

for their clients were in big trouble. Because they knew what he expected, what he demanded, they came to his court prepared and ready to do justice.

There is so much more than can be said. He once called himself a "conservative hillbilly" and that statement could be defended. To Judge Johnson, no one was above the law or above any person who appeared in his court. All were equal. Though a Republican, he was the perfect democrat—with a small "d". Neither power, nor wealth, nor status, nor skilled lawyering counted a whit in his court and everyone knew it. He loved democracy, fairness and justice. Judge Johnson was vigorously indignant at crime and corruption. He fully understood that those who stole or cheated were predators and were acting in violation of morality and law. This he would never tolerate. While he was always committed to providing a fair trial, he was known as a prosecutor's judge. He would not tolerate criminality.

Judge Johnson loved democracy and fairness and justice. He sought to make that real in his courtroom by finding the truth and skillfully, with intellectual honesty, applying the truth, the facts, to the law. As God gives us the ability to understand it, that is justice, and a judge who does not consistently, in great cases and small, at risk of his life, with skill and determination, and with courage and vision, over a long lifetime is worthy to be called great. Frank M. Johnson, Jr. is worthy.

#### NASA AUTHORIZATION

Mr. LOTT. Mr. President, I rise in support of H.R. 1654, the NASA Authorization Act for fiscal years 2000, 2001, and 2002. Many of my colleagues and their staffs have worked hard on this legislation. This is a good bill. It ensures NASA is authorized at the appropriate level to continue its role in Space Flight and Exploration, Earth and Space Science, assembly and operations on the International Space Station, and Aeronautical Research.

Over the last decade, the U.S. commercial space launch industry has lost its technological advantage and now holds only 30 percent of the worldwide space launch market. As a result, sensitive U.S. technology is often launched into space by either Chinese, Russian or French rockets, increasing the risk of unwarranted U.S. technology transfer to foreign nations. The delayed development of modern, less expensive launch systems in this country needs to be rectified. This high cost of space transportation has greatly curtailed U.S. efforts in space research, science and exploration. This bill includes important provisions to address this issue which I would like to highlight.

Mr. President, NASA is currently conducting research programs, such as the X-33, X-34 and X-37, that could result in important technological advancements applicable to future reusable

launch vehicles and reductions in space transportation costs. In addition, there are existing hardware and engine systems, that if evaluated, could make an immediate contribution to reducing the cost of access to space by a factor of 10. The information gained from these evaluations can be incorporated into design plans for the Spaceliner 100 series of vehicles and ultimately reduce the cost of access to space by a factor of one hundred. In the Commerce Committee, I amended the Senate NASA bill to add \$150M for Fiscal Year 2000 to accelerate these future space launch programs by one year. Accelerating the efforts that gain us cheaper access to space will help the U.S. recapture the space launch business and save on future launch costs. American companies would not have to look overseas for cheaper launches, thereby minimizing our technology exposure to foreign governments.

Also, I am pleased to see the portion of the Earth Science budget supporting NASA's Commercial Remote Sensing effort is sustained. These programs, managed by the NASA Stennis Space Center's Commercial Remote Sensing Program Office in Mississippi, are contributing to the birth and growth of a new international industry. Wall Street has predicted this industry will grow to the \$10 billion level by 2010. NASA Stennis personnel working together with the private sector, university researchers and other Federal agencies are already producing viable commercial products. New efforts are underway to coordinate the potential impact of these commercial products with the Department of Transportation. I have been told by DOT officials that remote sensing technology infused in the right way to DOT's planning efforts could result in significant savings in highway planning and construction. That is a very good potential payback for a small investment in the commercialization of remote sensing technology.

Mr. President, this is a good bill. I hope that the Senate's differences with the House can be resolved quickly so that the bill can be presented to the President for signature.

#### ON THE KENNEDY/BESSETTE TRAGEDY

Mr. DASCHLE. Mr. President, last week was one of unimaginable shock and sorrow for the families of John Kennedy, Jr., Carolyn Bessette Kennedy and Lauren Bessette. We prayed as we first heard the news that their plane had disappeared. We hoped against hope as the Coast Guard, the Navy and the National Transportation Safety Board conducted their "search and rescue" mission, and we anguished when they shifted to "search and recovery." Now, as John, Carolyn and Lauren are laid to rest in the ocean that claimed their lives, we grieve.

Much has been said these past weeks—in this Chamber, across the

country, and around the world—about these three exceptional young people. We have heard again and again how John, Carolyn and Lauren loved life. We have heard so many stories of their compassion and grace, their generosity and their considerable talents. We've heard, most heartbreakingly, about their potential. They had, each of them, the capacity for greatness. That is part of what makes their loss so profound.

The great poet William Wordsworth wrote:

What though the radiance which was once so bright

Be now for ever taken from my sight  
Though nothing can bring back the hour  
Of splendor in the grass, of glory in the flower;

We will grieve not, rather find  
Strength in what remains behind.

Nothing can bring back the splendor of their lives, or their potential. We are left now with only our memories of John Kennedy, Jr., his wife Carolyn, and her sister Lauren. With that in mind, Senator LOTT and I are introducing a resolution to authorize the printing of "Memorial Tributes to John Fitzgerald Kennedy, Jr." These are our own tributes and condolences offered on this floor, this week, by members of the United States Senate. I ask the Senate to pass a resolution so that we may share our tributes with the families of John Kennedy, Carolyn Bessette Kennedy and Lauren Bessette. I can only hope the Kennedy, Bessette and Freeman families are able to find some small strength in the memories of their loved ones, and in the words and sympathy of those who grieve with them.

#### TRIBUTE TO FIELDING BRADFORD ROBINSON, JR., SPECIAL LEGISLATIVE ASSISTANT AND DEPUTY DIRECTOR OF PROJECTS

Mr. LOTT. Mr. President, I wish to take this opportunity to recognize and say farewell to my longtime staff member, Fielding Bradford Robinson, Jr., who is departing my personal office staff and returning to the State of Mississippi, after more than ten years of outstanding service here in Washington. Throughout his career, Brad Robinson has served with great distinction, and it is my privilege to recognize his many accomplishments and to commend him for the superb service he has provided to me and to my home state of Mississippi.

A native of Jackson, Mississippi, Brad graduated from the University of Mississippi in 1982, with a Bachelor of Arts Degree in Public Administration. At Ole Miss, Brad was an officer of the Associated Student Body and a member of the Delta Psi Fraternity, St. Anthony Hall. He began his association with politics as Page Captain in the Mississippi House of Representatives. After logging countless miles as a pollster associated with CBS News, Brad went to work as a staff assistant to the

legendary United States Senator John C. Stennis of Mississippi. At that time, Senator Stennis was President Pro-Tempore of the Senate and Chairman of the Appropriations Committee. Following the retirement of Senator Stennis, Brad signed on as a staff member for freshman Congressman Larkin Smith, my friend and successor in the U.S. House of Representatives. Tragically, Congressman Smith died in a plane crash only months after taking office.

In 1989, Brad returned to the United States Senate and began work as a member of my personal staff. On Thursday, August 5th, 1999, Brad will conclude over ten years of faithful service in my office. During these years, Brad has proven to be one of my most loyal and dedicated staff members. As a special legislative assistant and as my deputy director of projects, Brad has tirelessly worked for the best interests of our Nation and the State of Mississippi. Over the years, working on Mississippi project interests has brought Brad into contact with virtually every city, county, and state agency in Mississippi; every federal agency and department; and every committee of the Senate and the House of Representatives as well.

Brad has pursued virtually every type of public infrastructure project conceivable, helping Mississippians build and improve utility systems, industrial parks, highways, bridges, railroads, airports and water ports. Using formal training from Ole Miss as a public planner, Brad labored closely with local engineers, and with the Army Corps of Engineers, to champion life saving flood control projects in the Mississippi Delta Region, the Jackson Metropolitan Area of Central Mississippi, and in the Forrest and Harrison County areas of South Mississippi. From the Director of the Mississippi Rural Water Association to water system operators throughout Mississippi, Brad is known as a dependable source of information and positive government action. Port directors along the Mississippi River, the Tennessee-Tombigbee Waterway, and the Mississippi Gulf Coast, have come to rely on Brad's expertise and network of contacts, on everything from dredging projects, to trade and empowerment zone designations.

Working behind the scenes to encourage top flight companies such as Southwest Airlines to expand into Mississippi, has also been a talent in which Brad has excelled. He is known by airport directors throughout our state as a man they know personally, who seemingly always is there to help with extending or repairing a runway, or improving navigation and weather instrument capability. Railroads, too, came to know Brad as an honest broker who stood for economic progress that also safeguarded and improved public safety. His multi-modal expertise, made Brad a natural asset to my staff during the legislative process that culminated

in the Intermodal Surface Transportation Efficiency Act (ISTEA), as well as later during the legislative development of the Transportation Efficiency Act of the Twenty-first Century (TEA-21).

Among his many successes, Brad played a key role in encouraging the establishment of an environmentally friendly power generating facility in our state, which will efficiently and cleanly make use of vast alternative fuel supplies of lignite or low-grade coal. Combining a broad general knowledge with a keen appreciation for business, science, and technical development, and a deep respect for conservation and history, Brad has become a favorite of both business and development concerns, as well as leaders in historic and natural preservation. Brad was instrumental in historic preservation efforts for the Natchez Trace and the Natchez National Historic Park, as well as efforts to establish a Campaign of Vicksburg National Historic Trail, and a new visitors center for the Corinth, Mississippi Battlefield and Cemetery. Working both with community activists and public officials, Brad helped further these causes as well as many other historic and environmental projects such as rebuilding the Fort Massachusetts lighthouse on Ship Island, and restoring natural levels of water flow along the Lower Pearl River.

Like many effective staff members on Capitol Hill, Brad is the kind of person who never meets a stranger. A true southern gentleman, his Christian values and honest work ethic have endeared Brad to his colleagues and constituents in addition to earning their respect and trust. His flexible yet focused demeanor enables him to handle numerous projects without losing sight of the people with whom he works. For all of the many public projects Brad assisted over the years, he always made time to help individual citizens with their problems. On one occasion, while assisting a constituent with her tax problem, Brad learned of an unintended result that affected similarly situated citizens across our Nation. Brad got to work, helped form a bipartisan coalition, and succeeded in helping amend the tax code to reflect the original intent of Congress.

Brad also has contributed to the quality of life here on Capitol Hill through volunteering his time and leadership for such non-profit organizations as the Mississippi Society, the Ole Miss Alumni Association, and the Taste of the South annual charity ball. He even met his lovely wife, Mary Ellen, while she served on the staff of Senator STROM THURMOND. Brad and Mary Ellen will make their new home in Gulfport, Mississippi, and are expecting their first child in October.

Upon leaving my staff, Brad will serve as Executive Director of the Southern Rapid Rail Transit Commission where he will play a significant role in helping to establish high speed

rail passenger service from Houston, Texas, to Jacksonville, Florida, and from the Gulf Coast to Atlanta. On behalf of my colleagues on both sides of the aisle, I wish Brad all of the best in his new career. I wish for Brad, and his growing family, that they experience all of the opportunity, excitement and adventure of the American Dream as they enter this new chapter of their lives and in all of their future endeavors. Brad, my most sincere congratulations on a job well done.

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EXPRESSING THANKS AND APPRECIATION TO AMBASSADOR JAMES SASSER

Mr. DODD. Mr. President, I rise today to add my voice to others in thanking Ambassador Jim Sasser for his service to our country as the United States Ambassador to the People's Republic of China for the last three and one half years.

Our friend Jim Sasser has just returned home having distinguished himself as the President's representative in Beijing during a critical and often difficult period in United States/Chinese relations. He understood better than anyone how important it was that he do an effective job as United States Ambassador to such a strategically important country.

When President Clinton nominated Jim as his ambassador he had every confidence in Jim's ability to fulfill his diplomatic duties, and that confidence was not misplaced. Even before Jim took on this assignment he understood that the state of U.S./China relations could have profound implications for peace and prosperity not only in the Asia/Pacific region but globally as well.

Once confirmed, Ambassador Sasser became an articulate and effective spokesman for the administration's policy of engagement with China. He rightfully stressed that the United States does not have the luxury of not dealing with China. He would remind his audiences that China's sheer size, its permanent membership on the United Nations Security Council, its nuclear weapons capability, its economic and military potential, all demand that the United States engage the Chinese Government and the Chinese people.

Soon after his arrival, Jim established excellent working relationships with the Chinese leadership. Both formally and informally he encouraged Beijing to view itself as a responsible member of the international community and act accordingly. I credit Jim's efforts along with others in successfully persuading China to commit itself to respect a number of non-proliferation regimes and to take under serious review the possibility of formally acceding to others.

Perhaps Jim's most significant achievement during his tenure was to oversee preparations for two high level bilateral summits between the United