upholstered furniture. The CPSC staff has been working with scientists from other agencies, such as the National Institute of Environmental Health Sciences and the EPA to assure that all of the significant public health and safety issues associated with adoption of such a rule would be studied.

Now, the bill before us today contains a provision that would, in the words of CPSC Chairwoman Ann Brown, ''completely halt work currently underway . . . on a safety regulation to address the risk of fire from upholstered furniture'' According to Chairwoman Brown, ''more fire deaths result from upholstered furniture than any other product under the CPSC's jurisdiction.'' The proposed rules in this area could save hundreds of lives and hundreds of millions in societal costs every year, according to CPSC staff estimates. And yet, instead of allowing the CPSC to proceed with its process, the legislative rider that has been attached to this bill would add at least a year's delay by requiring unnecessary and costly technical review and halting Commission work.

This anti-consumer rider will add additional cost and delays to an ongoing rulemaking process at the CPSC. It will micromanage the cost-benefit analysis that the CPSC is already required to undertake before it adopts a final rule. And it does so why? Well, according to last Friday's Washington Post, this provision is in the bill to benefit the narrow economic interests of a few upholstered furniture manufacturers in Mississippi who are opposed to a mandatory furniture flammability standard. As CPSC Chairwoman Brown has noted, the furniture industry's ''lobbyists are bringing the proper work of government to a halt.''

I think this is wrong. We should adopt the Motion to Recommit with Instructions that is being offered by the Gentleman from Wisconsin and allow the CPSC to move forward in conjunction with the EPA to adopt a flammability standard for upholstered furniture that fully protects the public from harm. The Clinton Administration has indicated in its Statement of Administration policy that it is opposed to this provision and warned that ''efforts to block the development of a new safety standard represent a threat to public health.'' I agree, and I hope that the Members will support the Obey motion.

MR. STARR: END THE UNFAIR LEAKS NOW

HON. JOHN CONYERS, JR.

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Friday, July 31, 1998

Mr. CONYERS. Mr. Speaker, Ken Starr's four year, $40 million investigation of the President repeatedly has been plagued by leaks, some of which have been patently untrue. The leaking has become so intolerable that it now threatens the very integrity of the Independent Counsel's work. For this, Mr. Starr has no one to blame but himself.

From the very beginning of his investigation, it is now known, the Independent Counsel and his staff have actively courted the media. They have admitted talking to reporters on an off-the-record basis about matters that would be coming before the grand jury, and they discussed how to provide substantive information to at least one journalist, who actually tape recorded that conversation. Meanwhile, as all of this was going on in the Independent Counsel's office, Mr. Starr was publicly and vigorously denying any such leaks. In fact, he said that leaks were a reason to fire people from their jobs in his office.

Leaking is not an inconsequential matter. It creates harm to the reputation of the individual who is the subject of the leak, and also to the Independent Counsel's ability to do his work. Mr. Starr is bound by law and ethical rules not to release grand jury information. That is because even the media focus that results from these leaks is enough to harm innocent people.

In January of this year, it was commonly assumed by the media and the general public that someone in the White House, almost certainly Deputy White House Counsel Bruce Lindsey, had participated in drafting the talking points supposedly given to Linda Tripp by Monica Lewinsky. These talking points were reputed to be the centerpiece of an obstruction of justice case that was being put together by the Independent Counsel. Speculation was rampant that Mr. Lindsey was headed toward a criminal indictment. But this speculation, fueled by off-the record comments, has finally been laid to rest. We have now learned that Ms. Lewinsky apparently wrote the talking points herself without any participation by anyone in the White House.

In the instance of attorney Vernon Jordan, there were numerous leaks implying that he was at the center of a conspiracy to find Ms. Lewinsky a job in New York. He was repeatedly called before the grand jury, but now it is being reported that Mr. Jordan is not a target of the Independent Counsel's investigation. While the charges made about him have finally melted away, what about the damage to his reputation, which previously was based on his distinguished record of service to the Bar?

There are other examples, but hopefully we have seen the last of these improper leaks from the Independent Counsel's office.

PERSONAL EXPLANATION

HON. JOSÉ E. SERRANO

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Friday, July 31, 1998

Mr. SERRANO. Mr. Speaker, on Wednesday, July 22nd and Thursday, July 23rd, I was unavoidably absent and missed rollcall votes 316–334. Had I been present, I would have voted as follows:

Rollcall 316—present (quorum call), rollcall 317—no, rollcall 318—no, rollcall 319—no, rollcall 320—yes, rollcall 321—no, rollcall 322—yes, rollcall 323—yes, rollcall 324—present (quorum call), rollcall 325—no, rollcall 326—no, rollcall 327—yes, rollcall 328—yes, rollcall 329—yes, rollcall 330—no, rollcall 331—no, rollcall 332—yes, rollcall 333—present (quorum call), and rollcall 334—yes.

IN HONOR OF UNITED AUTO WORKERS LOCAL 1050

HON. DENNIS J. KUCINICH

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Friday, July 31, 1998

Mr. KUCINICH. Mr. Speaker, I rise today to recognize the important work of United Auto Workers Local 1050 as the chapter enters its fiftieth year in defending the rights of working men and women. Dedicated to the cause of forging an equitable partnership between labor and management, Local 1050 has played a formidable role in Cleveland's labor history and promises only to grow in influence as industry continues to expand.

Receiving its charter in 1948, Local Chapter 1050 has benefited from the far reaching vision of twelve presidents, beginning with the election of Fred Barbeck. Today, Don Slaughter continues Local 1050's tradition of strong leadership. The contributions of Mr. Barbeck and Mr. Slaughter, and all of those that have served Local 1050 so capably, demand respect. The United Auto Workers was, at its brave beginnings, a social movement, an institution that derived its energy from the mistreatment of the working class. The UAW undertook with courage the daunting task of providing representation to those who had no voice, refusing to yield in the face of injustice. It was men such as Fred Barbeck and Don Slaguther who led this fight. It was workers like the men and women of Local 1050 who had the courage to follow. All of the men and women at every level of Local 1050 share in the United Auto Worker's proud legacy.

Today, Local 1050 boasts a membership of 1,146 workers. With the recent addition of two New Auto Wheel Plants, membership in Local 1050 promises only to grow. Let us hope that, under the leadership of Mr. Slaughter, these newfound numbers will provide Local 1050 with the strength to effect greater change in the interests of its members.

My fellow colleagues, let us congratulate Local 1050 on the fiftieth anniversary of its charter. Let us hope that, with a sense of their own proud past, they will continue to show courage in protecting those who do not have a voice.

IN HONOR OF LEOPOLD THIBAULT

HON. JAMES P. McGOVERN

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Friday, July 31, 1998

Mr. McGOVERN. Mr. Speaker, today I rise to honor Leopold Thibault, a distinguished World War II veteran from Somerset, Massachusetts.

On June 26, 1945, Mr. Thibault was traveling on a bombardment raid to the island of Truk. His mission, along with 10 other servicemen, was to bomb a Japanese installation. Mr. Thibault was not originally scheduled to be part of that mission, but he flew an extra mission that day. The plane carrying the 11 servicemen, for reasons that are still unknown today, took a nose dive. ''The aircraft came down, hit the runway, hit the airfield, burned and flipped over on its side and exploded,'' Mr. Thibault recalled.