

other side. That is, a battle between those who we hope will be China's future and those who should be made part of China's past.

One manifestation of this struggle is political and perhaps increasing military friction with the United States. Taiwan remains the No. 1 flashpoint. Add disputes over human rights, political prisoners, arrest of American citizens and permanent residents of Chinese origin, Tibet, regional policies, weapons transfer. These issues will remain with us for years, if not decades.

Our decisions must be measured through one optic: What are the core American strategic and economic interests vis-a-vis China?

First, we want stability in the Asian region. We must ensure that China does not threaten this stability. That means committing the United States to being a full participant in Asia—economically, politically, and militarily. This includes ensuring peace across the Taiwan Strait, and that means providing Taiwan with the tools necessary for its defense and assisting with the peaceful resolution of the China-Taiwan issue.

Second, we want to help in the transformation of China from a totalitarian state with a nonmarket economy toward a more liberalized political and economic regime. That means incorporating China into the world trade community while insisting on respect for basic human rights.

Third, we want full access for American goods and services to the largest country in the world with the fastest growing economy. That means completing China's accession to the WTO, granting them PNTR, and supporting our businesses' efforts to penetrate the Chinese economy. It does not mean revoking China's established normal trade status.

To isolate China and to seek retribution might feel good, but it would not do good. Even worse, it threatens our core long-term interests. We should responsibly protect our interests and confront China when situations warrant. But reason, not emotion, must guide our decisions.

THE VERY BAD DEBT BOXSCORE

Mr. HELMS. Mr. President, at the close of business yesterday, Monday, April 30, 2001, the Federal debt stood at \$5,661,347,798,002.65. Five trillion, six hundred sixty-one billion, three hundred forty-seven million, seven hundred ninety-eight thousand, two dollars and sixty-five cents.

Five years ago, April 30, 1996, the Federal debt stood at \$5,102,049,000,000. Five trillion, one hundred two billion, forty-nine million.

Ten years ago, April 30, 1991, the Federal debt stood at \$3,445,059,000,000. Three trillion, four hundred forty-five billion, fifty-nine million.

Fifteen years ago, April 30, 1986, the Federal debt stood at \$2,008,271,000,000. Two trillion, eight billion, two hundred seventy-one million.

Twenty-five years ago, April 30, 1976, the Federal debt stood at \$601,974,000,000. Six hundred one billion, nine hundred seventy-four million, which reflects a debt increase of more than \$5 trillion, \$5,059,373,798,002.65. Five trillion, fifty-nine billion, three hundred seventy-three million, seven hundred ninety-eight thousand, two dollars and sixty-five cents during the past 25 years.

ADDITIONAL STATEMENTS

THIRTIETH ANNIVERSARY OF AMTRAK

• Mr. KERRY. Mr. President, today marks an important day in the history of national passenger rail transportation. Today is the thirtieth anniversary of the American National Passenger Rail Corporation, Amtrak. As we mark Amtrak's birthday, we need to understand that the demands on our national passenger rail system are changing. Amtrak can no longer be solely a link to a bygone era, when a long train ride was the only way to get from one city to another. The Amtrak of the next 30 years must be a faster, more competitive transportation option for the American traveler. A population that is more mobile than ever before but faces gridlock on our highways and capacity limitations in our skies demands this of Amtrak. Our Nation's passenger rail system has already begun to change in the Northeast Corridor, where in just four months, Amtrak has shuttled over 55,000 people between Washington and New York on four daily high-speed trains. This unexpectedly high ridership has helped Amtrak beat revenue estimates for the Northeast Corridor by four percent. Overall, ridership in the Northeast is up eight percent over last year.

It is my hope that the Congress commemorates Amtrak's thirtieth birthday by passing legislation this year that allows Amtrak to continue to improve high-speed rail service in the Northeast Corridor and replicate that success in the Northeast. The High Speed Rail Investment Act is Amtrak's future. This legislation would allow Amtrak to sell \$12 billion in tax-exempt bonds to finance the development of high-speed rail corridors throughout the country, and would allow for continued track improvements in the Northeast Corridor. Though Amtrak will raise \$12 billion, the High Speed Rail Investment Act will cost taxpayers only about one-third of that amount. I am proud to be working closely with my colleagues Senators BIDEN and HUTCHINSON, as well our leaders, Senator LOTT and Senator DASCHLE, to enact this legislation this year, and I am excited to see that the bill has 55 cosponsors and wide bipartisan support.

On Amtrak's birthday, I hope each one of us will take a serious look at the importance of inter-city passenger rail

to our Nation. Inter-city passenger rail is a critical link to our Nation's history, reminding us of how we used to travel this glorious country. And that's a link which many members of Congress have taken great pains to maintain in their states and districts. At the same time, in many places, such as the northeast, a modern inter-city passenger rail network is not a luxury, it is a necessity. Amtrak's challenge of late has been to satisfy both of these roles while trying to act like a profit-making company. This task has not been easy for a quasi-independent government agency that, for its whole life, has operated under many Congressionally-imposed burdens but has received sporadic and insufficient financial support from the federal government.

I think we are all aware that Amtrak is subject to unique political pressures that private companies do not face. And I think we all know that those pressures, which often require the company to operate unprofitable routes, influence the company's bottom line in a negative way. But high speed rail has proven to be a financial success in the Northeast, and is projected to add \$180 million annually to Amtrak's bottom line when all 20 Acela Express trainsets are in operation. High speed rail is a good investment for Amtrak, and it's a great investment for our nation's transportation infrastructure.

It is time to bring Amtrak into the 21st century by creating an effective, truly inter-modal transportation network. Let's make high speed rail service an indispensable element of our transportation infrastructure—our overburdened highways and skyways require it and the traveling public demands it. •

TRIBUTE TO SUE HENSLEY

• Mr. HUTCHINSON. Mr. President, I rise today to say thank you to Sue Hensley for all of her efforts on my behalf to serve the people and the State of Arkansas during the past six years. In those six years, I found her counsel to be invaluable and of great aid, and I am proud to say that she is not only a former employee but also a good friend. She worked long hours and did whatever was required to competently fulfill her duties as my Communications Director. I am indebted to Sue for her service and I wish her the best of luck in her new position as Director of Communications of the Department of Labor and continued success in her career. •

TRIBUTE TO THE ROTC PROGRAM AT PROVIDENCE COLLEGE

• Mr. REED. Mr. President, I rise today to recognize the achievements of the ROTC Program at Providence College on the occasion of their 50th Anniversary.

ROTC dates back to 8 January 1951, when the Very Reverend Robert J. Slavin, O.P., President of the College,

received word that the Department of the Army had approved the establishment of a Reserve Officer Training Corps within the curriculum. On 19 September 1951, Colonel Roy P. Moss, officially opened the Military Science Department of Providence College Transport Corps Unit. In 1951-52, the original student enrollment was 512 cadets and in 1953, the first class of seven received commissions in the Transportation Corps.

In the 1954-55 academic year, the unit was re-designated as a General Military Science program. In 1956, a rifle range was built and had its official inauguration as Company K-12. During the Vietnam era, the ROTC program at PC provided many qualified officers and as a result of the ROTC Vitalization Act of 1964, students from local colleges without programs became eligible to participate. The act also resulted in both four-year and two-year ROTC scholarships going into effect.

In the late 60's and early 70's, changing public opinion lead to a decline in enrollment in programs throughout the country until the revitalization of ROTC began in the 1973-74 academic year as women were allowed to enroll. In 1982, Bryant College was added to the Patriot Battalion and along with Brown University, Johnson & Wales University, UMASS Dartmouth, Rhode Island College, the Community College of Rhode Island, Bristol Community College. As of May 2000, 1,690 officers have been commissioned through the Providence College Program.

The ROTC Program at Providence College was recognized in 1996 as one of the top programs in New England and the New York area. As it celebrates this milestone in the history of the program, we pause to recognize the many students who have learned about the history and structure of our military and who have gone on to study tactical operations and military instruction as well as advanced techniques of management, leadership and command. These proud cadets have earned scholarships and upon graduation are Commissioned Officers in the Army.

The strength of this program lies in patriotism and dedication to duty. The Patriotic Battalion faculty and staff are indeed to be commended for the success of the program and for the significant part they play in instilling leadership and good citizenship in these young people. I would respectfully ask my colleagues to join me in honoring the proud tradition of the Providence College ROTC Program on the occasion of its 50th Anniversary.●

CONGRATULATIONS TO ED HILL

• Mr. HARKIN. Mr. President, I would like to take a few minutes to congratulate Ed Hill, the new president of the International Brotherhood of Electrical Workers, IBEW, on his election.

You know, when I think about all the hard work and long hours presidents

Hill and Barry have put in over the years, I am reminded of a story that one of my heroes, the great Hubert H. Humphrey liked to tell.

It was Humphrey's 65th birthday, and he was celebrating with his grandchildren. One of the grandkids looked up and said, "Grandpa, how long have you been a Democrat?"

Humphrey thought about that for a moment, and replied, "Well, I've been a Democrat for 70 years."

His grandson said, "Grandpa, how could you have been a Democrat for 70 years when you're only 65 years old?"

"Easy," Humphrey answered, "I've put in a lot of overtime."

Well, Ed Hill has put in a lot of overtime on behalf of the IBEW and on behalf of all Americans.

You know, I like to tell people you go to any town in America rural or urban, big or small and you will see the IBEW's work on display. Whether it is lighting our homes, or heating our schools, or bringing the Internet to our libraries, it is clear that the IBEW's work is critical to our families and our economy.

Ed Hill hails from Beaver County, PA, and he is got a long history with the IBEW. Ed joined IBEW Local 712 in his hometown back in 1956 and worked his way up to business manager in 1970. He became part of the IBEW staff in 1982, and, by 1994, he was a vice president in charge of operations in Pennsylvania, New York, New Jersey and Delaware.

In 1997, Ed became the IBEW's second highest-ranking officer, and he worked hard to bring the latest technology to IBEW's operations. He also spent long hours building the membership of IBEW-COPE to record levels and making new strides in grassroots activism and communications.

For over 100 years, the IBEW has been a leader in the union movement in America. Whether they were providing energy to our war efforts during World War II, creating one of the best apprenticeship programs around, or providing workers with the cutting edge skills they need to keep up with current electricity needs—IBEW was always ahead of the times.

I know that Ed Hill will continue this proud tradition. I thank him for his dedication and commitment, and I look forward to working with him in the coming years.●

MESSAGES FROM THE PRESIDENT

Messages from the President of the United States were communicated to the Senate to Ms. Evans, 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 withdrawals and nominations which were referred to the appropriate committees.

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

MESSAGE FROM THE HOUSE

ENROLLED BILL SIGNED

At 3:03 p.m., a message from the House of Representatives, delivered by Mr. Hays, one of its reading clerks, announced that the Speaker has signed the following enrolled bill:

H.R. 256. An act to extend for 11 additional months the period for which chapter 12 of title 11 of the United States Code is reenacted.

The enrolled bill was signed subsequently by the President pro tempore (Mr. THURMOND).

EXECUTIVE REPORTS OF COMMITTEES

The following executive reports of committees were submitted:

By Mr. REED for the Committee on Armed Services.

Dov S. Zakheim, of Maryland, to be Under Secretary of Defense (Comptroller).

By Mr. WARNER for the Committee on Armed Services.

Charles S. Abell, of Virginia, to be an Assistant Secretary of Defense.

Victoria Clarke, of Maryland, to be an Assistant Secretary of Defense.

Powell A. Moore, of Georgia, to be an Assistant Secretary of Defense.

William J. Haynes II, of Tennessee, to be General Counsel of the Department of Defense.

Edward C. Aldridge, of Virginia, to be Under Secretary of Defense for Acquisition and Technology.

(The above nominations were reported with the recommendation that they be confirmed subject to the nominees' commitment to respond to requests to appear and testify before any duly constituted committee of the Senate.)

Mr. WARNER. Mr. President, for the Committee on Armed Services.

The following named officer for appointment in the United States Air Force to the grade indicated while assigned to a position of importance and responsibility under title 10, U.S.C., section 601:

To be lieutenant general

Maj. Gen. Donald A. Lamontagne, 0000

The following named officer for appointment in the United States Air Force to the grade indicated while assigned to a position of importance and responsibility under title 10, U.S.C., section 601:

To be lieutenant general

Lt. Gen. Lance W. Lord, 0000

The following named officer for appointment in the United States Air Force to the grade indicated while assigned to a position of importance and responsibility under title 10, U.S.C., section 601:

To be lieutenant general

Maj. Gen. Brian A. Arnold, 0000

The following named officer for appointment in the United States Air Force to the grade indicated while assigned to a position of importance and responsibility under title 10, U.S.C., section 601:

To be lieutenant general

Maj. Gen. Timothy A. Kinnan, 0000