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Record Group/Collection: George H.W. Bush Presidential Records
Collection/Office of Origin: Speechwriting, White House Office of
Series: Speech File Backup Files
Subseries: Chron File, 1989-1993

OA/ID Number: 13829
Folder ID Number: 13829-001

Folder Title:
CAFE Speech 8/27/92 [OA 7579] [2]

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plan, including 700,000 workers put there by the payroll tax to pay for his backdoor government takeover of our health care system.

Governor Clinton calls this orgy of new taxes and spending -- "moderation." I say that if this is moderation -- I'm Daniel Webster.

The Governor likes to say he "puts people" first. He doesn't mention that it's first on the unemployment line.

But it's even worse than it sounds. In that same Drexel speech -- Governor Clinton had effusive praise for a certain book -- by then-Senator Al Gore. Since then, of course, Senator Gore has gone on to take a rather prominent role in the Clinton campaign.

Now, what does Senator Gore say in his book that Governor Clinton loves so much?

Well, on page 325, he makes an interesting comparison -- he says that the car industry -- and I quote -- "poses a mortal threat to the security of every nation, that is more deadly than that of any military enemy we are ever again likely to confront."

Now I'm not making this up. Remember the old Stephen King novel -- Christine? The one in which a car becomes inhabitated by evil spirits -- and devours a town? The Clinton-Gore team appear to look at every car as a haunted threat to humanity.

This would be funny, if it weren't so serious. If one out of six jobs in America today weren't in someway tied to the car industry. If this philosophy -- of tax and spend, regulate and

regulate -- weren't going to make it impossible for us to win the economic competition.

I've been an environmentalist all my life. As President -- I fought for revision of the Clean Air Act -- so that our children can breathe better.

My effort was criticized by big business -- and by environmentalists. But I believe I found the middle that works.

The Clinton-Gore team isn't in the middle -- their bus has left the highway -- and is traveling down the left breakdown lane.

I'm not going to let this happen to America.

I stand for a program that begins with a freeze on all unnecessary federal regulations -- so that businesses can create jobs and get this economy moving again.

I think the federal government spends too much of your money. So I'm fighting for a line-item veto -- and a balanced budget amendment to the Constitution. Last week, I unveiled a new idea -- to give you the right to check your tax return -- to use up to 10 percent of your income tax for one purpose -- to reduce the budget deficit.

Congress won't like it. The editorial writers might call it a "gimmick." But I think the American people want the power to say to Congress -- if you won't cut the deficit, we will.//

Here's something else I'm fighting for -- reform our legal system. Take an ax to the system that allows so many crazy

lawsuits. As a nation, we must sue each other less -- and care for each other more.

I have many of these reforms up before the Congress -- and that's exactly where they've stayed. Because the U.S. Congress has become the "Gridlock Congress." The House of Representatives has been controlled by the same party for 38 years -- and it is blocking the change that can move this country forward.

Let me give you just one example.

We know our schools have to improve -- if our kids are going to compete with the Japanese, the Germans and the British.

I believe competition can be a force for good in education, just as it has been a force for good in American industry.

Last year, I sent a proposal to Capitol Hill, which would give local school districts flexibility in determine whether they want to allow parents to choose the schools they're kids attend.

A couple weeks ago, this whole issue came before Congress, and they killed it.

Why did this noble idea fail? It failed, according to news reports, because the Democratic leadership didn't want to give me credit for a new idea in education.

Certain members of Congress put politics ahead of our students. One of those members happens to represent Michigan in the U.S. Congress. His name is Bill Ford.

Bill Ford is a pet of the National Education Association. He has stood against almost every education reform I have put

forth. Again and again -- he has stalled and delayed -- procrastinated and pontificated.

Bill Ford has been in Congress for 27 years -- way to long. It's time to grab a broom, and sweep up Congressman Ford and all the other Gridlockers. It's time to: Clean House.

I never thought I would say this publicly, but America needs a "geek" in Congress. So send Bob Geake [GEEK] to Washington, and get this country moving again.

This election is about choices, but ultimately it is about the future.

The other day -- we were in Alabama -- a crowd of about 20,000 people waiting in the rain. My friend Lee Greenwood was with us. And as Lee started to sing -- "I'm proud to be an American" -- I looked out in the crowd -- and saw a little girl -- couldn't be more than four or five -- perched on her dad's shoulders, waving a little American flag and singing.

This election is about that little girl, and all the kids in this crowd, and all the kids across America.

Do we want them to grow up in an America that is stronger, safe, and more secure. You bet we do? And with my ideas, and a new Congress, we can make it happen.

God bless Michigan and God bless the United States of America.

DOUG GAMBLE

424 - 36th Place
Manhattan Beach, CA 90266
(310) 546-6409

Aug. 24/92

TO: CHRISTINA MARTIN

HURRICANE ANDREW - FLORIDA (Curt Smith)

ONCE AGAIN, THE WORST OF MOTHER NATURE HAS BROUGHT OUT THE BEST IN AMERICANS.

YOU CAN EVACUATE PEOPLE FROM A DANGER AREA, BUT WHAT WE'VE SEEN HERE THE LAST 24 HOURS PROVES THAT SPIRIT AND COURAGE ARE NEVER EVACUATED FROM THE AMERICAN HEART.

HURRICANE-FORCE WINDS ARE NO MATCH FOR AMERICAN-FORCE GENEROSITY.

IF THE KIND OF TEAMWORK I'VE HEARD ABOUT HERE COULD BE TRANSFERRED TO WASHINGTON, THE COUNTRY WOULD BE A LOT BETTER OFF.

WHEN THE FORCES OF NATURE TRY TO TEAR LIVES APART, THE AMERICAN SPIRIT OF COURAGE, GENEROSITY AND DETERMINATION BRING NEIGHBORS TOGETHER.

HURRICANE ANDREW HAS CREATED DESTRUCTION, BUT IT HAS ALSO CREATED HEROES.

THE WHITE HOUSE

WASHINGTON

Room 118

August 24, 1992

MEMO FOR CURT SMITH

FROM: BOB GRADY

RE: INSERT FOR HURRICANE ANDREW REMARKS

Attached, as requested, are a few paragraphs concerning assistance available for Hurricane Andrew victims.

The best source of information on this is Grant Peterson, the Associate Director of FEMA. His telephone number is: (202)-646-3692. I am sending this to Grant concurrently and asking him to check it for accuracy.

Attachment

cc: Bob Zoellick
Steve Provost
Grant Peterson

Hurricane Andrew is the first hurricane to hit directly the Miami area in a quarter century. Obviously, the winds of over 150 miles per hour have exacted a terrible toll on South Florida. I thought it was important for me to come and survey the damage first hand and to make sure that the Federal government is doing everything it can to help.

My Administration is poised and determined to respond quickly to this tragedy. This morning, we at the White House received through FEMA the Governor's request for a disaster declaration. I would like to announce that I have signed that declaration. This will make the full panoply of Federal disaster assistance programs available to residents, businesses, and governments in the affected areas.

Our national center in Washington and our Regional Center in Atlanta are operating 24 hours a day to monitor damage and put our disaster relief programs in place. We are moving staff from other regional centers to Atlanta to provide needed backup at this center.

Earlier today, an Emergency Response Team, composed of all 27 Federal agencies, met in Washington to ensure that all of our agencies are doing everything in the power to bring Federal resources to bear to help state and local governments respond to this disaster.

We are preparing to set up a disaster field office within the next day. We have moved emergency power and water so that that office can operate right within the most affected area. Within the next few days, we expect to open Disaster Application

Centers -- or "DACs" -- throughout the affected part of South Florida so that those who have suffered can apply for help. Let me say, however, that those who are in immediate need of assistance can apply by telephone through our disaster teleregistration system. The phone number is 1-800-462-9029.

Through our disaster program, the government makes available several kinds of assistance to those who have been victimized by Andrew's terrible wrath. Disaster Housing Assistance is available for those who have lost their homes to the storm. Grants of up to $11,500 are available to individuals and families for emergency needs -- such as food, clothing, or hospital expenses. Businesses which have been destroyed or damaged are eligible for disaster loans from the Small Business Administration. In addition, flood insurance may be available for those whose homes have been destroyed by floods. In short, we are determined to help.

On final point: I have been in touch with Governor Chiles and with Secretary Cheney, and we are ready to move in units of the United States Armed Forces to provide appropriate emergency services is necessary.

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(George Bush Library)

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01. Note	Handwritten note, re: Congressman Bill Ford. (1 pp.)	n.d.	P-6, (b)(6)	

Collection:

Record Group: Bush Presidential Records
Office: Speechwriting, White House Office of
Series: Speech File, Backup
Subseries:
WHORM Cat.:
File Location: CAFÉ Speech 8/27/92 [2]

Date Closed: 12/3/2004	**OA/ID Number:** 07579
FOIA/SYS Case #:	
Re-review Case #: 2004-2265-S	
P-2/P-5 Review Case #:	
MR Case #:	**Appeal Case #:**
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(b)(8) Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA]
(b)(9) Release would disclose geological or geophysical information

Steve —
Calio's office checking on specifics of Ford's record re

education — choice. In the mean time, here's some NEXIS

articles that refer to Ford's tolerance of gridlock

let's make effort to keep election year politics.

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LENGTH: 1135 words

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BYLINE: By Jennifer Babson, States News Service

DATELINE: WASHINGTON

KEYWORD: good

BODY:

When Rep. Bill Goodling, R-York, found himself waging a floor fight on an education bill Wednesday against some of his closest Democratic colleagues on the House Education and Labor Committee -- he chalked it up to politics.

"This is a sad day for me," Goodling said shortly after an education bill he crafted in concert with committee Democrats went down in flames Wednesday, "because it's the first time in 18 years we didn't come to floor with an education bill that's a bipartisan effort."

As ranking Republican on the committee, Goodling has a reputation for eschewing politics, sometimes to the chagrin of his Republican colleagues. But as a hotly contested Presidential election draws near, and Congress increasingly finds itself stuck in a partisan quagmire, Goodling is finding himself caught in the cross-fire.

In the most recent example, Goodling labored with committee Democrats, including Rep. Dale Kildee, D-Michigan, chairman of the Elementary, Secondary, and Vocational Education subcommittee, to craft a bill that would improve and reform neighborhood schools across America.

Earlier this year, Goodling said he managed to bring Kildee, and the chairman of the full committee, Rep. William Ford, D-Michigan, to the table with former White House Chief of Staff John Sununu to hammer out veto-proof language acceptable to President Bush.

Once a compromise was reached with the White House, the measure was passed out of the full committee, headed for passage on the floor and probable White House approval.

The bill would have given local school districts more control over their curriculum, providing them with the flexibility to decide whether to participate in the controversial ' School Choice' program pushed by the administration.

According to Democratic committee staff, their party's leaders, worried about giving the administration a leg-up in what was rapidly becoming a highly-politicized debate over School Choice, put the brakes on -- telling committee Democrats they had better come up with a measure for which the White House couldn't claim credit.

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States News Service

August 13, 1992, Thursday

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And which Bush, the self-described "Education President," would veto before the November election.

So the bipartisan committee bill died, and the Goodling substitute, virtually identical, was born, and destined to die a death on the floor of the House, where it didn't stand a chance against the Democratic majority: "It was cut and dry and I knew that was coming," Goodling said afterwards.

"We had worked very hard," said a Democratic committee staff member who worked closely with Goodling on the bill and requested anonymity. "Mr. Ford, our committee chair, was hearing an awful lot from Democrats -negatives -about including anything about choice."

According to the staffer, "While we had a bipartisan effort with Goodling (on the bill)..we largely neutralized the administration. The politicization of the issue definitely made it more difficult for us to resolve things."

"There's an added issue for the Democrats here," the staffer added. "Come October, you can bet the White House is going to be saying we sent a comprehensive reform package to Congress. If we didn't do anything, they'd say 'The Do-Nothing-Democratic-Congress.'"

One provision in the substitute would have exempted schools in some instances from certain federal mandates -- including the newly implemented Americans With Disabilities Act. This incurred the wrath of a coalition of disability groups, who circulated letters urging House members to vote the bill down.

"There were those that went out and tried to stir up the disabilities communities and had them write a letter that had nothing to do with reality," Goodling told his colleagues on the floor of the House.

As committee Democrats took to the floor in kid gloves on Wednesday to urge defeat of the Goodling substitute, the mood was morose, and Goodling took pain to remind his friends on the other side of the aisle just whose bill they were arguing against.

"The chairman is very modest -- he said he read my substitute -- he helped write my substitute from beginning to end," Goodling chided, dubbing the measure "the Ford-Sununu" bill. Ford, usually active in committee debate, was unusually quiet.

"I couldn't find a soul on the other side who wanted to take credit for their authorship," Goodling said wryly. In a 140 to 267 vote, the Goodling substitute was crushed.

According to Goodling, The Education and Labor Committee, which in the past has enjoyed a smooth, cohesive relationship between Democrats and Republicans, fell prey this session to election-year politics.

"I really didn't think that would spill over into education," Goodling said. "This was done . . . so they can say 'Oh, yeah, we passed the bill.'"

While Goodling may have lost this week's fight, he scored a big victory last month when he managed to persuade Bush to sign the Higher Education Reauthorization Act.

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While the measure contained a provision favored by Bush to extend eligibility for a popular government-backed student loan program to all college students, not just the poorest, Bush objected to a section in the funding bill that would fund the college Pell grant program as an entitlement.

The bill, which the Education and Labor Committee worked diligently upon for more than one year, looked like it was headed for death on the President's desk -- until Goodling stepped up to the plate and urged Bush to rethink his decision.

As Goodling remembers it: "I said 'I thought since we did such a wonderful job doing one of the things you're most interested in -- for middle Americans -- that alone deserves your signature'."

"I think if had I not personally called the President and asked if could come down and talk to him, I think he would have vetoed it, because his advisors had told him to do so," Goodling admitted.

Although Goodling claims: "I don't seek recognition," he did receive an impromptu stump speech from Ford on the floor of the House, who warned a Goodling opponent, ostensibly a Democrat, to watch out in November.

"A phone call came to my office yesterday from the state of Pennsylvania. I do not even know who the fellow was," Ford told his colleagues. "He had some questions about how I got along with the ranking member of my committee..He seemed to suggest that he wanted to hear that we were fighting all the time."

"Well, I hope that person in Pennsylvania is watching C-SPAN today because I want to say that he deserves to have this said," Ford added. "No one of either party should wish him (Goodling) anything but good luck and Godspeed to return to us."

Joel Marks, a spokesman for Goodling's Democratic challenger Paul Kilker said he "isn't sure" if anyone from his staff had placed such a call to Ford.

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Plymouth - Centennial Educational
Marching Band - national champs
2 yrs in a row ('91, '92)

THE WHITE HOUSE

WASHINGTON

Goalie

Fullback

Halfback

Forward

Sweeper - one man, last line of defense before goalie

Yellow card - warning penalty card ref holds up

Red card - penalty card: out of the game

Penalty kick

Corner kick

Heading the ball - kicking ball w/head

Goal - a scored point

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The idea, we guess, is that the fervid protectionists out there will decipher his code, but that the large majority of voters will be fooled somehow into thinking Mother Earth is really the issue. Wrong. Most Americans reject the superstitious zealotry that equates prosperity with pollution. Bill Reilly, of America's EPA, has urged support of the agreement precisely on environmental grounds.

President Carlos Salinas de Gotari, author of Mexico's free-market revolution, has also been its most forceful environmental leader. Gene Grossman and Alan Krueger, two economists at Princeton, reckon that countries turn the environmental corner when they reach roughly $4,000 in per-capita income. Free trade could help bring Mexico there in half a decade.

Of course, the real issue is jobs, jobs, jobs. A lot of made-up numbers are being thrown around about how many will be won or lost. There is every reason to believe the U.S. will gain jobs right off the bat. Mexico's tariffs today are twice as high as ours, and U.S. exports have nearly tripled since 1988.

Yes, because of free trade, some U.S. companies may shut down or move south sooner than they otherwise would. Others will be born or grow faster because of free trade. In either case, the effects will be trivial against the background of our dynamic, $6 trillion economy, 20 times the size of Mexico's.

Governor Clinton's talk about "transition strategies" plays on genuine, if irrational, fears. But it also serves the interests of business leaders and unions that are always looking for a handout from Washington. Transition-phobia is being exploited on the Mexican side, too, by firms clamoring for subsidized loans to fortify themselves against what they claim will be a seismic trauma.

No one really doubts that free trade will make everyone richer in the long run. "Short-termism" is the favorite diagnosis of America's ills by the Democratic Party's Dukakisoid technocrats. We wonder how far the Non-Inhaler will go for the "short-term" gain of a few votes in the Rust Belt. The real debate won't even begin in Congress until next year. Will he still be holding his breath?

Toke, Bill, toke.

Book of the Year

eprint a
Tational

rageous and sneaky as we know the
Bush people are and come up with all

Dems Ponder Green Gore

Yesterday this page obtained a copy of a memo sent Tuesday by Democratic National Committee staffer Jonathan Sallet to the Clinton campaign, detailing possible problems with Sen. Albert Gore's book, "Earth in the Balance" (referred to as "EITB" in the text.) Excerpts run below. An editorial note appears nearby:

This memorandum will list the basic thematic attacks on "Earth in the Balance." There are, of course, a series of other, technical, objections that can be made to the book. I am in the process of compiling them in a separate, more detailed, list. They should be the subject of responses, but they are unlikely to form the basis of broadscale political attacks.

I. Basic Themes/Talking Points

First, to accentuate the positive:

- Senator Gore's vision tells us how America can meet, and overcome, the new environmental challenges that face America. If we are passive and afraid of change, our economy and the lives of our families will be diminished. If we are bold and confident enough to demand change, Senator Gore's leadership shows us the way to a better, stronger, nation. The choice is America's: To demonstrate that we have the strength to choose wisely and to vindicate our democratic faith.
- Al Gore's message is a comprehensive statement for the future, proposing real solutions that will lead to a safer environment, to a more competitive America, to a better quality of life for our children and their children. It is critically important that, as we face the beginning of a new historical era, we establish the principles that will secure our environmental and economic future.
- Al Gore's vision reflects his profound spiritual faith. We must renew the religious faith that teaches us that we are God's stewards here on earth.
- Al Gore understands that the "environment" is, in a very real sense, the world itself. That's why Al Gore's vision includes, for example, famine and population growth as critical issues that must be confronted.
- This book is a profile in courage. Not since Theodore Roosevelt (and before him Thomas Jefferson) has a national statesman devoted such an effort to determining how our advancing civilization can be reconciled with the needs of nature. This is an honest, tough-minded account of how to deal with potential ecological crises. It arises from Senator Gore's personal confrontation with the issues that will shape our nation's future.

Second, it is important in any response to compare Senator Gore's vision with the failures of the Bush/Quayle Administration.

- Responses should finish with a counter-attack on the failed policies of the Bush/Quayle Administration.
- **We must emphasize, to the maximum degree possible, the specific failure of the Bush Administration to achieve economic growth.**

II. Specific Areas of Thematic Attack

After our conversation, it seems to me

Europe's Road to Serfdom

Bailing Help for Asia

By Robert J. Barro

Opinion polls in Europe show increasing opposition to ratification of the Maastricht Treaty and, hence, to European unification. This opposition is understandable because the treaty's ideas for further economic integration, including coordination on fiscal policies in order to facilitate the adoption of a single currency, can be viewed as additional steps toward a centralized European government. Not surprisingly, such steps are popular mainly with people who like large centralized government.

France, which faces a referendum on Maastricht in September, is a good example. There, the overwhelming majority of supporters of President Mitterrand's Socialists favor ratification of the Maastricht Treaty, whereas more than half of the supporters of Jacques Chirac's neo-Gaullist party now oppose the treaty.

Some economists argue from basically an engineering perspective that the unification of currencies is efficient. A single currency avoids the transaction costs and uncertainties involved with the exchange of one money for another. From this standpoint, the argument for a unified currency is analogous to the case for a common language.

Settlement on a single language (English, it is to be hoped) would eliminate the costs associated with translation. The savings on transaction costs would, in fact, be far more substantial than those generated from a move to a common currency. We observe, however, that small nations are often willing to bear high costs to maintain or promote their distinct languages, such as Catalan in Catalonia (well publicized recently because of the Barcelona Olympics) or French in Quebec. This willingness indicates that groups of people with a common heritage attach significant benefits to having their own language. Much smaller benefits from individual currencies would be enough to outweigh the saving in transaction costs from moving to a single currency.

Dukakis Inflation

Unfortunately, the main case that economists have made against monetary unification (and similarly against a regime of fixed exchange rates without capital controls) is the Keynesian argument for the benefit of independent monetary policies. An economy that experiences a recession is supposed to value the opportunity to print a lot of money in order to stimulate the economy, and monetary unification eliminates this option. According to this argument, Massachusetts would have benefited greatly in the late 1980s if it could have printed a lot of Massachusetts greenbacks (presumably without former Gov. Dukakis's face on the bills) to counter the downturn in its economy.

A more serious analysis of the Massachusetts situation suggests that real factors are involved – shifts of industry away from defense and computers, high state tax rates, and the decline of the national economy – and that money creation would not be helpful. More generally, economists have been recognizing that the main function of monetary policy is to provide an underlying framework for the economy, not to attempt to fine-tune the business cycle. This outlook suggests that the benefits from independent monetary policies would be minor at best.

A more important criticism of monetary unification is that it contributes to the centralization of government more broadly: It represents a repression of national identity that could also be applied to language, culture, per-capita incomes, the extent of public-sector activity, and so on. The appeal of a single currency is like the superficial attraction of central planning. A single monetary authority is thought to eliminate the unnecessary transaction costs from the existence of competing currencies, while the social planner is thought to remove the wasteful duplication from market competition. In both situations, the benefits from central planning are exaggerated and the rewards from competition are underestimated.

The appeal of a single currency is like the superficial attraction of central planning. But the benefits from central planning are exaggerated and the rewards from competition are underestimated.

Proponents of a strong central government sometimes argue that "chaos" results from the uncoordinated policies of individual governments – for example, from 50 state governments instead of the U.S. federal government. Such arguments have been used to rationalize and advance the centralization of governmental power in the U.S. This concentration of power loses the benefits from competition among governments and also precludes a good match between public policies and the preferences of the residents of the individual states.

Each state government can, for example, choose different levels of spending on education and welfare, different policies on drugs and crime, and – if the Supreme Court would allow it – different regulations on abortion. The apparent chaos from this diversity should instead be viewed as a mechanism to give the people in different states the policies that they desire.

The central issue, which is not well understood, is the optimal size of a country and, as a related matter, the optimal range of application of a language or a currency. Empirical observation suggests the desirability of avoiding the two extreme outcomes: a single world government with one language and one currency and a proliferation of thousands of countries, each with its own media of speech and exchange. Languages and currencies would not be very useful
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Mr. Barro, a Journal co
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Radioing Help for Asia

Gore's Book of the Year

In the column nearby, we reprint a memo from a Democratic National Committee staffer, apparently alarmed at the political vulnerability of Senator Al Gore's book, "Earth in the Balance." We're alarmed that it's taken this long after his nomination for Vice President for any of this to come out.

Marla Romash, the communications director for the Gore campaign, called us from the campaign plane to explain the memo:

"We asked Jonathan Sallet, one of the smartest people we know, to act like one of the most stupid people we know: a Bush/Quayle staffer. We asked him to be as irresponsible, outrageous and sneaky as we know the Bush people are and come up with all the ridiculous lines of attack that will be made on Senator Gore's book so we could be prepared for it."

Attacks on the book aren't necessary; all it needs is readership. The book contains specific ideas and policies relating to the U.S. economy, industry, culture and the federal government's involvement in these areas. Almost any serious person perusing the cited passages in a bookstore will see why the Sallet memo reads as it does. If Al Gore is going to sit one heartbeat from the presidency, his book deserves to be read by voters.

The ABA's 'Active Agents'

As the Republicans head for Houston, Democrats held their second political convention of the summer in San Francisco this week. It was called "the annual meeting of the American Bar Association."

Its keynote speaker was Hillary Clinton. Its principal honoree was Anita Hill. And its major policy statement was a pledge to fight for abortion rights.

No longer an impartial and objective professional institution, the bar association has become a special-interest group of the Democratic Party. Mrs. Clinton was on the mark when she said that "coming here is coming home." She exhorted the ABA audience to "become an active agent of political and social change." In front of this audience, she didn't have to bother spelling out her policies: "This audience knows as well as I what kinds of changes I am talking about."

The pro-abortion resolution passed this week by the House of Delegates reversed the ABA's previous position of neutrality — a position, it should be noted, supported on principle by many

dorse Robert Bork for the Supreme Court. The Supreme Court's Chief Justice, William Rehnquist, quit the group earlier this year.

The ABA's departing president, Talbot D'Alemberte, last week denounced the Attorney General's report urging tougher treatment of violent criminals. And of course the ABA rejected most of Vice President Quayle's proposals last year to reduce the costs of our $300 billion-a-year legal system. Mr. Quayle, the ABA's sharpest and most persuasive critic, ripped into it again this week: "It's now clear that the ABA's agenda has nothing to do with improving the legal system."

One conclusion from all this is clear: The ABA ought to have nothing more to do with vetting federal judicial nominations.

Under current procedure, the White House submits the name of every proposed nominee to the bar association, which, after secret deliberations, returns an assessment. The candidate who doesn't get at least a rating of "qualified" generally gets dropped

degree possible, the specific failure of the Bush Administration to achieve economic growth.

II. Specific Areas of Thematic Attack

After our conversation, it seems to me that the basic attacks on EITB will fall in the following three categories:

Al is not qualified to be vice-president.

- He has no principles. He admits that he has voted for programs in which he does not believe (EITB at 340), has changed his campaign tactics merely to suit the advice of political consultants (EITB at 8-9, at 167-69), and uses products that he simultaneously criticizes as being harmful to the environment (EITB at 15).
- He is a classic Washington insider, who has been trained since an early age to tailor his views to what he thinks the voters want to hear, not what he really believes (EITB at 9, 13, 15).
- He is a weak figure who, as he admits, feels "paralyzed" (EITB at 2), who has suffered the throes of a mid-life crisis (EITB at 14), and who doesn't even know what he thinks (EITB at 13).
- He's apparently guilt-ridden about the role of men in society (EITB at 213) and, perhaps as a result of his own weakness, believes that America as a whole is psychologically dysfunctional (EITB at 230-31).
- He is a hypocrite who urges [the need to stabilize] population growth on others while revering his own large family. (EITB at 307).
- He is a bad scientist, who doesn't care enough to get his facts straight. The fact is, we can't be certain that global warming or the level of CO2 or even the changes in the ozone layer pose a threat as burdensome as the costs of Al Gore's proposals.

Al is a radical environmentalist who wants to change the very fabric of America.

- He criticizes America for being America — a place where people enjoy the benefits of an advanced standard of living (EITB at 147, 156, 161, 308).
- He has no sense of proportion: He equates the failure to recycle aluminum cans with the Holocaust — an equation that parodies the former and dishonors the latter (EITB at 177-78, 275).
- He is a Luddite who holds the naive view that technology is evil and wants to abolish automobiles (EITB at 206, 318).
- He believes that our civilization, itself, is evil (because it is, in his words, "addicted to the consumption of the earth") (EITB at 220).

If Al Gore has his way, we would give up America's jobs and destroy the economy

not be helpful. More generally, economists

exchange.

Radioin

By John Hughes
And Ben Wattenberg

The idea of a "Radio Free Asia" modeled on Radio Free Europe has recently surfaced in the debate over America's role in the world after the Cold War. It is an exciting idea, and one that has won the enthusiastic support of liberals and conservatives alike. Sens. Joseph Biden and Jesse Helms, who rarely agree on anything, are both backing the concept. Opposition comes mainly from the State Department, for reasons of diplomacy, and from the Voice of America, which sees Radio Free Asia as unwelcome competition for its own (although different) broadcasting to Asia.

We are both members of a bipartisan commission that is considering the future of U.S.-sponsored international broadcasting. Under normal circumstances, the president and Congress would get the courtesy of receiving our commission's recommendations before they are debated in the press.

But alas, some of the interested players — from VOA, the United States Information Agency (USIA) and the diplomatic community — have begun high-profile politicking and maneuvering. Misleading and untrue statements have been made. The dialogue is in danger of severe distortion. This is unfortunate enough, but doubly so in this election year. We seek to set the record straight.

Bureaucratic turf is by far the lesser concern here. At stake in the debate over Radio Free Asia is nothing less than the survival of an essential instrument of democracy — the free flow of information, especially where people are not themselves free. That's what played the major role in winning the Cold War. Whether the U.S. can find the will to support such a venture in Asia will help to define what kind of superpower America is to be in the 1990s and beyond.

The most egregious attack on Radio Free Asia came only last week, in a highly publicized and vigorously promoted report by the U.S. Advisory Commission on Public Diplomacy. This commission was founded long ago to lend support to USIA, which takes its policy guidance from the State Department. The report was harsh and elemental. Aside

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Daily Report For Executives

October 11, 1991, Friday

SECTION: REGULATION, ECONOMICS AND LAW; DER No. 198; PG. A-15

LENGTH: 1004 words

HEADLINE: Energy, HOUSE ENERGY PANEL APPROVES PROPOSALS FOR ALTERNATIVE FUEL USE IN VEHICLES

BODY:

The House Energy and Commerce Subcommittee on Energy and Power overwhelmingly approved a measure Oct. 10 designed to increase the availability of alternative-fuel vehicles and supplies of alternative fuels as part of the panel's ongoing efforts to craft a national energy policy.

The subcommittee voted 21-1 to approve a staff draft of new alternative fuel initiatives that the Bush administration criticized as inferior to its own proposals, released in February, as well as the Senate's comparable bill (S 1220) reported in June and pending on the Senate calendar for action later this month.

The House subcommittee proposal on alternative fuels, first released in draft form this summer (177 DER C-6, 9/12/91), was revised in late September and early October to address a range of members' concerns, resulting in a committee print that was approved with the introduction and acceptance of just one amendment.

Subcommittee Chairman Philip Sharp (D-Ind) said the approved title is an important component of the final product the panel hopes to send to the full committee later this month or early in November because it would encourage a shift away from the use of oil in the transportation sector and would become part of an overall national approach to global warming.

''This alternative fuels proposal aims at our nation's largest oil problem area: the nearly 200 million cars and trucks on U.S. highways that each day consume a volume of fuel equaling all our oil imports, or about one-seventh of the entire world's oil supply,'' Sharp said.

'Years Away From Kissing'

Energy Secretary James Watkins, in an Oct. 9 letter to the subcommittee, criticized the thrust of the panel's draft proposal, saying ''it still falls short of the administration's alternative fuel fleet proposal and the alternative fuel fleet requirements in S 1220,'' and would ''tie the government's hands in negotiating with automakers.''

The Bush administration's last-ditch efforts to oppose the subcommittee's approach brought cries of foul from some Democratic members of the panel, who said the Department of Energy should be less concerned with auto manufacturers and federal intervention into the marketplace, and more concerned with moving

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more swiftly toward energy security and a cleaner environment.

Rep. W.J. (Billy) Tauzin (D-La) said the administration's reference to negotiations with automakers reminded him of the country-western song 'I Think I Thought I Loved You.'

''At the pace of this courtship, we're going to be years away from kissing,'' he said.

The alternative fuels package would require alternative fuel providers (such as natural gas, electricity, and ethanol providers) to purchase alternative-fuel vehicles and to use alternative fuels in an effort to create an incentive for increased use and acceptance of such fuels. It also would require vehicle fleet owners to purchase alternative vehicles as part of a mandatory rulemaking in 1998 if the marketplace itself has not achieved energy security goals of 10 percent alternative-fuel use by the year 2000, and 30 percent penetration by the year 2010.

In addition, the legislation calls for commercial demonstration of electric vehicles, including joint public-private ventures and discount payments to offset the price differential with conventional vehicles.

The legislation includes federal fleet purchase requirements that mandate the purchase of 5,000 alternative-fuel light-duty vehicles in 1993, 7,500 in 1994, and 10,000 in 1995, with a shift from 1996 through 1998 to 25 percent of new light-duty acquisitions in 1996 for each agency, 33 percent in 1997, and 50 percent by 1998. The federal requirements would increase to 50 percent in the year 2000, 70 percent in 2001, and 75 percent in 2002 if the secretary of Energy determines that the energy security goals in the legislation are not being met.

The alternative fuel provisions have an estimated pricetag of $140 million in annual costs of authorization, according to the subcommittee -- a figure the administration warns could break the budget's spending caps. The federal fleet program would call for an estimated 50,000 to 100,000 alternative fuel vehicles, while the fuel-providers fleet provisions would involve about 150,000 vehicles, the committee said.

Scheduling Outlook

Sharp, remarking on the subcommittee's progress at the end of the alternative fuel markup, said the panel now has completed action on eight major portions of a national energy bill, and hopes to soon complete action on renewable energy, uranium enrichment, a resolution of provisions dealing with global warming goals, and Corporate Average Fuel Economy standard mandates.

Higher CAFE mandates, opposed by the administration and House Energy Committee Chairman John Dingell (D-Mich), are a problem for members of the subcommittee, Sharp said, indicating that no consensus has been reached about what the panel will forward to the full committee.

As with the Senate -- which is poised for a vigorous floor battle on CAFE as well as S 1220 as a whole -- the House would like to have the results of an ongoing National Academy of Sciences study of fuel economy standards before

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acting. The NAS study is not expected to be released before the end of the year. ''I do not think it is likely that in the end there will be an energy bill without CAFE,'' Sharp told reporters.

While there is no public outcry to Congress to complete action on an energy policy bill, there are political incentives to do so, Sharp said. ''There will be artful criticisms if there's not action.''

As for a House timetable, Sharp said it will be difficult to move a bill to passage this year if the House adjourns before Thanksgiving, ''but not improbable.'' If the House returns after the holiday, it is more likely an energy bill will reach the floor this year. ''The key is making sure we do some solid things,'' he said.

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The Christian Science Monitor

November 5, 1991, Tuesday

SECTION: THE U.S.; Pg. 8

LENGTH: 1069 words

HEADLINE: New Fuels for Cars Promising, Problematic

SERIES: NATIONAL ISSUES FORUM. Part 1 of a 3-part series. First of two articles appearing today. This is the first in a three-part series presented in conjunction with the National Issues Forums. The NIF engages communities in debate about public issues, then relays the outcome of the discussion to national leaders. Part 2, "The Boundaries of Free Speech," will run Nov. 12.

BYLINE: Scott Pendleton, Staff writer of The Christian Science Monitor

DATELINE: AUSTIN, TEXAS

KEYWORD: Stats

HIGHLIGHT:
Trying to brake dependence on foreign oil, carmakers and environmentalists are test-driving alternative means of propelling autos - and new transportation habits

BODY:
'TAKE me riding in the car, car," folk balladeer Woody Guthrie once sang, adding a zestful "Brrrm brm brm."

The year was 1954. The United States produced 91 percent of the oil it consumed. 'Mideast' brought to mind Baltimore rather than Bahrain. Cars averaged 15 miles per gallon on 29-cent leaded gasoline. The Environmental Protection Agency was 16 years into the future.

Today automotive ebullience still imbues the American psyche. But so do increasingly urgent questions: How secure is our fuel supply? What alternatives could be used? How do we boost fuel efficiency and reduce emissions? Should we drive at all?

Some of these questions apply to all sectors of energy consumption.

But transportation, which accounts for 25 percent of US demand, usually captures the spotlight because it depends wholly on oil.

In contrast, the 75 percent of demand for powering and heating homes, businesses, and industries is met with a mix of fossil, nuclear, and renewable resources.

Petroleum products contribute only a fifth of this supply. Switching from oil to coal, natural gas, or electric heat is technically feasible, depending on the use. Many utilities and industries already have the capacity to burn whichever primary fuel is cheapest at the moment.

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Meanwhile, US oil consumption generally has been rising, while domestic output steadily declines. The production trend is irreversible and likely to accelerate, given the disinvestment by the oil industry and the prohibition on drilling in prospective but environmentally sensitive areas.

As a result, imports account for close to half of the nation's oil supply. This damages the US balance of trade. And the economy's high degree of dependence on oil, domestic or imported, subjects it to price shocks when politics explode in the volatile Persian Gulf region, home to two-thirds of known world oil reserves.

Brrrm brr ... sputter sputter ... wheeze.

As the needle on the nation's fuel gauge drops toward E, the man in the driver's seat is President Bush. He has announced a national energy strategy (NES) in which market forces, rather than government decree, will determine which fuels and technologies keep the country rolling.

Environmentalists are also looking at new possibilities. Some of the options include:

Electricity. The White House announced last week the creation of the US Advanced Battery Consortium (USABC) to develop a new generation of batteries "that would make electric vehicles widely available by the year 2000."

One hurdle has been the size and weight of the batteries needed to give an adequate range between recharging.

The consortium will spend $260 million over four years to develop the new batteries. USABC includes the Big Three US automakers, and has support from the electric-utility industry.

General Motors Corporation already has plans to build an electric car in Lansing, Mich.

"We just got an amazing response when we introduced the (prototype) car" two years ago in Los Angeles, Sloan says.

Natural gas. This fall GM delivered the first US production vehicle powered by natural gas to a California utility. GM already has orders for 1,000 more of the Sierra pickups, and expects to have 3,000 orders from fleet operators by the end of the year, spokeswoman Sharon Hines says. Buyers will pay a $3,685 premium but recover it through lower maintenance expenses and the lower price of the fuel, equivalent to 70 cents per gallon of gasoline.

Natural gas and other alternative fuels lack a refueling infrastructure like oil companies' filling-station networks.

But even oil companies, which usually have reserves of natural gas as well, are getting into the natural gas act. Shell opened California's first natural gas dispenser at a commercial filling station in Sacramento, where fleet vehicles are numerous. Chevron plans to install one of its own in that city, and more if the market takes off.

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The Christian Science Monitor, November 5, 1991

Methanol, ethanol, MTBE, ETBE, hydrogen. Methanol and ethanol, made from natural gas and biomass like corn, respectively, are already on the market in several states in blends with gasoline. MTBE and ETBE are related products that show promise. Hydrogen, created out of water, could power conventional engines or electric cars in which a fuel cell electrochemically converts the gas to electricity.

Trains/telecommuting. Some long-distance automobile travel could be eliminated through the construction of high-speed trains to link cities 200 to 600 miles apart, the NES document notes. And growth in telecommuting, in which employees work at home on computers linked to their office, will chip away at the 35-40 percent of work-related vehicle/miles.

Conservation. Environmentalists would like to see automakers forced to improve mileage standards. A proposal by Sen. Richard Bryan (D) of Nevada would require an improvement from the current corporate average fuel economy (CAFE) standard of 27.5 miles per gallon to 40.2 m.p.g. in 2001. But after defeating the Johnston-Wallop bill, the Senate's main proposed legislation, last week, the Senate is unlikely to act on any energy legislation this year.

President Bush opposes the Bryan bill because it contradicts the free-market principle contained in the NES. Automakers say customers can buy high-efficiency cars - if they want to. "No one's knocking down our doors to buy" the 58-m.p.g. Geo Metro, says David Sloan, GM spokesman. The car accounts for 1 percent of GM's sales.

But Nicholas Lenssen, a research associate at the World-watch Institute, believes that "more efficient cars" do not necessarily mean "smaller cars." Lighter, stronger materials could be substituted for those now used to build the car, or engines could be made more efficient rather than more powerful.

It would only cost Detroit another $500 to make cars more efficient, he says, but the savings in fuel over the life of the car would reach $2,000.

Mr. Sloan says that the technology doesn't exist to make engines more fuel-efficient without causing emissions to increase.

A new Japanese-made car with a "lean burn" engine is "a 49-state car" because it wouldn't be acceptable under California's strict emissions standards. (Nine Northeastern states and Washington, D.C., last week agreed to follow California's lead in emissions standards.) And it won't be marketable anywhere in the US after 1996, Sloan says, when standards get tougher nationwide.

GRAPHIC: PHOTO: HERE COMES THE SUN: Solar electric car is quiet, and goes up to 70 miles on one charge, says Douglas Cobb, president of Solar Car Corporation., NEAL J. MENSCHEL - STAFF

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Copyright 1992 States News Service
States News Service

February 27, 1992, Thursday

LENGTH: 811 words

HEADLINE: CAFE backers vow to try again

BYLINE: By Will Dunham, States News Service

DATELINE: WASHINGTON

KEYWORD: mileage

BODY:

Legislation requiring higher automobile fuel economy standards is stuck in a pothole in Congress, but the bill's chief proponent is determined to rescue the plan from the legislative roadside.

The measure would require automakers to increase the average fuel mileage of their fleets 20 percent by 1996 and 40 percent, to about 40 miles per gallon, by 2001. This proposed boost in Corporate Average Fuel Economy, or CAFE, has drawn vehement opposition from the auto industry and support from an array of environmental and consumer groups.

While acknowledging that the odds are against passage of the legislation any time soon, Sen. Richard Bryan, D-Nev., the bill's sponsor, said he plans to push the measure through Congress this year.

"I'm committed to pursuing it in the future because I think it's good policy for the country," Bryan said in an interview, arguing that the measure would help reduce U.S. dependence on foreign oil and help cut air pollution.

"In the short term, clearly the deepening problems of the auto industry make it very difficult for us to proceed at this particular point -- even though there's no linkage between the auto industry's financial problems and CAFE," Bryan added. "Nevertheless, there is an empathy for a major industry. . . . Nobody wants to see General Motors or Ford or Chrysler fail. I do not."

Bryan said his strategy for pushing the bill would include offering it as an amendment to legislation sponsored by Rep. Richard Gephardt, D-Mo., and Sen. Donald Riegle, D-Mich., that would establish tough import limits on Japanese cars and auto parts.

Bryan said he has a majority of the Senate lined up in support of his measure -- although apparently not the 60 votes necessary to beat back an expected filibuster.

"I think we could prevail if it was a simple up-or-down vote," Bryan said.

The Senate approved its comprehensive energy package on Feb. 19, but only after excluding Bryan's measure because it was too contentious. The fuel mileage standards are not included in the forthcoming House energy package and, given the strong opposition of powerful Energy and Commerce Committee Chairman Rep.

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John Dingell, D-Mich., it is extremely unlikely that it will be added to the measure.

The auto industry launched an expensive and vigorous lobbying effort against the measure, while the Bush administration also weighed in against it. Industry and congressional opponents of the bill argued that automakers cannot boost fleet mileage standards to the level required by Bryan's bill without building lighter, smaller, less-safe cars and predicted the legislation would lead to more highway deaths.

Congress watchers in the auto industry believe the legislation is close to dead -- if not dead -- for 1992. Even ardent supporters of increasing CAFE standards are not optimistic about the legislation's 1992 prospects for success.

Dave Hamilton, a lobbyist for the U.S. Public Interest Research Group, a consumer organization, said the bill has became "a long shot" because of the state of the economy. Hamilton said that GM's announcement of massive layoffs and plant closings turned the tide against the legislation. Melanie Griffin, a lobbyist for the Sierra Club, an environmental group, added, "The odds are it's not going to happen this year. But I believe we're going to get a decent bill eventually."

Mike Stanton, lobbyist for the Motor Vehicle Manufacturers Association, which represents the Big Three and Honda, said GM's situation brought home to some lawmakers that "maybe it doesn't make sense" to place further government regulations on a depressed industry.

"The money's just not there," Stanton said. "You don't just go out and redesign your entire fleet. That takes an awful lot of resources -- resources that, quite honestly right now, (automakers) don't have."

Opposition to Bryan's approach has come from lawmakers from both parties. Sen. J. Bennett Johnston, D-La., chairman of the Energy and Natural Resources Committee, branded the requirements of Bryan's measure "extreme and unrealistic." Sen. Don Nickles, R-Okla., a member of the same committee, compared the bill to a phony "miracle diet pill or magic elixir," and said it would be "costly, ineffective and injurious to the economic health of the country."

Congress first imposed CAFE standards on the industry in 1975. The federal government currently requires automakers to produce fleets that average at least 27.5 miles per gallon.

To date, the measure's best chance for success came in the months following Iraq's Aug. 2, 1990, invasion of Kuwait. But the Senate, by a scant three votes, failed to cut off a filibuster, effectively killing the bill for that year. Last year, the bill's fortunes became entangled with the energy bill. Bryan said its exclusion left "a gaping hole" in the energy plan.

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GANNETT NEWS SERVICE

March 9, 1992, Monday

LENGTH: 656 words

HEADLINE: DETROIT MAY NOT WELCOME BUSH PROPOSALS FOR CAR INDUSTRY

BYLINE: BRYAN GRULEY; The Detroit News

DATELINE: WASHINGTON

KEYWORD: PREZCAR

BODY:

President Bush is expected to unveil a raft of regulatory moves Friday aimed at helping the ailing U.S. car industry.

But Bush's plan, to be presented to the Economic Club of Detroit and designed to curry political favor just before next Tuesday's Michigan primary, might not be welcomed as eagerly as he hopes, auto industry officials warned Monday.

Officials are wary of a proposal to lower the federal fuel-economy standard to 26.5 mpg from the current 27.5 mpg. They fear it might reawaken congressional efforts to boost the standard.

Auto officials also are leery of a plan to supply pollution credits to companies that buy and scrap old cars. Past proposals would have required the automakers to absorb the cost of scrapping cars.

''The essence is how it's financed,'' said Robert G. Liberatore, Chrysler Corp.'s executive director of public policy and legislative affairs. ''It doesn't make any sense to say ... we want the auto industry to pay for it.''

The Big Three are more likely to favor a tentative plan to launch a joint industry-government research consortium - called ''Auto Leap'' - that probably would focus on development of electric vehicles.

Industry officials say the program would involve a major commitment by the U.S. automakers to work with the National Laboratories to develop technology that would make unprecedented progress toward erasing fuel-economy and emissions concerns.

The program stems from discussions between Assistant Energy Secretary J. Michael Davis and Donald Runkle, vice president of Advanced Engineering Staff at General Motors Corp.

Runkle has been pushing for increased industry use of the National Laboratories for research into energy, environment, safety, manufacturing and reliability issues affecting autos.

Detroit automakers and the Energy Department already have a consortium working on batteries for electric vehicles. Davis and Runkle also spearheaded that effort.

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Automakers also will welcome Bush's decision not to require that autos be fitted with canisters to capture gasoline fumes that escape during refueling.

As previously reported, the Environmental Protection Agency determined that so-called on-board canisters are potentially unsafe because they trap gas fumes that could ignite and explode.

The White House is reported to be considering a plan under which companies could earn marketable pollution credits by buying old cars and junking them. The idea would be to boost car sales and reduce pollution by getting old, dirtier cars off the roads.

Car owners could sell their clunkers for an estimated $ 700 to $ 1,000 to companies that want to garner pollution credits. In theory, those customers would replace their old vehicles, thus hiking sales.

The plan mirrors part of the 1990 Clean Air Act, which allows businesses that cut pollution below federal standards to earn credits. The credits then can be sold to other companies that don't meet the standards.

The Big Three long have advocated programs to get older cars off the roads. But previous plans for such programs envisioned the automakers paying to haul and junk the old cars.

Few details were available, but the Bush plan appears to place the burden for junking the cars on companies that choose to participate. In effect, the pollution credits underwrite the costs.

The White House is less seriously mulling a proposal to lower Corporate Average Fuel Economy, or CAFE, standards.

Congressional efforts to boost CAFE as high as 40 mpg have quieted after reports that the Big Three lost more than $ 7 billion in 1991.

Relieved auto lobbyists have said they think the issue is dead at least until next year. But a move to reduce CAFE could spur environmentalists and congressional backers of higher standards, officials said.

''I'm not aware of anyone asking for (a reduction in CAFE),'' Liberatore said. ''We're asking for a lot of different things; this is not one.''

SUBJECT: AUTOMOBILE; INDUSTRY; BUSH AUTO PROPOSAL:AUTO INDUSTRY:AUTO REGULATION

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GANNETT NEWS SERVICE

March 10, 1992, Tuesday

LENGTH: 1307 words

HEADLINE: BUSH'S PLANS FOR CARMAKERS MIGHT NOT BE A BIG HIT

BYLINE: BRYAN GRULEY; The Detroit News

DATELINE: WASHINGTON

KEYWORD: BUSH-AUTOS-PM

Identical Story to March 9 one

BODY:

President Bush is expected to unveil a raft of regulatory moves aimed at helping the ailing U.S. car industry in a speech in Detroit Friday, just before next Tuesday's Michigan primary.

But Bush's plan might not be welcomed as eagerly as he hopes, auto industry officials say.

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Industry sources said the program would involve a major commitment by U.S. carmakers to work with the National Laboratories to develop technology that would make unprecedented progress toward erasing fuel-economy and emissions concerns.

The program stems from discussions between Assistant Energy Secretary J. Michael Davis and Donald Runkle, vice president of Advanced Engineering Staff at General Motors Corp.

Runkle has been pushing for increased industry use of the National Laboratories for research into energy, environment, safety, manufacturing and reliability issues affecting autos.

U.S. carmakers and the Energy Department already have a consortium working on batteries for electric vehicles. Davis and Runkle also spearheaded that effort.

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Carmakers also will welcome Bush's decision not to require that autos be fitted with special canisters to capture gasoline fumes that escape during refueling.

As previously reported, the Environmental Protection Agency determined that so-called on-board canisters are potentially unsafe because they trap gas fumes that could explode.

The decision is likely to be challenged in court by oil companies, which must fit service stations with special pumps to capture the vapors.

The White House could decide not to offer the scrappage program and the plan for a lower fuel-economy standard, an administration source said.

The source confirmed that the White House is seriously considering a plan under which companies could earn marketable pollution credits by buying old cars and junking them.

The administration believes the plan would boost car sales and reduce pollution by getting old, dirtier cars off the roads.

Car owners could sell their clunkers for an estimated $ 700 to $ 1,000 to companies that want to garner pollution credits. In theory, those customers would replace their old vehicle, thus hiking sales.

The plan mirrors part of the 1990 Clean Air Act, which allows businesses that cut pollution below federal standards to earn credits. The credits can be sold to other companies that don't meet the standards.

The Big Three long have advocated programs that would get older cars off the roads. But previous scrappage programs envisioned the automakers paying to haul and junk the cars.

Few details were available, but the Bush plan appears to place the burden for junking the cars on companies that choose to participate. In effect, the pollution credits underwrite the costs.

The White House is less seriously mulling a proposal to lower Corporate Average Fuel Economy (CAFE) standards.

Congressional efforts to boost CAFE as high as 40 mpg have quieted in the wake of reports that the Big Three lost more than $ 7 billion in 1991.

Relieved auto lobbyists have said they think the issue is dead at least until next year. But a move to reduce CAFE could spur environmentalists and congressional backers of higher standards, officials said.

''I'm not aware of anyone asking for (a reduction in CAFE),'' Liberatore said. ''We're asking for a lot of different things; this is not one.''

- - -

SUBJECT: PRESIDENTIAL ELECTION; ELECTION ISSUE:PRESIDENTIAL ELECTION '92:BUSH AUTO PLAN

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March 13, 1992, Friday, BC cycle

SECTION: Regional News

DISTRIBUTION: Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont

LENGTH: 850 words

HEADLINE: Bush helps automakers, Clinton gets union backing

BYLINE: BY United Press International

KEYWORD: POLITICS

BODY:

President Bush traveled to automobile country Friday with a promise of relief for carmakers from some federal regulations while Democrat Bill Clinton added endorsements from union leaders in advance of the crucial Michigan primary.

Clinton's two chief challengers, former Sen. Paul Tsongas of Massachusetts and former California Gov. Edmund ''Jerry'' Brown Jr., campaigned in Illinois, the other state holding a primary Tuesday that could break open up or tighten up the battle for the party's presidential nomination.

Bush, who had big leads in recent polls, was on the campaign trail again to increase his already large delegate total next week and to keep challenger Patrick Buchanan from getting a big protest vote in recession-weary Michigan.

In the time-honored traditon of incumbents, Bush had promises of regulatory relief to be presented at the Economic Club of Detroit.

Bush announced his administration would not require new cars be equipped with costly anti-pollution canisters designed to cut down gasoline fumes escaping into the air and promised to veto legislation requiring automakers to raise their fleets' average fuel mileage from 27.5 to 40 miles per gallon.

To sustained applause the president said, ''I will not sign CAFE (corporate average fuel economy) that would destroy the auto industry and cost Americans jobs.''

The president's declarations were the latest in a series of initiatives announced in states where GOP primaries were being held. But campaign manager Robert Teeter denied that Bush's pronouncements were linked to his campaign bid.

''They're not politically blatant at all,'' Teeter told reporters. ''He's talking about issues people are interested in.''

Meanwhile, the Bush campaign began running a television ad showing Buchanan with a German-built Mercedes-Benz and an announcer saying, ''Pat Buchanan tells you, 'America first,' but while our auto industry suffers Pat Buchanan chose to buy a foreign car, a Mercedes-Benz.''

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Buchanan responded to the ad, saying ''The fact of the matter is that Pat Buchanan did buy a Mercedes-Benz three years ago and if folks want to say that's a mistake, fine.''

''But the biggest lemon the American people bought in 1988, I think was the Bush-Quayle administration if they thought they were getting a conservative government. And I do think that Mr. Bush's campaign is virtually a wholly owned subsidiary of Japan Inc.''

The Buchanan campaign began running ads showing that members of Bush's political team were listed as lobbyists for foreign countries, including Japan.

Polls released Friday by the Detroit News and Michigan State University showed Bush with three to three and a half times as much support as Buchanan.

On the Democratic side, the Michigan State poll showed Clinton ahead with 34 percent, Tsongas at 19 percent, Brown at 10 percent and 37 percent undecided.

In two states where labor can play a major role in Democratic primaries, Clinton was picking up support from some local unions.

In Illinois, the Arkansas governor got the endorsements of a number of unions, including the American Federation of State County and Municpal Employees -- the largest union for goverment employees in the state.

And in Michigan, leaders of 12 of the state's moderate-sized labor organizations declared their support for Clinton, blasting the economic proposals of both Brown and Tsongas.

Clinton also got a boost from his old friend, former Michigan Gov. James Blanchard, who campaigned with him at a Detroit Baptist church.

Tsongas, who courted elderly and white ethnic voters Friday, got the endorsement of the Chicago Tribune, which said Clinton's answers to questions about his character leave ''a lingering question about candor'' and Tsongas ''makes the most convincing case'' that he should lead a party that is on a course of change.

He also begin running hard-hitting television ads, one charging Clinton has promised everyone a piece of the pie leaving only crumbs for average families, and another raising questions about what scandals may lurk in the governor's past.

That ad features one man asking, ''What has Bill Clinton got to hide that's really bad?'' while a second responds, ''What now?'' The first man says, ''It's his record.''

Brown, talking with senior citizens and workers outside a closed factory, tried to take advantage of some union weariness of both Clinton and Tsongas. Clad in a bright blue United Auto Workers jacket, a red plaid working man's shirt and his usual turtleneck, Brown said he would bring labor and business leaders to the White House if elected to chart the nation's economic course.

He also railed against a proposed free trade agreement with Mexico and urged voters to ''take power back'' from Washington insiders.

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''This is an incredible betrayal of this country to take people who have worked all their lives (and then to) junk them, throw them on some dust bin, and then go to Mexico and get young people for two bucks an hour who don't have the same health benefits,'' Brown said. ''It's just obscene.''

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(Smith/Aarhus)
Draft One
August 27, 1992
BEACH

PRESIDENTIAL REMARKS: TELETHON CALL
PALM BEACH, FLORIDA
THURSDAY, AUGUST 27, 1992

o Governor Chiles. Senators Mack and Graham. Fellow Americans. It is an honor to with you -- to ask you to join in a noble cause: Showing how Americans are at their best when disaster is at its worst. //

o As you know, Monday I came to Florida to make sure the Federal government does everything it can to ease your suffering.

o I will never forget what I saw. Homes ripped apart. / People left without blankets / without food or shelter. But as you have proved: People are never without hope -- and never without each other. //

o At a time like this neighbor must help neighbor. So I immediately signed the Governor's request for a disaster declaration. We are making available the full span of Federal disaster assistance programs to residents, businesses, and governments. /

o Our national center in Washington and our regional center in Atlanta are operating 24 hours a day to put our disaster relief programs in place. / We've moved in additional staff Our Catastrophic Disaster Response Group is ensuring Federal agencies do everything within power to help state and local governments respond We've set up a joint State-Federal

disaster field office. And we expect shortly to open Disaster Application Centers so those in trouble can apply for help. //

o Our disaster programs are ready to make available several kinds of aid to victims of Andrew's wrath. / Temporary Housing Assistance for those who've lost their homes. / Grants to individuals and families for emergency needs such as food, clothing, or hospital expenses. / Damaged or destroyed businesses are eligible for loans from the Small Business Administration. / Flood insurance may be available. /

o All this the Federal government will do. Yet it's only a start -- as no one knows more than you. / That's why I was so moved by what I saw in Florida: [redacted] / local police and fire fighters / the Red Cross and other wonderful groups. Each lending a hand / tending a wound / putting your community back on its feet. //

o Already your courage has amazed the Nation -- shown that Florida may bend but it will never break. Destruction has arrived in Florida on the winds of a hurricane. Let's respond as Americans always have: With the neighbor-helping-neighbor spirit that arrives on the wings of hope. //

o What nature has pulled apart is no match for people who pull together. All we can we must do -- as Americans, and friends. Barbara and I are pleased to do our part -- as you are doing yours. God bless you -- and the United States of America.

# # # #

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Copyright 1992 The Houston Chronicle Publishing Company
The Houston Chronicle

August 23, 1992, Sunday, 3 STAR Edition

SECTION: A; Pg. 24

LENGTH: 967 words

HEADLINE: Campaign '92;
Bush takes family values stand to the Deep South;
Boosts theme in Alabama and Georgia

BYLINE: GREG McDONALD; Staff

DATELINE: HOOVER, Ala.

KEYWORD: Elections Presidential

BODY:

HOOVER, Ala. -- President Bush, trying to preserve his conservative base of support in the South, played up his campaign of family values and trust at rain-soaked rallies here and in Georgia that still drew thousands who cheered his attacks on Democratic nominee Bill Clinton.

In speeches that sought to identify him with traditional American values and Clinton as a man lacking the ""character'' to lead the country, the president referred to his opponent and the Democratic-controlled Congress as one.

""He's got fever; he's got that liberal Democratic fever,'' Bush told more than 20,000 people here who braved stormy weather and got soaked while waiting for him in the parking lot of a huge shopping mall.

Calling the election ""a clear choice'' between an out-of-step liberal and a conservative leader of proven experience, Bush charged that Clinton would act with Congress to raise taxes and increase spending. Claiming that the Democrats couldn't care less about reducing the federal deficit, he touted his own plan to cut government spending and taxes across the board and vowed to block spending increases in the future.

""If Congress sends me any bill spending more than I requested, I'll veto it fast. . . . We must cut spending,'' said Bush, who proposed larger budgets in the first three years of his administration than any of the ones finally approved by Congress.

Bush's used his appearance here and in Woodstock, Ga., where he drew about 20,000 supporters, to promote his deficit reduction plan, which would allow taxpayers to divert up to 10 percent of their income tax payments to buying down the deficit. He also touted his call for an across-the-board tax cut but did not spell out any details of how he would offset the reductions.

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Copyright 1992 Globe Newspaper Company
The Boston Globe

March 14, 1992, Saturday, City Edition

SECTION: NATIONAL/FOREIGN; Pg. 7

LENGTH: 707 words

HEADLINE: Bush, Buchanan woo Michigan autoworkers; CAMPAIGN '92

BYLINE: By Michael Kranish and Chris Black, Globe Staff

DATELINE: DEARBORN, Mich.

KEYWORD: CAMPAIGN POLITIC ELECTION REPUBLICAN PARTY GEORGE BUSH NAME-BUCHANAN

BODY:

With three days until the Michigan primary, President Bush briefly barnstormed here yesterday, announcing he was ending a major antipollution program that the auto industry dislikes and airing a television commercial that ridicules Patrick Buchanan for driving a German-made car.

Bush once again declined to mention the name of his GOP foe, saying that "the thing I must do is not get after the opponent. Let him chart his course, make up his decision on what to do."

In an announcement that angered environmentalists, Bush said he was killing a regulation required under the 1990 Clean Air Act that was designed to reduce auto pollution. The regulation required that automakers install a $ 20 device known as a vapor canister on each new car made after 1996. The device captures smog-producing fumes emitted when gasoline is pumped into a car.

Bush said he was eliminating the regulation because the canisters are unsafe. The devices are opposed by the auto industry.

"The president is becoming an environmental outlaw," said a Sierra Club lobbyist, Daniel Becker, in a telephone interview from Washington. "A substantial amount of the smog problem could be prevented by the canisters."

For his part, Buchanan continued to dog Bush's steps, returning yesterday to the Detroit area to tout his "America First" campaign and offer new proposals to a region whose auto industry has been battered by foreign competition.

At a news conference here not far from where Bush addressed the Economic Club of Detroit, Buchanan proposed that consumers be given a 15 percent tax credit up to $ 2,000 toward the purchase of American motor vehicles and that the Japanese be required to increase to 75 to 80 percent the amount of US parts in Japanese cars assembled in this country.

He also suggested that the federal government reduce regulations that "drive up the cost of labor and drive people out of work," and he proposed that the corporate average fuel economy standards be abolished.

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During his visit, Bush became defiant when a sixth-grade student asked him about rumors that the he had influenced the General Motors Corp. to close its nearby Willow Run plant in Ypsilanti while keeping a similar one open in Texas.

"That is a bald-faced lie," Bush said, answering the question at the Economic Club. He denounced Sen. Donald Riegle of Michigan, a Democrat, for suggesting that Bush had influenced GM's decision to shut the Willow Run plant.

"I'm very serious about this because this is a challenge to my integrity as president of the United States," Bush said. "I was accused by that senator of intervening in the GM process, the private sector process. And I'm standing here to tell you with everything I can muster that I made no such intervention."

In six hours here in his only Michigan appearance, Bush attended just two events, addressing businessmen in Dearborn and visiting the successful Stryker Corp. in Kalamazoo, which manufactures and exports medical equipment.

Although this state is among the nation's hardest-hit by the recession, with a 9 percent unemployment rate, a Detroit News poll released yesterday showed Bush with a commanding 71-21 lead over Buchanan.

The conservative commentator hopes to make inroads against Bush by tapping into the discontent among the unemployed and the uncertainty within the auto industry. But the White House tried to undercut Buchanan's effort to win over auto workers by airing a commercial pointing out that Buchanan drives a Mercedes-Benz.

"While our auto industry suffers, Pat Buchanan chooses to buy a foreign car," a narrator says in Bush's commercial, as a closed auto factory is shown.

Buchanan admitted he bought his wife, Shelley, a Mercedes three years ago at her request for her birthday. He said he had owned three consecutive American Cadillacs that he has called "lemons," a criticism he said was not meant to apply to all American autos.

Buchanan described America's love affair with the automobile as fundamental to the American way of life.

"Safe, affordable and good-looking American-made cars allowed us as a people in the 20th century to maintain that great sense of adventure and exploration that drove us West in the 19th century," he said.

GRAPHIC: 1. GOP hopeful Patrick Buchanan exchanges quips with Jack Miller, who owns an antique Hudson Automobile dealership in Ypsilanti, Mich., at a campaign stop yesterday in advance of Tuesday's primary. AP PHOTO 2. President Bush addresses workers at a thriving Stryker Corp. plant, which manufactures and exports medical equipment, during a campaign stop yesterday in Kalamazoo, Mich. REUTERS PHOTO

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Copyright 1992 Crain Communications, Inc.
Automotive News

March 16, 1992

SECTION: Pg. 36

LENGTH: 484 words

HEADLINE: Bush eases auto rules; Big 3 cheer

BYLINE: PHIL FRAME, Staff Reporter

DATELINE: DETROIT

BODY:

Big 3 executives reacted warmly last Friday to the news that the domestic industry will get some regulatory relief from the federal government.

In a speech to the Economic Club of Detroit, President Bush announced that auto companies will not be required to design cars with fuel vapor recovery canisters to cut pollution during refueling.

The decision had been widely anticipated. ''Obviously, the Department of Transportation had pretty well set that up ahead of time because of the safety issue,'' said Robert Stempel, General Motors chairman. ''I was pleased to hear him put that in there. And hopefully, that will put it to bed once and for all.''

The EPA will require vapor recovery systems at the gas pumps. Harold Poling, Ford Motor Co. chairman, noted that the pump system will do more to improve the atmosphere because it will catch all vapors from the start. On-board devices would not have been retrofitted into older cars.

Chrysler Corp. President Robert Lutz also reacted favorably to the announcement.

''We'll take regulatory relief anywhere we can get it,'' he said. ''The canister issue is more of a safety issue than a cost issue.''

Bush was in Detroit in advance of this week's primary election in Michigan, and he loaded his speech on domestic and foreign issues with auto-related topics. He said:

* He will not sign any corporate average fuel economy legislation that would hurt American industry or lead to higher unemployment.

* He will continue to back the battery consortium to promote electric cars.

* He said he strongly supports a free-trade agreement with Mexico. He said it would not lead to the export of jobs to Mexico and would make Mexico more prosperous and a better market for U.S. goods, including cars.

NAFTA start

In his most passionate comment, Bush bristled at suggestions that he had intervened in GM's decision to close an assembly plant in Michigan rather than

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a plant in his adopted home state of Texas.

''I made no such intervention,'' Bush said, shaking with rage. ''It is a bald-faced lie!''

The crowd of 2,000 applauded loudly.

Stempel said he thought Bush had a good position on CAFE. ''I thought he was upbeat and pretty positive,'' said Stempel.

Bush referred to his recent trip to Japan, saying he took some flak for it but it is paying off already with new American business in the computer, glass and paper markets.

He asked business leaders in the audience to work with the government in retraining workers and help them adapt to a changing economy.

Bush's theme of bolstering America's competitiveness suited his audience of business executives but may have missed with Michigan wage earners. Bush's support of free trade with Mexico runs counter to the position of the UAW, and Republican candidate Patrick Buchanan is calling for protection for the Big 3 in his campaign. Michigan has been hard hit by auto industry layoffs.

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The Associated Press

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March 25, 1992, Wednesday, PM cycle

SECTION: Political News

LENGTH: 206 words

HEADLINE: The Issue: Improving Fuel Economy

DATELINE: WASHINGTON

KEYWORD: On The Issues

BODY:

Here are the views of the major presidential candidates on the question: "Do you favor requiring automakers to increase the fuel economy of their cars to 40 miles per gallon, as favored by some in Congress, to reduce dependence on foreign oil and fight pollution?"

DEMOCRATS

-Jerry Brown: "Yes. We need to increase efficiency and at the same time move toward electric and alternative fuel sources."

-Bill Clinton: Yes. "I support raising corporate average fuel economy (CAFE) standards because this is an important way of reducing our dependence on foreign oil and increasing conservation."

REPUBLICANS

-George Bush: Opposed a provision in an early version of the Senate energy bill that would have mandated increasing the CAFE standard to 40 miles per gallon from the current 27 1-2. The CAFE standard is the average fuel economy each auto company must maintain throughout its fleet. The Bush administration, along with the automakers, says achieving higher fuel efficiency would require cars that are smaller and therefore more dangerous. The energy bill passed the Senate without the controversial measure.

-Patrick Buchanan: A spokesman said Buchanan he is in favor of abolishing the CAFE standards.

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CNN

Crossfire

July 22, 1992

Transcript # 622

TYPE: Show; Interview

SECTION: News; Domestic

LENGTH: 5029 words

BODY:

ANNOUNCER: Live from Washington, Crossfire. On the left, Mike Kinsley. On the right, John Sununu. Tonight, The Environmental Vice President? In the crossfire, Democratic Senator Tim Wirth of Colorado, member of the Energy and Natural Resources Committee; and Republican Representative Robert Walker of Pennsylvania, Chief Deputy Whip.

MIKE KINSLEY: Good evening. Welcome to Crossfire. Is Al Gore a green meanie? Republicans are attacking the Democratic vice presidential nominee as an environmental extremist. Today White House press spokesman Marlin Fitzwater called Gore 'Mr. Sellout America,' referring to the recent Earth Summit which Both Gore and President Bush attended. Fitzwater said of Gore, 'He tries to talk about economic growth, when he spent a week in Rio saying, 'to heck with the economy, sell it out to the environmentalists.' To which Gore's running mate Bill Clinton replied today:

Governor BILL CLINTON, Democratic Presidential Nominee: Al Gore tried to have America lead the world again in Rio. He didn't want America humiliated as it was under George Bush's leadership.

KINSLEY: The environment will be a big issue this fall. Gore is the author of a best-selling book on the subject. Bush four years ago promised to be the environmental president. Clinton's environmental record in Arkansas is mixed. Dan Quayle is the environmentalists' nemesis in the administration. That's the cast of characters. Over to you, John.

JOHN SUNUNU: Senator Wirth, there's no way Governor Clinton supports all of Al Gore's extreme environmental positions, is there?

Sen. TIM WIRTH, (D-CO) Natural Resources Committee: Well, what extreme environmental positions are you talking about?

SUNUNU: Carbon tax, tax on gasoline-

Sen. WIRTH: Wait a minute, John.

SUNUNU: You asked me which ones, I'm going to tell you.

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Sen. WIRTH: Wait a minute. I'm just going to tell you- did Al Gore propose a carbon tax? No. Martin Feldstein in your party, who was President Reagan's chief economic adviser, is for the carbon tax-

SUNUNU: In Gore's book he praises-

Sen. WIRTH: Gore said in his book, this is one of the options that has to be looked at, and you know and I know that we got to think about pricing on energy to be realistic about what's going on, and your own- see, Martin Feldstein, let me see, wasn't he a Republican in the Reagan administration?

SUNUNU: He wants to propose something-

Sen. WIRTH: Reagan's chief economic adviser-

SUNUNU: He wants to propose something-

Sen. WIRTH: He's absolutely right in thinking about the fact that we got to be realistic about costing, and we got to be realistic about environmental costs and start looking at long term investments, not the nonsense of the administration.

SUNUNU: So, he wants to propose a carbon tax-

Sen. WIRTH: I didn't say he-

SUNUNU: -to get the benefit from the environmentalists and then deny that he ever proposed it.

Sen. WIRTH: Wait a minute. He's not proposing-

SUNUNU: That's rather two-faced.

Sen. WIRTH: He's not proposing- you ought to read his book. It would be good for you. You know, it would be a very healthy thing for you to do.

SUNUNU: It's one of the strongest things he supports in the book, Senator.

Sen. WIRTH: That options have to be looked at, overall the pricing options. There's no-

SUNUNU: So, your mission here tonight is to deny Al Gore supports the carbon tax?

Sen. WIRTH: I didn't say that. My mission tonight is to talk about somebody who is looking for change, looking for the future, and who wants to led the nation in a direction that won't be embarrassing to us around the world, as the President, your President, the guy that you work for, and who said, John, even you were too extreme for Ronald Reagan in his- for George Bush on this deal, right? Who is embarrassing to us every place around the world. You watch that press- I was- I think I was the only one of the four of who was there-

KINSLEY: In Rio.

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Sen. WIRTH: It was remarkable. It was remarkable in Rio, remarkable to see the U.S.- and have the whole 154 nations asking the United States to lead, and we ducked that responsibility just when we had this tremendous opportunity. Wow. We can do a lot better than that, and that's what the Clinton-Gore ticket's all about.

SUNUNU: Leadership is being willing to stand for a strong environmental policy without following the extreme.

Sen. WIRTH: An extreme?

SUNUNU: You have a CAFE position that's not as extreme as Al Gore's position.

Sen. WIRTH: My CAFE position, Al Gore's position, I think they're absolutely identical. I don't think they're very much-

SUNUNU: You both want to go to 45 miles-

KINSLEY: We ought to explain-

Sen. WIRTH: We ought to give- CAFE is fuel efficiency for automobiles. You were, I think, once an adviser on the board of General Motors.

SUNUNU: No.

Sen. WIRTH: You told me once in the White House that CAFE standards had not- fuel efficiency hadn't done us any good.

SUNUNU: No.

Sen. WIRTH: Fuel efficiency standards for automobiles are one of the most important things in the world to do.

SUNUNU: If you're going to make statements, make them accurate. CAFE standards-

Sen. WIRTH: You aren't just repeating what you said to me earlier on.

SUNUNU: The CAFE standard that is being proposed is to move from 27 and a half miles per gallon as a requirement to 45 miles per gallon as a requirement, at a cost of millions of American jobs.

Sen. WIRTH: Who said millions of American jobs? That's the same argument that Detroit made back when we had the first fuel economy crisis. We had 12 and a half miles to the gallon for each automobile. Detroit said you make any changes, there's no way in the world we can survive this. We went from 12 and a half to 27, was one of the only things that has been effective in terms of major changes in consumption patterns of energy, one of the few things that we've been able to do.

SUNUNU: So, you want to double that-

Sen. WIRTH: And so now what we can do is to go as high-

KINSLEY: All right. Wait. The producers are telling- the producers are

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ordering me to get off of this CAFE. We don't want to sound like we're sitting around drinking coffee.

Sen. WIRTH: Corporate Average Fuel Economy.

Rep. ROBERT WALKER, (R-PA) Chief Deputy Whip: But one thing that has to be pointed out is that the Brookings Institute and Harvard did a joint study here recently that estimated that between 2000 and 4000 people a year in this country lose their lives as a result of the CAFE standard that went to 27.5. So, in fact, we are killing real people with what we have already done, and further increases in that would kill even more people.

KINSLEY: All right, Bob Walker-

Rep. WALKER: So, it's environment over people.

KINSLEY: Bob Walker, George Bush ran in 1988 as the environmental president. Has he decided this time to run as the anti-environmental president? Is that a better strategy?

Rep. WALKER: No, not at all, because is record is actually better than Al Gore's in this.

Sen. WIRTH: Oh, Bob-

Rep. WALKER: Go ahead.

KINSLEY: No, let him make his sound bite.

Sen. WIRTH: Let's get this one out there, right?

Rep. WALKER: Name me one major piece of environmental legislation that Al Gore has sponsored and gotten through the Congress. I can't name you one. I don't think there are any. George Bush has gotten the Clean Air Act passed. It took 12 years to get a clean air bill passed. George Bush came in and got it done. So, that's something he actually did for the environment.

KINSLEY: Let me ask you-

SUNUNU: That's a better political record than Al Gore.

Rep. WALKER: Yeah, that's better than Al Gore has on the environment.

Sen. WIRTH: George Bush wouldn't have gotten anywhere on clean air had it not been for a group of us focused on the issue of changing the whole strategy and breaking the log jam by-

SUNUNU: The log jam was broken before-

Sen. WIRTH: -by talking about economic incentives and the way in which you do this. Now, George Bush says to the world, 'We've got this Clean Air Act- by the way, Dan Quayle, come over here and gut it, wipe out all the enforcement mechanisms, you and the Competitiveness Council, we're not really serious about this, make the black hole a place for- make the White House a place for special interests to come in.'

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SUNUNU: Tim Wirth, like Pinocchio your nose ought to be growing.

Sen. WIRTH: That's what's going on. Look, what's happening. What do you think Dan Quayle's doing?

Rep. WALKER: The point I'm trying to make here is that at least George Bush has the Clean Air Act to point to. What does Al Gore have to point to?

Sen. WIRTH: Al Gore has an extraordinarily distinguished record that-

Rep. WALKER: Name me one major bill that has-

KINSLEY: Al Gore-

Sen. WIRTH: I'll start with the energy bill that's in front of the Congress right now.

KINSLEY: -is one member of the Senate. George Bush is the president of the United States. He deigned to sign a clean air act and then, as Tim said-

Rep. WALKER: No, he proposed the Clean Air Act-

SUNUNU: He proposed it, it's his bill.

KINSLEY: Well, let me ask you about the Clean Air Act, then. George Bush complains, you complain, John Sununu complains that environmentalism costs jobs. Now, that happens to be true sometimes, there is a tradeoff. Didn't the Clean Air Act cost jobs?

Rep. WALKER: Well, there are some jobs that are cost in the Clean Air Act, but the fact is that we tried to make the responsible tradeoffs. What we don't see in the Al Gore position is those responsible kind of tradeoffs.

KINSLEY: I just wanted to-

Rep. WALKER: In fact, Al Gore, in his book, consistently, there's an analogy in his book refers to people who want technological progress as Nazis.

KINSLEY: Oh, that is ridiculous.

Sen. WIRTH: Oh, Bob, that's just preposterous. You know, that is preposterous.

Rep. WALKER: Check page 275 in the book.

Sen. WIRTH: That is preposterous.

Rep. WALKER: Go to page 275 in the book. He admits to that and-

Sen. WIRTH: Technological- what you're saying, technological progress-

Rep. WALKER: Yes.

Sen. WIRTH: -is akin to Nazism? Is that what you're suggesting?

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Rep. WALKER: That's what Al Gore says in his book.

Sen. WIRTH: You're a member of the Science Committee in the House, you know better than that, Bob.

Rep. WALKER: I'm not suggesting that, Al Gore suggests that.

Sen. WIRTH: You have a good scientific background. You ought to know the preposterous nature of this sort of thing.

KINSLEY: You know what? I haven't read page 275 of Al Gore's book. I will buy you lunch, I will give you $ 100, I don't know what I will do, if there's any serious claim on that page, Al Gore says that people who favor technological progress are Nazis.

Rep. WALKER: You want me to quote?

Sen. WIRTH: This is Marlin Fitzwater, Republican National Committee.

KINSLEY: Go ahead.

Rep. WALKER: He has a metaphor throughout the book that he says that he believes that technological progress are as evil and as danger to society as Nazis, and I quote, 'It is not merely in the service of the analogy I referred so often to the struggles against Nazi and communist totalitarianism, because I believe that the emerging effort to save the environment is a continuation of those struggles.' In other words, if you don't agree with us, you're Nazis.

KINSLEY: Oh, that is ridiculous.

Sen. WIRTH: That's just ridiculous. You know better. Oh, that psychology is not working anyway.

KINSLEY: If that's the best you can do, Bob, you're in a bad way.

Rep. WALKER: I'm quoting directly from the book.

SUNUNU: Let's go back-

Rep. WALKER: That's the reason I say he's an extremist.

Sen. WIRTH: Let's start from-

SUNUNU: Let's go back to the politics of the environmentalists.

Sen. WIRTH: What was the first choice that George Bush made? The first choice, decision that George Bush made was to name Dan Quayle, which has been wrapped around his neck and been embarrassing him for four years. The first choice that Bill Clinton made was to name Al Gore-

Rep. WALKER: Who's an environmental extremist.

Sen. WIRTH: -which has been one of the most exciting things catalyzing the country and thinking about the kind of change that this country has to have. Gore's not an extremist-

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SUNUNU: But you can't run away-

Sen. WIRTH: You guys are talking him-

SUNUNU: -from the political positions he's started to take.

Sen. WIRTH: You guys say 'extremist' over and over again because you don't have anything substantive to talk about.

SUNUNU: Filibuster in the Senate, but don't filibuster here.

Sen. WIRTH: You say extremist-

SUNUNU: You're here trying to run away from the carbon tax-

Sen. WIRTH: Filibuster is saying, 'extremist, extremist, extremist,' is a filibuster.

SUNUNU: You're trying to run away from the carbon tax.

Sen. WIRTH: I'm not running away from the carbon tax.

SUNUNU: Trying to run away from the campaign proposals-

Sen. WIRTH: These are options that ought to be looked at.

Rep. WALKER: Every time we get into specifics, you say that doesn't-

Sen. WIRTH: I didn't run away from any of those items. Al Gore's positions on CAFE is exactly the same as mine.

SUNUNU: And we'll give you a chance to filibuster when we come back-

Sen. WIRTH: 'Extremist, extremist, extremist' is a filibuster.

SUNUNU: And when we return after that filibuster, we'll ask our guests why the labor unions are scared stiff of the Clinton-Gore environmental agenda.

[Commercial break]

SUNUNU: Welcome back to Crossfire. We're talking about Governor Clinton, Senator Gore, the environment, and jobs. Our guests are Congressman Robert Walker, Chief Republican Deputy Whip, and Senator Tim Wirth of Colorado, a member of the Senate committee on Energy and Natural Resources, and a good friend of Al Gore's. Senator, on the CAFE issue, important issue politically, important issue in terms of what you do for the environment or let the environment do for or to America. The United Auto Workers went up and testified strongly against the CAFE proposals, saying that it would cost American jobs. They're scared to death of that kind of a proposal costing us our jobs.

Sen. WIRTH: The UAW said the same thing in 1975, '76, '77 when we had the major energy crisis and all of the changes then. I don't think we base a policy on what one sort of union group is going to say. What we ought to be basing a policy on is the fact that we're in a very dangerous situation in the United

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States, 50 percent of our oil is imported, massive hemorrhaging of U.S. capital going overseas, we've got to stop that. One of the ways in which we do that is to use fuel much more efficiently in our automobiles, there's no question about it-

SUNUNU: So, you're saying, then, if the Democratic party, then, has to make a choice between the constituency that cares about the environment or a constituency that cares about labor jobs, you're leaning towards picking the environment.

Sen. WIRTH: You're setting up again this false choice between jobs and the environment. It's not the case. If we were backing out oil, which we ought to be doing, under this administration, almost nothing has been done, for example, to stop this vast outflow of capital out of the United States because we're importing so much oil.

KINSLEY: Bob Walker, I'm about to offer you another free lunch.

Sen. WIRTH: I think we ought to make this kind of chance.

KINSLEY: I will buy you lunch if the United Auto Workers endorse George Bush for president because they're so scared stiff of Bill Clinton and Al Gore. Do you expect that for a minute?

Rep. WALKER: I don't expect it.

KINSLEY: So, all this is just talk?

Rep. WALKER: No, it's not just talk because the United Auto Workers do look at the facts, and the fact is that because of CAFE, we dropped a significant portion of market share in the country because the way in which manufacturers went to smaller cars was to basically import them.

KINSLEY: You know, this is what I don't understand. Why is it- isn't it defeatist to say, 'Gosh, it would be nice to have more efficient cars, but American companies just can't do it, when Japanese companies will do it, and therefore we'd better not even try'?

Rep. WALKER: All I'm saying to you is that experience that we've had since 1977 is a loss of market share as manufacturers-

KINSLEY: Whose fault is that? That's the fault of these auto companies.

Rep. WALKER: Well, but the UAW in this country works for those auto companies.

Sen. WIRTH: Bob-

Rep. WALKER: No, the fact is that we lost jobs as a result of all of that.

KINSLEY: Don't you think it's pathetic-

Sen. WIRTH: Don't the Japanese have to meet exactly the same fuel economy standards are we do?

Rep. WALKER: Yeah, and their production-

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Sen. WIRTH: Don't the Germans have to meet the same-

Rep. WALKER: Their production lines are designed to build small cars. Our production lines aren't.

Sen. WIRTH: That's 20 years ago we made these changes. You say Detroit can't adapt.

Rep. WALKER: Well, all I'm saying is we lost a major-

Sen. WIRTH: Detroit is adapting wonderfully there.

Rep. WALKER: We lost major market share and the UAW has paid the price on that.

Sen. WIRTH: And you think-

Rep. WALKER: So, they probably will not endorse George Bush-

Sen. WIRTH: It was fuel economy, it had nothing to do with quality?

KINSLEY: What about-

Rep. WALKER: They probably will not endorse George Bush but they perhaps ought to take a look at those facts and understand why they are now out of jobs.

KINSLEY: But they're obviously not as scared as John Sununu claims they are or they would endorse George Bush, which they, of course, they're not going to do, as you acknowledge.

Rep. WALKER: No, they probably-

SUNUNU: They're scared of the policy.

Rep. WALKER: Yeah, they're scared of the policy, sure.

KINSLEY: Let me ask you. Al Gore, one of Al Gore's serious points is, precisely concerns American market share in major industries. He says that American- that the world is turning towards green industry, that was one of the messages down at Rio. All these other countries, Germany, Japan, our rivals, are turning to it, and we're going to get- we're going to lose market share in a lot of these industries if we don't adapt and stay ahead of the game instead of falling behind. Now, I thought that was a good point.

Rep. WALKER: Well, sure, it's a good point, and I think we have some companies that are moving into that. We spend more in this country than in any other country on environmental, and as a result, we have a large environmental industry in this country. We ought to exploit that, but there's another thing that we ought to look at, and that is we need technology of other kinds we need to be world competitive in, and some of the suggestions in Al Gore's book that suggest, for instance, that every one of those new technologies ought to be cleared through some bureaucracy before it could come on line would be absolutely devastating to our ability to compete in the world, and yet he suggests that over and over again in the book.

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Sen. WIRTH: Who's clearing that you clear a technology through some bureaucracy-

Rep. WALKER: That's exactly what he suggested in the book.

Sen. WIRTH: That's preposterous.

Rep. WALKER: Haven't you read the book, Tim?

Sen. WIRTH: I've read the book. Let's go back to the whole business of air pollution technologies in the United States. We have been the leaders for 20 years in air pollution technology. Unhappily today, under this administration, we have lost even a market share in our own air pollution technology: 70 percent of the air pollution technology used in the United States is imported from overseas. What Al wants to do and has been really- he has been on the edge of this set of issues for a long time-

SUNUNU: Yeah, but-

Sen. WIRTH: -is to change how-

SUNUNU: But you have a nominee at the top of the ticket who's on the other side. In his state of Arkansas-

Sen. WIRTH: Of air pollution control technology?

SUNUNU: -Clinton is 47th, his state is 47th in terms of the emission of toxic air going into the environment into the air. He's 47th in terms of toxic emissions to the rivers. He's way down at the bottom in terms of the purity of their drinking water.

Rep. WALKER: And we do have real competitive industries-

SUNUNU: Are you going to have the first debate between Clinton and Gore?

Sen. WIRTH: This is a-

KINSLEY: I want to ask Bob Walker about this business because it does seem to me that you're pursuing what I would call a three bears strategy: Clinton's porridge is too cold, Gore's porridge is too hot, George Bush-

SUNUNU: Is just right.

KINSLEY: -Baby Bear's porridge is just right.

SUNUNU: That's exactly right.

KINSLEY: Isn't that a hard sell?

Rep. WALKER: No, it's not a hard sell.

KINSLEY: Well, what exactly are you-

Rep. WALKER: Because one of the things you have to have in this business is some balance. You have to do what is necessary in order to move forward on an environmental agenda, but you can't do so and cost Americans jobs and cost

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Americans more money than they can afford.

KINSLEY: Well, what exactly do you want Americans to be afraid of? Do you want them to be afraid the Clinton administration is going to be too green or do you want it to be afraid that it's not green enough?

Rep. WALKER: Well, I do know that Al Gore-

KINSLEY: Which is it?

Rep. WALKER: I do know that Al Gore suggested to journalists at one point that they ought to make certain that they don't bring anything out which is not alarmist, and you know, the point is that they're-

Sen. WIRTH: That they don't bring what?

Rep. WALKER: He suggested to journalists that they practice self censorship-

SUNUNU: It was printed in The New Republic, Michael. You do remember that?

Rep. WALKER: It's in The New Republic, and-

Sen. WIRTH: You guys are reaching out for-

KINSLEY: I want to hear an answer to my question before we're-

Sen. WIRTH: -all these of these allegations and discussions-

Rep. WALKER: What we're seeing is how extreme-

KINSLEY: Are we supposed to be afraid that the Clinton administration is going to be too environmentally extreme or too environmentally negligent? It can't be both.

SUNUNU: Sure, it can, in the wrong place at the wrong time.

Sen. WIRTH: You guys-

SUNUNU: It can have extreme policies in certain areas and be lax in other areas.

Rep. WALKER: We think that you ought to have a balance of-

Sen. WIRTH: You guys are doing the same old Republican routine. You're going to say one thing, 'extreme, extreme, extreme, extreme, extreme,' right? And that's all you say without any policy coming from this administration.

Rep. WALKER: Every time-

Sen. WIRTH: Wetlands is going down-

Rep. WALKER: Every time we mention an extremist position, you deny it exists.

Sen. WIRTH: We've got one piece after another of this kind of rhetorical approach without any substance. Where is the Bush administration on any kind of environmental issue?

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SUNUNU: You're dismissing every position that Al Gore has proposed as being merely a suggestion that he's not serious about.

Sen. WIRTH: He has been- he is laying out a variety of options-

SUNUNU: Then let's go back to the politics of the carbon tax.

KINSLEY: Let's take a break. Excuse me, gentlemen, let's take a break. When we come back, we're going to talk about who's selling out America.

[Commercial break]

KINSLEY: Bob Walker, this rhetoric from Marlin Fitzwater today about Al Gore 'selling out America,' you know that really- I resent that, and it depresses me. Al Gore wants what he thinks is best for America. George Bush wants what he thinks is best for America. They disagree. Why can't you Republicans make your political arguments without accusing the other side of being unpatriotic all the time like you did in 1988?

Rep. WALKER: Well, I think that both want what's good for the United States. I think what the American people have to do is decide what's good for the United States. In the case of the Rio conference, the fact was that what the rest of the world wanted to do was have the United States pay for their environmental cleanup, and that was going to cost us massive amounts of money that, in all honestly, I don't think we can afford.

KINSLEY: Is George Bush-

Rep. WALKER: And the President was right in standing up for our idea that the rest of the world ought to engage in environmental cleanup on their own and not expect us to pay for it.

KINSLEY: You know, Helmut Kohl, the conservative premier of Germany, John Major, another conservative from Britain, every major leader in the world felt that this treaty that George Bush refused to sign was a good thing for the world. Can George Bush be the only sane man in the world?

Rep. WALKER: They all saw us being weakened by it and that helps them economically in trade.

KINSLEY: Oh, please-

Rep. WALKER: Absolutely, that was the case-

KINSLEY: Why would we be weakened if they weren't weakened?

Rep. WALKER: Let me make one point here.

SUNUNU: Let me ask-

Rep. WALKER: It seems to me it's a real voodoo economics in this campaign is Al Gore suggesting that you can adopt all of his environmental extremist positions and do so without any cost in jobs or money. To me, that just is not tenable.

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SUNUNU: Let me ask about Senator Gore's commitment to the environmental issues. He says it's the most important issue, yet he's refused every opportunity to serve on the Senate committee you serve on that deals with those environmental issues. What's he afraid of going on that committee for?

Sen. WIRTH: Well, I mean, there are a whole series of issues. There's an environment issue, there's an energy issue, there's a commerce issue-

SUNUNU: But he says the environment is the most important issue.

Sen. WIRTH: Commerce Committee has jurisdiction over a lot of things; John, you know the complicated nature of this. I mean, that's a silly argument to make it seems to me. I mean, Al has-

SUNUNU: He has refused to join you on that committee all along.

Sen. WIRTH: He's not refusing to join. He's a member of the Commerce Committee and has done a superb job in terms of all the-

SUNUNU: He's been offered that slot two or three times and he turns it down.

Sen. WIRTH: -relationships that- one is not offered positions in the Senate on various committees. You choose what you're going to do, and Al Gore has been, not only a leader on the environment on the Commerce Committee, but a very, very outspoken and strong advocate for arms control and very creative initiatives as a member of the Armed Service Committee.

KINSLEY: Is your point, John, that Al Gore-

Sen. WIRTH: So, there's a combination of all these things. Now-

Rep. WALKER: No major legislation.

Sen. WIRTH: This set of issues, this set of environmental issues is in front of the American public. The American public knows, particularly the younger Americans, how very serious this is for the 21st century. I think that the issue in this campaign is going to be, do they want a change from a know-nothing, do-nothing, I think, deliberately ignorant administration on many of these fronts, who are opposing these false choices of jobs and the environment, or are we going to move ahead in a constructive and balanced fashion, as we Democrats have proposed? Nobody would suggest, I don't think, that Dan Quayle is going to be any kind of a substitute for the wonderful and thoughtful leadership that we have.

SUNUNU: How about answering Bob Walker's question, what environmental legislation has Al Gore sponsored and gotten through the Senate?

Sen. WIRTH: Oh, Al Gore has done a whole series of things related to science, from the position of-

SUNUNU: Name one.

Rep. WALKER: Name one. Name one environmental initiative.

Sen. WIRTH: All of the initiatives coming out of the Defense Department

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related to the adjustment of defense expenditures to focus on the use of- those are two that we have worked on together, only in the last couple of weeks.

KINSLEY: All right.

Sen. WIRTH: Significant initiatives related to-

KINSLEY: I've got to cut you off. He's done too many things to get into here. Thank you, Tim Wirth. Thank you, Bob Walker. Mean, green John Sununu and I will be back in just a moment.

[Commercial break]

SUNUNU: Michael, it's amazing. You go through three days of trashing of the President of the United States at the Democratic convention without saying a word about it, and Marlin Fitzwater makes one nasty comment about Al Gore and you look so offended.

KINSLEY: I'm not offended at his criticism of Al Gore. I'm offended at his challenging Al Gore's patriotism because Al Gore wants to be a strong environmentalist. That's exactly what you guys did in 1988-

SUNUNU: They were challenging the President as a traitor to the world because of his positions.

KINSLEY: They were criticizing George Bush. They were not criticizing America. That's what Marlin Fitzwater said, and it's ugly.

SUNUNU: Marlin criticized Al Gore for his positions.

KINSLEY: That's not the case, and you know it.

SUNUNU: That's exactly what it was.

KINSLEY: From the left, I'm Mike Kinsley. Good night for Crossfire.

SUNUNU: It was criticism of Al Gore. And from the right, I'm John Sununu. Join us again tomorrow night for another edition of Crossfire.

KINSLEY: PrimeNews is next, and here's biodegradable Bernard Shaw to recycle a few headlines for us. Bernie?

BERNARD SHAW, PrimeNews: Thank you, Michael. Coming up, the heat gets too intense for an inspection team in Baghdad, deepening the confrontation between Iraq and the United Nations. Also, is Ross Perot still in the running? Some state election officials are scratching their heads, and Popeye will need his spinach in a dust-up with the comic's distributor. PrimeNews is next.

The preceding text has been professionally transcribed. However, although the text has been checked against an audio track, in order to meet rigid distribution and transmission deadlines, it has not yet been proofread against videotape.

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APRIL 24, 1992, FRIDAY

See pg 29

SECTION: BROADCAST INTERVIEW ABOUT COMMERCE OR TRADE

LENGTH: 5246 words

HEADLINE: JOHN MCLAUGHLIN'S " ONE ON ONE"
WITH GUEST, MICHAEL BOSKIN
CHAIRMAN, PRESIDENT'S COUNCIL OF ECONOMIC ADVISORS FOR BROADCAST: WEEKEND OF APRIL 25-

KEYWORD:
MCLAUGHLIN ONE ON ONE

BODY:
MR. MCLAUGHLIN: The good, the bad, and the ugly.
The good news: America's economic recovery is underway. People are building more homes, so demand is up for household appliances, TVs, furniture. Exports are up. Consumer confidence is up. The stock market is up.
The bad news: the global economy is in a slump. Japan's stock market has plunged, down 60 percent since '89. Germany is fighting inflation and the costs of unification. World trade talks are stalled, all of which means American exports may suffer.
The ugly news: Washington is swimming in a sea of red ink. This year's budget deficit is expected to hit a record $400 billion, and total public debt is nearly $4 trillion. Fourteen cents out of every taxpayer dollar goes to pay interest on that debt, and the fear of adding to this debt load has put policy makers in a straightjacket. They are unable to boost the economy by cutting taxes or by raising spending.
So, will the recovery roll on, or will it derail? We'll ask an economist -- the one who has the ear of the President of the United States. Born: New York City, 46 years of age. Wife: Chris, ten years. University of California at Berkeley, B.A., M.A., and Ph.D., economics. Stanford University, economics professor, 19 years. Harvard University, economics visiting professor, one year. Center for Economic Policy Research, Director, three years. Author numerous books, including "Reagan and the Economy: Successes, Failures, and the Unfinished Agenda." The White House: Council of Economic Advisors, Chairman, three years and currently. Michael J. Boskin, it's one-on-one.
Chairman Boskin, is the recession over?
MR. BOSKIN: Certainly, John, the economy has been recovering after a flat period late last year. The economy has been improving. It's been growing at about a 2 percent pace. We should actually leave the official dating of when this occurred to the National Bureau of Economic Research because they're a private, non-political organization. But almost all economists have concluded that we're in a recovery. Some think it began earlier even though it was quite slow. Some would date it from the beginning of this year.
MR. MCLAUGHLIN: Let me ask you to look ahead. What do you expect the growth rate to be during the next three quarters of this year?
MR. BOSKIN: We're looking for the economy to improve from its current about 2 percent pace into the 3 percent range as the year progresses. There's ample opportunity to do better than that, but to do that we're going to have to make sure we have an ample supply of money and credit growth. We're going to have

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to make sure that a variety of other things happen. We would be more certain it would happen. It would happen sooner and the growth would be more solid if Congress would pass the President's program.
MR. MCLAUGHLIN: Unemployment is now at 7.3 percent. To what extent do you expect unemployment to drop?
MR. BOSKIN: Well, the President obviously is deeply concerned about all Americans who do not have a job who want one. We're doing everything we can both to create jobs and we will make sure there's the unemployment insurance safety net for those who aren't able to get one for a while. We do expect as the growth picks up that the unemployment rate will come down as employment picks up.
MR. MCLAUGHLIN: Seven percent --
MR. BOSKIN: The economy generally has to get growing at somewhat over 2 percent for unemployment to start to decline. It's usually a lagging indicator. It usually takes a few months after the economy starts to pick up before unemployment comes down.
MR. MCLAUGHLIN: Well, that sounds very encouraging. However, the Democratic study group, which, as you know, if formed by a distinguished group of Democratic congressmen, put out a report. And the key statement of the report is that the Bush administration has the worst record for overall economic growth during a four-year term since World War II -- actually since 1949, during Truman's second term, the worst record: highest average annual budget deficit during a four-year terms; lowest job growth during a four-year term; largest increase in the public debt in a four-year term; lowest growth in personal income during a four-year term; lowest number of housing starts during a four-year term; only decline in industrial production during a four-year term; and the worst decrease in retail sales during a four-year term. Those are their propositions in this report.
MR. BOSKIN: I'm glad you're giving me an opportunity to rebut this because obviously this is a political season and a lot of statements will be made --
MR. MCLAUGHLIN: Do you think this is garbage?
MR. BOSKIN: I think that's a misstatement of what has gone on and a misassociation of what the economic history would reveal the worst time has been.
Let me start out by saying that we obviously have had problems in the economy. We had a recession. We need to get growth growing more. We're not satisfied with the current pace of growth. But we started from the longest peacetime expansion in American history. A larger share of Americans are working today than in any previous time. We've seen some remarkable gains. Obviously there has been a recession. So if you measure from a time when we're at the end of the longest peacetime expansion and include a recession, you can find some data that shows in that short period things have not been so great.
But first of all, the President prevented it from being a whole lot worse by what he did in Desert Storm. Oil prices would be up at $40 a barrel and the economy would be much worse -- many more Americans unemployed -- if Saddam Hussein would now be in control of Saudi Arabia and two-thirds of the world's proven reserves of oil. The President has a comprehensive growth agenda for some time, since 1989, the Congress has refused to pass. So I think a large share of the concern about economic policy ought to be on the Congress.
But all that aside, there are a lot of good things that have been going on, despite the fact that there have been some serious problems. These same people were complaining in 1988 that our trade was our major problem, it was a horrible problem. Exports are at an all-time high; the United States is the world's leading exporter; our trade deficit has plummeted. We have seen interest rates come down to their lowest level in 20 years. Inflation is at the lowest level

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in a generation.
If they really want to get political about it -- I'm an economist; I advise the President on the economy. But I think any broad reading of economic history would have to place the single worst episode since World War II in the late 1970s when we had horrible double-digit inflation. In 1980 -- I don't mean to blame President Carter. Blame is shared --
MR. MCLAUGHLIN: Feel free, feel free.
MR. BOSKIN: Blame is shared among Congress, the Federal Reserve, external events, and the President, obviously, as is credit, in all these sorts of situations. We had interest rates up at 21 percent. We had --
MR. MCLAUGHLIN: Well the long-term interest rates right now are very high.
MR. BOSKIN: Long-term interest rates are 8 percent now, John. Housing is most affordable in 18 years. People are refinancing their mortgages, and so on.
MR. MCLAUGHLIN: Let me ask you this question --
MR. BOSKIN: So I just want to say, the single worst episode clearly was not only that horrible inflation, but to get rid of it it caused the worst recession since World War II, and unemployment got up almost to 11 percent to get rid of that inflation that was engendered in the late '70s.
MR. MCLAUGHLIN: You contributed to the President's State of the Union Address this year, did you not?
MR. BOSKIN: Certainly, I was a minor participant. Obviously there were other people that were more important than I.
MR. MCLAUGHLIN: Well he came forward with an economic plan. Now this is --
MR. BOSKIN: Yes, a very good economic plan rooted not only in sound economics but in the particular problems that have occurred in the economy.
MR. MCLAUGHLIN: This is 1992; it's the last year of his first term, correct?
MR. BOSKIN: Yes.
MR. MCLAUGHLIN: Why did he wait so long? You say in your book here, this distinguished volume that you published in 1987, "There is a great need for a steady, coherent, coordinated long-run set of goals and for a general policy framework to achieve them" as far as the economy is concerned. How has the Bush administration exhibited anything that in any way corresponds to what you have called for in this book?
MR. BOSKIN: The President has shown great leadership. Unfortunately, it is not getting out to the public as well as it might. And I'll take double my pro rata share of the responsibility, and I welcome the opportunity to explain it now. Since 1989, the President has had a growth agenda that Congress has refused to pass. It's comprehensive. It's dealt with tax incentives to promote investment and entrepreneurship, for example, a cut in the capital gains tax rate.
MR. MCLAUGHLIN: Capital gains, that's the mantra that this adminstration throws over everything. This is your --
MR. BOSKIN: It is not a mantra, John. It is extremely important. One of the problems --
MR. MCLAUGHLIN: What else besides the capital gains cut?
MR. BOSKIN: One of the problems this economy has, has been a decrease in asset values. A reduction in the capital gains tax rate would raise those asset values. It would spur demand. It would also take small businesses that have problems getting credit and improve their balance sheets.
MR. MCLAUGHLIN: All right. Let me ask --
MR. BOSKIN: But let me give -- the program has been much more comprehensive. President Bush recognized early on, had an education summit, has laid education reform as one of the pillars of his economic reform program. That is the singlemost important thing we can do about our long-term economic growth, the challenge of remaining number one into the future. We start from the highest level of productivity and the highest per capita in the world.

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MR. MCLAUGHLIN: If you --
MR. BOSKIN: But we need to have major overhaul of our elementary --
MR. MCLAUGHLIN: But there are --
MR. BOSKIN: -- and secondary education system to improve the quality of our future labor force.
MR. MCLAUGHLIN: There are immediate things you can do with the economy.
MR. BOSKIN: Sure.
MR. MCLAUGHLIN: And there are more remote things that you can do long-range, like improving the education of the United States.
MR. BOSKIN: Yeah, but you've got to start. He has started it, and he deserves credit for that.
MR. MCLAUGHLIN: But let me ask you this question. In your book you correctly note the following: "Spending can be controlled only by a major attack on middle class entitlements."
MR. BOSKIN: That's right.
MR. MCLAUGHLIN: "The case for reduced spending remains strong and a program such as social security, which pays well-off elderly people many billions of dollars more than what they and their employers paid, plus interest." Then you say, "the first task is to decouple well-off recipients in government transfer programs, such as social security, agricultural subsides, and government loans in favor of those who are needy."
You haven't done anything in this administration to make that come true; true or false?
MR. BOSKIN: That's false, but let me just say the President has said he does not want to touch social security. My own personal opinions about what to do about that from before I entered the administration are beside the point. But he has moved aggressively. We've recommended in every budget, in agricultural subsides, in the subsidies for Medicare insurance, to reduce those subsidies for people with six figure annual incomes, in the case of agriculture, six figure non-farm incomes.
So we've moved in that direction in our proposals. Congress has refused to deal with these issues. Congress has refused to enact them. The President in the current budget has laid out a cap on excluding social security on these so-called mandatory programs that never come up for annual review and --
MR. MCLAUGHLIN: Entitlements account for 64 percent of the federal budget, all entitlements, 64 percent. Can you say with a clear conscience that this administration has made its best effort, a persistent effort, a non-political effort, that is, politics aside, in the interest of correcting the wayward path this economy is on in this country, that you have addressed yourself with due dilligence to the subject of reducing entitlements, which means Medicare, Medicaid, Social Security, civil service retirement, railroad retirement, military retirement, hospital care for veterans, AFDC, unemployment, Food Stamps, education, federal wages and salaries, all of that which amounts to about three-quarters of a trillion dollars?
MR. BOSKIN: The President has laid out a program in his budget since 1989 to deal with subsidies to the wealthy and insurance premiums for Medicare and agricultural subsidies and some other areas. He has said Social Security is offlimits for various reasons. He wants to preserve the integrity of current and future social security benefits.
MR. MCLAUGHLIN: Do you think --
MR. BOSKIN: He has in the current budget laid out a coherent proposal to cap the growth of the -- what you call mandatory entitlements, excluding Social Security, and if that cap occurred at program growth, the number of people that are supposed to come into these programs because of population growth and so on, and the rate of inflation, if we got anywhere near the proposal the President

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has laid out we would save two trillion dollars over the next 10 years.
MR. MCLAUGHLIN: So you're satisfied with the level of effort of the administration for which you work?
MR. BOSKIN: We're working very hard on a proposal --
MR. MCLAUGHLIN: And you're satisfied with that?
MR. BOSKIN: I'm not satisfied with the Congress not going along and not get any outcome, but I'm satisfied the President and Director Darman and Secretary Brady and myself have been working hard on these issues.
MR. MCLAUGHLIN: Is entitlements the core problem with the budget of the United States?
MR. BOSKIN: There are two core problems with the budget of the United States. One is the growth of entitlements way above and beyond program growth and inflation. Social Security has not been growing beyond program growth and inflation --
MR. MCLAUGHLIN: What's the second problem?
MR. BOSKIN: Primarily health care costs. You can't have those grow at three times the rate of inflation and program growth forever, they'll gobble up the budget and eventually they'll gobble up GNP and will cause serious economic problems and that's why we have to have comprehensive health reform.
The other problem is we have to have the economy growing more rapidly. The economy growing more rapidly raises more tax revenues and it decreases the need for some of the social outlays. Those are the two problems. In addition, there is a temporary blip in the budget deficit because the S&L problem which was primarily caused in the 1970s by the high inflation and interest rates wiping out the value of the assets of the savings and loans, John, their fixed rate low interest mortgages, and then became worse through the 1980s, now we are paying for it in two or three years. Every single analyst, the Congressional Budget Office, private analysts believe that by the end of next year we'll be through with that process and that will be shut down.
MR. MCLAUGHLIN: Yeah --
MR. BOSKIN: (Inaudible) -- the deficit remains a serious problem. To get it under control we have to get the economy growing more rapidly --
MR. MCLAUGHLIN: But the deficit is not getting under control, the deficit continues to bloat, it's up to $400 billion. Because of the size of the deficit, because of the size of the national debt Congress cannot reduce taxes and cannot -- Congress cannot increase spending. So you are hemmed in by the deficit. Do you claim any responsibility for the size of the deficit right now, the administration that is?
MR. BOSKIN: I think the President has worked hard to try to get the deficit down and has kept it lower than otherwise it would have been. Because see, we're paying off the S&L depositors now for a problem that persisted -- that was caused 15 years ago at the beginning and has persisted and because the Bush administration has gone ahead to deal with a very unpopular issue, cleaning up the sick S&Ls. The S&L industry as a whole returned to profitability for the first time last year.
MR. MCLAUGHLIN: Chairman Boskin of the Council of Economic Advisors, we'll be right back.
(Commercial break)
MR. MCLAUGHLIN: Governor Bill Clinton gave a speech in Pennsylvania and Philadelphia last week, and this week he talked about the environment and related the environment to the economy. What do you think of Clintonomics?
MR. BOSKIN: Well, first of all, John, he's got a ways to go in fleshing it out, but it appears, it seems to me, like warmed-over Dukakis economics with this kind of government micromanagement of things and excessive government intervention in the economy that could cause some serious problems. The few

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specific proposals he has made sometimes get into things that could be quite dangerous. In his speech on the environment, he called for such radical increases in the corporate average fuel economies that it would cost --
MR. MCLAUGHLIN: You mean 45 miles per gallon by 1990?
MR. BOSKIN: Well, it's out about a decade, it's not by 1990. (It's for ?) 40, then to 45. But this would shut -- potentially shut down the American auto industry. It --
MR. MCLAUGHLIN: I meant to say by the year 2000.
MR. BOSKIN: Yeah.
MR. MCLAUGHLIN: That's an inordinately zealous goal?
MR. BOSKIN: It's not only zealous; it's beyond what the scientists think is even achievable technologically, let alone what it would do economically. It would be a disaster for the American auto industry. Hundreds of thousands of American auto workers would lose their jobs. It would cost American consumers tens of billions of dollars. It's outrageous. It's fringe. It's beyond reality.
MR. MCLAUGHLIN: The Governor also believes in an industrial policy for the country. Is that odious to you?
MR. BOSKIN: In the context in which it means the government is going to get involved in making decisions for the private sector, I think it's bad. It's important the government do a variety of things, invest more in infrastructure, as we've started to do, and in R&D, but at the level where individual firms have their own commercial stake in the procedures and the technology and the production, and their workers and their managers have their own stake involved, then those ought to be left to the people who really know what they're doing. We shouldn't be replacing business firm workers and managers making decisions with bureaucrats in the Commerce Department or the Congress, congressional staff.
MR. MCLAUGHLIN: That sounds very sensible, but when you see reports as the one put out this week by the Fed, the Federal Reserve, and the Internal Revenue Service was involved, too, that the very rich in this country increased their share of the nation's total pool of privately-held property during the '80s economic boom by an extraordinary level, the richest one percent of American households, all of them millionaires, at a minimum, owned the biggest share of the total at the end of that period. By 1989, the top one percent was worth more than the bottom 90 percent of Americans.
What do you think of that?
MR. BOSKIN: Well, first of all, the study revealed that the top -- there was shuffling within the top 10 percent. The gains from the top one percent -- and people changed from year to year, who those people are -- were from numbers 2 through 10. So it's a reshuffling among the rich. Secondly --
MR. MCLAUGHLIN: Well, let me ask you --
MR. BOSKIN: When we look at what happened in the late '70s, you saw the same kinds of income inequalities go back to the 1970s. Every economist who has studied that suggests that.
MR. MCLAUGHLIN: Well, let --
MR. BOSKIN: We do have serious problems, but they mainly revolve around raising the productivity of our lowest productivity workers so their wages can go up and they can have a decent standard of living.
MR. MCLAUGHLIN: Let me ask you this question. You play tennis with the President of the United States regularly. you know him well. You're his principal economic adviser, that's your title, you're chairman of the Council of Economic Advisers. Has he ever expressed to you anything about his concern for the middle class of this country?
MR. BOSKIN: Of course. We discuss it all the time. We have discussions about the history of wage growth, what's going on with wage growth, detailed

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information is requested and provided on earnings and earnings patterns. What we've seen is tremendous changes in the world labor market, better educated people are doing well, people who are falling behind educationally are having serious problems, and we need to improve education and improve the training for those people.
MR. MCLAUGHLIN: In his State of the Union message, the President called for a 90-day moratorium on regulation. That is due to be lifted this week. What's going to happen?
MR. BOSKIN: Well, John, we're not going to end the attempt to rein in unnecessarily intrusive regulation that impedes job formation and business creation and expansion. There will be a variety of things the President will announce on Wednesday. But this effort will continue in various forms. It has been quite a successful effort so far. (Inaudible) -- the regulators to try to get them to limit the regulation that drives businesses and jobs offshore and prevents businesses from expanding and hiring people, while doing so with the necessary regulation in a way that protects the public health and safety.
MR. MCLAUGHLIN: Is he going to renew the 90 days?
MR. BOSKIN: Well, I think we'll let him make that announcement, John, but I can assure you that this process and the reforms will continue as we move through time.
MR. MCLAUGHLIN: Is he now going to deregulate banks or attempt to do so?
MR. BOSKIN: Well, there will be some continuing announcements in financial services, as in many other important sectors of the economy.
MR. MCLAUGHLIN: Are you going to encourage him to deregulate banks?
MR. BOSKIN: I'm going to encourage him to try to get what he thinks is -- what he himself believes is the right thing to do, regulatory reform that removes unnecessary regulation. Prudent oversight of banks will remain. That's necessary, that will continue, to make sure we have safe and sound banks.
MR. MCLAUGHLIN: Chairman Boskin of the Council of Economic Advisers of the President of the United States, we'll be right back.
(Commercial break.)
MR. MCLAUGHLIN: It's 1993. President Bush has been returned to office, so there's no political threat. It's the State of the Union address. What is the President going to say about the economy and what he plans to do to help economic growth in January of 1993?
MR. BOSKIN: The same kinds of things he's been saying for some time, some since 1989, some of which he mentioned in the State of the Union address this last time, John, that we need fundamental reform: fundamental reform in education, fundamental reform in health care, fundamental reform of our legal institutions, our civil justice system's a huge drain on our economy --
MR. MCLAUGHLIN: Anything --
MR. BOSKIN: -- fundamental reform of government, and he will be laying out additional proposals in this area. He is going to be --
MR. MCLAUGHLIN: Will he call for a tax increase as part of a deal, say, with Rostenkowski, of 32 percent to 35 percent --
MR. BOSKIN: No.
MR. MCLAUGHLIN: -- in the top marginal tax rate --
MR. BOSKIN: No.
MR. MCLAUGHLIN: -- in exchange for his capital gains tax. Will he do anything specific like that?
MR. BOSKIN: No, the President's not going to be calling for a tax increase. The President thinks taxes are as high as they should go. The President thinks --
MR. MCLAUGHLIN: Will he call for --
MR. BOSKIN: -- we should be controlling spending, he's going to be working hard to get spending under control. He's going to support both legislative and

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other means of controlling spending and promoting growth to get our deficit under control.
MR. MCLAUGHLIN: Chairman Michael Boskin, thanks for being my guest on "One-on-One."
MR. BOSKIN: Great to see you, John. end
PBS SEGMENT
MR. MCLAUGHLIN: H. Ross Perot says that the government has done nothing to help business. What do you think of that statement?
MR. BOSKIN: Oh, I think that's an unfortunately inaccurate statement. I think we'll hear more from Mr. Perot and more specifics and that we'll have an opportunity to discuss what he really believes about the economy and the role that government ought to play.
Government has done a lot to lay the foundation to have a prosperous private enterprise economy. The government has provided various types of research and development expenditures which spill over into the private sector. The government has provided a variety of other things. We're trying to get a tax system that minimally intrudes on the economy, and so on.
MR. MCLAUGHLIN: Are you disturbed by the --
MR. BOSKIN: But we have a ways to go, especially on the capital formation incentive side.
MR. MCLAUGHLIN: Are you disturbed by the plummeting of the stock market in Japan?
MR. BOSKIN: Well, it's something you have to keep an eye on. It has declined about 60 percent since 1989. Our view had been that it had been over-valued for a variety of reasons for some time, and we expected some correction. This obviously is going to cause some problems in Japan's economy --
MR. MCLAUGHLIN: Is it going to cause any problems here?
MR. BOSKIN: I think it's going to cause, if anything, only a very slight problem here. It could impair our exports to Japan slightly if Japan does slow down. But our exports have been growing because our firms are more and more competitive internationally --
MR. MCLAUGHLIN: Yeah, but if --
MR. BOSKIN: -- even in a sluggish world economy. The Japanese own a very small fraction of equity and bond assets in the United States. And I think it's kind of ironic, a year or two ago we had lots of people in the process complaining the Japanese were investing in America, now they're concerned they'll invest less.
MR. MCLAUGHLIN: Well the argument, of course, is that if there is a contraction in the economy of Japan, as there is now also in Germany, that means there's going to be less money to spend in those countries on exports from the United States to those countries. Now, our economic rebounding -- if that's the right word, if that's not too strong --
MR. BOSKIN: Yeah, we're improving.
MR. MCLAUGHLIN: -- the rebounding we're going through is built essentially on our export capacity. If that is stymied by reason of the economic conditions in those two countries, what's going to happen to our recovery?
MR. BOSKIN: Well, obviously we need exports to continue to grow as we need a variety of other things -- the money supply to grow and a variety of other things to happen to make sure the economy continues to improve. The Japanese and German economies' slowing thus far has not prevented our exports from expanding. We're getting larger market shares. We have other growing markets. And Latin America is a very substantial growing market. We're having a much greater number of exports to Mexico, expansion of exports to non-Japan Asia, and a big expansion of exports to Europe. So I think that while this --
MR. MCLAUGHLIN: But Mexico is not buying our T bills that floats our debt.

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Japan is. But Japan --
MR. BOSKIN: No, I think that's an exaggeration, John. There certainly has been Japanese investment in the United States. There's also been a lot of investment from other countries because America is a safe, strong place to invest. But it amounts to a very small fraction of the total.
MR. MCLAUGHLIN: Should President Bush go to the Rio de Janeiro Earth Summit in June?
MR. BOSKIN: Well, he has that under active consideration now. I think he said as recently as last week that --
MR. MCLAUGHLIN: He doesn't want to make a bad deal?
MR. BOSKIN: He will not make a bad deal that isn't in the best interests of the American environment and economy.
MR. MCLAUGHLIN: The bad deal apparently is that these other countries are going to look to us to underwrite the elimination of global warming, and that could cost billions of dollars. You don't like that idea, do you?
MR. BOSKIN: Well, the possibility of global warming is something we take very seriously. The people who have analyzed it realize there is a great deal of uncertainty. If it occurs, it will occur over a long span of time. We are investing over a billion dollars more than the rest of the world combined to close that scientific uncertainty. We also are taking other steps that are going to reduce our so-called greenhouse gas emissions, but the President --
MR. MCLAUGHLIN: We know that.
MR. BOSKIN: The President wants to make sure that whatever gets agreed to at Rio is a good deal, is sensible, and will --
MR. MCLAUGHLIN: But he's going to --
MR. BOSKIN: -- will help the environment, and not be --
MR. MCLAUGHLIN: If he declines --
MR. BOSKIN: -- unnecessarily intrusive.
MR. MCLAUGHLIN: If he declines to sign the deal in Rio, he's going to look like he's anti-environmentalist. If he does not go to Rio, on the other hand, he looks like he's suffering again from a failure of leadership. Scowcroft wants him to go; Teeter, who is running his campaign, wants him to go; Reilly, of course, wants him to go, who heads up the Environmental Protection Agency. My word is that you don't want him to go because you're afraid he's going to make a bad deal.
MR. BOSKIN: No, I'm not -- I'm never afraid the President's going to make a bad deal, I -- believe me, the President knows what a good deal is, he won't make a deal that's bad for the United States, or bad for the world, or bad for the environment. But I think this characterization of people's positions is probably misleading. In fact what is the case is the President has it under active consideration, he is the one that will make the decision, and --
MR. MCLAUGHLIN: And your prediction is that he's going to go. Is that a fair statement?
MR. BOSKIN: I think the President -- I think if a good deal can be made, the President can and will go.
MR. MCLAUGHLIN: You mean if that can be wired in advance?
MR. BOSKIN: Well, these negotiations have been going on for some time, so we'll see. You don't get there and then do the deal at the last second. Obviously, these are things that go on over a span of time. So I think the President has shown great leadership on the environment. He's concerned about the environment, and I think he has an outstanding environmental record, from clean air to conservation, and I think that's going to show up again.

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APRIL 17, 1992, FRIDAY

SECTION: MAJOR LEADER SPECIAL TRANSCRIPT

LENGTH: 4780 words

HEADLINE: JOHN MCLAUGHLIN'S "ONE ON ONE"
WITH GUEST: SECRETARY OF EDUCATION LAMAR ALEXANDER TAPED

KEYWORD:
ONE ON ONE ALEXANDER

BODY:
MR. MCLAUGHLIN: Stand and deliver.
(From videotape.)
PRESIDENT BUSH: Our future depends on education reform, on our ability to revolutionize, literally reinvent our schools. And to take that revolution beyond the four walls of the classroom.
(End videotape.)
MR. MCLAUGHLIN: Four years ago, George Bush ran for President, vowing to be the education president.
Now four years later, President Bush is taking the vow again, declaring that his singlemost important domestic goal in a second term is education reform. This weekend marks the first anniversary of Mr. Bush's education plan for the '90s -- a plan that he calls America 2000.
Forty-four states in over 1,100 communities have adopted the America 2000 goals. The President wants American students to be number one in the world in Math and Science by the end of the decade, but in a recent study of 13-year-olds in 15 nations, American students placed 14th in Math and 15th in Science. How will Mr. Bush raise those scores in a second term? Will the education president make the grade? We'll ask his education point man.
Born, Knoxville, Tennessee, 51 years of age; wife, Leslie "Honey", four children, Presbyterian. Vanderbilt University, B.A., Phi Beta Kappa. New York University School of Law, Doctor of Laws. US Senator Howard Baker, legislative assistant to, two years. Nixon administration, Bryce Harlow (ph), congressional liaison staff, one year. Private law practice, 10 years. Tennessee governor, 10 years. Author, three books: "Japanese and Tennesseeans," "Steps Along the Way," and "Six Months Off." University of Tennessee, president, 2-1/2 years. Bush administration, Secretary of Education, one year and currently.
Andrew Lamar Alexander, it's "One on One."
Secretary Alexander, four years ago, President Bush campaigned on the theme that he would be the education president. What has he accomplished during his first term?
SEC. ALEXANDER: He's set a new agenda. He's taken the six national education goals, first time in our history and made them the nation's goals. He's got 44 states signed up in that, a thousand communities, 700 of the most creative teams in America working on break the mold, start from scratch new American schools. He's working with teachers to create world-class standards and a national examination system, and he's working hard to give teachers more flexibility and families more choices of schools. He's got us moving exactly where we ought to go on a nine-year crusade toward American 2000.
MR. MCLAUGHLIN: But you know better than I do that educational reform depends

upon the cooperation of Congress, correct?
SEC. ALEXANDER: Wrong.
MR. MCLAUGHLIN: Why is that wrong?
SEC. ALEXANDER: Well, because everybody in America knows that most of what happens in our schools happens in Las Cruces and Billings and San Antonio and Nashville in local schools and in families there. Congress can help, Congress can slow things down, but most of the action is outside Washington, which is why I spend most of my time out there.
MR. MCLAUGHLIN: Well, what I'm getting at, for example, is that you propose a model schools program, correct? A model school in every district of the United States.
SEC. ALEXANDER: Well -- well, we --
MR. MCLAUGHLIN: And Senator Kennedy is the head of the Education Committee in the United States Senate. And instead of allocating funds to the model school system, the $845 million went to the existing school system. That's why I'm saying that the United States Congress can determine the course of federal reform of education in the United States. Is that true or false?
SEC. ALEXANDER: It -- it can slow it down. But even though the Congress is saying no to break the mold schools, slow down on standards and testing, no flexibility for teachers, no choices for parents, even though they're saying that, the states and the communities, the teachers, the citizens are moving ahead.
MR. MCLAUGHLIN: All right, but why is it that the President of the United States has done so little to exert any benign leverage on the Congress? Why has he done so little to try to persuade Congress to do what the President thinks ought to be done at the federal level?
SEC. ALEXANDER: Well, now, John, the members of Congress are grown up men and women. The President doesn't have to go up there and raise their hands when it comes time to vote. He's advocated choices for families, flexibilities for teachers, new American schools for communities. He's worked hard on that, but --
MR. MCLAUGHLIN: But he's left the impression that it is all on automatic pilot, at least with, for example, Wendell Ford. Wendell Ford is the Chairman of the House Education and Labor Committee. He said Bush has never once called him to lobby for a piece of legislation. The Secretary -- that's you -- the Secretary spends all of time running around the country talking about goals and choice, not about what the schools need. What do you say to Wendell Ford?
SEC. ALEXANDER: Well, it's Bill Ford who's the House Chairman, and Wendell Ford might be a little mad at us for getting him mixed up. But Bill Ford's beginning to get it right. I do spend a lot of my time going around the country for goals, because goals are important. They're the dreams of this country, the vision of where we want to go. They're the nation's goals for education, and I do spend a lot of my time arguing that families ought to have more choices of schools.
Middle- and lower-income families ought to have more of the same choices that wealthy families have. It will make better schools for everybody, and be fair to those families. And the President has been very active and vigorous on that, and I think it's wrong for the business-as-usual crowd in Congress to say, "Well, just because we don't do the right thing, it's the President's fault." We need a new Congress if that's the case.
MR. MCLAUGHLIN: So you reject the -- Bill Ford's criticism of the President.
SEC. ALEXANDER: Well, I do reject Bill Ford's criticism of the President. We worked with Bill Ford hard, and with the House committee, and what they need to do is -- they're afraid of change. They've thrown in with the business-as-usual crowd, they like the status quo. The President wants revolutionary change --

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that's what the country wants -- but it's more than Congress will do.
MR. MCLAUGHLIN: Is your educational reform, and the President's educational reform, being stonewalled by the National Education Association or any other teachers union?
SEC. ALEXANDER: Well, the President has tried to be bipartisan. We've involved the teachers all across the country in what we're doing, and I don't spend my time going around criticizing their associations because it sounds like I'm criticizing the teachers. But of course the teachers unions get in the way, and this is an election year, and they support democratic candidates, so it will be more difficult now. But they're not the only obstacles to change. The communities themselves are obstacles to change because they think the schools we've got today -- "good enough for me, good enough for my child or grandchild" and they're not.
MR. MCLAUGHLIN: Don't you think the educational picture of the country is still pretty dismal? You've got low test scores, you've got a high school dropout rate that's -- particularly for the hispanics -- very bad. It's diminishing somewhat for the blacks, but it's very bad for the hispanics and getting worse. The drugs problem, the crime problem, metal detectors going into some schools, teenage pregnancy, the problem with aids, US low math and science -- scores are low. And in comparison to 16 other countries, the United States students, only ten percent hold their own, and 90 percent are below these other countries. The writing skills are low -- another item in the US. USA Today indicates that students from the more privileged schools, the urban schools, do very poorly in writing skills. Isn't it a pretty dismal picture?
SEC. ALEXANDER: It is. The answer to your question is yes, but thanks to the work of the President and the governors and lots of other people, we're headed exactly in the right direction. For the first time, we have national education goals; for the first time, we have 44 states working on a strategy to reach them; for the first time, we're developing world-class standards. Already, in 30 percent of the classrooms, new world-class math standards --
MR. MCLAUGHLIN: Yes, but you're talking --
SEC. ALEXANDER: -- national exams, break-the-mold schools, all of this will raise the scores and help us have the best schools in the world. But you can't do it, you know, in one month or two months.
MR. MCLAUGHLIN: But the break-the-mold schools have gone nowhere in the past year.
SEC. ALEXANDER: No, no, in Congress they haven't, John. But you're making the mistake that people in Washington make --
MR. MCLAUGHLIN: How many break-the-mold schools do you have now?
SEC. ALEXANDER: The -- we have 686 of the most creative people in the world in design teams -- 686 design --
MR. MCLAUGHLIN: But how many existing schools --
SEC. ALEXANDER: -- teams ready to creat break-the-mold schools in hundreds of communities -- more than 1100 communities have schools that are rethinking --
MR. MCLAUGHLIN: But none are operational. None are operational.
SEC. ALEXANDER: You can't get a school up in a month, John.
MR. MCLAUGHLIN: Okay, but --
SEC. ALEXANDER: That's a typical Washington response --
MR. MCLAUGHLIN: -- if you can't get a school up in a month,
SEC. ALEXANDER: -- to a long-term problem.
MR. MCLAUGHLIN: -- how can you possibly pretend that -- in 1992 -- eight years from now in the year 2000 our American students are going to be number one, which is part of America 2000's declaration, number one in science and math, when they're coming in 15th and 14th in those two disciplines now?
SEC. ALEXANDER: Because by then there will be tens of thousands of new

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American schools. There will be a new math and science curriculum in virtually every classroom, teachers will have more flexibility, and parents will have more choices, and scores will be up. They will be up.
MR. MCLAUGHLIN: Will you have national testing?
SEC. ALEXANDER: There will be a national examination system available in every community, and there will be tens of thousands of America 2000 communities mobilized, the whole communities, not just the teachers, to help their children reach those goals -- Richmond; Billings; Derry, New Hampshire; Fresno; Santa Barbara; Las Cruces. Memphis has 800 citizens in tax forces finding ways to move toward these national educational goals and making the changes we're talking about.
MR. MCLAUGHLIN: Will you have a voucher system that will permit parents not only to select a public school of their choice, wherever it is, but also a parochial or private school of their choice?
SEC. ALEXANDER: The answer to that is yes. I think that is inevitable in this country. We do it with colleges and universities and have since the GI bill. We do it with day care, and we should do it with elementary and secondary education.
MR. MCLAUGHLIN: Secretary Alexander, we'll be right back.
(Commercial break.)
MR. MCLAUGHLIN: On April the 10th, you said at a public gathering that you didn't think education was going to be a big issue. The President, however, this very week, came out and said it's going to be a major campaign issue and he's going to be the campaign (sic, education) president. Are you talking to the Commander-in-Chief?
SEC. ALEXANDER: I'm talking to him and I read that story and couldn't remember having been at the same meeting because -- and other reporters were there and in the Christian Science Monitor it said I said that education would be a battleground. Let me just clear it up.
Education will be a big issue in the campaign.
MR. MCLAUGHLIN: What you're quoted as saying is, "How can you have an issue if there is little difference between the President and Bill Clinton."
SEC. ALEXANDER: I was trying to explain the difference between a priority issue -- something that's important, which education is -- of course, it's going to be a big issue, it shapes the future of our country -- and an issue that becomes divisive and partisan. And I didn't say it well or it got misreported, so let me just say it straight. Of course, it's going to be a big issue and we'll see what the differences are between the President and the Democratic nominee.
MR. MCLAUGHLIN: What do you think that those differences are between President Bush and Bill Clinton?
SEC. ALEXANDER: Well, I think Governor Clinton will have the same problem with his party on education that Paul Tsongas had on taxes. And President Bush has his agenda and it's the America 2000 agenda -- break-the-mold schools, flexibility for teachers, choices for families, radical change. But the business-as-usual crowd, the establishment, that runs the Democratic Party in education won't go for that.
MR. MCLAUGHLIN: You're talking about the union crowd?
SEC. ALEXANDER: Sure, the education establishment will pull back the Democratic nominee toward the business-as-usual, go slow attitude.
MR. MCLAUGHLIN: You're saying that the establishment, Democratic establishment education crowd -- that's your designation --
SEC. ALEXANDER: That's right.
MR. MCLAUGHLIN: -- is going to make a creature out of Bill Clinton. But already we see Bill Clinton confronting that crowd. For example, on the apprenticeship program, he is against that crowd. On the report card program which he favors

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and you favor too -- a report card to the nation on the performance of individual school districts, he's going against that teacher union crowd and the Democrats on the Hill and I think you would put into that category the previously mentioned Bill Ford. He's also going against that crowd on national testing. So he is showing some independence of judgment, is he not?
SEC. ALEXANDER: Well, the question is whether you want a president -- a president who is leading the country for radical change, break-the-mold schools, flexibility for teachers or someone who is for "some" change, "some" choices of schools, "some" improvement, and a Democratic nominee is going to be nominated by and dominated by the business as usual crowd in education, and it's going to have a very hard time coming close to President Bush in terms of the radical agenda for change in our education system. We'll have to see how that develops.
MR. MCLAUGHLIN: It -- is this an illustration of what you mean: Bill Clinton favors a voucher system -- I guess it's a voucher system -- to permit parents -- or some kind of a system that would enable parents to choose a public school of their choice. But he is opposed to permitting parents to send their children to a Catholic school of their choice on taxpayer's dollars.
SEC. ALEXANDER: That's an example. And I'd say it this way: President Bush favors giving middle- and low-income families more of the same choices of all schools. Governor Clinton favors giving families more of the same choices of some schools. One is for radical change, one is for some change. And you watch that on the other issues.
I was disappointed last week by one of the Clinton camapign operatives attack on the idea of the new American school. Now there's no need for that in a campaign. This is an idea that would create thousands of start from scratch schools, Saturn-type schools, and the idea is -- that the slow, business as usual crowd has is, "Just turn it over to the same people who have given us the schools we've gotten and leave it to them. Let's cut out everybody -- independent governors, corporations, private schools. None of those people have an idea worth considering."
MR. MCLAUGHLIN: What do you say to what Clinton said this week? Clinton went into Pennsylvania and he said, "I favor -- I, Bill Clinton, favor universal access to student loans. The President came into Pennsylvania knowing that was my position, and he immediately preempted that. He stole the issue from me," he said in so many words. Then he said, "Now who's being slick? Me or the President?" What do you say to that?
SEC. ALEXANDER: Well, I was -- I'd -- I'm a little disappointed by that. If -- I mean, if Governor Clinton comes out for world peace, we're not going to accuse him of stealing it from the President. I mean, what are you supposed to do in a campaign if you're the President of the United States? You're supposed to lay out what you want to do in your second term. And what the President said, let's give a $25,000 line of credit for education and job training to every single American so they can get a better job and improve their lives, pay it back out of their earnings. That's different. And they can use it just to take one course at a time, whether or not they're going toward a degree. Now if Bill Clinton wants to talk about that, he should go talk to his business as usual friends in Congress who rejected it when the President supported it.
MR. MCLAUGHLIN: You mean earlier -- this is not a new idea with President Bush.
SEC. ALEXANDER: Oh, no, it's not.
MR. MCLAUGHLIN: He -- he advanced this earlier. He advanced it about the time of the governors' conference, did he not?
SEC. ALEXANDER: Let's give the -- let's give the credit where the credit it due. Representative Petri from Wisconsin has been working on it a long time. The President has supported his efforts. But when the Congress rejected

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Representative Petri's effort, the President sent it right back up to Congress and said, "This is the kind of President I would be in the new term." Now if Governor Clinton likes that idea, too, so much the better. But --
MR. MCLAUGHLIN: So are you saying that Governor Clinton was deceitful in saying that the President preempted the universal access to student loans idea from him?
SEC. ALEXANDER: No, I'm saying that that's silly to have an issue about that. I mean, this is a campaign for the presidency. I don't want to see the President of the United States -- you don't see him going around saying, "Senator X or Governor X has a good idea; he stole it from me." Let them say their ideas --
MR. MCLAUGHLIN: All right, let's --
SEC. ALEXANDER: -- and let people evaluate them both. I mean, Governor Clinton came out for the line-item veto. Did he get that from Governor Reagan? President Bush came out for giving families choices of all schools including private schools. Did he get that from Milton Friedman at the University of Chicago? That's not important. That's a silly issue. MR. MCLAUGHLIN: Well, is there any area where the Governor might be being -- is he demonstrating any kind of slickness in this campaign on the education issue?
SEC. ALEXANDER: President Bush told me he wanted the education issue bipartisan. We've got 44 governors involved, and half of them are Democrat, including Governor Clinton. And President Bush told the Cabinet not to go around criticizing the Democratic candidate, so I'm not going to start criticizing Governor Clinton. My interest is in letting the American people know what George Bush is doing to become Education President. I think that's what they want to hear.
MR. MCLAUGHLIN: All right. Let me ask you this. You've been emphasizing that President Bush's program of reform is more radical. It's deeper. It's wider.
SEC. ALEXANDER: Right.
MR. MCLAUGHLIN: In education.
SEC. ALEXANDER: Sure.
MR. MCLAUGHLIN: Yet, on the subject of student loans and the repayment of student loans, Governor Clinton wishes to give the student an option. The student can pay, or the student can work it off. Now, that goes wider on that payment, that is, through national service or payroll deductions, than the President goes. The President says it is repaid by payroll deduction but not through national service. So the radicalism, if you will, of the repayment of student loans favors Clinton over Bush, does it not?
SEC. ALEXANDER: Well, there's a difference between radicalism and coming up with something that you can't pay for. In the first place, we already have that idea in the law. The government already spends -- forgives student loans for teachers, forgives student loans for doctors. The President worked with Senator Kennedy a couple of years ago to come up with a program that forgives student loans for community service. That's already federal law.
But there's 63 billion -- that's true, it's already federal law, and we spend about $150 million a year on it. But there's $63 billion, billion dollars, in student loans. Now where are you going to get the $63 billion to pay it back if people work that off in community service? So, it's a wonderful idea, but I haven't heard anybody say where we're going to get the $63 billion unless we raise taxes or increase the deficit, which President Bush won't do. MR. MCLAUGHLIN: You think in withholding that side of the problem, of repayment, that Bill Clinton is being less than truthful with the American people?
SEC. ALEXANDER: John, you're saying that. What I'm saying is he's come up with an idea without a way to pay for it and an idea that's already part of the federal law to the extent that the government can pay for it. And it's not a bad idea.

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MR. MCLAUGHLIN: Well, in the interest of true political and public policy discourse, would it not have been better for Bill Clinton to have said what you just said about the $63 billion?
SEC. ALEXANDER: I think it would be better for him to say that, yes.
MR. MCLAUGHLIN: Do you want to trace the fact that he didn't say it to political deceit?
SEC. ALEXANDER: I'm not going to accuse him of that. My job is to let the country know what President Bush is doing to improve our schools and to mobilize this country to create the best schools in the world, not to trash somebody who might be the Democratic nominee.
MR. MCLAUGHLIN: We'll be right back.
(Commercial break.)
MR. MCLAUGHLIN: Secretary Alexander, are private schools better than public schools?
SEC. ALEXANDER: No. I wouldn't say they are at all. Some schools are better than other schools. Most schools are public schools. I see inspiring, wonderful public schools everywhere I go in America. But all schools need to be radically changed. They were created for our grandfathers' day. They don't fit today's family, today's world.
MR. MCLAUGHLIN: In the bulk, you don't think private schools are better than public schools?
SEC. ALEXANDER: No, I really don't. If you made a list of the best schools in America, there would be more public than private because there are so many more public schools.
MR. MCLAUGHLIN: Well, if you did it on a ratio basis, don't you think private schools would be better?
SEC. ALEXANDER: I wouldn't say that, either. Schools are to fit children, and the key is what school fits your child.
MR. MCLAUGHLIN: Secretary Alexander, thanks for being my guest on "One On One."
SEC. ALEXANDER: Thank you.
PBS SEGMENT
MR. MCLAUGHLIN: On the differences and similarities between Governor Clinton's position and the position of George Bush, there is one area where you both appear to agree unqualifiedly, and that is the issuance of report cards to states, and to districts, and to schools. You like the idea of annual report carding. Is that correct?
SEC. ALEXANDER: That's correct, and the governors -- all of the governors, Democrats and Republicans, and the President, have worked to create the goals, and to create report cards, and to create national exams -- voluntary -- which will help communities know how their kids and how their schools are doing. We have to have a lot higher standards, and that's the only way we're going to know if we're reaching them.
MR. MCLAUGHLIN: Now the establishment -- the union establishment -- the American Federation of Teachers and the National Education Association both deplore this kind of report carding, correct?
SEC. ALEXANDER: Well, I've got -- I need to be careful with that. That's really not exactly right. Al Shanker, with the American Federation of Teachers, has been a real leader in the standards and testing issue in this country, and generally, President Bush and Mr. Shanker agree.
The NEA has tried to help, but get off the reservation some on the examination issue. So there is more of consensus about this among educators and the President than almost any other issue, and we're going to have a national examination system.
MR. MCLAUGHLIN: Well, if that's the case, if Al Shanker and the American Federation of Teachers like the idea of testing or standardization --

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SEC. ALEXANDER: Yeah.
MR. MCLAUGHLIN: And you like it, and Clinton likes it, why is it that the AFT has come out in support of the candidacy of Bill Clinton and not George Bush?
SEC. ALEXANDER: Now, John, you've been around a long time. I mean, this is an election year. Al Shanker is a union leader and Bill Clinton is a Democrat. I mean, he's about the last Democrat running for President, and if I were Clinton, I think I'd ask Al, "Where have you been?" I mean, Al could have hurt himself jumping on the caboose.
MR. MCLAUGHLIN: Are you saying that -- what percentage of the delegates of the Democratic Party, attending the Democratic convention, and voting for the presidential nominee -- which they will do in July, just a few months away -- what percentage of those delegates -- 4,000 plus -- are members of the AFT or the NEA?
SEC. ALEXANDER: Well, 20 percent of the delegates to the convention in 1980 were teachers union members, and education is the most unionized enterprise in America. But teachers make their own minds up. They are independent professional people. A majority of teachers, for example, voted for President Reagan.
MR. MCLAUGHLIN: Another area to compare Clinton and Bush in the matter of education, and that's the program called "Head Start." What's Head Start?
SEC. ALEXANDER: Head Start is a 25-year-old program to help very young children -- five-year-olds and four-year-olds -- get ready for school. That's goal number one of the national education goals. It has been very successful. It involves parents -- parents have to help elect the director -- it's very flexible, costs less than regular public school actitivies --
MR. MCLAUGHLIN: How much money do you think your administration is putting -- or do you know -- your administration is putting into Head Start?
SEC. ALEXANDER: Well, it's billions of dollars, and the President has recommended the largest new increase in history for Head Start, and more than a billion new dollars, so that every four- year-old whose family wants it, will have a chance to have a Head Start experience.
MR. MCLAUGHLIN: Now this surprises me. I thought the figure was 600 million [dollars].
SEC. ALEXANDER: No, you may be right. I was thinking about student loans -- you're correct.
MR. MCLAUGHLIN: Now you --
SEC. ALEXANDER: Six hundred million new dollars, but it is correct that the new money is the largest increase ever.
MR. MCLAUGHLIN: Okay, but --
SEC. ALEXANDER: And every four-year-old --
MR. MCLAUGHLIN: Mr. Clinton wants 4 billion [dollars], and that means -- that's almost eight times more than the 600 million [dollars] that you want.
SEC. ALEXANDER: Well, John, the -- now, I'm sure the President would like to have 4 billion, 6 billion, 8 billion more. He'd like to put more money in lots of things, just as Governor Clinton would like to do in Arkansas. But I noticed that Governor Clinton had to go home to Arkansas and cut the budget by one or two percent because the economy was down.
So when the President makes up a budget this year, he had a flat budget -- no new discretionary dollars -- more into education than into any other subject. And one of the biggest increases was -- you're correct, the 600 million new dollars for Head Start.
MR. MCLAUGHLIN: Are you telling me that when Governor Clinton, if he were President of the United States facing a $400 billion current accounts deficit and a $3.8 trillion national debt, might be a little bit more astringent in his expectations?

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SEC. ALEXANDER: Well, sure. It's one thing to run around and campaign and say, "I'd like to do this, and I'd like to do that." Any candidate for Governor knows that. It's another thing to make a budget. It's President Bush's budget priority -- Head Start and Education.

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IF BILL CLINTON HAS HIS WAY, 30,000 MICHIGAN AUTOWORKERS WILL GO FROM THE ASSEMBLY LINE TO THE UNEMPLOYMENT LINE.

THE U.A.W. VS. CLINTON/GORE

It's called the CAFE bill, S. 1224. Otherwise known as the "Bryan Bill".

It would require that the corporate average fuel economy (CAFE) be raised to 40 mpg. A requirement that would prompt more American auto manufacturers to shift large car production overseas. Costing thousands upon thousands of U.S. autoworkers their jobs. A cost America simply can't afford.

Adding insult to unemployment, the Bryan Bill would give foreign car companies an unfair advantage, allowing them to export smaller cars to meet CAFE standards while U.S. "full-line" manufacturers would be penalized.

The U.A.W. has defined their number one priority as fully and completely defeating the Bryan Bill.

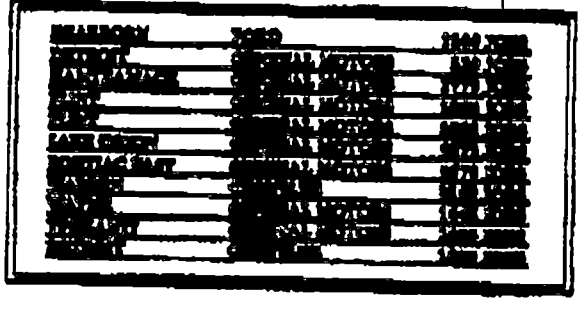
Bill Clinton, on the other hand, has fully and completely endorsed it.

Which only stands to reason, since his running mate, Al Gore, co-sponsored it. Even thought it would put 4,500 jobs at risk at the General Motors plant in Spring Hill, Tennessee, Senator Gore's home state.

The Democrats say they want to make a difference.

For 30,000 autoworkers in Michigan, it could be the difference between working and not.

It's your vote. Use it to save your job. BUSH/QUAYLE '92



Private and Confidential **CAFE - Print Ad 8/18/92 5:20PM**

Heading: IF BILL CLINTON HAS HIS WAY, 20,000 OHIO AUTO WORKERS WILL GO FROM THE ASSEMBLY LINE TO THE UNEMPLOYMENT LINE.

Subhead: The U.A.W. vs. Clinton/Gore

Text: It's called the CAFE bill. Also known as the "Bryan Bill" in the U.S. Senate. they ought to call it the Clinton bill. ✓

It would require that the corporate average fuel economy (CAFE) standard be raised to 40 mpg from 27.5 mpg. A requirement that would prompt more American auto manufacturers to shift large car production overseas. Putting up to 300,000 autoworker jobs at risk nationwide.

A risk America simply can't afford.

The legislation threatens so many jobs that the U.A.W. is among the groups who oppose it.

Bill Clinton, on the other hand, has fully and completely endorsed the 40 mpg standard. He even wants to raise it to 45 mpg.

And Clinton's running mate, Al Gore, was an original co-sponsor of the CAFE bill. Even though it would put 4,500 jobs at risk at the General Motors plant in Spring Hill, Tennessee, Senator Gore's home state.

And in his recent book, Gore calls for a total elimination of the internal combustion engine and identifies the automobile as America's greatest national security threat.

The Democrats say they want to make a difference.

For 20,000 autoworkers in Ohio, it could be the difference between working and not.

It's your vote. Use it to save your job.

Logo: Bush/Quayle '92

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Jobs at Risk		
Lorain, Ohio	Ford	~~3,985~~
Lordstown, Ohio	GM	7,015
Moraine, Ohio	GM	2,775
Toledo, Ohio	Chrysler	4,444

5813

Source: the Motor Vehicles Manufacturers Association of the United States, Inc., March 1992.

Private and Confidential CAFE - Print Ad 8/18/92 5:20PM

Heading: IF BILL CLINTON HAS HIS WAY, NEARLY 40,000 MICHIGAN AUTO WORKERS WILL GO FROM THE ASSEMBLY LINE TO THE UNEMPLOYMENT LINE.

Subhead: The U.A.W. vs. Clinton/Gore

Text: It's called the CAFE bill. Also known as the "Bryan Bill" in the U.S. Senate.

It would require that the corporate average fuel economy (CAFE) standard be raised to 40 mpg from 27.5 mpg. A requirement that would prompt more American auto manufacturers to shift large car production overseas. Putting up to 300,000 autoworker jobs at risk nationwide.

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And in his recent book, Gore calls for a total elimination of the internal combustion engine and identifies the automobile as America's greatest national security threat.

The Democrats say they want to make a difference.

For nearly 40,000 autoworkers in Michigan, it could be the difference between working and not.

It's your vote. Use it to save your job.

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Jobs at Risk		
Dearborn, Michigan	Ford	~~2,300~~
Detroit, Michigan	GM	320
Detroit, Michigan	GM	2,770
Flint, Michigan	GM	3,885
Flint, Michigan	GM	5,020
Lake Orion, Michigan	GM	5,275
Lansing, Michigan	GM	6,840
~~Pontiac, Michigan~~	~~GM~~	~~5,670~~
Pontiac, Michigan	GM	5,970
Warren, Michigan	Chrysler	3,152
Wayne, Michigan	Ford	1,445
~~Ypsilanti, Michigan~~	~~GM~~	~~2,483~~
Wixom, Michigan	Ford	3,322

1769

Source: the Motor Vehicle Manufacturers Association of the United States, Inc., March, 1992.

301-574-7449

- printed q+a of speech.
- thx morning's Times Post.
- Drexel University / 40 by 2,000
  - expand. of 40 by 2,000!
- Drexel University
- 336-7094
- Cicani

Bruce.

Scully

Andy - free trade / Auto
- last Thursday
Butterworth
Shephard

Clinton quote yesterday (8/22) re CAFE -- our claim that his position will cost jobs:

- "Look how many auto jobs, we've lost because we didn't move into high mileage cars."

14TH STORY of Level 1 printed in FULL format.

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August 21, 1992, Friday, BC cycle

SECTION: Financial Report. Energy News.

LENGTH: 252 words

HEADLINE: CLINTON SOFTENS STANCE ON U.S. FUEL ECONOMY RULES

DATELINE: DETROIT, AUG 21, REUTER

BODY:

Democratic presidential candidiate Bill Clinton softened his stance on the need for stricter fuel economy standards but Detroit's leading auto manufacturers said they still need to hear more.

In a campaign speech to the Detroit Economic Club, Clinton said he favors legislation that would raise the nation's corporate average fuel economy (CAFE) standard to 40 miles per gallon by 2001, provided the technology to meet the target exists.

"I strongly believe we have to raise the mileage standards, but I have never said that I didn't think there was more than one way to do it or that we should be flexible in the way we approach it," Clinton told an audience of Detroit businessmen, including top executives from General Motors Corp <GM.N>, Ford Motor Co <F.N> and Chrysler Corp <C.N>.

Currently, companies that sell cars and trucks in the United States must have an average fuel economy for their entire fleet of 27.5 miles per gallon.

Clinton said it may become necessary to impose different standards on large cars than small cars so as not to penalize U.S. automakers unfairly.

GM chief financial officer William Hoglund told reporters Clinton's latest comments on fuel economy suggested a softer approach may be in the offing.

"It's better than where he has been," Hoglund said.

* Indeed, earlier in the campaign, Clinton had suggested the CAFE standard could eventually be increased to 45 mpg, drawing fire from Republicans who claim it will force American automakers to ship jobs overseas.

Clinton now trying to stroke the other side

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Clinton Steps Up Attack During Midwest Swing

Rivals Are Likened to 'Money-Changers'

By Edward Walsh
Washington Post Staff Writer

BOARDMAN TOWNSHIP, Ohio, Aug. 22—It is not going to be a kinder, gentler presidential campaign.

Forty-eight hours after the close of the Republican National Convention, as Bill Clinton and Albert Gore Jr. returned to their favorite campaign weapon—the bus—that much is abundantly clear. Today, a sparkling summer day in the industrial Midwest, their 18-vehicle campaign caravan skirted the southern shore of Lake Erie while the Democratic presidential and vice presidential nominees mocked and scorned President Bush, joining GOP spokesmen in Houston in setting the tone for an election contest that is likely to grow rougher in the weeks until Nov. 3.

Within hours of Bush's acceptance speech, Clinton in effect called the president a liar. Friday night, at the Olivet Institutional Baptist Church in inner-city Cleveland, the Arkansas governor compared his Republican opponents to the Pharisees of the New Testament and the "sanctimonious money-changers" driven from the temple by Jesus.

"I tell you, the God I believe in teaches me to be humble," he said.

Meanwhile, the Clinton campaign staff—eager to prove its ability and willingness to hit back hard and fast at the Republicans—issued pages of statements from economists, business leaders and others attacking the economic proposals Bush made at the convention. One document, labeled a "Republican Lie Meter," accused the GOP of a total of 102 lies during the first three days in Houston.

Joined by their wives, Hillary Clinton and Tipper Gore, and by Sen. Bill Bradley (D-N.J.), the Democratic ticket mates today rolled through some of the aging industrial towns of this region that were once Democratic strongholds but where the Republicans have made major inroads in the last three presidential elections.

Stopping in Parma, a working-class suburb south of Cleveland, Clinton stood on a platform at the intersection of Ridge Road and Virginia Avenue to mock Bush's emphasis on foreign policy during his acceptance speech.

"George Bush spent the last four years traveling around the world," Clinton said. "He's been everywhere but America. I think foreign policy is important, too, but you can't be strong abroad if you're not strong at home."

"They talk about family values," he added. "How can you be for family values if you don't value families? . . . I'll value your families. I'll wake up every morning worrying about your kids. I'll work to give your people a better life, and that's what you need in a president of the United States."

Late today, Clinton and Gore were greeted by a crowd of about 10,000 people at a shopping center in this suburban area just outside of Youngstown. Citing Bush's criticism of Congress in his acceptance speech, Clinton declared, "They've had the White House for 12 years. How long are we going to let them make excuses? My momma would have whipped me as a boy if I talked like that."

This is the third campaign bus tour by Clinton and Gore and the second to take them to Ohio, a traditional battleground state in the general election. But even as the two Democrats were greeted by friendly, cheering crowds, the party's standard-bearer continued to duck questions about two potentially troublesome issues for him here in the nation's industrial heartland.

One is the proposed North American Free Trade Agreement among the United States, Mexico and Canada that was negotiated by the Bush administration and which critics say will lead to the loss of millions of U.S. manufacturing jobs to cheap labor in Mexico. On Aug. 12, Clinton issued a statement endorsing a free-trade pact in principle but withholding judgment on the specific proposal until he studies its details.

"When I have a definitive opinion, I'll say so," Clinton told the Detroit Economic Club on Friday. Today he let stand without comment an assertion by a questioner at a senior citizens center in Cleveland that within one year of implementation of the accord, 3 million U.S. jobs would be lost to Mexico.

The other issue involves demands for more stringent automobile fuel-efficiency standards, which critics say also would threaten millions of jobs in the beleaguered U.S. auto industry. Gore is a cosponsor of legislation that would increase the mandatory fuel-efficiency standard from 27.5 to 40 miles per gallon by early in the next century, a stance his staff says is an opening negotiating position with the auto industry. Clinton told the Detroit Economic Club he was "flexible" on the issue, adding, "I don't think we should ask the impossible."

"We're going to have to raise the mileage [standard], but there are all kinds of ways to do it that won't cost jobs," he said today in response to a Bush campaign ad in the Cleveland Plain Dealer citing Gore's sponsorship of the legislation. "If Bill Clinton has his way, 20,000 Ohio auto workers will go from the assembly line to the unemployment line," the ad said.

Clinton's first bus tour to Ohio took him to largely white, Republican areas in the central part of the state. In contrast, he began this tour in heavily black areas of Cleveland. And when he reached Parma, addressing a virtually all-white audience, he continued to speak about unity and racial tolerance, a central theme of his campaign.

He told the crowd about his appearance the night before at the Baptist church in Cleveland and how the subject of race was never mentioned by his black audience. "You know what they asked me for? Jobs, education, health care," he said. "We've got to join hands again."

11TH STORY of Level 1 printed in FULL format.

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PR Newswire

August 21, 1992, Friday

SECTION: Financial News

DISTRIBUTION: TO BUSINESS, AUTO AND LABOR EDITORS

LENGTH: 350 words

HEADLINE: STATEMENT OF UAW PRESIDENT OWEN BIEBER ON U.S. AUTO INDUSTRY JOBS AND FUEL-ECONOMY IMPROVEMENT

DATELINE: DETROIT, Aug. 21

KEYWORD: bc-Bieber-fuel-econ

BODY:

The following statement by UAW President Owen Bieber was released today by the United Auto Workers union.

Those of us on the front lines of the tough fight to defend U.S. manufacturing jobs against an assault which has often come from the Republican leadership itself, find the sudden alarm of George Bush and John Engler over the prospect of auto-industry jobs at risk both hypocritical and unconvincing.

The record is clear -- Bush administration trade and economic policies have been a major factor in the loss of tens of thousands of good U.S. auto-industry jobs at the Big Three and in the supplier sector as well. His proposed NAFTA deal will destroy hundreds of thousands more.

As for Governor Engler's statement earlier this week he never said a word about this issue until he got to Houston, Texas for a partisan political convention. And what about his record. He's been governor of the principal auto-producing state for nearly two years and unemployment in Michigan hasn't fallen below 8 percent since the day he took office. As of yesterday, it was 9.4 percent.

UAW members aren't fooled by this transparent campaign ploy and we don't think other Americans will be either.

As far as Governor Clinton's views on fuel economy and the environment go, like the governor, the UAW has long been on record in support of efforts to improve fuel economy. We have consistently supported measures that balance the quest for improved fuel economy with the need to protect jobs, build the safest possible vehicles and offer American consumers the broad choice of domestically produced vehicles they deserve. Based on the governor's remarks at the Detroit Economic Club today, we appreciate his commitment to a flexible approach to fuel-economy improvements that does not put domestic producers and U.S. auto jobs at risk.

Compared to the politically expedient Bush/Quayle/Engler smoke-machine approach -- that's a breath of fresh air indeed.

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ORGANIZATION: United Auto Workers

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PR Newswire, August 21, 1992

SUBJECT: Congressional; Gubernatorial; Presidential Campaigns

GEOGRAPHIC: Michigan

INDUSTRY: Auto

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