their youngsters, the opinion-molders of tomorrow. And we also helped establish journalism resource centers to work with college-age students and professionals—and, yes, wannabees off the street. At the same time, we did not neglect business workshops, to help the new independent newspapers and broadcast stations survive in the competitive marketplaces of ideas and economics.

We've tried to put some numbers together (including our work over the last two years in Russia).

By our reckoning:

We conducted 29 workshops for about 1,300 broadcasters.

We arranged 14 special broadcast survey and consultation trips.

We conducted 13 business workshops for some 650 newspaper executives.

We held 22 journalism and business workshops, jointly held for about 1,000 broadcast and newspaper participants.

We established 14 university radio and television training facilities or stations.

We helped start 16 university student publications.

We worked with 19 Central and Eastern European universities.

And those figures do not include the participants at the great many workshops and training courses held at the six journalism resources centers supported by the Fund, or the training equipment supplied by the Fund to those centers, or the participation by Fund representatives as speakers or discussion leaders in numerous media conferences arranged by others in the U.S. and Europe.

Our donations of technical equipment is equally impressive. In fact, the Media Fund is leaving behind a substantial presence—giant printing presses, computer units, radio stations, television companies, journalism centers and university courses, none of which existed five years ago.

But beyond a check list is something more important. Our hundred or so American volunteer professionals made a lasting impression whenever they ventured—from Vladivostok in the east to Prague in the west, from Tallinn in the north to Tirana in the south, with Warsaw and Bratislva and Bucharest and other cities in between. And our own small staff, of course, made all this possible—a vigorous start to a job yet to be completed. We are leaving the scene early only because our primary source of funding no longer allows us the freedom and flexibility to carry out the mission for which we were created.

The labor of these five years is our legacy from those of us who have lived in a land with a free press to those journalist sin other lands who wish to enshrine democracy in the future.

THE 30TH ANNIVERSARY OF JUDGE COFFIN'S APPOINTMENT TO THE FEDERAL COURT OF APPEALS

Mr. COHEN Mr. President, 30 years ago, President Johnson wisely acceded to Senator Edmund Muskie, urging that Frank Coffin be nominated to fill a vacancy on the U.S. Court of Appeals for the First Circuit. Soon afterwards the President sent Senator Muskie a photograph of the two of them inscribed ''Dear Ed, Come let us reason together—L.B.J.'' This is the very message that Judge Coffin has been delivering to colleagues on the bench, advocates at the bar, and scholars across the country—''come, let us reason together.'' And for three decades now, jurists, lawyers, and academics have responded to this invitation to engage in a dialog about the law with the learned barrister from Lewiston.

Judge Coffin came to the law in a more simple time, before the age of mega-firms, multimillion-dollar verdicts, and television cameras in the courtroom. He hung out his shingle in Lewiston and practiced law the way many lawyers probably wish they could today, in a one-man firm servicing the day-to-day legal needs of his individual clients. His relationship with a fellow Bates College graduate, Ed Muskie, brought him into politics, and then, after almost a decade of service in Congress and the executive branch, he joined the bench.

From his vantage point on the first circuit, he has witnessed a revolution in the law, from the activist period of the Warren and Burger courts, to the new formalism of today's majority. Yet he has remained a pragmatist, examining the nuances of each set of facts, identifying the competing interests at stake, and then drafting an option that candidly expresses the reasons for the court's ultimate judgment. Judge Coffin's concern has been with legal craftsmanship, not trendy theorizing. The careful balancing of competing interests ''is not jurisprudential theory,'' he has written, ''but, done well, it is a disciplined process, a process with demanding standards of specificity, sensitivity, and candor.''

He is a product of the age of civility. Advocates who have appeared before the court, often in the harshest of disputes, aptly characterize him as ''a real gentleman, kind and decent, smart as a whip, formal and polite, a great judge.'' ''He has the kind of demeanor,'' one attorney wrote, ''where everyone comes out of court feeling good, even the eventual losers.''

He has dedicated the lion's share of his career to public life and believes strongly in the virtues of public service. ''I do worry about young people today,'' he has said, ''going into the most lucrative professions where they earn immense amounts of money rather than working in public service, which needs good people more than ever.''

For 30 years, the people of Maine, litigants before the first circuit, and the legal profession in general have benefited from the service of a good person—Frank Coffin. Lawyer, politician, jurist, scholar, he continues to contribute to the quality of our national dialog.

U.S. INTERNATIONAL AVIATION POLICY

Mr. PRESSLER. Mr. President, I rise today to discuss a very important development in U.S. international aviation policy that occurred over the past year. I do not refer to any particular bilateral aviation agreement, although the number of new international air service opportunities created in 1995 was impressive and unprecedented. Instead, I wish to highlight the critical lesson we learned during the year and, hopefully, will continue to apply.

Simply put, the best way for the United States to secure the strongest possible international aviation agreements is for our negotiators to make decisions based on economic analysis with the goal of maximizing benefits for the U.S. economy. In other words, international aviation decisions should turn on what is best for our country, not which carriers can generate the most political support. In 1995, Transportation Secretary Peña did an excellent job in this regard and the results speak for themselves. U.S. passenger and cargo carriers are capitalizing on a plethora of new international opportunities, while the increased competition brings consumers lower air fares, reduced shipping costs, and greater choices.

This new focus on economic analysis, which I have advocated and enthusiastically support, is beneficial in several other regards. First, it has the practical effect of elevating U.S. international aviation policy to the status of a national trade issue. Second, it clearly defines the criteria the United States applies in assessing international aviation agreements and, by doing so, gives foreign nations a clearer understanding of what will and will not be acceptable to our negotiators. Finally, it prevents foreign nations from exploiting parochial disagreements between our carriers.

Looking ahead to 1996, it is imperative that sound economic analysis continues to be the guiding principle in our international aviation negotiations. We face a number of significant challenges, most notably aviation policy with Japan and the United Kingdom. Also, we have a golden opportunity to obtain an open skies agreement with Germany which would be a catalyst for further liberalization of air service opportunities throughout Europe. Next year is shaping up to be a very important year for U.S. international aviation policy.

Mr. President, let me emphasize that I believe the best bilateral aviation agreement for all parties involved is one which is open and permits market forces to determine what air service is provided in particular markets. Open skies agreements ensure consumers pay a competitive air fare, maximize consumer choice, and promote greater efficiencies for all carriers. Having made that important point, let me briefly turn to our relations with our three most important aviation trading partners overseas: Japan, the United Kingdom, and Germany.

As I have said in this body before, the major impediment to liberalizing aviation relations with the Government of Japan is the high operating costs of Japanese carriers. Due in large part to Japan's tightly regulated airline industry, Japanese carriers have operating costs significantly higher than United