

Second, when a major breakthrough is invented, it is priced—at least in the United States—at such sky-high levels that access to life-saving drugs has become the major source of inflation in the economy and is unaffordable to the poor and sick. The industrialized world's drug companies resist allowing low cost production in the world's poorest nations, thus leaving millions to suffer and die needlessly, and even in America, the poor find their pharmaceutical care severely rationed.

The tax-free prize I am proposing would give any company or scientist the appropriate honor and monetary reward in exchange for ensuring the life-saving invention is available to society at a reasonable price.

Following is an excerpt from "Evolution of the Sextant" by Rod Cardoza of the Sea West Company.

Until the very early years of the 18th century a mariner's navigation consisted of sunshots to determine the latitude and dead reckoning, coupled with piloting, to estimate the longitude. Latitude, the distance north or south of the equator, is the horizontal component of the imaginary grid system encircling the earth, unaffected by the earth's rotation relative to the stars. Longitude, the distance east or west on the earth's surface, is the vertical component of these lines of position. It changes constantly, with respect to the heavens, as the earth rotates. Thus a key element in most methods of determining longitude is precise time keeping.

The onset of the 18th century saw new methods and instruments innovated for finding the elusive longitude. Among these, the lunar distance method found favor with the English, culminating in the perfection of the reflecting circle by Mayer, Borda, and Troughton toward the end of the century. Another method, longitude by change in compass variation, promised an easy solution in theory, but was not precise enough to be of any value in practice.

The search for the longitude generated some bizarre proposals. In one case Sir Kenelm Digby claimed that he had caused one of his medical patients to jump with a start, even though the two were separated by a great distance. This was accomplished by placing some specially invented "powder of sympathy" into a bucket of water and then adding a bandage taken from the patient's wound. This "fact" led to the suggestion that every ship should be equipped with a wounded dog. On shore, a diligent individual equipped with a standard pendulum clock and a powdered bandage from the dog's wound, would dip the bandage into water at the stroke of each hour causing the dog aboard the ship to yelp at the appropriate instant!

The impractical application of all these systems was becoming tragically obvious. Several instances of entire squadrons of British ships being lost due to imprecise navigation occurred in 1691, 1707, and again in 1711. These losses provided a final impetus to the British Admiralty to pass a bill "for providing a publick reward for such person or persons as shall discover the Longitude," in 1714. The amount of the reward was £20,000—a phenomenal sum at the time—indicative of the importance placed upon perfecting an accurate means of navigating.

Finally in 1735, John Harrison, a Yorkshire carpenter, successfully constructed the first marine chronometer having some components of wood and weighing 125 pounds! Because of its precise timekeeping ability, the chronometer, in perfected form, was later to become an indispensable addition to nearly every ocean-going vessel afloat. As a result

of his successful contribution Harrison eventually received the reward. In the interim, the modern era in navigation had begun.

The increased activity in "the search for the longitude" also spurred innovative interest in other areas of navigation. In 1731 John Hadley demonstrated his new reflecting quadrant to fellow members of the Royal Society in London. His quadrant was based on the principle of light reflection and angles of incidence described by Robert Hooke, Issac Newton, and Edmund Halley nearly a century earlier.

PERMANENT NORMAL TRADE RELATIONS WITH CHINA

HON. DOUG BEREUTER

OF NEBRASKA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 23, 2000

Mr. BEREUTER. Mr. Speaker, on Wednesday this body is scheduled to consider H.R. 4444, the legislation that would provide the People's Republic of China with Permanent Normal Trade Relations (PNTR) status in the context of China's accession to the World Trade Organization. This Member believes that Sino-American relations are increasingly problematic and uncertain. China is not our enemy, though certain forces in the U.S. and China want it to be. China is certainly not our strategic partner, either. China is a strategic competitor with whom responsible engagement and cooperation is necessary to ensure peace and stability in the East Asia region.

This Member believes that the forthcoming vote on PNTR will have significant ramifications for Sino-American relations and how successfully we manage the challenges posed by China. It is in this regard that this Member recommends the following article from the Financial Times, a respected international newspaper, which provides an insightful analysis of the impact of the PNTR vote.

[From the Financial Times, May 18, 2000]

TRADE STATUS MAY HOLD THE KEY TO END OF
ROLLER-COASTER RIDE IN US-CHINA RELATIONSHIP

(By James Kynge)

The last 21 years of US-China relations have been a roller coaster ride. Periods of bright optimism have swiftly subsided into mutual acrimony and, in 1996, a military stand-off in the Taiwan strait. But rarely, if ever, has a potential tear in the fraying fabric of bilateral ties been so visible—and avoidable—as now.

The decisive test will come next week, when the US House of Representatives votes on President Bill Clinton's proposal to safeguard China's US exports against possible discrimination by giving it permanent normal trade relations (PNTR) status. The proposal, which would abolish Congress's annual review of China's trade status, is prompted by the country's imminent admission to the World Trade Organization.

If Congress rejected PNTR, China could still enter the WTO but foreign diplomats and Chinese officials say rejection could cause a rupture in relations with the US more enduring and perilous than that which followed NATO's bombing of China's Belgrade embassy last year.

The most obvious impact would be felt by US corporations exporting to and operating in the world's most populous country. Beijing would be likely to exercise its right, under WTO rules, to deny them the unprece-

dedented trade liberalisation and market access concessions that it has promised to make once it joins the WTO.

Adding insult to injury, the European and other companies that compete so intensely with US companies in China would enjoy the full benefits of the WTO package. "[It] would be absolutely disastrous for US companies. There is no other word for it. Disastrous," said a US executive.

US multinationals are not the only potential victims. For a Chinese leadership facing crucial challenges at home and in foreign policy, a congressional "no" would deal a harsh blow to the very people seen as relatively pro-US, reformist and supportive of a faster integration into the wider world.

Zhu Rongji, the premier, has already endured the opprobrium that flows from being seen as too pro-American. His political career languished for several months last year after he returned from Washington having failed to clinch a WTO deal despite offering concessions so deep that many Chinese saw them as "traitorous".

This time, Mr. Zhu, President Jiang Zemin and hundreds of other lower level officials who have displayed their reformist colours are potentially vulnerable.

This is mainly because one of the main arguments that reformers in China employed last year to persuade conservatives of the wisdom of WTO accession was that it would mean the end of an annual review of Beijing's human rights record in the U.S. Congress. If PNTR is not awarded, the review—an annual humiliation for Beijing—would stay.

Sandra Kristoff, a former White House staff member and now senior vice-president of New York Life, said after meetings in Beijing this week that there was potential for the whole U.S.-China relationship to become unhinged. "[If there is a no vote] there would be no way that we could convince them that this does not mean that the U.S. wants to contain them," she said.

A resurgence of resentful nationalism, evident in Beijing after the Chinese embassy bombing, could add to the already unstable mix of emotions that conditions China's responses on Taiwan, diplomats said. Beijing has sworn to prevent Taiwan independence, by using force if necessary.

To many Chinese officials, U.S. hostility towards Beijing and Taiwan's steady drift towards independence are two sides of the same coin. Thus any hopes of the U.S. acting as an honest facilitator for talks between Taipei and Beijing would be undermined if PNTR was rejected.

From the perspective of China's economic reforms, however, the effects of a decision not to award PNTR are less clear. A recent acceleration in free market reform is being driven by the prospect of WTO accession and by the objective requirements of an economy in urgent need of restructuring.

Neither of these two factors would, in theory, be affected by a refusal to normalise trade relations with the U.S. But in practice, there are distinct risks.

One is that conservatives and military hawks, empowered by a rupture in relations with the U.S. could convince Mr. Jiang to stall WTO accession and defer some of the more painful and controversial aspects of reform.

Such a scenario is far from unthinkable. Mr. Jiang is a master of compromise politics, and there is already some internal opposition to crucial reforms that appear to be whittling away the economic power base of the Communist party.

Perhaps that is one reason why Chinese dissidents such as Dai Qing are so in favour of PNTR. "Permanent normal trade relations would send the Chinese people a powerful message: the most powerful

industrialised nation today will work with the Chinese people to build a new world order," said Mr. Dai.

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 2001

SPEECH OF

HON. BRUCE F. VENTO

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Friday, May 19, 2000

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 4475) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2001, and for other purposes.

Mr. VENTO. Mr. Chairman, I rise to express my concerns regarding the FY 2001 Transportation Appropriation rider, which would continue to freeze the Corporate Average Fuel Economy (CAFE) standards at current levels.

The CAFE standards passed by Congress in 1975 comprise one of the most successful environmental policies enacted in the past thirty years. Fuel efficiency standards save consumers millions of dollars at the gas pump while decreasing pollution and U.S. dependence on fossil fuels and foreign oil. Current CAFE standards save more than 3 million barrels of oil per day, and more than \$40 billion at the gas pump each year.

While the current provisions have been effective, the increase in the number of light trucks and sport utility vehicles (SUVs) on the road warrants a revision of CAFE emission standards. Light trucks and SUVs now account for 47.5% of vehicles sold in the United States. Yet, they are held to a lower fuel efficiency standard than passenger automobiles. The result is that the fuel efficiency of vehicles sold in the United States has hit its lowest point since 1980. This is in itself circumvention of the policy path, as these vehicles are certainly a substitute for the family automobile. When you add the freeze of CAFE standards, it compounds the energy inefficiency of our present policy and law.

The environmental benefits of reducing emissions cannot be underestimated. Holding SUVs to the same standards as passenger cars would reduce emission of carbon dioxide by 30 tons over the life of the automobile. Increasing CAFE standards for light trucks would reduce urban smog and the buildup of greenhouse gases, an important step in the battle against global warming. Furthermore, increasing CAFE standards would bring the United States closer to a 7% reduction from 1990 carbon dioxide levels, as required by the Kyoto Agreement.

The recent spike in oil prices highlights anew the need to reduce U.S. dependence on fossil fuels and foreign oil supplies. The United States has the technological capability to produce clean and efficient energy. It is essential that Congress support these goals, and stop prohibiting revision of CAFE standards. I urge my colleagues to work today to preserve the environment for tomorrow. Oppose the CAFE-freeze rider attached to the FY 2001 Transportation Appropriation bill.

RECOGNIZING TINA TAHMASSEBI OF DAVIE, FLORIDA

HON. PETER DEUTSCH

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 23, 2000

Mr. DEUTSCH. Mr. Speaker, I rise today to recognize the efforts of Tina Tahmassebi, of Davie, Florida. Tina was recently honored by the Third Annual Seventeen/Cover Girl Volunteerism Awards as a first place prize winner in the 18–21 age category. Indeed, Tina is very deserving of recognition for her role in founding the Universal Aid for Children REACH OUT program.

The Seventeen/Cover Girl Volunteerism Award rewards and honors teens and young women who have made extraordinary achievements in the fields of volunteerism and public service. In concert with the Volunteerism Awards, Seventeen Magazine and Cover Girl Cosmetics Company have awarded more than \$90,000 in scholarship money, U.S. Savings Bonds and charitable donations. After examining Tina's extraordinary work, it is clear that her story exemplifies the tenets espoused by the Volunteerism Awards.

Tina founded the REACH OUT program while only a junior in high school. This student-run organization assists an orphanage and a vocational school in El Salvador by supplying medical supplies, office supplies, and clothing while simultaneously attending to the educational needs of the children involved in these programs. To purchase these much needed supplies, Tina and her group have held bake sales, car washes, and other fund-raising events. Shipping more than \$40,000 in relief to El Salvador to this date, Tina's efforts have undoubtedly made a lasting impression on those in the community.

Mr. Speaker, I would like to congratulate Tina Tahmassebi for her exemplary achievements in volunteering and public service. Tina has made a remarkable impact on the lives of the children in El Salvador, and her hard work is something that both she and the entire community can be proud of.

COLORADO STATE HOUSE
REPRESENTATIVE DOROTHY
GOTLIEB

HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 23, 2000

Mr. McINNIS. Mr. Speaker, I wanted to take this moment to recognize the career of one of Colorado's leading statesmen, Colorado Representative, Dorothy Gotlieb. In doing so, I would like to honor this individual who, for so many years, has exemplified the notion of public service and civic duty. It is clear that Representative Gotlieb's dynamic leadership will be greatly missed and difficult to replace.

Elected to the State House of Representatives in 1992, she has served on the Education, Transportation and the Energy Committees. Dorothy distinguished herself by working on issues concerning the budget. Dorothy pushes hard to make children the top priority in the legislature.

The number of honors and distinctions that Representative Gotlieb earned during her

years of outstanding service are too numerous to list, too few to do justice to her contributions to the State of Colorado.

2000 marked the end of Representative Gotlieb's tenure in the State House of Representatives. Her tenure embodied the citizen-legislator ideal and was a model that every official in elected office should seek to emulate. The citizens of Colorado owe Representative Gotlieb a debt of gratitude and I wish her well.

TRIBUTE TO JOHN C. SAWHILL

HON. ROB PORTMAN

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 23, 2000

Mr. PORTMAN. Mr. Speaker, last Thursday, May 18, our nation and our world lost a remarkable leader with the passing of John C. Sawhill, the president and chief executive officer of The Nature Conservancy.

I had the good fortune to work with John and his staff over the last three years as we developed the Tropical Forest Conservation Act—legislation designed to protect the world's most threatened tropical forests. Under John's leadership, the Conservancy provided us with the technical expertise, research and political savvy to help ensure that the TFCA was enacted into law.

During John's long and distinguished career in public service, academia, and the private sector, he held senior positions in the Nixon, Ford, and Carter administration; served as president of New York University; and was a partner in the international consulting firm of McKinsey and Company.

John joined The Nature Conservancy in January 1990. Under his leadership, the Conservancy grew into the world's largest private conservation group and the nation's 14th largest nonprofit institution, with annual revenues of \$780 million, over one million members, and a network of 1300 private nature reserves. Its mission is to preserve biodiversity by protecting wildlife habitat.

Samuel C. Johnson, the chairman of The Conservancy's National Board of Governors, noted that John's passing is sad news not only for the Nature Conservancy family, but also for the cause of conservation. I could not agree more. The Conservancy's remarkable record of achievement over the past decade is an eloquent testimony to John's energy, vision, intellect, and commitment to the mission of conservation.

During John's tenure, The Conservancy protected more than 7 million acres of land in the United States alone, including such landmark purchases as the 502-square-mile Gray Ranch in New Mexico in 1990 and the \$37 million acquisition of Palmyra Atoll in the Pacific, announced only two weeks ago. His stewardship of the organization also saw the number of staff triple to the current level of 3,000 employees; total assets triple to \$2.3 billion; and membership more than double.

Born in Cleveland, Ohio, on June 12, 1936, John was raised in Baltimore, Maryland. At the time of his death, he resided in Washington, D.C. and Washington, Virginia. He graduated *cum laude* from Princeton University's Woodrow Wilson School of Public and International Affairs in 1958 and received his Ph.D. in economics from New York University in 1963.