

underwater fish viewing area and a new historical fishery records and archive center were constructed. The archive center, which collects and preserves the national public historical fishery records and artifacts, is the only one of its kind in the country.

Over the years, the hatchery has also made strides towards improving fish population and diversity in western South Dakota. Interestingly enough, the trout which are raised at the D.C. Booth Fish Hatchery are not native to the Black Hills area. This hatchery originally was responsible for stocking not only the Black Hills, but also Yellowstone National Park.

One particularly interesting feature which will soon be available to tour is an old Federal Fishcar Service railroad car. At one time, trout eggs were transported to and from Spearfish in refrigerated rail cars. With the advent of faster transportation, this method has long since been abandoned. When the exhibit is finished, visitors will be able to walk through a renovated rail car, complete with original dishes and trout egg storage trays.

On Sunday, September 24, 1995, a ceremony was held in Spearfish, SD, to rededicate the renovated D.C. Booth Historic Fish Hatchery. This ceremony would not have been possible without the hard work and dedication of Mr. Arden Trandahl, director of the site for the Fish and Wildlife Service. During his tenure in Spearfish, he has been thoroughly committed to preserving the historic significance of the hatchery.

Thanks to the devotion of Arden Trandahl and the Fish and Wildlife Service, the State of South Dakota, and the community of Spearfish, this renovation project is now a reality. I would also like to thank Molly Salcone and the other members of the D.C. Booth Society. As president of this non-profit society, she has fostered a unique private-public partnership which provided valuable assistance in the restoration of the D.C. Booth Fish Hatchery. This project is a great example of how we can all work together to make things happen.

The renovated D.C. Booth Historic Fish Hatchery provides a unique educational experience, combining past and present fish management. I extend my congratulations and best wishes for the future success of the facility.

THE FOUR EAGLES MEMORIAL

Mr. PRESSLER. Mr. President, today I would like to call attention to a monument recently dedicated to the memory of four men who lost their lives in a catastrophic plane crash near Minot, ND. The crash occurred during a blizzard in February 1994, as the pilot and passengers—three Indian Health Service [IHS] doctors—were travelling to several IHS clinics in the area.

The West River Monument Co. of Rapid City, SD, constructed a monument made of Dakota mahogany gran-

ite as a tribute to the victims of the crash. This monument, entitled "Four Eagles Memorial," was dedicated on Saturday, September 16, 1995.

For years now, I have been a strong advocate for small aircraft safety. It saddens me each time I learn of aircraft-related fatalities. The men who lost their lives in the crash were dedicated to their work, their families, and their friends. Their loss continues to be felt.

Yet, tributes like the one made to these men are heartfelt. While a year and one-half have passed since this tragedy, we will not forget the victims of the crash. My thoughts continue to be with the families and friends of the men who perished in this unfortunate accident. The Four Eagles Memorial will serve to remind us always of these four admired and well-respected men.

A recent article appeared in the Rapid City Journal of Rapid City, SD, regarding the dedication of the memorial. I ask unanimous consent that this article be printed in the RECORD.

There being no objection, the article was ordered to be printed in the RECORD, as follows:

[From the Rapid City Journal, Sept. 15, 1995]
MEMORIAL TO DOCTORS DEDICATED SATURDAY
(By Bill Harlan)

Granite monument will honor the three Indian Health Service doctors killed in 1994 plane crash.

Stone cutter Ken Krzyzanowski will etch the doctor's names into the monument. Brandon Zander, a Stevens High School senior who works part-time at West River Monument Co., helped create the design. He is the son of the manager of West River Monument.

John DuBray says many people helped create the monument to three Indian Health Service doctors who died in a plane crash last year.

But DuBray is especially grateful to LeRoy Zander, manager of West River Monument Co. of Rapid City, which is building the memorial.

"He didn't know us from Adam, and he went above and beyond. He really did his best," DuBray said.

The "Four Eagles Memorial" is a granite monument that will stand nearly four feet tall when placed on its round concrete base in front of the main building at Sioux San Hospital.

DuBray and other Sioux San personnel will dedicate the memorial in a ceremony at 11 a.m. Saturday at the hospital, where two of the three doctors worked. The public is invited.

This week, the doctors' names are being etched on three sides of the "Dakota mahogany" granite, along with brief professional and personal descriptions.

An inscription on the fourth side will describe the purpose of the monument, which is "in lasting memory of our courageous physicians."

The four-sided memorial will rest on a round base, and two granite benches will be installed nearby, inscribed with names of the members of the doctors' families.

DuBray is a public health nursing assistant at Sioux San, and he also is coordinating the memorial project. He also worked with two of the doctors.

The doctors' plane went down in a blizzard near Minot, N.D., on Feb. 24, 1994. IHS were visiting IHS clinics in the region.

DuBray said four eagles on the monument and four juniper trees that will be planted at the site will memorialize the three doctors and the pilot, who also was killed.

The memorial cost \$6,500, all of it donated. Funds came from Sen. Tom Daschle, D-S.D., Sen. Larry Pressler, R-S.D., doctors of the Black Hills Regional Eye Institute, families of the doctors who were killed and other donors.

The doctors killed were Arvo Oopik, 37, a cardiologist based in North Carolina; Christopher Krogh, 45, a maternity and infant-care specialist based at Sioux San, and Ruggles Stahn, 46, a diabetes specialist also based at Sioux San.

The pilot of the plane was Ed Mellen, 53, who also died in the crash, and flew for B&L Aviation.

U.S.-SINO RELATIONS

Mr. THOMAS. Mr. President, last Friday I had the opportunity to speak before the Washington chapter of the Asia Society on the subject of U.S.-Sino relations. I would like to share that speech with my colleagues, and ask unanimous consent that the text be printed in the RECORD.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

TOWARDS A NEW CHINA POLICY

I'm very pleased to be here this morning to inaugurate the Asia Society's new forum series featuring members of Congress with responsibility for Asian policy issues. I'm also pleased to see Ambassador Nathan of Singapore, the new Sri Lankan ambassador, and Minister Zhang Keyuan from the Chinese embassy are here with us today.

The Subcommittee on East Asian and Pacific Affairs of the Senate Foreign Relations Committee, which I chair, has jurisdiction over Asia from Burma and Mongolia east to the shores of California. As you are all well aware, this area is probably the most dynamic in the world right now. With China, Taiwan, Japan, Hong Kong, Singapore and Vietnam, it is the economic engine that will drive the world economy into the 21st Century and beyond.

Among all these established and developing economies, with 1.2 billion people, a GDP equivalent around \$2.73 trillion, a national product real growth rate last year of 13.4 percent, it is clear that the chief economic and political "tiger" that will dominate Asia in the years to come is the People's Republic of China. As such, the dynamics of our bilateral relationship will become even more important—both for us and the other countries in the region—in the years ahead. The U.S.-Sino relationship is a major focus of the work of the subcommittee. Of the six substantive hearings the subcommittee has held this year, four have concerned the PRC; we are planning at least three more before the close of the year. It is that relationship which I have been asked to address this morning.

It will come as no surprise to those of you here this morning that the US-Sino relationship is not presently at its best. Since the administration's decision to admit Taiwan's President Lee for a private visit, we have seen the most serious deterioration of relations since the Tiananmen Massacre. I won't engage in a step-by-step analysis of each of the incidents which have afflicted our relationship in the past year for two main reasons. First, I believe that you are all intimately familiar with them and their recitation would be redundant. More importantly,