

In Washington, the argument over court vacancies continues. On April 30, Attorney General Janet Reno told the Judiciary Committee, "Chief judges are calling my staff to report the prospect of canceling court sittings and suspending civil calendars for lack of judges, and to ask when they can expect help. This committee must act now to send this desperately needed help."

In remarks yesterday to the Federal Judges Association meeting in Washington, Reno warned that "the number [of vacancies] is growing."

"As you are no doubt aware," Reno told the judges, "the level of contentiousness on the issue of filling judicial vacancies has unfortunately increased in recent times."

FIELD HEARING ON INTRASTATE AIR SERVICE IN COLORADO

Mr. CAMPBELL. Mr. President, today I want to call my colleagues' attention to an important issue facing the Western Slope of my home State of Colorado; namely, the lack of quality and reliable air service.

I have long been concerned about this problem facing the residents and the business community in western Colorado. I have received hundreds of complaints from constituents up and down the Western Slope and have experienced many of these problems myself. For example, on numerous occasions I have found myself waiting for a delayed flight for several hours only to find out later on that the flight had been canceled. On one occasion, the pilot showed up only to announce that he was not certified to fly the plane.

To address this issue, I held a field hearing on Wednesday, April 2, in Grand Junction, CO, to hear testimony firsthand from citizens and representatives of the business community. Witnesses at the hearing included representatives from the airlines industry, consumers as well as the business community.

The testimony presented reflected the deep concern among business leaders and consumers in western Colorado about the lack of adequate air service. Many of the witnesses testified to the lack of competition in air service in western Colorado after deregulation. They further stressed that their concerns center around late arrivals, canceled flights, discontinuation of service, over booked flights, inadequate aircraft that cannot handle passenger baggage, inadequate safety procedures, inconvenient schedules and costs and high turnover of pilots.

Because of the importance of this testimony, I wrote to the acting administrator of the Federal Aviation Administration, Mr. Barry Valentine, on April 18, requesting the FAA's review of this material and requested a report from the FAA on ways in which air service can be improved on the Western Slope and how the witnesses' concerns can be addressed. I also provided a complete set of this testimony to the Senate Aviation Subcommittee, so it can be used in future subcommittee work on commuter air service.

For the benefit of my colleagues, I ask unanimous consent that a copy of

the witness list be printed in the RECORD following my remarks.

The PRESIDING OFFICER, without objection, it is so ordered.

(See exhibit 1.)

Mr. CAMPBELL. I am more concerned now than ever about the quality of air service in Colorado, and I look forward to working with my colleagues on improving air service in this important region of our country.

EXHIBIT 1

LIST OF WITNESSES PRESENT AT THE HEARING

Mr. Greg Walcher, President of Club 20.
 Mr. Benard Buescher, Colorado Transportation Commissioner.
 Mr. John Frew, President and CEO of Colorado Ski Country U.S.A.
 Mr. Jamie Hamilton, Vice President of the Grand Junction Chamber of Commerce.
 Mr. J.J. Johnston, Executive Director of the Mesa County Economic Development Council.
 Ms. Debbie Kovalik, Executive Director of the Grand Junction Visitor Bureau.
 Mr. Mark Berumen, Governmental Affairs Coordinator for Frontier Airlines.
 Mr. Cody Ddiekroger, Founder and President of Maverick Airlines.
 Mr. Don Schreiber, Vice President of Governmental Relations for Mesa Air Group.
 Mr. Dave Logan, Partner, Park Avenue Travel Agency.
 Ms. Jo Saul, Owner, Jo's Travel Source in Durango.
 Ms. Cindy Stanfield, Owner, the Travel Connection Agency in Grand Junction.

THE VERY BAD DEBT BOXSCORE

Mr. HELMS. Mr. President, at the close of business yesterday, Wednesday, May 14, 1997, the Federal debt stood at \$5,339,781,396,107.91. (Five trillion, three hundred thirty-nine billion, seven hundred eighty-one million, three hundred ninety-six thousand, one hundred seven dollars and ninety-one cents)

One year ago, May 14, 1996, the Federal debt stood at \$5,096,217,000,000. (Five trillion, ninety-six billion, two hundred seventeen million)

Five years ago, May 14, 1992, the Federal debt stood at \$3,893,082,000,000. (Three trillion, eight hundred ninety-three billion, eighty-two million)

Ten years ago, May 14, 1987, the Federal debt stood at \$2,272,137,000,000. (Two trillion, two hundred seventy-two billion, one hundred thirty-seven million)

Fifteen years ago, May 14, 1982, the Federal debt stood at \$1,062,129,000,000 (One trillion, sixty-two billion, one hundred twenty-nine million) which reflects a debt increase of more than \$4 trillion—\$4,277,652,396,107.91 (Four trillion, two hundred seventy-seven billion, six hundred fifty-two million, three hundred ninety-six thousand, one hundred seven dollars and ninety-one cents) during the past 15 years.

NORMAL TRADE RELATIONS

Mr. MACK. Mr. President, I rise today because a bill is being introduced by Senators ROTH, MOYNIHAN, and members of the Finance Committee which seeks to amend trade laws and provisions referring to "Most Favored

Nation" [MFN] trading status. They seek to rename MFN, "Normal Trade Relations."

I am not joining my Finance Committee colleagues on this bill today. But I would gladly support this initiative once the United States has an effective China policy.

Mr. President, the reason we annually consider China's trade, human rights, and national security behavior during the MFN renewal debate is because we do not have an acceptable alternative. The goal, therefore, of this year's debate should not be to simply extend or revoke MFN for the PRC. I suggest, instead, that we endeavor to address the shortcomings of our China policy so that we do not need the annual MFN issue to debate China.

Mr. President, we need a real China policy to replace the MFN revocation threat, not a name change. If the issue were just about the name, Americans would not voice such strong opposition to trading with China as if it were a normal country. The fact is, Mr. President, China is not like other trading nations. It is perhaps the worst violator of human rights and weapons non-proliferation standards in the world. The PRC trades unfairly, persecutes people of faith, imprisons and tortures democrats, proliferates weapons technology, sells arms to street gangs in the United States, and disbands democratic institutions in Hong Kong. The PRC does this while receiving international aid, American technology—much with military applications, and free access to the American market. This so-called engagement policy seems hollow and dangerous. Merely changing the name of MFN will not change this reality.

Mr. President, I traveled to Hong Kong and China in late March this year with my colleague and fellow co-chair of the Senate's Hong Kong caucus, Senator LIEBERMAN of Connecticut.

I returned from this mission more concerned about Hong Kong than when I departed. The Chinese leadership tried to put to rest my concerns for Hong Kong by reassuring me that democracy would be returned to Hong Kong once the people received proper civic education. This distrust of people is apparent in China's actions toward Hong Kong's civil and political freedoms.

It also caused me to renew my concern for our China policy. My position on this bill, and on the MFN debate in general, arises from my desire for good relations with China. I know this is in the best interest of America, China, and the world.

There are a tremendous number of issues which Americans wish to raise with China. In 1997, these include Hong Kong reversion, weapons proliferation, religious persecution, PRC-Taiwan relations, human rights, involvement in U.S. elections, and our unequal trade relationship.