

[From the Burlington (VT) Free Press, May 16, 1995]

RYAN TO RETIRE FROM TRINITY'S HELM
(By Molly Walsh)

After 17 years at the helm of Vermont's only women's college, Trinity College President Janice Ryan has announced she will leave the school in July 1996.

"For Trinity and for me it just feels like the right time," Ryan, a Roman Catholic nun, said Monday. "We have truly as a college been blessed."

Friends, trustees and nuns in The Sisters of Mercy, the order that founded Trinity and welcomed Ryan as a fresh-faced farm girl in 1954, praised her vision, determination and energy.

"We would have liked to convince her to stay here for another 17 years," said Christopher Weinheimer, Trinity board of trustees chairman and treasurer of Fletcher Allen Health Care. A national search for a successor is underway.

During Ryan's tenure, Trinity launched a successful "weekend college" degree program, three new masters programs and two major capital campaigns. It also established a model scholarship program to help low-income single parents receive an education.

It's the students, most of all, who make Ryan proud as she looks back.

"I've watched the young women over these 17 years and honest to goodness, their abilities never cease to amaze me," Ryan said.

Off campus, Ryan has served on dozens of boards and community service projects, taking a special interest in mentally retarded people of all ages and children with special needs.

Ryan is the kind of person who would always find a way to get un-stranded from the proverbial desert island, said Trinity trustee Joan Sylvester, who has known Ryan for 20-odd years.

No problem is too big for her.

"She's like the little Duracell battery that goes on and on," Sylvester said.

Ryan's resignation is not a surprise. Two years ago, she declined to sign a fourth five-year contract. Trustees persuaded her to stay at least through July 1996 to help oversee a \$5 million capital campaign.

To date, \$4.4 million has been raised and a \$1.9 million reconstruction of Delehanty Hall, the college's primary teaching facility, begins today.

One of six children in an Irish-Catholic family, Ryan's early education in a one-room school house was followed by a bachelor's from Trinity and a masters at Boston University in 1967.

Ryan's polished, dressed-for-success image is a contrast to the nun who wore thick glasses with clunky, black frames and the traditional long, black habit in the 1960s while she taught at local parochial schools.

And far from the stereotype of a cloistered nun, Ryan is known as an engaging dinner partner and a skilled fund-raiser and networker.

Ryan sets a fine example of spirituality in action, said Sister Lindora Cabral, Trinity trustee and president of the Sisters of Mercy, Vermont Regional Community. "To have people realize that we're part of today's world * * * that's a very important piece for us."

Although she will always love Vermont, Ryan is interested in policy-making work on an international level. "She will be missed," Cabral said. "But whether she's in the area or not, Trinity will always be a piece of her heart."

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MISSION STILL UNDONE

If Sister Janice Ryan doesn't eventually end up in a front-line public service job serv-

ing Vermont's disadvantaged, her resignation next year after 17 years as president of Trinity College in Burlington won't just be a loss to the school. It will be a missed opportunity for Vermont.

The time couldn't be better for an administrator of her caliber and an advocate for the needy with her energy to take a full turn in government service.

Examine the list of citizens likely to suffer the most from federal budget-cutbacks and cost-shifts to states, and it reads like a Who's Who of people Sister Janice has helped before and during her time at Vermont's last remaining women's-only college. Among them: the under-educated and physically and mentally disadvantaged in particular; women in general.

Public-service opportunities ahead become even more obvious when you look at the enormous task Vermont state government now faces: implementing welfare reform (whose largest group is now poor, single women) while absorbing federal budget cuts; making affordable the same special education law Sister Janice helped pass in 1972, without undermining its equal-access intent; and, most important, defending the basic tenet of modern government now at risk of being forgotten—retaining a basic level of decency for the disadvantaged, not as a luxury but as a moral and social imperative.

In short, Sister Janice's quiet, behind-the-scenes work at both state and national levels on behalf of all such causes isn't just a legacy for Trinity, it's a job description for Vermont state government.

As for other women aspiring to leadership—whether within or outside religious life—there are other secrets to be found in Sister Janice's example and long tenure.

One: It isn't the loudest voice that wins; more often it's the most persuasive and persistent. Just ask any Vermont legislator who remembers the years of struggle by her and other women to gain equal access to public schools for Vermont's retarded and other mentally disadvantaged children. Or any Vermont bishop who's found her on his doorstep ready to discuss in private her views on controversial church matters.

It's also testimony to what can happen when the boss—in this case the Sisters of Mercy—says, both by design and action, that a religious woman's role is, in fact, "out there," where the under-educated and the underprivileged live.

Nor is this more public life without the usual pitfalls. Sister Janice's predecessor at Trinity, Sister Elizabeth Candon, found the transition from religious life and academia a rocky one during her own pioneering tenure as human services secretary in the contentious '70s. Yet in that example is another lesson for any political leader today: that it takes more than good intentions to balance the fiercely competing interests of taxpayers and the needy; it also takes an unusually effective mix of political acuity and toughness.

While on one hand, education has long been one of the few traditional ways American culture has accepted female leaders, it's taken women like Sister Janice to take such leadership to a new, higher level through innovation and determination.

If the next few years produce the kind of budget restraints Congress is calling for—Vermont and small states like it are going to need all the persistent innovators like her they can get.

UNITED STATES-JAPAN AUTO
NEGOTIATIONS

Mr. BAUCUS. Mr. President, I rise today to express my strong support for

the President and Ambassador Kantor in their efforts to open Japan's auto and auto parts market.

In just 1 week, we are scheduled to impose sanctions on Japanese luxury cars. That is a last resort. I hope in these last few days Japan's auto companies will show themselves willing to accept a reasonable agreement. But if not, we will have no choice.

STATUS OF UNITED STATES-JAPANESE TRADE

Japan has always had a good public relations operation. They have done their best to present themselves as the victim in this issue. So before we look at the details of the auto issue, let us look at the big facts.

For decades now, American business has met a Japanese market closed in all sorts of sectors. We have negotiated over semiconductors, glass, insurance, apples, oranges, medical equipment, supercomputers, wood products, beef, and more.

In all these areas we had some success. Japan is now our largest beef market. We have sold a few supercomputers. The detail work has helped. But we are still far away from open trade with Japan. The statistics tell the story. Let me include them for the RECORD.

[In billions of dollars]

	Exports to Japan	Imports from Japan
1990	48.6	89.7
1991	48.1	91.5
1992	47.8	97.4
1993	47.9	107.3
1994	53.5	119.1

To sum it up, since 1990 Japan's exports to the United States have grown from \$89.7 billion to \$119.1 billion—an average of \$7.35 billion per year. Our exports to Japan, by contrast, did not grow by a penny between 1990 and 1993. In fact they shrank. Only in 1994 did we improve at all.

So let us put all the complaints and talk of protectionism from Japan aside. They are doing fine. If there was protectionism here, their exports would not have grown by \$12 billion last year. And just today, figures came out showing that in April, Japan sold us a record \$2.4 billion worth of cars. The problem is Japan's closed market.

THE FRAMEWORK NEGOTIATIONS

And that is what we began to address in 1993, in the so-called framework talks. These had three main baskets, as follows:

The United States agreed to cut its budget deficit.

Japan agreed to macroeconomic reforms—deregulation in particular—to reduce its worldwide current account surplus.

And both agreed on talks covering several specific sectors of the Japanese market: Insurance, telecommunications, patent law, medical equipment, and autos and auto parts.

Two years later, we have kept our part of the bargain. We have reduced the deficit by \$500 billion over the 1993-98 budget years, and we are on track to do even more this year.

In the second basket, Japan has made some halting steps toward deregulation. At least in part because of those steps, Japan's economy began to recover last year and we had a relatively good exporting year.

And in the third basket, we have agreements on medical equipment, telecommunications, insurance, patent laws, and flat glass. But autos and auto parts remain unsolved. Japan has resisted all efforts at a deal. And that is why we have a deadline next week.

JAPAN'S CLOSED AUTO SECTOR

Let us now take a closer look at this issue. Autos and auto parts account for close to two-thirds of our total trade imbalance with Japan. And the reason is that our auto and parts companies simply do not have a fair deal in Japan. A coalition of big companies and economic bureaucrats make sure Japanese dealers do not carry foreign products. And the effects are clear if we review some statistics.

In all the OECD countries but Japan, American auto parts average a 20.4-percent market share. Our share of Japan's auto parts market is 2.4 percent.

And in 1994, the world as a whole was able to export only 300,000 vehicles to Japan, where 6.5 million vehicles were sold.

This is a result of a deliberate policy to reserve Japan's auto market for domestic production. It began in the 1950's, when between 1953 and 1960 the United States share of Japan's auto markets fell from 60 to 0 percent. That is right. Zero.

It continues today, 40 years later. In 1993, for example, Japan's Fair Trade Commission found that 47 percent of Japanese dealers think they are prohibited from handling competing products, or worry their current supplier would retaliate if they sold those products.

AUTOS AND THE U.S. ECONOMY

This is a critical issue for the American economy. Our automobile industry makes up 4.6 percent of America's GDP. It is our largest manufacturing employer, employing 2.3 million Americans. And it is one of the world's most efficient and productive industries.

Since 1990, the auto industry has spent \$58.3 billion on new plants and equipment. Its R&D spending stands at \$44 billion, behind only our computer industry. Cars like the Chrysler Neon, GM's Saturn or the Ford Probe show that this investment has paid off in cars that are the world's standard for quality. There is no reason they cannot sell in Japan.

And these talks affect more than the automobile industry and its parts suppliers. They are critical for electronics, semiconductors, steel, chemicals, aluminum, machine tools and more.

Let me give you one example. When you think about autos, you do not often think about Montana. But you should. Because the auto industry is the aluminum industry's second largest market, and aluminum is a critical Montana industry.

An average vehicle contains about 200 pounds of aluminum. So in 1993, the aluminum industry shipped about 4.2 billion pounds of aluminum to the transportation market. And if American autos sell in Japan, we open a new export market for American aluminum and reduce some of the chronic oversupply on our domestic market.

So these talks are important not just in Washington, Detroit, and Tokyo, but in the Flathead Valley.

CONCLUSION

We should also remember that a good deal is good for Japan, too. Japanese citizens want cheaper cars. And Japanese surveys show a majority of Japanese dealers want to sell imported cars. If we reach a good agreement this week, both countries will benefit. The time to settle this is now.

Finally, I have said before that the ultimate solution to our trade problems with Japan lies not in trade policy, but in Japan's domestic regulatory and antimonopoly policies.

Broad reform of these areas would solve many problems which now appear to us as sectoral trade barriers. It would remove much of the tension which has pervaded our trade relationship over the past 20 years. And it would be in the fundamental interest of Japan's consumers and domestic economic growth as well.

As Singapore's Senior Minister Lee Kuan Yew said last May:

If Japan re-examines its past strategy, its leaders must recognise that conditions have changed so fundamentally that they have to break the mold of the last 50 year. That strategy, which was designed to maximize exports and minimize imports, will not limit Japan's role and damage its growth.

That is a long-term choice, and it is ultimately up to Japan. Until Japan's political leaders, business elite and—most of all—economic bureaucrats accept the choice, we will have to be firm, and autos are no exception. We have made fair offers, and there is no reason Japan cannot accept them. So let us stand behind the President and Ambassador Kantor, and get the job done.

TRIBUTE TO HERBERT P. COLE, JR.

Mr. HEFLIN. Mr. President, I rise today to pay tribute to Herbert P. Cole, Jr., a great Alabamian and American who recently passed away in his hometown of Mobile, AL.

Herb was born in Mobile on January 8, 1919, in an antebellum home known as Oakleigh, which is now a symbol of Mobile and the South. He began his education at the University Military School and then graduated from the Lawrenceville School in Lawrenceville, NJ, in 1938. That fall he entered Princeton University. The dark clouds of World War II were plainly visible and influenced his studies at Princeton. Deciding that America's entry in the war was only a matter of time, he learned to fly and joined the civilian pilot

training program. In his senior thesis, he combined his love for flying with his major, economics. He concluded that America's aircraft industry could never gear up in time to be a factor in the war.

Upon graduation in June 1942, he set out to prove his conclusion wrong. He immediately joined the Navy as an aviation cadet. He found primary training in Pensacola to be relatively easy since he had logged more hours than his instructor had and, in fact, gave his instructor several pointers. Following carrier qualification in the Great Lakes, he accepted a commission in the U.S. Marine Corps. When asked why he chose the Marines over the Navy, he would explain that the scuttlebutt was that the Navy pilots would be kept State-side to serve as instructors but the Marine aviators would be sent overseas. As was typical of him, he was eager to get the job done and thus joined the Marines.

Once overseas, he was assigned to VMSB-341, the Flying Turtles, and flew the SDB Dauntless dive bomber. His missions included strikes against enemy ships and ground support against enemy forces on Rabaul and Guadalcanal, included missions to locate and destroy the infamous "Pistol Pete" artillery piece. He earned the Air Medal for his actions in World War II.

Following the war, he returned to Mobile. In 1948, he married Valery Converse. He began his career in industrial sales with the Ruberoid Co., now known as GAF. Ruberoid moved Herb and his growing family around the South, first to Americus, GA, then to Jacksonville, FL, and finally back to Mobile. When Ruberoid threatened to move him again, this time somewhere up North, he quit. He had decided that no where in the world were there any people as fine as the ones he knew in Alabama. He then joined BLP Mobile Paint Co. as a salesman. He eventually became vice president for sales.

Herb Cole was not all work, though; he found time to enjoy his family and life. Rather than say goodbye, he would often leave his family with the admonition, "enjoy." Like many southerners, he was a sportsman. He enjoyed sailing, hunting, fishing, and supporting the Crimson Tide of Alabama and the Tigers of Princeton. His greatest sports interest, though, was golf. He was an avid golfer all of his life and shot five holes-in-one, including one when he was in his seventies.

In 1975, he took an early retirement from BLP Mobile Paint Co. Although he dabbled in real estate and other business ventures at this time, he saw retirement as a time to continue to give to the community. He served on the vestry at St. Paul's Episcopal Church in Mobile, on the board at the YMCA, and as a local representative for Princeton.

Probably Herbert's most memorable qualities were his deeply held Christian beliefs and his love for St. Paul's Church. The only place Herbert could