

THE WHITE HOUSE
WASHINGTON

Date

8/12

To:

Janet Murguia

From:

The Staff Secretary

As discussed, re: call
to Rep. Vic Snyder.
If you need more info,
Dan Rosenthal is the best
person. Thanks,
Phwl

Chyon.



MARY ANNE SALMON
POLITICAL AND PUBLIC LIAISON

Mr. President -

FYI - I spoke with John Epater who
directs the Congressman's Little Rock
office and told him, as per Craig Smith,
that the reason you hesitated to land at
LR Air Force Base was because it tied
up traffic.

mas

VIC SNYDER
2d DISTRICT, ARKANSAS

HOME OFFICE:
1527 FEDERAL BUILDING
700 W. CAPITOL AVENUE
LITTLE ROCK, AR 72201-3270
(501) 324-5941
TDD (501) 324-5922

Congress of the United States
House of Representatives
Washington, DC 20515-0402

COMMITTEE ON NATIONAL SECURITY
COMMITTEE ON VETERANS' AFFAIRS

WASHINGTON, DC OFFICE:
1319 LONGWORTH BUILDING
WASHINGTON, DC 20515-0402
(202) 225-2506
SNYDER.CONGRESS@MAIL.HOUSE.GOV

July 2, 1997

The Honorable William J. Clinton
President of the United States
The White House
1600 Pennsylvania Avenue, NW
Washington, D.C. 20500

Dear Mr. President:

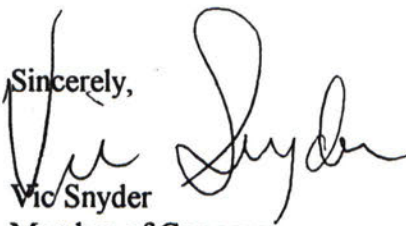
For the past six months, I have made an effort to be in close contact with the Little Rock Air Force Base and have developed, what I believe to be, quite a good relationship with the personnel at the Base.

One issue that has come up, informally yet emphatically, during my meetings with the Base officers is the fact that in the first four and one-half years of your Presidency, Air Force One has not landed at the Little Rock Air Force Base. Apparently, President Bush at some point during his Presidency, used the facilities when traveling in the area. The Base personnel are eager to accommodate your travel commitments.

In view of your upcoming visit to Central High School in September, would you please consider using the Little Rock Air Force Base as your stop-off point? I know it would mean a great deal not only to the Air Base personnel, but also to the City of Jacksonville. It is also an excellent C-130 facility that has had frequent overseas operations including duties in Bosnia. I know they would appreciate hearing from you.

I appreciate your consideration. I look forward to seeing you in September and applaud your commitment to Central High School.

Sincerely,


Vic Snyder
Member of Congress

VS:tf

THE WHITE HOUSE
WASHINGTON

Date

8/12

To: Shelley Fidler

From: The Staff Secretary

We received this note from
Tim Martin yesterday.

I think there should be a
cover note on it before it
goes to POTUS. Can I get such
a note by Thursday? Thanks

Phyll



UNDER SECRETARY OF STATE
FOR GLOBAL AFFAIRS
WASHINGTON, D.C. 20520-7250

July 27

Dear Mr. President,

You will remember our earlier conversations about initiatives that can boost the environment, with little if any political cost. See Denver Post attached.

We discussed Below Cost Timber Sales as one of those - the elimination of these sales can be done by the Executive Branch, saving taxpayers and the environment. And almost every major Timber producer will applaud.

Good luck + best wishes - see you soon.

Vim With

Don't subsidize timber . . .

Congress should end the timber industry's road-building subsidies.

Recently, U.S. Reps. John Porter, R-Ill., and Joe Kennedy, D-Mass., tried to amend an appropriation bill to stop the U.S. Forest Service from paying for new logging roads. The House passed a watered-down version of their proposal, but didn't end the subsidy.

However, Sen. Richard Bryan, D-Nev., plans to offer an amendment in the Senate to stop the timber road subsidies. His proposal would end a purchaser credit program and strike a line item for road building from the Forest Service's budget.

Colorado's two U.S. senators, Wayne Allard and Ben Nighthorse Campbell, should support Bryan's effort.

Bryan's amendment would save the taxpayers about \$92 million a year, but the other principles involved loom even larger.

When the U.S. Forest Service sells timber from the national forests, it gives logging companies credit for the costs of building roads into those sale areas. The government thus gets less money for its trees than the trees are worth, thereby short-changing taxpayers.

Over the decades, the shortfalls have amounted to hundreds of millions of dollars.

Other industries that take public resources from federal lands — such as oil and gas companies — pay for their own roads. The timber industry shouldn't get preferential treatment.

While the timber industry says its roads become assets for the Forest Service, the fact is the roads often be-

come headaches. They encourage more vehicle traffic, which disturbs wildlife; require bigger maintenance budgets; and, in the worst cases, degrade water quality and lead to land slides. In the Pacific Northwest, logging roads frequently go nowhere except to heaps of slash and other timbering debris.

The purchaser credit program also encourages logging companies to cut in the so-called ancient or old-growth forests. Very often, these areas are so remote that timber companies would not consider cutting the trees if they had to pay the full road-building costs themselves.

Ending the subsidies will affect some Colorado companies because there are at least four pending timber sales on national forests here that would require new road construction.

But unlike the Pacific Northwest's logging giants, Colorado's relatively small timber industry doesn't cut much on old-growth stands.

Colorado companies instead work mostly in places that already have been logged once, which are known as second-growth forests. For the most part, Colorado's timber companies use existing roads to reach the trees they want to cut.

In essence, the road subsidies dip into taxpayers' wallets to encourage logging giants to cut where they shouldn't — but they do little to help small companies that are working in less controversial areas.

Allard and Campbell — who claim to be deficit hawks — surely can support the fiscally and environmentally responsible amendment that Bryan plans to offer.

8-11-97
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THE WHITE HOUSE

WASHINGTON

August 8, 1997

MEMORANDUM FOR THE PRESIDENT

FROM SYLVIA M. MATHEWS *SM*

SUBJECT: Joe Martin Speech to Charlotte-Mecklenburg Urban League

I understand that Chris Edley encouraged you to view the video of a moving speech entitled "Molehills" given by Joe Martin, recipient of the Charlotte-Mecklenburg Urban League's Whitney M. Young, Jr. Award for 1997. Attached to this memo, find the video and the accompanying letter from Hugh Price, Urban League President.

Mr. Martin, a Principal Corporate Affairs Executive at NationsBank in Charlotte, North Carolina, delivered this twenty minute speech to the Charlotte-Mecklenburg Urban League on March 6, 1997. In the speech, Mr. Martin gives a moving account of race relations in America today. Filled with emotion yet often humorous, his speech includes interesting metaphors from everyday life to portray the current problems with race relations and useful anecdotes for how we should work to overcome these problems.

In particular, Mr. Martin likens race relations to a "debilitating disease" that no one wants to deal with, a reference that is especially poignant because he suffers from ALS. Mr. Martin asks about race in America: "What if we stop denying it and start defying it?" He makes a practical suggestion for doing so by declaring every Thursday in Charlotte "Race Day." On Race Day, Mr. Martin encourages everyone to have lunch with a person from a different race.

cc: Ms. Judy Winston

Sent to
Dorabind

8/12/97



NATIONAL URBAN LEAGUE

120 WALL STREET, NEW YORK, NY 10005

THE PRESIDENT

July 18, 1997

Dear Mr. President:

As Christopher Edley has mentioned to you, this is an amazingly moving speech on the subject of race relations. I believe you will be deeply touched and inspired by it. We are thrilled that you will be joining us at our Annual Conference on Monday, August 4, 1997.

We look forward to seeing you then.

Sincerely,

Hugh B. Price

HBP/rj

Enclosure

The Honorable William Jefferson Clinton
White House
1600 Pennsylvania Avenue
Washington, DC 20502

Job Work Development Corporation

1440 Broadway #304
Oakland, CA 94612
Telephone (510) 763-1306
Fax (510) 763-2912

Truck Driver's Training
Computer Training
Job Counseling
Job Placement

August 7, 1997

Dear Mr. President,

We want you to know who and what Job Work Development Corporation really is.

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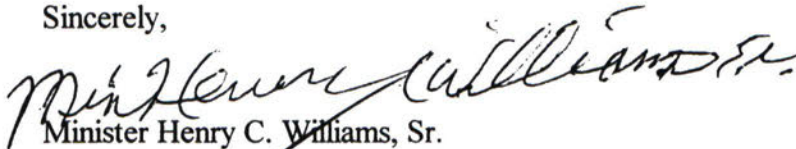
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We renew our invitation to you and the First Lady to visit with us here in Oakland. We are sure that once you see the work we are accomplishing, you will be excited about supporting our efforts. We look forward to hearing from you soon. God Bless you and keep you always.

Sincerely,



Minister Henry C. Williams, Sr.
President/CEO

Job Work Development Corporation

1440 Broadway #304
Oakland, CA 94612
Telephone (510) 763-1306
Fax (510) 763-2912

Truck Driver's Training
Computer Training
Job Counseling
Job Placement

5744 12-4472

August 7, 1997

Dear Mr. President,

We want you to know who and what Job Work Development Corporation really is. Therefore, enclosed is a video of the recent coverage we received on Channel 7 news here in the Bay Area. This news segment was aired both on the regular evening news as a Salute to myself and to Job Work Development and on *Sundays on Seven*, which is a regular Sunday morning news program.

Once again, we need your assistance. We are asking that you adopt Job Work Development Corporation. With your support, our success is guaranteed. As it stands now, we have save the government millions of dollars by providing the services we do. We have managed to do this with out receiving any funding. In spite of this barrier, we still manage, because of our dedicated volunteer staff, to provide our programs to the members of the community free of charge and on a walk-in basis. Just imagine what we could do if you could find a way to support us both locally and nationally with government funding!! Because we realize that the problems faced by our community are not unique to Oakland, it is our hope to expand our efforts to other areas throughout the United States and to assist in the revitalization of communities across our great country.

We renew our invitation to you and the First Lady to visit with us here in Oakland. We are sure that once you see the work we are accomplishing, you will be excited about supporting our efforts. We look forward to hearing from you soon. God Bless you and keep you always.

Sincerely,


Minister Henry C. Williams, Sr.
President/CEO

**OFFICE OF THE PRESIDENT-ELECT
AND VICE PRESIDENT-ELECT**
1120 Vermont Ave., N.W.
Washington, DC 20270-0001



Postage and Fees Paid
U.S. GSA
GSA-361

Mr. Henry Williams, Sr.
Job/Work Development Director
P.O. Box 31524
Oakland, CA 94604

♻️ Printed on Recycled Paper 12 

**OFFICE OF THE PRESIDENT-ELECT
AND VICE PRESIDENT-ELECT**

*Thank you so much for writing to me. It's important
that I hear the thoughts, experiences, and concerns of
people who care about the future of America. I
appreciate your taking the time to let me know how
you feel.*

Bill Clinton

Office of the President-Elect
and Vice President-Elect

December 18, 1992

Mr. Henry Williams, Sr.
Job/Work Development Director
P.O. Box 31524
Oakland, California 94604

Dear Mr. Williams:

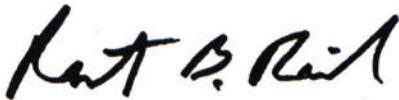
Thank you very much for your letter regarding President-elect Clinton's economic policy.

President-elect Clinton and Vice President-elect Gore have brought together a strong and diverse group of economic advisors who have begun work on the creation of a new economic policy for the 21st century — putting people first.

Currently, your letter is under review.

I thank you for taking the time to share your ideas with us.

Sincerely,



Robert B. Reich

THE WHITE HOUSE
WASHINGTON

January 20, 1995

The Reverend Henry Williams
President
Job Work Development
1199 Pine Street
Oakland, California 94607

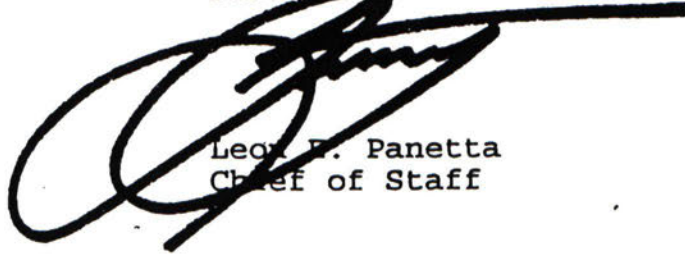
Dear Mr. Williams:

Thank you for taking the time to write and share your concerns. I appreciate the information you provided regarding your efforts to obtain funds to train needy people from the Oakland community for employment in transportation-related fields.

To give your specific questions the proper attention, I have forwarded your letter to Department of Transportation for review. I have asked them to reply to you directly. If you would like to contact them yourself, they may be reached at the Department of Transportation, 400 Seventh Street, S.W., Washington, DC 20590.

Again, thank you for writing. ,

Sincerely,

A large, stylized handwritten signature in black ink, likely belonging to Leon F. Panetta, is written over the typed name and title.

Leon F. Panetta
Chief of Staff

cc: Department of Transportation

THE WHITE HOUSE

WASHINGTON

January 20, 1995

The Reverend Henry Williams
President
Job Work Development
1199 Pine Street
Oakland, California 94607

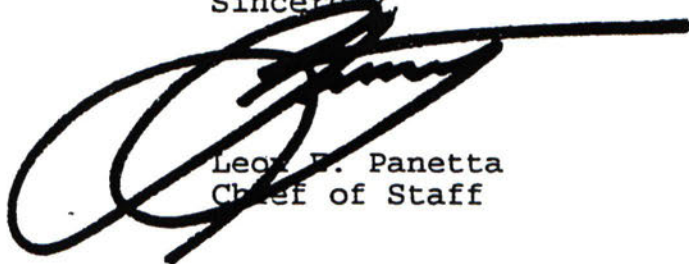
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Sincerely,

A large, stylized handwritten signature in black ink, likely belonging to Leon F. Panetta, is written over the typed name and title.

Leon F. Panetta
Chief of Staff

cc: Department of Transportation

JOB WORK DEVELOPMENT CORPORATION

MISSION STATEMENT

1. Provide a heavy equipment and trade training center and pre-apprenticeship program for unemployed and underemployed residents.
2. Provide a child care center, and other programs for children.
3. Provide low-income affordable housing for residents.
4. Provide a homeless center that would serve as transitional housing for workers in training.
5. Provide community based medical care to reduce the number of deaths.
6. Jointly develop with local school boards, high school academics that prepare students to enter the transportation industry.
7. Monitor government grantees to ensure that they are complying with all mandated guidelines.
8. Provide workers with physical fitness, health, and nutrition programs that will reduce workplace illnesses and injuries.
9. Provide training in the areas of toxic clean-up and removal.

SECTION C. LIMITATIONS. The property of this corporation is irrevocably dedicated to nonprofit purposes and no part of the net earnings, net income or assets of the corporation shall ever inure to the benefit of any director, officer or member as defined for purposes of Section 501(c)(3) of the Internal Revenue Code of 1954 or to the benefit of any private person. Upon the dissolution or winding up of the corporation, its assets remaining after payment or provision for payment of all debts and liabilities of this corporation shall be distributed to a nonprofit fund, foundation, or corporation with a similar purpose, which has established its tax-exempt status under 501(c) of the Internal Revenue Code of 1954 (or the corresponding provision of any future United States internal revenue code).

INTERNAL REVENUE SERVICE
DISTRICT DIRECTOR
P O BOX 30224
LAGUNA NIGUEL, CA 92607-0224

DEPARTMENT OF THE TREASURY

Date: JUN 6 1996

JOB WORK DEVELOPMENT CORPORATION
1199 PINE STREET
OAKLAND, CA 94607

Employer Identification Number:
94-3186559
Case Number:
956008058
Contact Person:
WILLIAM NIXT
Contact Telephone Number:
(714) 360-2588
Accounting Period Ending:
DECEMBER 31
Foundation Status Classification:
170(b)(1)(A)(vi)
Advance Ruling Period Begins:
OCTOBER 12, 1993
Advance Ruling Period Ends:
DECEMBER 31, 1997
Addendum Applies:
NO

Dear Applicant:

Based on information you supplied, and assuming your operations will be as stated in your application for recognition of exemption, we have determined you are exempt from federal income tax under section 501(a) of the Internal Revenue Code as an organization described in section 501(c)(3).

Because you are a newly created organization, we are not now making a final determination of your foundation status under section 509(a) of the Code. However, we have determined that you can reasonably expect to be a publicly supported organization described in sections 509(a)(1) and 170(b)(1)(A)(vi).

Accordingly, during an advance ruling period you will be treated as a publicly supported organization, and not as a private foundation. This advance ruling period begins and ends on the dates shown above.

Within 90 days after the end of your advance ruling period, you must send us the information needed to determine whether you have met the requirements of the applicable support test during the advance ruling period. If you establish that you have been a publicly supported organization, we will classify you as a section 509(a)(1) or 509(a)(2) organization as long as you continue to meet the requirements of the applicable support test. If you do not meet the public support requirements during the advance ruling period, we will classify you as a private foundation for future periods. Also, if we classify you as a private foundation, we will treat you as a private foundation from your beginning date for purposes of section 507(d) and 4940.

Grantors and contributors may rely on our determination that you are not a private foundation until 90 days after the end of your advance ruling period. If you send us the required information within the 90 days, grantors and contributors may continue to rely on the advance determination until we make a final determination of your foundation status.

If we publish a notice in the Internal Revenue Bulletin stating that we

Pushing a dream center for jobs

■ Campaign for job-training site for West Oakland absorbs retired truck driver

By Craig Staats
STAFF WRITER

In his mind's eye, Henry Williams Sr. can see a different West Oakland, with training opportunities and jobs for the people who live there.

Williams, 58, is a retired truck driver, a gadfly who talks to anyone who will listen about his dream for a job training center and freight distribution center in West Oakland.

"There's lots of qualified blacks in the streets out here," Williams said one day as he drove past railroad-owned land near 14th and Wood streets that he thinks would be a perfect spot for a training center.

Williams, who is scheduled to talk to Oakland port commissioners today about his plan, serves on the Cypress/Mandela Affirmative Action Committee, which is working to ensure that West Oakland people and minority- and women-owned businesses reap their share of the benefits of the \$460 million Cypress freeway rebuilding project.

The 1.5-mile freeway section, which long divided West Oakland, collapsed in the 1989 Loma Prieta earthquake, killing 42 people.



Henry Williams wants to keep jobs locally when the quake-devastated Cypress section is rebuilt in West Oakland. With him is his granddaughter Latoya Gix, 7.

NICK LAMMERS — Staff

Caltrans plans to rebuild the freeway section further west, near the Southern Pacific railroad tracks.

The Oakland Private Industry Council and Caltrans already are at work developing a \$250,000 construction trades-training program for 125 people, to be financed by Caltrans, but Williams' proposal is more ambitious.

Some people on the committee consider him a loose cannon, but he said the port, the railroads and the city all have a responsibility to do more to help rebuild West Oakland, once a vibrant part of the city that has deteriorated over the years.

"We want them to play a big part in bringing the work back into Oakland," Williams said.

Jack Atkin, who chairs the Cypress affirmative action committee's employment panel, said there will be very few jobs available for West Oakland people in actually building the freeway section, so the key is providing job training for work that does exist — perhaps in the construction trades to repair West Oakland's aging stock of single-family homes.

West Oakland's Citizens Emergency Relief Team, created after the earthquake, has proposed a 2

percent assessment on the freeway's gross construction costs as a so-called "mitigation fee" to assist West Oakland.

That would raise \$9 million over five years, Atkin said.

"The freeway can provide money, but not jobs," he said.

The Caltrans-Private Industry Council project, which begins next week with screening interviews, is designed for unemployed people who have lived in Oakland at least six months and either have, or are willing to pursue, a general education diploma. More than 200 people already have applied for the program.

JOB WORK DEVELOPMENT CORP.

1440 Broadway Suite 304 • Oakland, CA 94612 • Tel: 510-763-1306 • Fax: 510-763-2912 • Placement: 510-763-8498

JOB PLACEMENT CENTER

**ORGANIZED TO PROVIDE EMPLOYMENT SERVICES
FOR ALL TYPES OF JOBS FOR ADULTS AND STUDENTS**

✓ Job Training

(Truck Driving Training, Computer Skills, etc.)

✓ Job Counseling

✓ Job Referral

✓ Job Development

✓ Job Preparation Workshops

✓ Job Placement

☆ Job Work Development Corp. is a Non-Profit 501(c)(3)
Organization providing free employment services
and opportunities to all neighborhood and
community people

9:00 a.m. until 3:00 p.m.

1199 Pine St.

Oakland, CA 94607

510-763-8498

NEWS BULLETIN

JOB WORK DEVELOPMENT INC. TRANSPORTATION CENTER

Times have changed . . . It's time to change!

Training and Maintaining

Job Work Development, an Oakland non-profit, will be engaged in training Oakland residents for trucking, warehouse and other transportation related occupations. JWD is developing criteria for successful candidates for its training program. Founder, C.E.O. and President, Henry C. Williams Sr. and Vice President A. Gene Pegues are enthused about requiring that the men and women, who aspire to participate in the training, will be asked to contribute 32 hrs for volunteer work for the community.

The group will form a "JWD Cleanup Committee" to work in cooperation with other local groups to help clean up and rebuild Oakland. Participants, many unemployed, will refresh basic work skills, for example, a sense of responsibility for carrying out tasks, coming to

work on time, and working with others. Some candidates, having been plagued by drugs, one of the pitfalls of modern urban living, will extend the time in which they have been drug free. The candidates will be required to take a drug test prior to beginning the training.

Fresh Start

Job Work Development plans to train 400 men and women, over a period of a year starting in the mid-summer of '96. If each worker contributes 32 hours of time, this is the equivalent of approximately 5 full time volunteers contributing to the City. If the City were to hire those 5 workers, it would cost from \$10,000 to \$20,000.

Team Effort

The JWD Cleanup Committee will receive support from churches, community organizations and businesses in the ongoing work to rebuild Oakland. Participants in the JWD program will experience the pride of knowing that they are valued as a part of a community wide team. They will express their good faith, and have an opportunity to repay the

community for its assistance. While the participants strive to construct their personal affairs, they will also be part of the efforts to clean up the whole community. They will help to restore Oakland, our beautiful city, to its rightful place as the Jewel of the East Bay, one of the cultural capitals of California.

Giving is Receiving

Since JWD is a non-profit organization, it stress the need for public and private donations. The funds will go towards the training facilities i.e. office equipment, trucks and office support. This in turn will help create new job opportunities and a cleaner environment. Let's make it a priority to take care of each other to take care of ourselves. ♦

SEND TAX DEDUCTIBLE DONATIONS TO:

Job Work Development
P.O. BOX 31524
Oakland, CA 94604
(510) 763-8498

Or write to:
Henry C. Williams Sr.
1199 Pine Street
Oakland, CA 94607
(510) 534-7981
501(c)(3)





**JOB WORK
DEVELOPMENT CORP.
TRANSPORTATION
TRUCK DRIVING TRAINING CENTER**

- ☐ Job Training ☐ Teaching ☐ Counseling
- ☐ Placement Center ☐ Computer Training



President
Rev. H. C. Williams Sr.
I'm God's Servant
For The Peoples

1199 Pine Street
Oakland, CA. 94607
Bus. (510) 763-8498

Fax (510) 836-0860 • Res. (510) 534-7981