

# EXTENSIONS OF REMARKS

CONGRESSMAN KILDEE HONORS  
DR. MONIFA A. JUMANNE

**HON. DALE E. KILDEE**

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

*Thursday, July 10, 1997*

Mr. KILDEE. Mr. Speaker, I rise today to pay tribute to a woman who has dedicated her life to educating our Nation's youth. On July 9, 1997, Dr. Monifa A. Jumanne was honored for her 10 years of dedicated service to the faculty, staff, and most importantly the students of Oakland University in Rochester, MI, as she prepares to leave her role as director of the Department of Special Programs.

A native of Detroit, MI, Dr. Jumanne received her bachelor's degree from Western Michigan University in 1965. She was the first in her family to achieve this goal. She returned to Detroit and received her master's degree in 1971 and her doctorate in 1994, both from Wayne State University in Detroit. Since 1965, Dr. Jumanne has made a positive impact on the lives of thousands of young people around the world in her roles of teacher, instructor, consultant, and administrator. She has worked in Michigan, Ohio, California, Kansas, and even Monrovia, Liberia. From 1973 to 1981, she traveled and taught throughout West Africa.

In 1987, Dr. Jumanne became director of Oakland University's Department of Student Support Services, later renamed the Department of Special Programs. As director, Dr. Jumanne administered the Academic Opportunity Program, a TRIO program funded by the U.S. Department of Education, which provides an opportunity for a quality college education to students who have been labeled "at-risk." For Dr. Jumanne this program holds a very special place in her heart for it provided her with the opportunity to provide counsel and encouragement to many students that came from similar backgrounds as she. Under Dr. Jumanne's leadership, 979 students have entered the program with at least 500 receiving undergraduate degrees. Her knowledge of and great success with the TRIO program led to her being appointed a trainer of new TRIO directors.

Dr. Monifa Jumanne has served in a number of important positions but the two most important are mentor and friend. Without Dr. Jumanne's resolve, strength, and love, many young adults may have never stepped foot on a college campus or received their degree at a commencement ceremony their heads held high and their hearts filled with a sense of accomplishment and pride. For her work to improve the quality of life for all people through education, we owe her a debt of gratitude.

Dr. Jumanne will certainly be missed at Oakland University but I know that her contributions to the community will never be forgotten. Mr. Speaker, as Dr. Jumanne begins her new position as assistant dean for Student and Community Life at the Interdenominational and Theological Center in Atlanta, GA, please join me in wishing her all the best.

THE BWCA WILDERNESS LEGACY  
ACT

**HON. BRUCE F. VENTO**

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, July 10, 1997*

Mr. VENTO. Mr. Speaker, today I am introducing the BWCA Wilderness Legacy Act. This legislation provides further protections for the Boundary Waters Canoe Area Wilderness in northeastern Minnesota. This Forest Service wilderness area is the most popular, most widely used wilderness area in our entire National Wilderness System.

The National Government has always recognized the Boundary Waters Canoe Area Wilderness [BWCAW] as a special area and a unique national treasure. From the designation of the Superior National Forest by President Teddy Roosevelt, to the inclusion of the Boundary Waters Canoe Area in the original Wilderness Act by Senator Hubert Humphrey, the BWCAW has been singled out as an area worthy of special attention and preservation.

That special attention has been worthwhile for our Nation, for Minnesota, for northeastern Minnesotans, and for all those families who have used and enjoyed the BWCA Wilderness. The BWCAW is the most widely used of all our units within the National Wilderness System. While the BWCAW makes up only 1 percent of the total Wilderness System acreage, this alone accounts for over 10 percent of the use.

This level of use provided a real economic boost to northeastern Minnesota. According to U.S. Forest Service testimony before a Senate Energy and Natural Resources Subcommittee, the BWCAW and its users contribute nearly \$30 million to the local economy each year.

Unfortunately, the popularity of the BWCAW has also necessitated reasoned and increased restrictions and protections for the resource, due to the fact that the BWCAW is such a highly fragile resource that cannot withstand the trauma of such overuse or abusive use. If the BWCAW is to be available for the enjoyment of our children and grandchildren, effective and responsible limits on the use of the resource and the intrusion of man must be firmly set in place.

The popularity and the competing uses of the BWCAW have engendered passionate views on this resource and its protection. Today's controversy and the inability to reach a complete consensus should not be surprising nor is it a new phenomena. The BWCAW has been the focus of some controversy throughout its history. Every effort at preserving the BWCAW for the enjoyment of future generations has been met by strong opposition. The designation in the 1920's of parts of the Superior National Forest as primitive and off limits to roads; President Truman's ban of flights over the BWCAW below 4,000 feet; and the designation of the area in the 1960's invoked disputes similar to those we see today. Even the decision in the 1977 Boundary Waters

Canoe Area Wilderness Act to ban logging in the wilderness was hotly contested. Today these steps are accepted and viewed by most Minnesota as essential to preserving the wilderness.

Some have tried to portray today's debate over restoring trucks to two portages in the BWCAW as issues of access and broken promises. That is not the case. This is not a debate about access to motorized lakes because motorboats use and access are being accomplished and fully utilized in accord with the 1978 BWCAW Wilderness Act.

According to the Forest Service, the day use motor permits for Basswood in 1994 and 1995 were completely used—1,017 day use permits for the Newton-Pipestone entry point and 1,358 for Prairie Portage. For Trout Lake, 95 percent of the permits were used in 1994—539 out of 565 permits—with 81 percent used in 1995—456 out of 565 permits. It is important to note that each permit covers up to four boats. If one assumes an average of 2 boats per permit, nearly 5,000 motorboats entered Basswood Lake via the Newton-Pipestone and Prairie Portages each year under day use permits issued, while approximately 1,000 motorboats entered Trout Lake. As the Forest Service data demonstrates, even after the trucks were removed from the portages, access to Trout and Basswood was and is available. For individuals who do not want to or cannot portage their own boat, commercial portage services are available for Prairie Portage.

Six-thousand motorboats can't be wrong—a feasible, nonmotorized means of transporting boats across the portages exist and mechanized portages should not and need not be reintroduced into the BWCA.

This legislation, which I am introducing today, establishes for congressional consideration, an alternative policy path and future for the Boundary Waters Canoe Area Wilderness. It is a policy course that emphasizes protection of the wilderness and nonmotorized use over increased motor use. It is a policy course that, based on last year's debate, enjoys the support of a broad majority of Minnesotans.

The impact of the BWCA Wilderness Legacy Act is straightforward. This legislation proposes wilderness addition and protections for 7,400 new acres in the BWCAW. The bill closes to motorboat use Lac La Croix and Loon Lake on the western boundary of the BWCA. It also closes, effective January 1, 1999, all of Sea Gull Lake within the wilderness to motorboat use. Under the current law only a portion of Sea Gull Lake is to be closed to motorboat use on that date, the remaining section of the lake currently is scheduled to remain open for motorboat use. Finally, the legislation prohibits the use of towboats within the entire BWCA wilderness.

I understand the strong feelings that all Minnesotans have regarding the BWCAW. Minnesotans and the Nation view the BWCAW as a national treasure. All of Minnesota has a stake in and a responsibility toward the future of the BWCAW. In Minnesota, such stewardship responsibilities are a serious matter.

• This "bullet" symbol identifies statements or insertions which are not spoken by a Member of the Senate on the floor.

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