one-time funding surge for NIH priorities including: Precision Medicine, Cancer Moonshot, the Brain Initiative, Young Investigator Corps, and Big Biothink Awards.

With its 21st Century Cures Act, the House voted 344 to 77 to provide $8.8 billion in paid-for mandatory funding to support such NIH priorities. We continue working on finding an amount that the House will agree to and the president will sign that we can responsibly pay for in a bipartisan way. We have consulted with Senator Hatch, the chairman of the Senate Finance Committee. I discussed it with Senator Wyden in a meeting with Secretary Burwell. And I've talked with a number of committee members. I hope we'll be able to share an agreement with committee members soon.

I would like to take the proposals we've passed here, along with a bipartisan agreement on the NIH Innovation Fund with Senator Murray, and put them in Senator McConnell's hands as the Senate's contribution to a 21 Century Cures Act.

We'll have an opportunity for more debate on the floor, including:

On a proposal by Senators Kirk, Manchin, and Collins to create a first-time conditional approval for regenerative medicine treatments.

Improving monitoring of medical devices. Senator Murray strongly urged this and it is a top priority for Dr. Califf.

The issue of lab developed tests, which are vitally important to get right to ensure precision medicine and cancer moonshot are a success.

Last year, the most important bill signed into law fixed No Child Left Behind and affected 50 million children in 100,000 schools.

This year, I believe the most important bill will take advantage of this exciting time in science to improve the health of virtually every American.

The House of Representatives has done its job by a margin of 344 to 77.

The president has proposed his initiatives.

I'm hopeful we can take this to the Senate floor, conference with the House, and send a bill to the president.

Sometimes we get caught up in bill numbers and sections, but as we finish our work, we ought to focus on people, like Rylie Rahall, or on Douglas Oliver, a Nashville resident who as recently as August was legally blind due to an incurable form of macular degeneration, but who, after participating in a clinical trial where doctors injected stem cells from his hip into his eye, now has perfect enough vision to read about what we're doing here in the HELP committee and sends us emails about his experience to help improve our work.

NATIONAL CRIME VICTIMS' RIGHTS WEEK

Mr. GRASSLEY. Madam President, this week we commemorate National Crime Victims' Rights Week, which began this past Sunday and concludes this Saturday, April 16, 2016. For the over 20 million people in the United States who become crime victims each year, this week offers an opportunity for Congress, the Department of Justice, as well as State and local law enforcement, communities, and service providers across the country to publicly proclaim our support for crime victims and survivors.

The physical, emotional, and psychological impact that crime causes for the victims and their loved ones can prove devastating. Crime wreaks havoc on our communities. Given these hardships, we must do all we can to support and protect survivors by holding their perpetrators accountable and ensuring that all victims are treated with dignity, fairness, and respect. We can accomplish this aim, at least in part, by recognizing the critical position that victims hold within the criminal justice process.

The theme for this year's National Crime Victims' Rights Week is ''Serving Victims; Building Trust; Restoring Hope.'' In keeping with that spirit, I want to recognize and thank the countless professional and volunteer victim advocates and service providers. Your dedication and commitment to our moms and dads, brothers and sisters, and daughters and sons, often during their time of greatest need, is truly profound. Thank you, thank you, for being that solid ground and strong shoulder supporting our fellow Americans as they fight for justice and to once again become whole.

To the millions of victims and survivors, you are not alone, and you have not been silenced. We hear you and pledge to do all we can to support you through your recovery. As the Senate Judiciary Committee continues to combat the scourge of crime through legislation and oversight, we will continue to both acknowledge and honor the needs and rights of victims and survivors.

HOW TRADE MADE AMERICA GREAT

Mr. ALEXANDER. Madam President, it was while a Yale undergraduate that Fred Smith received a C-plus for his paper outlining a plan to buy large airplanes that would carry packages overnight. This plan a few years later became Federal Express, now FedEx, a global courier delivery services company with nearly $50 billion in revenues and more than 340,000 employees. FedEx has become a leading worldwide economic indicator all by itself and one of our country's great success stories. Mr. Smith not only founded the company, but today still is CEO and Chairman.

Fred Smith's address should be required reading on all college campuses, as well as for all others who may have forgotten the remarkable contribution trade has made to prosperity not only for our country, but for hundreds of millions worldwide. There is no doubt that globalization and technology have improved living conditions in our country, but they have also bred uncertainty and sometimes fear. For many Americans, the cheaper goods we buy from overseas and the salaries we make from selling goods overseas come with dislocations that make it harder for Americans to find jobs and provide for their families.

Added to that are actions by some of our trading partners—Japan in the 1980s and China more recently—that abuse the trade relationship and turn free trade into unfair trade. Nevertheless, before we turn our backs on or significantly change our national policy of encouraging freer trade with other countries, we would be wise to read Mr. Smith's account of the benefits of trade to the average American family during the last 50 years—and also to be reminded of the devastation that restrictions on trade caused during the 1930s when those restrictions helped lead to the Great Depression.

I ask unanimous consent to have printed in the RECORD an article by Fred Smith from the Wall Street Journal.

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

[From the Wall Street Journal, Mar. 25, 2016]

HOW TRADE MADE AMERICA GREAT

(By Frederick W. Smith)

During our years at Yale, the world was a different place. Foreign travel was exotic, expensive and rare among the population as a whole. While some young Americans had been abroad, by far most Americans had not—and those who did go abroad most likely traveled by sea rather than air. In the early 1960s, flying over the oceans was mainly for the affluent.

Long-distance telephone calls were expensive, international calls prohibitively so. From furniture to TVs and appliances, and especially automobiles, American brands dominated consumer spending in this country. We had just a glimpse of the world to come with the proliferating iconic Volkswagen Beetles and the amazingly small Sony portable transistor radios.

These imported products in the U.S. represented a global political vision that predated World War II. In the early 1930s, President Roosevelt and Secretary of State Cordell Hull believed in liberalized trade as a path to world peace and cooperation. With strong administration support, Congress in 1934 passed the Trade Agreement Act, which allowed Hull to negotiate reciprocal trade treaties with numerous countries, lowering tariffs and stimulating trade.

This liberalization reversed the epitome of U.S. protectionism, the disastrous Smoot-Hawley Tariff Act of 1930, which contributed to a staggering 66% decline in world trade between 1929 and 1934. Integral to Hull's vision was the 1947 General Agreement on Trade and Tariffs (GATT), which was signed by 23 countries and committed the U.S. to steadily liberalizing world trade. A central pillar of American postwar policy was enticing producers from around the world with access to the giant U.S. market.

The devastation of Europe and Japan and the emergence of Cold War adversaries provided even greater impetus to the opening of American markets, under the protection of the U.S. Navy and the umbrella of various global alliances like NATO. In April 1966 Malcolm McLean launched his first international Sea-Land container operation between New York and Rotterdam. McLean's shipping-container revolution cut the cost of seaborne trade by a factor of 50 versus loose-cargo stevedoring.

That same month, Juan Trippe (Yale '21) at Pan Am ordered 25 revolutionary jumbo 747 widebody Boeing airplanes equipped with equally leading-edge Pratt & Whitney high-bypass fanjets. When the passenger version of the 747 entered service in 1969, it was two-and-a-half times bigger than the Boeing 707 that had pioneered jet travel. The jumbo jet cut overseas travel costs by 70%.

The 747's hump allowed a freighter version to load cargo through a nose door under the cockpit and into the cavernous fuselage. Because of the cargo-carrying 747F, costs for trans-Pacific airfreight were dramatically reduced, a major factor in the extraordinary GDP growth of the Asian ''tiger'' economies of Hong Kong, Taiwan, Singapore and Japan beginning in the 1970s. Electronics and other high-tech/high-value-added goods from these emerging markets could be distributed and sold in the U.S. and Europe in a few days—an amazing development.

During the 1970s and 1980s, while container ships and planes became increasingly efficient with each successive model, newly developed fiber-optic cables (patented in 1966) began running underseas, connecting the world at the speed of light, lowering voice and data-communication costs by orders of magnitude. Financial markets became globally integrated and transactions multiplied at an astounding rate.

The U.S. opened its markets to former World War II foes, and Germany and Japan as a result became economic titans. Successive administrations mostly ignored Japan's overt mercantilism and growing trade surplus, given the need for American military bases throughout the country. Eventually exchange rates and domestic political pressure pushed Japanese car makers to set up production plants in the U.S., mostly in the South. Electronics manufacturers such as Panasonic, Sony and Hitachi became worldwide giants on the back of exports from Japan to America and then almost everywhere as global trade steadily expanded.

Parallel to the technological progress of transportation and telecommunications was a remarkable series of congressional actions and GATT agreements that substantially liberalized transport and trade regulations. During the Carter administration, inspired by extensive academic research and the example of ultra-low-fare intrastate airlines in Texas and California compared with high-cost national carriers, many Republican and Democratic lawmakers alike pushed for federal economic deregulation of transportation. The Republican mantra was ''free market''; Democrats sought ''consumer benefit'' by lowering the price of travel and goods for the masses.

As a result, legislation was enacted for air cargo (1977), passenger air services (1978), interstate truck and rail transportation (1980), and the federal pre-emption of intrastate trucking in 1994. Both the Civil Aeronautics Board (CAB) and the Interstate Commerce Commission (ICC), the air and surface economic regulators, were abolished, in 1985 and 1995 respectively.

In the 10 years following the Staggers Act of 1980 that substantially deregulated railroads, the perennially loss-making rail industry was able to halve the rates charged to customers while restoring financial stability. Surface-transport deregulation also spawned an entire new industry of flexible truckload common carriers to meet the needs of emerging ''big box'' distribution and retailing models such as Wal-Mart and Target. Revolutionary production systems, based on just-in-time supply and fast-cycle manufacturing, were made possible only because of the deregulation of trucking.

From 1977 to 1994, a century's worth of heavy regulation of transportation rates, routes and services that had begun with the railroads was cast aside, with profound effects on the U.S. economy. By the beginning of the 21st century, overall logistics costs were reduced from 16% of GDP during the 1970s to under 9%, thereby making possible substantial increases in government social spending resulting from the Medicare and Medicaid legislation in the 1960s.

On the global-trade front, the GATT framework of 1947 had been ''temporary,'' as Congress refused to approve the International Trade Organization envisioned by the participants at the 1944 Bretton Woods Conference that established the World Bank and the International Monetary Fund. Even so, under GATT there were seven successive negotiating ''rounds'' and agreements until the World Trade Organization (WTO), a modernized International Trade Organization, was finally established in Geneva in 1994.

The GATT/WTO did not cover sea trade, given the traditionally liberal rules regarding shipping except within national regulated waters. Thus unimpeded, containership lines of many registrations proliferated, facilitating the astonishing growth in maritime business and the development of megaports in Asia, Europe and the U.S.

International aviation was likewise a separate regime, but as agreed by 54 nations at the Chicago convention of 1944, international flying was for decades tightly controlled by governments through a labyrinth of bilateral treaties (4,000 at present) that limited competition and regulated rates and services.

Beginning in 1992, however, the U.S. and the Netherlands enacted the first of many Open Skies agreements, which have grown now to 117, including a multilateral treaty with 28 European countries. Passenger airlines opened scores of new routes. New air-cargo and door-to-door express services were also initiated.

Together, these regulatory changes and transport innovations made possible the fantastic growth of travel and trade, which grew two-and-a-half times the rate of world GDP for a quarter-century.

From less than $50 billion in total trade in 1966, the U.S. now imports and exports over $4 trillion annually in goods and services. Container ships have grown from carrying a few hundred boxes on each trip to the new Triple-E behemoths that transport over 18,000 containers called TEUs, or 20-foot-equivalent units. The cost is 1/500th of the shipping rates per pound of the early 1960s. The profusion of agricultural products from the ''Green Revolution'' pioneered by Norman Borlaug, combined with ever more efficient shipping, has resulted in massive amounts of grain traded around the world, something unimaginable to farmers 50 years ago. American railroads were integral to the growth in the nation's maritime trade by moving containers from Pacific ports to the mega markets in the East.

All of these factors have created a global trade market that exceeds $15 trillion annually. Now, the Panama Canal is being widened, which will permit, beginning later this year, massive container ships to cross the Pacific and unload directly into improved Gulf of Mexico and Atlantic Coast ports, further reducing the cost of Asia-U.S. trade.

Handling the enormous increase in financial transactions was made possible by a fantastic increase in computer-processing power. The emergence of the Internet in 1994 has allowed the ubiquitous offering of millions of products for fast delivery from anywhere in the world to anyone with a desktop computer . . . then a PC . . . then a tablet . . . and now a smartphone. Languages are translated; products can be instantly, visually displayed; and orders effortlessly entered. The capabilities are unprecedented in the history of commerce.

Three other factors central to the development of these enormous global commercial systems have occurred since 1966: The evolution of a vast world-wide oil market; the integration of the economies of the U.S., Mexico and Canada with the North American Free Trade Agreement (Nafta) of 1994; and the emergence of China as a great commercial power.

The oil cartel known as the Organization of the Petroleum Exporting Countries overplayed its hand in the 1970s when, for economic and political reasons, OPEC embargoed shipments to the U.S. Market forces finally sorted out oil supply and demand in America after President Reagan in 1981 dismantled the vestiges of government regulation in the industry. Oil has hardly been immune to the vagaries of any commodities market, but the U.S.—thanks to the technological breakthrough of hydraulic fracturing—is the world's largest producer of natural gas and is on track this decade to surpass Saudi Arabia and Russia as the world's largest oil producer.

True to the central tenet of FDR and Secretary of State Hull that liberalizing trade is inherently beneficial, the U.S. led the effort for China to join the WTO in 2000. Beginning with the Nixon-to-China rapprochement, the industrialization of America's Cold War enemy has lifted more people—hundreds of millions—out of poverty, faster, than ever in history. From the late 1980s and accelerating after the WTO accession, efficient Chinese manufacturing, especially technology-based goods, has rewarded Western consumers with low-cost products that have substantially improved standards of living. Americans and Europeans don't need to be affluent to afford cellphones, digital TVs, furniture and appliances.

China, however, has followed Japan's mercantilistic practices, which have led to a $300 billion trade surplus with the U.S., thanks to state support of Chinese industry and restrictions on foreign competitors. These policies have created a strong political backlash in the U.S., which made the recent congressional renewal of Trade Promotion Authority—which allows the president to negotiate trade treaties and was for years a routine process—extremely difficult.

Today, given low growth in most of the world, rising wages in China and petroleum costs declining because of U.S. fracking technology, the trajectory of the world's commerce is somewhat uncertain.

Trade and global GDP are now growing roughly at parity. Following the 2008 financial crisis, protectionism has shown a troubling popularity in many countries, including the U.S. Stringent new security regulations have also slowed goods crossing many borders.

The Nafta pact has clearly been an economic success. Over the past 20 years, U.S. trade with Mexico and Canada has risen to $1.2 trillion in 2014, from $737 billion. While the immigration issue often gets erroneously conflated with Nafta, the economic numbers tell a clear story. Moreover, some production is now moving back to North America from Asia, given lower transport costs, faster delivery, the increase in Chinese production expenses, easier customs clearance, and the more balanced nature of Nafta trade compared with the massive U.S. deficit with Asia—particularly China and Japan.

Once again, in its own messy, unpredictable political fashion, the U.S.—after a hiatus during the first Obama administration—is pushing for further trade liberalization, with initiatives such as the Trans-Pacific Partnership, the Trans-Atlantic Trade and Investment Partnership, and the Trade in Services Agreement. The WTO likewise continues to push for a new Trade Facilitation Agreement dealing with security and customs issues; the WTO Information Technology Agreement; and a new overall worldwide trade agreement—the so-called Doha Round negotiations. These efforts by many nations under the WTO show continued commitment to further global integration despite the well-publicized difficulties in doing so.

More than three billion people are now connected to the Internet. Billions more have aspirations for a better life and are likely to come online as global consumers. The odds are good, therefore, that today's remarkable transport systems and technologies will continue to improve and facilitate an even larger global economy as individual trade is becoming almost ''frictionless.''

History shows that trade made easy, affordable and fast—political obstacles notwithstanding—always begets more trade, more jobs, more prosperity. From clipper ships to the computer age, despite economic cycles, conflict and shifting demographics, humans have demonstrated an innate desire to travel and trade. Given this, the future is unlikely to diverge from the arc of the past.

74TH ANNIVERSARY OF THE DOOLITTLE RAID

Mr. THUNE. Madam President, today I would like to recognize the 74th anniversary of the Doolittle Raid.

Following Japan's deliberate attack on Naval Station Pearl Harbor on December 7, 1941, the United States was looking for a way to retaliate and boost morale. General Henry Arnold, the chief of the Army Air Corps, and U.S. Navy ADM Ernest King, the Navy Chief of Operations, were tasked with organizing a raid on mainland Japan that would act as the United States' return salvo. They needed an extraordinary airman and leader to execute the raid, and they found one in Army Air Corps Lieutenant Colonel James ''Jimmy'' Doolittle, a well-respected pilot who they believed could inspire his fellow airmen as they carried out this dangerous mission.

Doolittle immediately began selecting crew members for the mission, eventually recruiting 80 flyers who would later be nicknamed the Doolittle Raiders. The Raiders volunteered without knowing any specifics of the mission, but they trusted Doolittle enough that they were willing to follow him anyway.

The geographic isolation of the Japanese mainland posed numerous logistical challenges while planning the raid. Doolittle decided to use B–25 bombers launched from the U.S.S. *Hornet*, which would be positioned about 500 miles away from Japan. The B–25 bombers were an inspired choice, as they were mid-range bombers that were not normally launched from the decks of aircraft carriers and had limited fuel reserves. Despite these risks and the unprecedented nature of the raid, the Raiders began their mission.

On April 18, 1942, the task force was spotted by the Japanese, nearly 200 miles from the planned launch point. All 16 B–25 bombers were able to launch from the deck of the U.S.S. *Hornet*, but they lacked the time or fuel necessary to enter into formation, necessitating individual strikes that caused only minor military and industrial damage to Japan. All but one of the B–25 bombers made crash landings or had their crews bail out. The remaining plane made an emergency landing in Russia, and the crew was interned. Eight soldiers were captured by the Japanese in China, three of whom were executed. Still, the Doolittle Raid was the first successful attack on the Japanese mainland in over 700 years, and it shook the confidence of their military.

The Doolittle Raid changed the course of the war, and the courage and bravery of the Doolittle Raiders is inspiring, even after 74 years. Three of the squadrons that participated in the Doolittle Raid, the 34th, 37th, and 432nd squadrons, are now stationed in Ellsworth Air Force Base near Rapid City, SD. I am proud to have squadrons with such a historic legacy stationed in my State, and I know that the example of the Doolittle Raiders will continue to inspire airmen everywhere.

PACIFIC TSUNAMI MUSEUM COMMEMORATION OF THE 70TH ANNIVERSARY OF THE 1946 TSUNAMI IN HAWAII

Mr. SCHATZ. Madam President, this year marks the 70th anniversary of the 1946 tsunami disaster in Hawaii. Early on the morning of April 1, 1946, an undersea 8.1-magnitude earthquake off the Alaskan coast triggered a tragic event 5 hours and 2,400 miles away. Travelling at nearly 500 miles per hour, a succession of tsunami waves hit the Hawaiian Islands around breakfast time, devastating downtown Hilo on Hawaii Island and killing 96 people. Across the Hawaiian island chain, 159 people lost their lives to the tsunami.

In response to this disaster, the National Oceanic and Atmospheric Administration established the Tsunami Warning System in 1948. Despite the system's proven effectiveness during two subsequent but minor tsunami events, another massive tsunami wave on May 23, 1960, took the lives of 61 Hilo residents. Many of the victims failed to take the warnings seriously or returned to their homes before the danger had passed. Another contributing factor was uninformed city planning that allowed residents to rebuild homes and businesses in tsunami risk zones. Shinmachi, a district in downtown Hilo rebuilt after the 1946 tsunami, was destroyed again by the 1960 tsunami.

While sobering, these tragedies are critical teaching opportunities. Decades after the disasters at Hilo, Dr. Walter Dudley and Jeanne Branch Johnston, a tsunami researcher and a tsunami survivor, respectively, envisioned a place where the public could remember and learn from these tragedies. Without sustained collective memory of the risk posed by tsunamis and complementary public outreach, they believed the tremendous progress in tsunami research and warning systems in the last half century would not prevent future disasters. After all, an unheeded warning is no warning at all.

Since opening its doors in 1994, the Pacific Tsunami Museum, PTM, in Hilo has demonstrated its ability to catalyze public engagement with tsunami risk. Museum exhibits include the history of tsunamis in Hawaii and how past events have shaped the community and impacted long-range planning. The museum places strong emphasis on the human component of the tsunami story, the resiliency of a community that survived the disasters and also pays tribute to the victims. PTM also features exhibits on major tsunami events around the globe and frequently collaborates with sister institutions as far away as Sri Lanka. As part of its public outreach efforts, the museum has developed tsunami curricula and evacuation plans for schools, created publications on tsunami safety, and presented workshops and lectures on the issue both in Hawaii and abroad.

April is Tsunami Awareness Month in Hawaii. On April 16, PTM will host a special open house commemorating the 70th anniversary of the 1946 tsunami. This event seeks to promote awareness of tsunami risk, educate the public on appropriate responses to a tsunami warning, and honor the victims of Hilo's tsunami disasters.

The need to continually cultivate community resilience to tsunami events inspired me to push for stronger Federal support for essential detection, forecast, warning, research, and preparedness programs. My colleagues, Senators MARIA CANTWELL of Washington and DAN SULLIVAN of Alaska, and I introduced the Tsunami Warning, Education, and Research Act of 2015. If signed into law, this bill would reinforce and amplify the great work being done by PTM.

I ask my colleagues to join me in remembering the tragic loss of life at Hilo in 1946 and 1960 and commending the Pacific Tsunami Museum for its tireless work to keep the public safe from tsunamis.

REMEMBERING CLIFF YOUNG

Mr. HELLER. Madam President, today I wish to remember a former Nevada Supreme Court justice, Congressman, and State senator, C. Clifton ''Cliff'' Young, a true Nevada statesman and dedicated public servant. I send my condolences and prayers to his wife, four children, nine grandchildren, and two great-grandchildren during this difficult time. Although he will be sorely missed, his legendary influence throughout the Silver State will continue on.

Justice Young was born in 1922 in Lovelock and earned his degree from the University of Nevada, Reno in 1943. He later served in the U.S. Army in Europe during World War II, earning the rank of major. As one of our Nation's servicemembers, he made exceptional sacrifices for our country and deserves our deepest gratitude. His service to his country, as well as his bravery and dedication to his family and community, earn him a place in history among the many outstanding men and women who have contributed to our Nation and the Silver State.