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Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

Contact: Dale A. Petroskey
Tele.: (202) 366-4570

REMARKS PREPARED FOR DELIVERY BY
SECRETARY OF TRANSPORTATION ELIZABETH HANFORD DOLE
NATIONAL ASSOCIATION OF JUNIOR AUXILIARIES
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What a joy to be among so many truly caring and giving people. The National Association of Junior Auxiliaries' motto, "Care Today...Character Tomorrow," goes to the heart of your mission to provide assistance to children and their families all across the Southeast. You know that a healthy, safe, and well-cared for child makes for a responsible adult, who can in turn pass on the gift you have given to society.

The list of the programs the Junior Auxiliaries are involved with is indeed impressive. While focussing your efforts on children, the elderly and the underprivileged, the Junior Auxiliaries don't stop there. From "Meals on Wheels" and "Toys for Tots" to CPR classes and drug awareness programs, you pitch in and sponsor a wide variety of cultural and educational programs which benefit your entire communities. And best of all, since each chapter is community-based and run, you can decide for yourselves where the needs lie in your hometowns, and then fill those needs.

In your communities, you know who is in need, and you know them as human beings, not statistics. What Washington calls a social problem, you see as a breadwinner without a job, an elderly woman alone with her memories, or a child without hope for the future.

Indeed, the National Association of Junior Auxiliaries embodies the volunteer spirit which has been a hallmark of the American experience. Think for a moment about who we are, and where we came from. Before there was an American government, there were Americans drawn together in voluntary associations. From our earliest days, we have been prone to organize for the betterment of the community. Prior to independence, there were Sons of Liberty and committees of correspondence to raise the flag of our nation.

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Government arose to defend our territory, promote our enterprise, and embody the charitable attitudes of the people themselves. Over the years, the volunteer tradition continued: on western prairies and in urban slums, at church suppers and community chests. For much of our history, Americans relied on the voluntary efforts of business, churches, foundations and other civic organizations to provide jobs, income, health care, food and housing to those most in need. When disaster struck, the Red Cross arrived before Federal loans. Over 40 years ago when American servicemen lacked recreational facilities, the U.S.O. stepped in to fill the void. And since 1941, the National Association of Junior Auxiliaries has been meeting the needs of children, youth and family.

Throughout our history, we drew much of our strength as a nation from our moral commitment to one another. When the problems grew too large for the private sector to address, government inevitably succeeded to the challenge. But government, it has been conclusively demonstrated, cannot by itself provide the full range of social services to all who are in need. Equally important, government can rarely summon the enthusiasm or the imagination that aroused private citizens can bring to bear on a stubborn problem.

We Americans have never needed government to instill in us compassion for our neighbors. For in no other land does philanthropy rest on as broad a base as here, where a Frenchman, Alexis de Tocqueville, found it flourishing a hundred and sixty years ago. While visiting the shores of our infant republic in 1826, the great French philosopher discerned something uniquely American. "If I were asked ... to what the prosperity and growing strength of that people ought mainly to be attributed," he wrote, "I should reply: to the superiority of its women ... and the voluntary association -- that unique American institution whereby people associate to strengthen their cause as well as their voice."

In truth, we are still what we were at our nation's beginning -- a philanthropic family: one million voluntary organizations -- including the National Association of Junior Auxiliaries -- rolling up their sleeves instead of twiddling their thumbs; millions of individuals who gave billions of dollars in charitable donations last year alone; thousands of corporations and foundations, who chipped in billions more on top of that amount. And in America, generosity is not measured by economic attainments: half of all the giving in this country comes from families with annual incomes of less than \$20,000.

One of the prime objectives of this administration has been to put more dollars in the hands of such generous citizens, to enable individuals to retain and use for charitable purposes more of their hard earned dollars. We do not intend to replace government's social conscience. We will not retreat from social responsibility. We are, however, rediscovering a national sense of community, tapping the roots of private giving and scaling the heights of private ingenuity. Since he first came to office the President has had a very active partnership with the private sector to find

alternative ways of helping those in genuine need. Not in lieu of Federal efforts, but in addition to them. The first order of business was to restore our economy to good health. The most compassionate action that government can now take, the President believes, is to maintain our strong economy by reducing federal deficits and providing opportunity for individual growth. It will allow all of us to continue to generate the millions of individual miracles that happen when men and women are given the chance to make their own lives, harness their own ambitions, create their own futures and strengthen their own families.

More than any administration in recent memory, this one relies on the marketplace to provide justice as well as jobs. For 53 consecutive months, we have enjoyed the benefits of economic growth. During that time, productivity has risen. Inflation has declined to the lowest levels since the early 1960s. Unemployment is at a seven-year low, and over 13 million new jobs have been created.

The word "privatization," an awkward word at best, is associated with Margaret Thatcher's splendid program in Great Britain. I had the opportunity on several occasions to discuss it with her in depth. The time has come to use the British model here. We've already transferred the Alaska Railroad to the state. And I've recently signed the lease to turn over the last two federally-owned airports, Washington National and Dulles, to an independent regional commission. This will clear the way for these two gateways to the nation's capital to use revenue bonds like every other airport, so \$700 million for badly needed improvements can go forward --\$700 million the federal government does not have to spend.

In addition, I recently had one of the most exciting moments of my life standing on the floor of the New York Stock Exchange as eager investors bought every last share of the government's stock in Conrail. The sale brought \$1.88 billion for the federal treasury. It was the largest initial industrial public offering in U.S. history. After seventeen years as a ward of the state, conrail is now a healthy, publicly traded, privately owned railroad. Conrail could not have been sold without deregulation. And as I mentioned, thanks to deregulation, it turned a profit for the last five-years.

And the President recently assigned me the responsibility of overseeing the commercialization of space. Our job at the Department is to help our fledgling industry get moving. Initially, I thought this meant clearing away excessive regulations. But it soon became clear, however, that the greatest barrier to success was not excessive regulation, but a highly subsidized shuttle system. This forced companies into a losing contest against their own government for launching routine communications satellites. These same companies could launch satellites on a more competitive basis, at a lower cost, and more efficiently than the government could ever hope to. But there was no way they'd compete with Uncle Sam, who was offering a 40 percent subsidy.

Last summer, the private sector was given the green light. The President announced that routine commercial satellites would no longer be launched by the space shuttle. Now if there was ever a pure case of privatization, this is it. Companies for twenty years have been manufacturing and launching rockets for Uncle Sam and at a highly reliable rate.

Already Martin Marietta has ten launch reservations and McDonnell Douglas reports it has received nine down payments for future launch dates. And what does it mean for the shuttle? Now, the shuttle is freed to perform more important, exotic missions -- manned space, the space station, SDI, research and development, and planetary exploration. It is exciting to watch this fledgling industry move out now to compete with the French, the Chinese, and the Russians. We at the Department of Transportation will be setting safety regulations for private sector launch sites and clearing the way of excessive federal regulations. The ramifications for the future of America are enormous.

In recent years, we have witnessed all across America a tremendous reawakening; a resurgence of those fundamental principles that gave character to our land and reality to our dreams. We are renewing the proven ideals of hard work, pride of family and love of one another. And citizens all across this country are joining together to make America a better, safer place to live.

For example, those who first spoke out against drunk driving were volunteers. Most of them, like so many members of Mothers Against Drunk Driving (MADD), suffered the loss of a child or loved one. These people stepped forward. They made themselves heard. They labeled drunk driving a crime against humanity, unacceptable in a society that reveres life. I am privileged to be working closely with them and other volunteer groups and, ladies and gentlemen, we are going to fight until we get every last drunk driver off the roads and highways of this country. We have SADD, Students Against Drunk Driving, and the one I love, BADD, Bartenders Against Drunk Driving, and there're dozens of other organizations working in this campaign. And I understand that Mimi Deornellas has made it part of her mission to help educate children about the dangers of drinking and driving in her hometown of Columbia, Mississippi. It's volunteers like you who really do make a difference.

When I became Secretary of Transportation, I stated that safety would be my number one priority. I don't believe that there is a better way, in the limited time I have to serve, to make a positive difference in people's lives. What could be a higher priority than the saving of precious lives, the prevention of crippling and disabling injuries and so much heartbreak caused by drinking and driving? We supported legislation to encourage the states to make 21 the minimum drinking age. From 1980 through 1985 the number of fatally injured drivers who were intoxicated declined by 26 percent. Our challenge is to keep the momentum going. We must never let it falter.

And our successful campaign to get people to buckle their safety belts is saving lives every day. The best defense against the drunk driver is truly the safety belt. And it's been my pleasure to work with an array of dedicated public figures to draw the message home to all segments of society.

We have also had great success in saving children's lives by getting parents to fasten their children in car safety seats. Using a child car seat is an act of love -- an investment in the health and safety of our most precious resource -- and it's now required by law in all 50 states and the District of Columbia. All this happened in a four-year period. Our research indicates that child car seats, when properly installed, reduce the risk of death or serious injury for young children by about 70 percent.

We are also doing all we can to maintain a safe, efficient air transportation system. Aviation accident and fatality rates in the U.S. have declined steadily over the past 25 years, and this very reassuring trend has continued unabated since the airlines were deregulated in 1978. Each day, some 15 thousand scheduled airline flights carry an average of 1 million passengers, and 99.999 percent of these flights reach their destinations without incident. Last year, almost 400 million passengers traveled 300 billion miles on the major scheduled carriers without a single fatality.

But we never stop working to make the safest system in the world ever safer. Take, for example, the subject of drug and alcohol abuse. No problem poses more of a threat to the physical safety of the traveling public. One way to tackle this problem is through drug interdiction, to stop illegal drugs from entering our country and the veins of our young people. When I became Secretary of Transportation, I found my little footnote in history. I am the first woman to head a branch of the armed services, the Coast Guard. And how proud I am of the Coast Guard's work in search and rescue missions and drug interdiction. Last year, the Coast Guard seized 154 vessels and confiscated more than one and a half million pounds of marijuana and over ten thousands pounds of cocaine -- three times as much as the year before and in total the Coast Guard prevented around \$2 billion worth of illegal drugs from entering America's cities.

And to combat drug use, I have proposed a series of anti-drug initiatives, which has not exactly made me the most popular person around. Department of Transportation employees who test positive in a random drug testing program will be transferred to a different position and offered rehabilitation. This includes air traffic controllers and railroad, truck, aviation and highway inspectors. I will propose regulations requiring pre-employment testing, post accident testing and random testing for commercial airline pilots and crews, and for other employees directly responsible for the safety of flight operations. Railroad employees are also included.

Our agendas are similar, in many respects. When I was a commissioner on the Federal Trade Commission, my top priority was the young, the elderly -- those more vulnerable in the marketplace -- and those groups you work so hard for still form the core of my concerns.

I remember hearing of a family touring Washington in a taxi past the National Archives Building, where words carved over door read, "What is Past is Prologue." The little girl in the family asked her father what it meant. Before he could reply, the cabbie said, "Honey, that means you ain't seen nothing yet!"

I think of a brilliant woman who knew great adversity, yet her spirit and her example inspired millions. Helen Keller summed up her philosophy in a single sentence. "One can never consent to creep," she wrote, "when one feels an impulse to soar." Today, half a century after Helen Keller spoke out Americans in voluntary organizations such as this one, are soaring to new heights. And we have just begun.

It's only normal that sometimes the challenges seem insurmountable. The President told me one day how he first learned to deal with enormous challenge and stress as a newly-elected governor of California. "Each morning began," he says, "with someone standing before my desk describing yet another disaster. The feeling of stress became unbearable. I had the urge to look over my shoulder for someone I could pass the problem to. One day it came to me that I was looking in the wrong direction. I looked up instead of back. I'm still looking up. I couldn't face one day in this office if I didn't know I could ask God's help!" Let us never forget the source of our strength and courage.

Ours is neither the time nor is this the place for men or women with faint hearts, feeble courage, weak commitment or selfish motives. We will pursue our vision of love and service to others. America deserves it, history demands it, and our children will reward it.

Thank you very much.

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