

Happened to the Schools; Totalitarianism and the Lie; Education in Defense of a Free Society; The Political Dilemma of American Jews; AIDS: Are Heterosexuals at Risk?; Against the Legalization of Drugs; How Good Was Leonard Bernstein?; The Professors and the Poor; Intermarriage and Jewish Survival; The Liberated Women; Authenticity and the Modern Unconscious; The Problem of Euthanasia.

And the authors—Irvig Kristol, Midge Decter, Thomas Sowell, Bernard Lewis, Lionel and Diana Trilling, Gertrude Himmelfarb, James Q. Wilson, Glenn C. Loury and dozens of other leading intellectuals and scholars. Mr. Podhoretz set a high standard for content. That standard obtained in the articles and also in the letters to the editor feature, which was as widely read as the articles. In fact, some readers who never managed to get articles accepted (and paid for) by Commentary got in anyway by writing long letters—for which there was no writer's fee but the satisfaction at least of being published in Commentary.

Commentary's overwhelming achievement was its leadership in the world of culture in the fight against communism and the Soviet Union, one undertaken by the magazine's first editor, Elliot Cohen. It is no exaggeration to say that Commentary in time became the scourge of the left, especially in culture. Major analyses of communist foreign policy by writers like Jeane J. Kirkpatrick, Sidney Hook, Lexzesek, Kolakowski, Richard Pipes and other scholars and by Mr. Podhoretz himself filled its pages. They were widely discussed and were read in Congress and the White House. And all this, mind you, by a magazine whose circulation never exceeded 80,000.

It is a truism that few editors leave behind successors who deserve the promotion. Mr. Podhoretz, however, is the exception. His successor as editor-in-chief is Neal Nozodoy. He has been the leading member of the team which transformed a Jewish magazine with deep involvement in Jewish and Israeli affairs into a publication which without compromising its cultural and ethnic roots became an important part of the resistance to those who sought and still seek the perversion of Western civilization in the name of new revolutionary slogans.

AUTOMOBILE TRADE WITH JAPAN

Mr. LEVIN. Mr. President, as the United States-Japan framework negotiations in autos and auto parts accelerate over the next few weeks, I want to bring to my colleagues attention a New York Times op-ed by Thomas L. Friedman published on April 16. Mr. Friedman describes the problems American auto and auto parts manufacturers face when trying to sell their products into Japan's closed market and our limited chances of opening these protected markets unless we are willing to impose reciprocal treatment on Japan's products in this country.

Regarding the likelihood of concluding a market opening deal in the framework negotiations with Japan anytime in the near future, Mr. Friedman says:

Don't hold your breath. The Japanese will literally do anything to preserve their domestic car monopoly, even though it is one of the major causes of the massive trade imbalance between the U.S. and Japan that is, in turn, causing the yen to soar in value against the dollar.

In fact, the higher the yen goes the less likely Japan is to open its auto market. With the yen rising against the dollar, Japan's cars become more expensive and difficult to sell in the U.S., so Japanese auto company profits are squeezed. That makes it all the more important for Japanese auto makers to protect their home market from competition, so they can charge higher prices there and run up profits they need to cover losses abroad.

What the U.S. is seeking is an end to Japan's barriers. For instance, only 7.4 percent of Japanese car dealers, who are manipulated by the manufacturers, sell foreign cars alongside Japanese models. Almost 80 percent of U.S. dealers sell foreign models alongside their domestic brands.

The U.S. is also seeking better access to Japan's huge market for replacement auto parts, which has been largely closed to foreigners through Japanese regulations, customs codes and cartels. U.S. manufacturers have 3 percent of Japan's \$27 billion replacement parts market, while foreigners have 18 percent of the U.S. replacement market and 22 percent of Europe's.

Mr. Friedman believes we should be willing to take reciprocal action against Japan in an effort to get Japan to open its markets to United States autos and auto parts. Doing so will not result in retaliation. Mr. Friedman says:

Maybe, just maybe, the Japanese need us more than we need them.

For starters we should charge Japanese auto manufacturers a distribution tax on every car they sell in the U.S.—a tax that will be reduced in proportion to how many Japanese manufacturers open their showrooms to foreign cars. We should also inspect every Japanese car and part that comes into this country, and take our sweet time doing it, which is just what Japan does.

He goes on to say:

Hold on, the Japanese will say, that is a violation of the rules of the World Trade Organization. Rules? Did somebody say rules? Does anyone think that Tokyo shrank the U.S. share of the Japanese auto market from 60 percent in 1953 to 1 percent in 1960 by playing by the rules? We'll only win equal opportunity in the Japanese market when we play the game by their rules—which are no rules at all.

Mr. Friedman has hit the nail on the head. Decades of painful history have proven that Japan will open its markets only when forced to do so. Now is the pivotal moment in auto and auto parts negotiations with Japan and the administration seems prepared to do so what no other administration has done for 25 years: tell Japan that it faces equivalent restrictions on its goods if it does not open its market to our autos and auto parts.

Mr. President, I ask unanimous consent that the op-ed be printed in the RECORD.

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

[From the New York Times, Apr. 16, 1995]

WHERE DO CARS COME FROM?

WASHINGTON.—The other day I was playing the computer game "Where in the U.S.A. Is Carmen Sandiego?" with my 9-year-old daughter, Orly. It's a wonderful geography-teaching tool. You have to follow clues to different cities to trade down vile criminals.

The clues we were given for one trip were all clearly pointing to Detroit. But instead of giving my daughter the answer, I wanted to see if she could figure it out herself, so I asked her: "Where are cars made?" And without missing a beat she answered: "Japan."

From the mouths of babes.

Where have I failed as a parent? I guess it's the same place that we've failed as a nation. We have so blithely surrendered so much of the car market to the Japanese that my own daughter thinks cars come from Japan as surely as pizza comes from Italy and babies from the stork.

My daughter, of course, was only part right. Roughly 25 percent of cars sold in the U.S. today are Japanese models. But if we were living in Tokyo she would be dead right, since only 1.5 percent of the cars sold in Japan are American.

This week U.S. and Japanese negotiators will once again try to work out a deal for opening the closed Japanese auto market. Don't hold your breath. The Japanese will literally do anything to preserve their domestic car monopoly, even though it is one of the major causes of the massive trade imbalance between the U.S. and Japan that is, in turn, causing the yen to soar in value against the dollar.

In fact, the higher the yen goes the less likely Japan is to open its auto market. With the yen rising against the dollar, Japan's cars become more expensive and difficult to sell in the U.S., so Japanese auto company profits are squeezed. That makes it all the more important for Japanese auto makers to protect their home market from competition, so they can charge higher prices there and run up profits they need to cover losses abroad.

What the U.S. is seeking is an end to Japan's barriers. For instance, only 7.4 percent of Japanese car dealers, who are manipulated by the manufacturers, sell foreign cars alongside Japanese models. Almost 80 percent of U.S. dealers sell foreign models alongside their domestic brands. It's hard to sell a car by mail order. You need a showroom and U.S. cars don't have many in Japan. And the old America-makes-the-wrong-cars line doesn't wash anymore. U.S. companies now make eight different right-hand-drive vehicles tailored for Japan.

The U.S. is also seeking better access to Japan's huge market for replacement auto parts, which has been largely closed to foreigners through Japanese regulations, customs codes and cartels. U.S. manufacturers have 3 percent of Japan's \$27 billion replacement parts market, while foreigners have 18 percent of the U.S. replacement market and 22 percent of Europe's.

Clinton officials claim they are finally ready to tell Tokyo that either it enters into a meaningful agreement to open Japan's auto market, with measurable results or the U.S. will impose punitive tariffs.

(If this is true, it means the White House has rejected the brain-dead advice of the Pentagon that we must not allow "trade friction" to undermine our security ties with Japan. Nonsense. We're Japan's largest export market and we provide Japan with its security umbrella. We should use both as levers to promote our trade interests. Would somebody get the Pentagon a map. The last time I checked, North Korea and China were a lot closer to Tokyo than Washington. Maybe, just maybe, the Japanese need us more than we need them. How about a little less Keynes and a little more Machiavelli?)

For starters we should charge Japanese auto manufacturers a distribution tax on every care they sell in the U.S.—a tax that will be reduced in proportion to how many

Japanese manufacturers open their showrooms to foreign cars. We should also inspect every Japanese car and part that comes into this country, and take our sweet time doing it, which is just what Japan does.

Hold on, the Japanese will say, that is a violation of the rules of the World Trade Organization. Rules? Did somebody say rules? Does anyone think that Tokyo shrank the U.S. share of the Japanese auto market from 60 percent in 1953 to 1 percent in 1960 by playing by the rules? We'll only win equal opportunity in the Japanese market when we play the game by their rules—which are no rules at all.

Even a 9-year-old understands that.

COOPERATIVE EXTENSION SERVICE AND 4-H

Mr. PRESSLER. Mr. President, periodically, it is my pleasure to address the Senate on the effective work of the Cooperative Extension Service and 4-H programs.

The Cooperative Extension Service [CES] is at the heart of many American communities. Established in 1914 by the Smith-Lever Act, the CES has been serving the needs of millions of Americans for more than 80 years. The CES provides education and one-on-one assistance on a wide variety of issues, from agribusiness skills and safe chemical handling to senior nutrition and child care. The U.S. Department of Agriculture works closely with each State's land-grant university to provide information on these and other programs to participating communities. The hands-on approach increases productivity and keeps thousands of farms and families running smoothly.

Local agents tailor CES programs to meet special area needs. In southeast South Dakota, for example, more than 1,200 producers affected by flooding received information on cropping alternatives and financial management. In Day and Marshall Counties, CES agents organized more than 450 South Dakota families and businesses in a recycling effort. Another example is the successful Extension Service Indian reservation programs. On the Pine Ridge and Rosebud Reservations, 87 farmers and ranchers completed training for their private pesticide applicators license.

One unique program run by the CES in every South Dakota county is helping to put welfare recipients back to work. Every recipient of Aid to Families With Dependent Children [AFDC] must attend resourceful living classes offered by county extension agents. In these classes, welfare recipients learn basic skills such as household budgeting, and interviewing skills. No other State in the country has such a program to establish self-sufficiency.

According to the CES, for every dollar invested in CES livestock programming, \$4.60 to \$5.80 is realized in the increased value of livestock sold. For every dollar invested in crop programming, the value of crops sold is increased by \$5.90 to \$8.62. Thousands and thousands of dollars in health care

costs are saved through the nutrition and child care education offered by CES. Clearly, this is an example of a Federal program with an excellent return on the taxpayers' dollar. Why? Because it relies on the common sense participation of local folks who know the unique needs in their own communities.

Another program with a history of common sense result is 4-H. The mission of 4-H is to help young people become self-directed, productive, and contributing members of society. 4-H members have the opportunity to explore many areas of interest. Their projects can include raising cattle, hogs, and sheep. Other 4-H projects involve growing farm or garden crops, forestry and entomology collections, baking, sewing, handicrafts, art, electronics, horse showing, photography, public speaking, and much more.

Nationally about 5.5 million young people are involved in 4-H annually. I always enjoy meeting 4-H'ers in my Washington office or at our State fair. They always give me helpful advice. 4-H has helped them to become well-informed and articulate leaders.

While growing up on a small family farm in my home State of South Dakota, I was active in a local 4-H club, the Humboldt Hustlers. The 9 years I was active in 4-H helped me develop my personality and better focus myself. That helped me to confidently formulate and pursue my goals. Each 4-H participant learns the value of teamwork, and gains knowledge of the community, State, Nation, and world in which he or she lives. I was fortunate to have attended twice the 4-H Club Congress in Chicago and the 1961 World Agricultural Fair in Cairo, Egypt. Participation in such programs by young people is even more vital today with the growing importance of the global community to the United States.

The success of South Dakota 4-H is due to a team of very competent, well-informed adult professionals and volunteers who help educate 4-H members. I remember in particular two professionals who helped me and other South Dakota youth. They were Glenn Schrader, who was the Minnehaha County agent for more than 30 years, and John Younger, who was the South Dakota 4-H leader for nearly 25 years. Both were instrumental in the development of 4-H within South Dakota, as well as nationally. All 4-H participants also appreciate their local 4-H leaders for the time, effort, and commitment they volunteer. During the time I was involved in 4-H, I had two leaders: Elmer Anderson and Harry Stofferahn. They shared the values and spirit of 4-H to me and my fellow members, for which I am grateful to this day.

With the reported decline in rural communities, my colleagues may wonder how these programs continue to serve a useful purpose. The Extension Service and 4-H programs are no longer just for rural areas. They have expanded from addressing traditional

farm and home economic problems to current issues such as teen pregnancy and violence. In fact, nearly one-third of 4-H students now reside in urban areas. They have grown so fast because the lessons and values that are the essence of 4-H—head, heart, hands, and health—transcend geography and demography. More important, at a time when thousands of young people in urban areas face so many challenges, the lessons and values of 4-H are needed more than ever before.

As Federal budgetary pressures grow, it will be tempting for Congress to cut funding for programs such as the CES and 4-H. I hope my colleagues will resist this pressure and continue supporting these effective programs. The CES and 4-H programs should be permitted to continue providing support for communities across the United States for many years to come.

CWO-2 PETER A. DAVIS, AN AMERICAN PATRIOT

Mr. SMITH. Mr. President, I rise today to salute CWO-2 Peter A. Davis, who died April 24, 1995, in a helicopter crash in Williamson County, TX. The accident that took the life of this fine man was a terrible tragedy for his family and for all those who knew him.

Mr. Davis, born in Kittery, ME and educated in Laconia, NH, was on active duty and has served in the U.S. Army for 21 years. He is the son of Phillip and Maria Davis of Laconia. He is also survived by his wife, Bonnee Davis and son Nicholas Davis, both of Fort Hood, TX.

Peter died in service to his country in the U.S. Army. I extend my deepest sympathies to Peter's family and friends. As a member of the Senate Armed Services Committee, I am honored to represent Peter's family in the U.S. Senate. CWO-2 Peter Davis joins a distinguished list of American patriots who have given their lives in service to their country.

TRIBUTE TO SHELDON L. MORGAN

Mr. HEFLIN. Mr. President, I want to pay tribute to Sheldon L. Morgan, who recently retired as senior vice president after 23 years with the First Alabama Bank. He was manager of the bank's corporate sales and services department, which included national accounts, industrial development, private banking, and corporate cash management. He had also served as head of First Alabama's marketing division.

Prior to joining the bank in 1972, Sheldon was manager of industrial trade development for the Mobile, AL Area Chamber of Commerce. His colorful career also carried him to the Alabama State docks, where he served as public relations director, and to the Mobile County schools, where he taught. He was in the U.S. Air Force from 1948 to 1952.