

THE ADMINISTRATION AND DRUG  
USE BY OUR YOUTH

Mr. COVERDELL. Mr. President, I think what we have seen here this morning is that there are consequences from policies. This administration has presided over significant policy changes and decisions for which there have been extraordinary consequences.

Mr. President, the interdiction effort of drugs on our borders, particularly between the United States and Mexico, have been reduced by 40 percent. The drug czar's office under this administration until recently was reduced by 80 percent. This administration has presided over the appointment of such judicial figures as Judge Baer who is now a celebrity in his own right for an initial resistance to a drug case brought in a celebrated case in New York.

These isolated incidences though need to be looked at and reviewed again in the context of what has resulted from these decisions. And what has resulted is an alarming epidemic of drug use among American citizens, particularly our youth.

Drug use among teenagers has doubled in the last 36 months. From 1980 to 1992 drug use among teenagers was cut in half. It has now skyrocketed and as I said has virtually doubled. Mr. President, drug use among our youth age 12 to 17 since 1992 has gone from 2.4 to 3.8 million. That is all illicit drugs. It has gone from 1.6 to 2.9 million for marijuana. Drug use among 12th graders in that same 36 months is up 60 percent. For 10th graders it is up 95 percent. For eighth graders, Mr. President—eighth graders—it is up 110 percent.

The emergency room episodes of cocaine-related incidents has gone from 110,000 to 147,000. The role of substance abuse and violence has skyrocketed and is involved in 70 percent-plus of rapes in the United States. Every statistic, Mr. President, we can review is up and we are now presiding over a new drug epidemic in the United States. These statistics are a direct result of major changes in policy.

That is where we need to revert to truth-in-sentencing, new interdiction and being tougher on the judges who sit on the bench to fulfill and honor the laws of our land.

This is a war, Mr. President, that we cannot afford to lose, because to do so is to condemn millions, millions of Americans to devastation.

ADM. JAMES S. RUSSELL: IN  
MEMORIAM

Mr. GORTON. Mr. President, Jim Russell died last Sunday. My life and the lives of a legion of others are diminished as a result. Today the flags in Lakewood, WA, will fly at half mast for retired Adm. James Russell, who died last Sunday at the age of 93.

It is difficult to compress a panegyric for Admiral Russell into a few short minutes, but he was, after all, a modest

man who sought out neither praise nor glory. He eschewed grandiloquence, and so shall I. A simple retelling of his remarkable life will suffice.

James Russell was born in Tacoma, WA. When he was 15 he tried to join the Navy, but was turned away. Undeterred, he joined the Merchant Marine. His official naval career began in 1922 when he entered the U.S. Naval Academy. He went to the California Institute of Technology to get a master's degree in aeronautical engineering. In 1939 he worked on the design of the Essex-class aircraft carriers. Seventeen of the Essex-class were built, and none were sunk during World War II. He not only helped design, but also helped serve on the carriers, where he was, as the Tacoma News Tribune points out, the first naval aviator to take off from and land on the first six U.S. aircraft carriers.

In the war Admiral Russell served as a lieutenant commander of a patrol squadron in the Aleutians. He defended Dutch Harbor, and America against a Japanese fighter attack. Later on he fought in the Pacific aircraft carrier offensive that destroyed the Japanese fleet and helped assure the American victory. For his service, he received the Distinguished Service Medal twice, the Distinguished Flying Cross, and the Air Medal for Heroism.

Admiral Russell was part of the military occupation in Japan. In 1946 he became commander of the carrier USS *Bairoko*. In 1958 he rose to the No. 2 position in the Navy: vice chief of naval operations. From 1962 to 1965 he was commander in chief of NATO forces in Southern Europe. In 1965 he retired.

During the post-war period Admiral Russell helped develop the F-8 Crusader, the first of the Navy's aircrafts to fly 1,000 miles-per-hour, for which he was awarded the Collier Trophy in 1956. The Seattle Post-Intelligencer quotes Admiral Russell saying in 1994 that, "one of his proudest accomplishments was to have personally flown Navy aircraft ranging from biplanes to supersonic fighters."

After his retirement Admiral Russell was active in his community, and always kept abreast of military matters. He garnered respect and admiration from the people around him. Dignified, courteous, gracious, kind—these are some of the words his friends and associates use to describe him. His son Donald remembers that his father not only did not harbor ill feelings against his former Japanese enemies, but sought to reconcile with some of them. When two Japanese veterans—former pilots who had attacked the base where Admiral Russell served in the war—came to the Tacoma area to attend ceremonies marking the anniversary of the surrender, he insisted they stay with him, at his home. One can hardly think of a more apt example than this to describe the word "gracious." It was for this and for a lifetime of unimpeachable behavior that Admiral Russell was known as Gentleman Jim.

It was in his retirement that I met Jim Russell, who provided constant encouragement to me in my career—and constant wise counsel about the security of our beloved country as well. And so I will greatly miss him.

Admiral Russell is survived by his wife, Geraldine; a son and daughter-in-law, Donald and Katherine Russell; a daughter-in-law, Anitha Russell; a stepson, Fred Rahn; a stepdaughter, Barbara Frayn; five grandchildren and three great-grandchildren. His first wife, Dorothy, died in 1965. My condolences and prayers go to his family.

A few years ago Admiral Russell expressed his concern over all the honors he had received. "It worries me a little," he said. "I wonder if I've lived up to it." Clearly, the admiral was not a boaster. He did what he enjoyed; he served his country and his community, and he did not expect to be fussed over.

The Tacoma News Tribune mentions the mayor of Lakewood, Bill Harrison's, recollection of Admiral Russell:

Harrison said he still remembers seeing Russell during a military parade, dressed in white, a sword gleaming at his side.

He was absolutely resplendent, Harrison said. That was the first time I ever saw him, and that's the way I will always think of him.

What a treasure was James Sargent Russell. His life, of simple dignity, bravery, service, enthusiasm, and kindness, reminds us of the better angels of our nature.

One of Admiral Russell's nicknames was the ancient mariner. And so, in Coleridge's words, let us bid "Farewell, farewell, the Mariner is gone." Farewell, Admiral.

Mr. President, I ask unanimous consent that a front page article dated April 16, 1996, and a lead editorial dated April 17, 1996, from the Tacoma News Tribune be printed in the RECORD.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

[From the Tacoma News Tribune, Apr. 16, 1996]

ADMIRAL RUSSELL, A LEADER AND A  
GENTLEMAN, DEAD AT 93

(By Hector Castro)

He was known as Gentleman Jim, the Gray Eagle, the Father of Naval Aviation and in recent years, the Ancient Mariner.

On Sunday, the man with so many titles, retired Adm. James S. Russell, died at his Lakewood home. He was 93.

"I have very fond memories of him," Lakewood Mayor Bill Harrison said. "He became one of my heroes."

Russell was a Tacoma native who went away to sea as a boy and returned 43 years later as a four-star admiral.

In a career that began before World War II, Russell was a Navy flier, a designer of aircraft carriers, commander of nuclear tests in the Marshall Islands and commander-in-chief of NATO forces in Southern Europe.

Russell's elder son, Donald Russell of Lakewood, said his father always loved the sea and the water.

"The last day he was alive he looked at me and said, 'I want to go to the lake. I want to go to the lake.'" Donald Russell said.

James Russell was 15 when he graduated from Stadium High School and immediately

tried to join the Navy. He was turned away because of his youth. But he wasn't put off so easily and joined the Merchant Marine.

His naval career began in 1922 when he enrolled in the U.S. Naval Academy. He later attended the California Institute of Technology to study aeronautical engineering.

That education, plus his experience as a Navy flier, proved invaluable when he helped design the Essex-class aircraft carriers shortly before the start of World War II. The ships proved to be among the toughest in the Navy. None of the 17 built by the start of the war was sunk.

Donald Russell remembers the start of the war, and his father's last words to him before shipping out.

"If I don't come back from the war, take care of your mother," Donald Russell said he was told. He was 11 years old at the time.

James Russell was a lieutenant commander of a patrol squadron during the war. At one time, he patrolled in the Alaskan Theater and helped fend off an attack by Japanese fighters on the American base at Dutch Harbor.

His actions during wartime earned him the Distinguished Flying Cross and the Air Medal for Heroism.

After the war, Russell rose to become second in command of the U.S. Navy. When he retired in 1965, he was commander-in-chief of NATO forces in Southern Europe, based in Italy.

That's when Harrison first met him. At the time, Harrison was a captain in the Army, though he retired as a three-star general.

The admiral, he said, immediately impressed him with his dignity and courtly manners.

Harrison saw the admiral's diplomacy at work, whether he was negotiating a peace between Greece and Turkey for smoothing over the boorish remarks of a fellow officer at a social function.

"I never saw him when he wasn't spic and span, doing and saying the right things," Harrison said.

Russell married Dorothy Johnson in 1929 and they had two sons, Donald and Kenneth. Dorothy Russell died in 1965, and Russell married Geraldine Rahn in 1966. She survives him.

Friends and family members said Russell enjoyed talking about his experiences, but never boasted.

"He was a very modest man," said Paul Hunter, staff commodore of the Tacoma Yacht Club. "He was not arrogant."

After his retirement, Russell became very involved in local community and military affairs. His popularity was such that last year civic leaders from around Tacoma pushed for a maritime park for him.

The park was not named for Russell, but he has received plenty of other honors.

They include France's highest award, the Legion of Honor, Greece's Order of King George I, Italy's Order of the Republic, Peru's Great Cross of Naval Merit, and Brazil's Order of Naval Merit. The USO Center at SeaTac bears his name.

His grandson, Malcolm Russell, also of Lakewood, said his grandfather's home could pass for a military museum. Walls and bookcases are filled with medals, awards and signed photos from such people as John F. Kennedy and King Paul of Greece.

Donald Russell said his father never hated his wartime enemies, and had invited Japanese military men and veterans of the war to his Lakewood home.

"He reconciled with his enemies," the younger Russell said. "It was extraordinarily important to him."

Harrison said he still remembers seeing Russell during a military parade, dressed in white, a sword gleaming at his side.

"He was absolutely resplendent," Harrison said. "That was the first time I ever saw him, and that's the way I will always think of him."

[From the Tacoma News Tribune, Apr. 17, 1996]

#### ADMIRAL RUSSELL GAVE A LIFETIME OF SERVICE

Retired four-star admiral James S. Russell, the most distinguished military leader to come out of Tacoma, was reflecting a few years ago on all the honors that had come his way.

"It worries me a little, I wonder if I've lived up to it," he said with typical modesty.

The admiral shouldn't have worried. The honors were well-deserved, and he wore them with surpassing grace.

Russell died peacefully at his Lakewood home Sunday at the age of 93. He is remembered not only for his 43 years of service to the nation as a much-decorated naval aviator and commanding officer, but for the years he spent here since his retirement in 1965 as a goodwill ambassador to military newcomers and visitors.

Russell graduated from Stadium High School at 15, and too young to enlist in the Navy, joined the Merchant Marine. A U.S. Naval Academy graduate, he earned a master's degree in aeronautical engineering at Cal Tech and went on to help design the tough Essex-class aircraft carriers in 1939. He was the first naval aviator to take off from and land on the first six U.S. aircraft carriers.

After distinguished service as a patrol squadron lieutenant commander in the Aleutians during World War II, Russell took command of his first carrier, the USS Bairoko, in 1946. He became vice chief of naval operations, the Navy's No. 2 position, in 1958, and was commander in chief of NATO forces in Southern Europe from 1962 until he retired in 1965. He was recalled to active duty twice.

One of the more revealing stories about Russell was about the graciousness he showed to one-time enemies. Two former Japanese pilots who had attacked the Aleutians base where Russell served in World War II were in the area last summer to participate in ceremonies marking the anniversary of the surrender. Russell, who insisted they stay in his home, said he felt no animosity toward those who once tried their hardest to kill him.

It's entirely professional. There were in their service, I was in mine, and we understand one another."

That attitude was typical of "Gentleman Jim" Russell, the consummate professional who earned the respect of everyone from swabbies to heads of state.

The PRESIDING OFFICER (Mr. GORTON). Under the previous order, the Senator from Connecticut is recognized.

#### IN MEMORY OF OKLAHOMA CITY

Mr. DODD. Thank you, Mr. President. Mr. President, first of all, I have two sets of remarks I want to make on separate subjects. The first has to do with the subject matter that has been discussed already this morning over a period, I gather, of some 75 minutes. That is, of course, the 1-year anniversary of the tragedy of the bombing in Oklahoma City.

Allow me on behalf of my constituents, if I may, of the State of Connecticut, to express condolences to our

colleagues here from Oklahoma as well as to the people of Oklahoma, particularly the people of Oklahoma City, and of course the family, friends, and associates of the 168 people who lost their lives a year ago today in one of the worst, if not the worst, incidence of terrorism in the history of the United States.

In addition, among that 168 people who lost their lives a year ago, Mr. President, 19 were innocent children, mostly in a day care center in that building in Oklahoma City. Of the rest, the vast majority, as we know, were Federal employees, Government workers. It was not, apparently, just any building in Oklahoma City that was the target of this deranged individual or individuals, as only time will tell through the various proceedings, it was a Government building and it was Government employees. They did not belong to any particular cause, these employees. They were not opposed because they were a particular group of people engaged in some political activity. They were people that worked at HUD and the Social Security Administration, the Veterans' Administration, people that were going to work that morning, doing what they do across this country in a building like it, serving our constituents.

Because they were Government employees in a Government building, and because people had decided they needed to send a message about their Government, they were targets, including 19 innocent children. This was a crime committed, obviously, by a violent, aberrant American or persons. We all know that. I think it is important to remember that the vast majority of Americans were repulsed by what happened, that they wholly reject violence as a method of political change in this country, and that all of us share in the grief that the families and friends of the people of Oklahoma and Oklahoma City are remembering today.

Mr. President, on behalf of my constituents and certainly myself and our office here, we wish to express our deepest condolences to those people and to rededicate ourselves here to take all necessary steps to try and stop those who would engage in that kind of activity as a way of expressing their political views.

I point out that I supported the antiterrorism bill yesterday, as most of us did in this body. I felt it could have been a stronger bill, Mr. President. I must say that. I deeply regret we did not take additional actions such as identified by our colleague from Delaware, Senator BIDEN, and others to strengthen the hand of law enforcement in areas where, for instance, people on the Internet now, instruct people how to make bombs with the intent that they be used—we do not prohibit that. We cannot allow our military forces at the direction of the Attorney General to step in where terrorism may be used. I think that is regrettable. I think we ought to be able to use our