitting the Department's final rule—Airworthiness Directives; British Aerospace Model BAC 1-11 200 and 400 Series Airplanes (Federal Aviation Administration) [Docket No. 96-NM-188-AD; Amdt. 39-10015; AD 97-10-03] (RIN: 2120-AA64) received May 9, 1997, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

3296. A letter from the General Counsel, Department of Transportation, transmitting the Department's final rule—Airworthiness Directives; Airbus Industrie Model A310 Series Airplanes (Federal Aviation Administration) [Docket No. 96-NM-60-AD; Amdt. 39-10013; AD 97-10-01] (RIN: 2120-AA64) received May 9, 1997, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

3297. A letter from the General Counsel, Department of Transportation, transmitting the Department's final rule—Revision of Class D Airspace; Little Rock AFB, AR (Federal Aviation Administration) [Airspace Docket No. 97-ASW-02] received May 9, 1997, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

3298. A letter from the General Counsel, Department of Transportation, transmitting the Department's final rule—Revision of Class D Airspace; Dallas Addison Airport, TX (Federal Aviation Administration) [Airspace Docket No. 96-ASW-34] (RIN: 2120-AA66) received May 9, 1997, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

3299. A letter from the General Counsel, Department of Transportation, transmitting the Department's final rule—Amendment of Class D Airspace; Victorville, CA (Federal Aviation Administration) [Airspace Docket No. 95-AWP-26] (RIN: 2120-AA66) received May 9, 1997, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

3300. A letter from the General Counsel, Department of Transportation, transmitting the Department's final rule—Revision of Class E Airspace; Sacramento, CA (Federal Aviation Administration) [Airspace Docket No. 97-AWP-14] (RIN: 2120-AA66) received May 9, 1997, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

3301. A letter from the General Counsel, Department of Transportation, transmitting the Department's final rule—Revision of Class E Airspace; DeQueen, AR (Federal Aviation Administration) [Airspace Docket No. 96-ASW-37] received May 9, 1997, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

3302. A letter from the General Counsel, Department of Transportation, transmitting the Department's final rule—Revision of Class E Airspace; Clarksville, AR (Federal Aviation Administration) [Airspace Docket No. 96-ASW-43] received May 9, 1997, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

3303. A letter from the General Counsel, Department of Transportation, transmitting the Department's final rule—Revision of