

put, it is an agreement which artificially manages air service trade in a way that significantly benefits British carriers.

For U.S. passenger carriers serving the transatlantic air service market, these are both the best of times and the worst of times. On the bright side, the historic open skies agreement the United States recently signed with the Federal Republic of Germany, combined with existing open skies agreements with other European countries, means that nearly half of all passengers traveling between the United States and Europe will be flying to or from European countries with open skies regimes. That truly is a remarkable statistic and great news for consumers.

Our aviation relations with the British, however, stand in disturbingly stark contrast. Although the British Government extols the virtues of transatlantic free trade, its words ring hollow with respect to the United States/United Kingdom air service market. United States carriers have proven themselves to be highly competitive in every international market they serve yet, all United States passenger carriers combined have a smaller share of the United States/United Kingdom air service market than just one British carrier, British Airways. Overall, two British carriers currently control nearly 50 percent more of the passenger traffic in that market than United States carriers. As I have said before, I do not believe market forces are responsible for this imbalance.

What adverse impacts does the highly restrictive United States/United Kingdom bilateral aviation agreement have on the United States economy? First, each year our economy is losing hundreds of millions of dollars of export revenue United States carriers might otherwise capture if the United States/United Kingdom air service market truly was competitive. Second, it is costing Americans new jobs which otherwise might be created if United States carriers could expand their services to the United Kingdom. Finally, consumer choice is badly restricted and consumers are denied the most competitive air fares.

Several months ago I announced an initiative I hoped might jump start stalled air service negotiations with the British and remedy these adverse economic impacts. Regrettably, the British spurned that attempt and other good faith efforts by the administration to restart talks. For that reason, I have decided to delay indefinitely my plans to introduce legislation increasing the permissible level of foreign ownership in the voting stock of U.S. carriers to 49 percent. That legislation was the cornerstone of my initiative. If the British exhibit a genuine willingness to seriously address our air service concerns, I will reconsider my decision.

Quite frankly, I am frustrated with the British intransigence in addressing

this serious trade issue. They have long blamed a lack of reciprocal investment opportunities in the voting stock of U.S. carriers as a stumbling block to progress in our air service relationship. Finding some merit in that concern, I offered to introduce legislation to address it and help clear the way for further liberalization of our aviation relationship. The British Government's reaction, however, calls into question whether reciprocal foreign investment opportunities ever were the concern the British have long played them up to be.

To underscore that skepticism, I noticed in recent months British carriers have now moved onto criticizing United States policy on the grounds of additional wish list rights such as cabotage and direct participation in the Fly America Program.

Madam President, it has become even more apparent in recent months that British aviation policy is not driven by the goal of expanding rights for its carriers and moving forward in our aviation relationship. Instead, the overarching goal of that policy seems to be nothing less than continuing to protect British carriers from vigorous competition with United States carriers.

In particular, the British Government wants to keep in place the current system which blocks United States carriers from serving London's most popular airport, Heathrow, from most major passenger feed hubs in the United States. After all, under the current managed competition agreement, the British have totally blocked United States passenger feed to Heathrow from major United States hub airports including those located in Atlanta, Cincinnati, Dallas, Denver, Detroit, Houston, Minneapolis, Newark and St. Louis. No wonder United States carriers do not use larger aircraft as the British often chide.

Mr. President, let me conclude by saying I hope the British Government will decide to get in step with the rest of Europe by finally agreeing to take meaningful steps to liberalize the United States/United Kingdom bilateral aviation agreement. The time for such liberalization is long past due.

Let me also add that I for one believe there will come a time when the British truly want some significant aviation rights or regulatory relief from the United States. When that time comes, I fully expect the administration will use that leverage to the fullest extent possible and demand a very high price.

#### THE VERY BAD DEBT BOXSCORE

Mr. HELMS. Mr. President, the Federal Government is running on borrowed money—more than \$5 trillion of it. As of the close of business yesterday, May 14, 1996, the Federal debt stood at \$5,096,217,391,261.73. On a per capita basis, every man, woman, and child in America owes \$19,242.02 as his or her share of the Federal debt.

#### FOREIGN OIL CONSUMED BY THE UNITED STATES HERE'S THE WEEKLY BOX SCORE

Mr. HELMS. Madam President, the American Petroleum Institute reports that for the week ending May 10, the United States imported 8,623,000 barrels of foreign oil each day, 1,411,000 barrels more than the 7,212,000 barrels imported during the same week a year ago.

This means that Americans now rely on foreign oil for 57 percent of their needs, and there are no signs that this upward spiral will abate. Before the Persian gulf war, the United States obtained about 45 percent of its oil supply from foreign countries. During the Arab oil embargo in the 1970's, foreign oil accounted for only 35 percent of America's oil supply.

Anybody interested in restoring domestic production of oil? Politicians had better ponder the economic calamity certain to occur in America if and when foreign producers shut off our oil supply—or double the already enormous cost of imported oil flowing into the United States—now 8,623,000 barrels a day.

#### RICHARD M. SCRUSHY AND THE SPORTS MEDICINE COUNCIL

Mr. HEFLIN. Madam President, last week, one of Alabama's outstanding citizens and great success stories came to Washington in his effort to give something back to his country. Richard Scrushy is founder, chairman, and CEO of Healthsouth Corp., the Nation's largest provider of medical rehabilitation and sports medicine. He is also founder of the Healthsouth Sports Medicine Council, a nonprofit organization whose goal is to educate young athletes and help them become champions—not only in sports, but in everyday life.

The Sports Medicine Council is made up of top professional athletes and the Nation's leading sports medicine physicians and orthopaedic surgeons. The group unites sports celebrities who know the importance of good attitude, team spirit, and competitiveness, with physicians who have studied how the human body works, how to make it strong, and how to keep it well. Under Richard Scrushy's direction, this group has crafted a program and message that ultimately will reach hundreds of thousands of school children between the ages of 8 and 18 in cities across the United States. It will teach kids the importance of receiving an education, staying away from drugs, and practicing good sportsmanship on and off the field.

Last week in Washington, the Sports Medicine Council's message reached nearly 14,000 kids through a series of field trips to Sports Medicine Council shows. They were hosted by such sports figures as Bo Jackson, Herschel Walker, Kristi Yamaguchi, Cory Everson, and Lex Luger. The shows combined

high-technology, interactive entertainment with the council's message and a hands-on opportunity for kids to meet their sports heroes and play on a team with them.

In a time when many of America's youth are in urgent need of positive role models and encouragement, Richard Scrushy's Sports Medicine Council is a wonderful idea and most welcome enterprise. It represents one of the ways in which private individuals and good corporate citizens can make a difference through their own initiatives. In this way, Richard Scrushy serves as a role model for all corporate CEO's.

Richard is truly one of the great American success stories. He is a self-made man who has never forgotten his roots. Part of his vision is to give back to his community. In the 12 years since the founding of Healthsouth Corp., he has led the company to employ over 33,000 people in over 900 locations across the United States. Healthsouth is an employer of over 3,000 people in Alabama alone. The company's revenues recently rose above the \$2 billion mark. Not only has Richard Scrushy been a good citizen, he has been a great asset to the State of Alabama.

He has received such awards and honors as the 1994 Arthritis Foundation Humanitarian of the Year Award. He was named National Honorary Chairman of Multiple Sclerosis for the National Multiple Sclerosis Society. He has worked as a fundraiser for such charities as United Cerebral Palsy, the Ronald McDonald House, and the American Cancer Society.

As a modern-day, "renaissance man," Richard is an accomplished musician and also a commercial multiengine instrument pilot.

I congratulate Richard Scrushy on his tremendous success and on the rapid growth and contributions of the Healthsouth Sports Medicine Council. His is a tremendous example for others in the business community to emulate.

#### THE GAINES FAMILY

Mr. KERRY. Madam President, as we observe National Police Week, I want to pay a special tribute to one police family in Massachusetts. For the third year in a row, a group of 46 officers and friends from Massachusetts rode the 600 miles to Washington on their bicycles to attend ceremonies at the National Law Enforcement Officers Memorial to honor those who have fallen in the line of duty. Among that group is Officer Paul Gaines and his three sons, Kevin, 10 years old; Stephen, 12; and Shawn, 14. Back at home, and missing her sons on Mother's Day is Sgt. Gladys Gaines, head of the Boston Police Department's domestic violence unit.

This remarkable family is an inspiration to all of us. While dysfunctional families who raise troubled children make the news, Paul and Gladys Gaines have obviously imparted to their children high moral values and a

sense of responsibility to family and community, their own family, the family of brother and sister law enforcement officers, and the larger community of the Commonwealth. I want to pay tribute to the Gaines family and to the work they do as police officers and as parents.

#### TRIBUTE TO MISSOURI DEPUTY KEVIN M. MAYSE AND OTHER LAW ENFORCEMENT OFFICERS KILLED IN 1995

Mr. ASHCROFT. Madam President, I rise today to honor the heroic service of our Nation's law enforcement officers, especially those who have paid the ultimate price in the line of duty. Facing increasingly organized and violent criminals, these brave men and women constitute the first line of defense against those who threaten society. We should be thankful that they do not shrink from this challenge. In the quest for law and order, 161 of our Nation's finest citizens made the supreme sacrifice in 1995, laying down their lives so that the rest of us may enjoy peace and prosperity. It is to honor their memory that today is proclaimed National Peace Officers Memorial Day.

I wish to honor in particular a brave, young Missourian. Cass County Deputy Sheriff Kevin M. Mayse died on June 13, 1995, from injuries sustained while preserving and enhancing the quality of life enjoyed by his fellow Missourians in Cass County. Deputy Mayse left behind a widow, Scottie Sue, and four children, including his youngest daughter whom he never had the joy to meet since she was born a month after Kevin's death.

As we honor those who have fallen while protecting others, we should also honor those such as Scottie Sue and her children who have paid a very high price for our protection as well. In his autobiography, Benjamin Franklin wrote: "The most acceptable service of God is doing good to man." The Bible says that there is no greater love than "when one lays down his life for his friends." I can think of no greater service to his fellow man than that given by Deputy Sheriff Mayse.

Three Missouri peace officers who died before 1995 have also been added to the National Law Enforcement Officers Memorial. Officers George M. McCready of Richmond Heights, Max W. Smith of Moniteau County, and George Adams of St. Louis County also gave their lives in defense of their fellow citizens.

As we honor those lawmen slain in the line of duty, let us not forget those who carry on as guardians of our peace. We must protect them in turn by providing them with the tools and the laws necessary to wage the war against the ever-changing face of crime. Today, violent juvenile crime is growing at a phenomenal rate, yet our juvenile justice system is ill-prepared to cope with its dramatic rise or its brutality. Major

reconstruction of the Federal and State juvenile justice systems is needed to ensure that violent and hardcore criminals, old and young, are identified, punished, and deterred. We also need to ensure that our fallen heroes, such as Deputy Sheriff Kevin Mayse, are not forgotten.

#### MESSAGES FROM THE PRESIDENT

Messages from the President of the United States were communicated to the Senate by Mr. Thomas, one of his secretaries.

##### EXECUTIVE MESSAGES REFERRED

As in executive session the Presiding Officer laid before the Senate messages from the President of the United States submitting sundry nominations which were referred to the Committee on the Judiciary.

(The nominations received today are printed at the end of the Senate proceedings.)

#### REPORT ENTITLED "SCIENCE AND ENGINEERING INDICATOR—1996"—MESSAGE FROM THE PRESIDENT—PM 145

The PRESIDING OFFICER laid before the Senate the following message from the President of the United States, together with an accompanying report; which was referred to the Committee on Commerce, Science, and Transportation:

*To the Congress of the United States:*

As required by 42 U.S.C. 1863(j)(1), I am pleased to submit to the Congress a report of the National Science Board entitled *Science and Engineering Indicators—1996*. This report represents the twelfth in a series examining key aspects of the status of American science and engineering in a global environment.

The science and technology enterprise is a source of discovery and inspiration and is key to the future of our Nation. The United States must sustain world leadership in science, mathematics, and engineering if we are to meet the challenges of today and tomorrow.

I commend *Science and Engineering Indicators—1996* to the attention of the Congress and those in the scientific and technology communities.

WILLIAM J. CLINTON.

THE WHITE HOUSE, May 15, 1996.

#### MESSAGE FROM THE HOUSE RECEIVED DURING ADJOURNMENT

Under the authority of the order of the Senate of January 4, 1995, the Secretary of the Senate, on May 14, 1996, during the adjournment of the Senate, received a message from the House of Representatives announcing that the House agrees to the amendment to the Senate to the bill (H.R. 1743) to amend the Water Resources Research Act of 1984 to extend the authorizations of appropriations through fiscal year 2000, and for other purposes.