

Through Stage
Secy -
Given to Pres
OK. He thought
it was probably
important

6-25-96

Who should we
forward this to?

original sent to Dorskind

to Jim to coordinate with Menda Hale-led
Puerto Rico task force.

- John

June 24, 1996

THE PRESIDENT HAS SEEN

G. 25-96

Mr. President:

Section 936 of the Tax Code is dead. How it is phased out will determine how devastating its repeal will be to the Puerto Rican people, as well as how costly it will be for U.S. taxpayers. Section 936 contains a bundle of corporate income tax credits which include Business Income Credits and a credit attributable to Qualified Possession Source Investment Income ("QPSII"). The bill provides a grandfathering clause for the general Section 936 Business Income Credits, but does not provide a similar clause for QPSII. The purpose of grandfathering the Business Income is to provide 936 corporations with an opportunity to adjust to the elimination of the 936 credit. **However, by failing to grandfather QPSII, no such adjustment period is provided for the Puerto Rican economy. This omission could prove to be a costly oversight.**

QPSII gives 936 corporations the incentive to reinvest their profits in Puerto Rico by creating a favorable interest rate arbitrage situation. Currently, 936 corporations have \$15 billion reinvested in the Puerto Rican financial markets--\$15 billion in an economy with a GDP of \$27 billion. The arbitrage on this \$15 billion of deposits is significant enough for these companies to be willing to expose themselves to the credit risk of the Puerto Rican depository institutions. Without the QPSII incentive, 936 corporations will repatriate immediately all profits to the parent company because they will not be able to justify the credit risk.

Without an adjustment period which grandfathering would provide, the immediate repeal of QPSII would trigger a liquidity crisis as well as a potential downgrading of the municipal credit rating. A liquidity crisis in the Puerto Rican financial markets and a downgrading of Puerto Rico's credit rating could conceivably require a bail-out of the Puerto Rican financial system by the Federal government.

The unnecessary costs of this oversight are just too high for Puerto Rico and U.S. taxpayers. Please use the power of your office to insist that there be a phase out period for all 936 credits, including QPSII.

Thank you for your attention. If you and your aides would like more information, I would be happy to provide it. I may be reached at (212) 721-0323 (home) or, (212) 449-9726 (work).

Sincerely,



Cristina Diaz

New York, NY

Mon & day

Patricof & Co

96 JUN 24 P6:33

6-24-96

OK to send

*original sent
to scheduling*

Scheduling

yes

June 17, 1996

Patricof & Co.
Ventures, Inc.
2100 Geng Road
Palo Alto, California 94303
Tel 415-494-9944
Fax 415-494-6751

President William J. Clinton
The White House
1600 Pennsylvania Avenue, NW
Washington, DC 20500

Dear Mr. President:

As you can see, I am temporarily resident in my office in Palo Alto and will be here through the end of the month thus missing the June 24th event in New York. I am sure Susan will be there and will represent the Patricof's well.

In connection with my visit to California, it occurred to me that the enclosed letter which was sent to you by the President of one of our portfolio companies, and on which I was copied, represents a very interesting opportunity for you on one of your future trips to Silicon Valley.

Chuck Boesenberg, the President of Ashtech, is a big supporter of the Clinton technology effort and Ashtech is becoming a highly visible company because of their activities in the leading edge field of global positioning satellites. They have all of the characteristics you would want to associate with:

- a) the company has doubled its employment in California since 1992 and is continuing to grow,
- b) a large part of their business is exports and they are importing technology from Russia where

they have established a research facility in addition to the one in Sunnyvale, California,

- c) they have developed a strong commercial business by adapting both US & Russian military technology,
- d) the nature of their product and service has some interesting visible aspects (see New York Times and Wall Street Journal articles attached.)

If you think this might be of interest, I would be glad to talk with whomever is appropriate to fill in more background about the possibility of your joining in the opening of their new manufacturing facility, the timing of which can be adjusted to fit your schedule.

With kindest regards,



Alan J. Patricof
Chairman

cc: Mr. Harold Ickes
Ms. Alexis Herman

TECHNOLOGY

U.S. Companies Use Russian Satellites To Help People Pinpoint Their Location

By DON CLARK

Staff Reporter of THE WALL STREET JOURNAL

Russian satellites may soon change the way Americans and others find their way around.

In an unusual East-to-West technology transfer, satellites launched to help the Soviet military guide tanks and missiles are being exploited by U.S. companies to sharply improve the availability and accuracy of location-finding equipment. By combining signals from Russian and U.S. satellites, the new receivers allow surveyors, truckers and other users to pinpoint their locations in downtowns and other hard-to-reach areas. Eventually, backers say, the combined technologies may help airline pilots monitor their locations and avoid accidents.

Use of the Russian technology is expected to accelerate with Ashtech Inc.'s introduction today of a compact receiver, priced at \$6,000 to \$10,000. The Sunnyvale, Calif., company has been working on the technology since 1992, and set up a Moscow lab employing 85 Russian scientists.

"It's a major step forward," said George Fry, an analyst with Aviso Micro Technology Co., a Phoenix market research firm. "It's a very difficult technical task they've accomplished."

Capt. Lewis Lapine, director of the U.S. National Oceanic and Atmospheric Administration's national geodetic survey, said some governments and companies may be skeptical about the reliability of the Russian system. Assuming the new hardware works as advertised, however, combining the signals should definitely provide more accurate information for delivery trucks and other commercial applications. "There is no doubt that will be better," Capt. Lapine said.

Satellite technology has already had a huge impact. The 24-satellite U.S. Global Positioning System, operated by the U.S. Air Force, sends out radio signals that businesses around the world depend on to keep track of landmarks, equipment and personnel. Hikers and boaters can buy simple GPS devices, starting for around \$200, to use instead of compasses to avoid getting lost.

But the U.S. government restricts the

quality of GPS signals, so that only military users get the most accurate location information. Some agencies and companies have established an additional system of land-based transmitters, called differential GPS, that can improve the precision from 100 meters to a meter or better.

But that approach requires signals from five GPS satellites at one time; in cities and mountainous areas, those signals are frequently obstructed.

Russia's Glonass 24-satellite system, completed in late 1995, doesn't restrict the precision of its satellite information. Consequently, users can get accuracy to about 10 to 15 meters (30 to 50 feet) without the need for differential GPS.

Moreover, doubling the total number of positioning satellites makes it more likely

that five satellites can be reached by a receiver. Chuck Boesenberg, Ashtech's chief executive officer, said his company's GG24 makes it possible to communicate with five satellites when only about a fourth of the sky is visible, where current GPS systems require about three-fourths of the sky.

Others pursuing a similar strategy include 3S Navigation, a closely held company in Laguna Hills, Calif., that sells a combined U.S.-Russian receiver for about

\$14,500. The system already is becoming popular among some boaters, said Jacques Beser, the company's vice president of satellite navigation.

Although combined systems are now too expensive for consumers, Mr. Boesenberg predicts that prices will fall sharply in the next several years. Eventually, Glonass may make it easier to monitor the reliability of positioning signals, improving the odds that airlines and others will rely on satellites, Capt. Lapine said.



Charles M. Boesenberg
President / CEO

June 12, 1996

The President
The White House
Washington, DC 20500

Dear Mr President:

As a CEO and 1992 member of the Silicon Valley Group, it was my great pleasure to step forward, along with my good friend Dave Barram, and support your first presidential campaign. I was there on the platform to hear your technology policy vision and today Mr. President, I can tell you that it is working. Our company, Ashtech, is an embodiment of that fact.

Ashtech is the leader in precision solutions for global positioning. Since your presidency began we have doubled our size and our number of employees. We are currently approaching an annual run rate of \$50 million and employ over 200 people. That is good news for Ashtech and good news for the State of California where we manufacture 100 percent of our products.

Ashtech is a success story relative to your vision because we have been able to leave behind the Cold War and forge new relationships. We have developed new technologies that have created high wage, high skill jobs in California coupled with strong economic growth. In addition, we have set up an Ashtech Technology Center in Moscow with 85 scientists to maximize our collaborative research potential to develop global positioning technologies. *We import technology and export products.* In 1995, 50% of our sales were from California manufactured product exported to foreign buyers.

As you are well aware, GPS technology grew out of federal investments in research and development, as I recently discussed with Under Secretary for Technology, Mary Good. Ashtech has built on that effort and, as a result, we were recently able to announce the development of the GG-24 receiver, the world's first commercial single-board receiver which tightly integrates the US Global Positioning System (GPS) and the Russian GLObal Navigation Satellite System (GLONASS). This effort will pave the way toward exceptionally fast, dependable and precise navigational aids that can be used all over the world.

We would like to thank you, Mr. President, for your continued support of new technologies and companies based in Silicon Valley. Your efforts have created an environment which foster the growth of companies like Ashtech.

As a way of saying thank you, we thought you might be interested in accepting our appreciation at the opening of our new manufacturing facility in Sunnyvale, California. The first product off the manufacturing line will be our Ag Navigator - a GPS unit that includes real-time navigation, data collection and a control system used for highly efficient precision farming. We believe that the event would provide you with an excellent platform to highlight the success of your technology policy.

Finding your place in world

U.S., Russian
satellite systems
pinpoint the spot

Tom Abate
MINER TECHNOLOGY WRITER

It could never have happened during the Cold War, but now a Sunnyvale firm is building a radio receiver that captures signals from Russian and American satellites to pinpoint the user's location anywhere in the world.

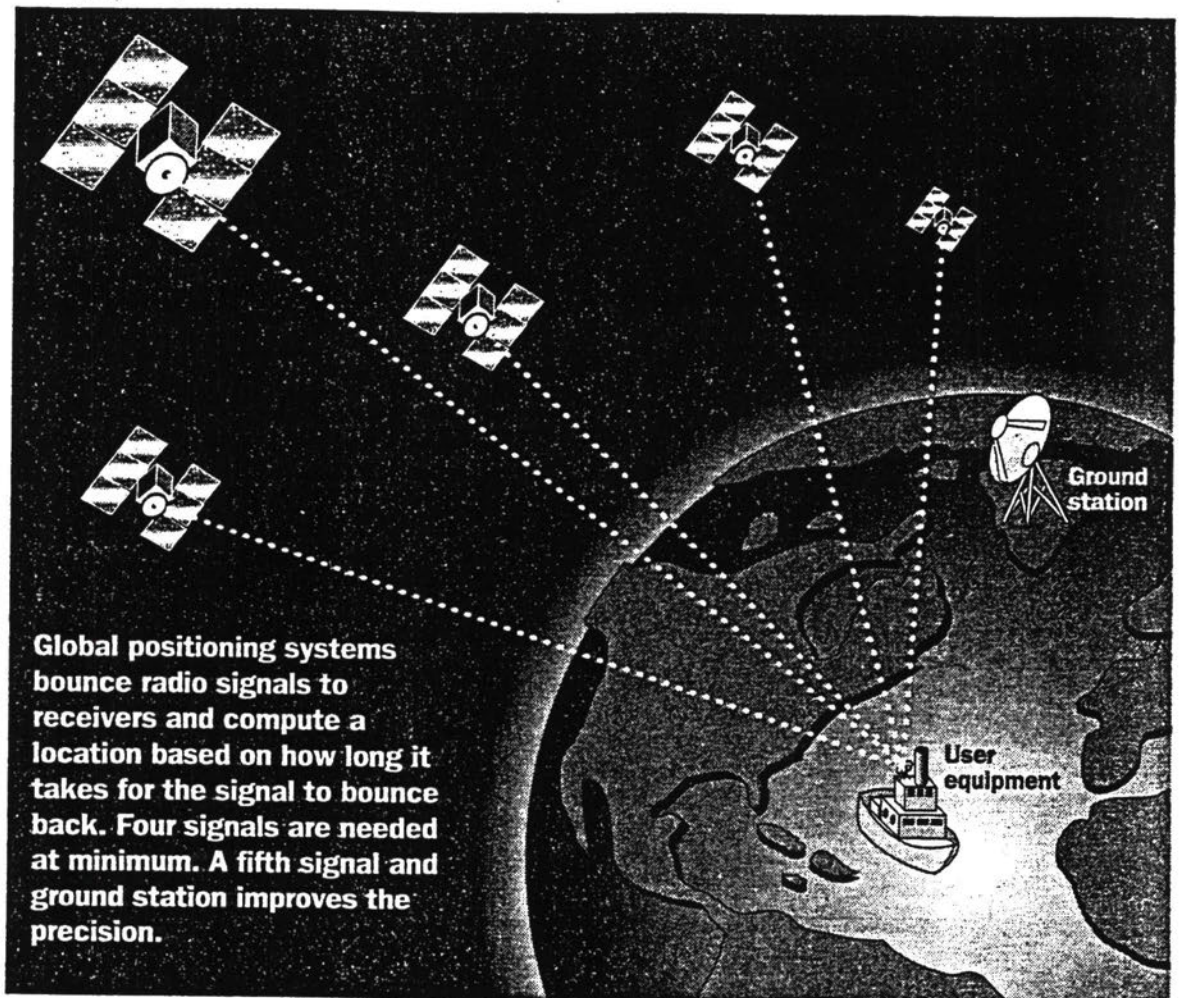
Ashtech Inc. of Sunnyvale said Wednesday it has begun selling the first widely available product that uses both Russian and U.S. satellites in a global positioning device. Surveyors, pilots, even backpackers use Global Positioning System products when they need to know their precise location.

Ashtech Chief Executive Chuck Boesenberg said the new receivers will be more accurate and provide better coverage, particularly in cities, where skyscrapers sometimes block signal reception.

"We take the best of the satellite systems and mix them interchangeably and automatically," Boesenberg said.

Global positioning began in the 1970s as a military technology to help troops, ships and aircraft locate their positions. The United States began opening its GPS to civilian use in 1983, after a Korean Air jet that didn't have an accurate fix on its location strayed into Soviet airspace and was shot down. The U.S. system is based on a network of 24 satellites that orbit 20,000 kilometers above the Earth's surface. The satellites send out radio signals to receivers that pinpoint their position by computing how long it took the signal to reach them. GPS receivers need four signals to provide a fix in latitude, longitude, altitude and time.

The Russian system, called GLONASS, short for Global Navigation Satellite System, also uses 24 satellites, though in a slightly lower orbit of 19,100 kilometers. Boesenberg said GLONASS is actually more precise than GPS. To keep foreign military forces from using GPS signals to target attacks, the Defense Department limits GPS accuracy to within 100 meters.



EXAMINER GRAPHICS



Chuck Boesenberg, CEO of Ashtech Inc., of Sunnyvale.

"GLONASS is accurate to within 10 to 15 meters," Boesenberg said.

Charles Trimble of Trimble Navigation Inc., a publicly traded GPS vendor in Sunnyvale, said surveyors and pilots who need fixes accurate to the centimeter already are getting them from a trick that corrects the fuzziness in the GPS. The trick uses a fifth satellite to provide the location of a known point, then uses that answer to correct the distortions in the other four measurements.

Trimble said GPS transmits a clearer signal, is more easily used than GLONASS. He said the World Bank recently awarded Trimble Navigation a contract to supply surveying equipment to the Russian Land Reform Program.

"And that is for a straight GPS product with no GLONASS," Trimble said. He added that Trimble has a prototype of a GLONASS receiver under development, "but we don't see the economic benefit of making it a commercial product."

[See ASHTECH, B-2]



Charles M. Boesenber
President and CEO
Ashtech, Inc.

Chuck Boesenber is President and CEO of Ashtech, Inc. the leader in precision solutions for Global Positioning Systems (GPS). Ashtech completed calendar year 1995 with sales of \$35.6 Million.

From February 1992 until its merger with Symantec in June 1994, Boesenber was president, CEO and chairman of the board of Central Point Software, a \$90 million manufacturer of desktop and network computer utility software. He was retained by Symantec through the integration of the two companies and remains a member of the Symantec board of directors.

Prior to joining Central Point, Boesenber was president of MIPS Computer Systems, Inc., in Sunnyvale, where he grew the firm's business from \$40 million per year to \$150 million per year prior to merging with Silicon Graphics. During his tenure, MIPS completed a very successful initial public offering, which raised \$80 million. Chuck joined MIPS from Apple Computer, where he was senior vice president managing a sales and marketing force of over 2,000 people which more than doubled sales from \$1.4 billion to over \$2.8 billion in less than two years.

Chuck serves on the Board of Directors of Symantec Corporation a PC and Network software provider (NASDAQ - SYMC), AER Energy Resources Inc. a zinc-air battery technology company (NASDAQ - AERN) and Merix Corporation a interconnect solutions manufacturer (NASDAQ - MERX).

Boesenber holds a B.S. in mechanical engineering from Rose Hulman Institute of Technology and an M.S. in business administration from Boston University.

Given your busy schedule, we are flexible in planning the opening of the facility. We would be happy to accommodate you in any way – either to arrange a discreet event or integrate it into a scheduled campaign trip. In either case, we would welcome your participation and look forward to working with the White House to make it a successful event.

I wish you continued good luck in the days ahead and have expectations of a great success.

Sincerely,

Charles M. Boesenberg
President & Chief Executive Officer

bcc: Alan Patricof

CMB/bjc





1996 BERKSHIRE CONFERENCE ON THE HISTORY OF WOMEN

June 10, 1996

President Bill Clinton
The White House
Washington DC

Dear President Clinton:

On behalf of the Berkshire Conference of Women Historians, meeting this past weekend at the University of North Carolina Chapel Hill for the tenth tri-annual Berkshire Conference on the History of Women, we strongly condemn the domestic terrorism that has led to the thirty fire bombings of African American churches throughout the South. As 2,000 historians gathered in Chapel Hill to discuss the past, we felt the urgent need to speak out against this insidious effort to break the spirit of a central institution of African American life.

We urge the federal, state, and local governments to take immediate action to investigate, condemn, and prosecute to the fullest extent of the law those responsible for these heinous acts. We call upon the President of the United States to make a clear stand condemning this latest form of racist attack against citizens of this country.

Sincerely,

Laura Engelstein
Professor of History
President

96 JUN 24

P3: 49

original sent
to Doriskind

To Doriskind
for Reply

YES

NO

THE BERKSHIRE CONFERENCE OF WOMEN HISTORIANS

President

Laura Engelstein
Program in Women's Studies
Princeton University
113 Dickinson Hall
Princeton, NJ 08544-1017
engelste@pucc.princeton.edu

Secretary-Treasurer

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505 Ramapo Valley Road
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Cambridge, MA 02138
ebhiggin@fas.harvard.edu

Merry Wiesner-Hanks
Center for Women's Studies
University of Wisconsin, Milwaukee
P.O. Box 413
Milwaukee, WI 53201
merrywh@csd.uwm.edu

Shepherd Park Citizens' Association

WASHINGTON, D. C. 20012



June 20, 1996

Honorable William J. Clinton
President of the United States
The White House
Washington, D.C. 20500-2000

JIM DORSKIND:

PLEASE COORDINATE
THE REPLY.

*original sent
to Dorskind*

Re: H.R. 3244 "District of Columbia Economic Recovery Act"

Dear Mr. President:

The first weekend after your inauguration, you came to Shepherd Park for a dinner party. As your motorcade passed quietly by our home on 14th Street that evening, I imagined you observing that 14th Street in Shepherd Park looked nothing like the 14th Street farther downtown that we saw as Georgetown seniors in the spring of 1968. While Dr. King's assassination sparked a catastrophe for the District of Columbia, perhaps even more destructive is the present relationship between the District and the federal government.

The District is experiencing a severe decline in population, tax base and quality of services, from education to trash collection. Middle class families are moving out, leaving the city with a shrinking tax base and an ever needier population of poor and aged residents.

On April 15, Congresswoman Eleanor Holmes Norton introduced the District of Columbia Economic Recovery Act to amend the Internal Revenue Code to stem, and reverse, the flow of middle class residents from the District. The bill, H.R. 3244, is a pragmatic and balanced effort to address the District's crisis. It taps the ideas of policy makers from across the political spectrum and stands alone in the debate over the District's future as a constructive, pragmatic and thoughtful proposal.

Everyone professes to seek change for the Nation's capital. Congresswoman Norton is doing something to bring it about. Our Association endorses her initiative and we seek your help in making it a success.

Sincerely,

Joseph R. Membrino
Joseph R. Membrino
President

cc: Hon. Eleanor Holmes Norton

THE WHITE HOUSE
WASHINGTON, D.C. 20500

DATE: 6/27

TO:

Karen Hancor

FROM: Staff Secretary

Does this letter need a
reply?

PM

*Wash
Gibson***TOLLIVER**

For U.S. Congress
313 Main Street
Lake Village, AR 71653

96 JUN 25 P5:53

June 20, 1996

VIA FACSIMILE

Mr. Bill Clinton, President of the United States
Mr. Martin Frost, DCCC
Mr. Rob Engle, DCCC
Mr. Carol Willis, DNC
Mr. Harold Gist, DNC
Mr. Bynum Gibson, Chairman of the Arkansas Party
Ms. Dawne Vandiver, Executive Director of the Arkansas Party

Dear Mr. President, Sirs and Madam:

At this juncture, it has become painstakingly obvious that I will not receive the support due a United States Congress Democratic Nominee, either from the state or national party.

This realization culminated when Chairman Bynum Gibson flat out lied to me regarding forthcoming support from the Arkansas Democratic Party, which gives me serious concerns about the credibility and integrity of the party.

Consequently, I can no longer publicly pretend I have the Democratic Party's support when no support exists.

Notwithstanding, my candidacy moves forward daily.

During my televised debate with Mr. Jay Dickey on Monday, June 24, 1996, in El Dorado, I intend to publicly distance myself from the state and national Democratic parties, as I have been informed, and believe, the lack of support is racially motivated.

I am deeply disappointed in both the Arkansas Democratic Party and the National Democratic Party.

Best regards,

V. + Tolliver

Vincent Tolliver
U.S. Congress Democratic Nominee
Arkansas, 4th District

TO: MR. BILL CLINTON
PRESIDENT OF THE UNITED STATES
FROM: TOLLIVER FOR U.S. CONGRESS
DATE: June 20, 1996

TELEPHONE: (501) 265-3595

TOTAL PAGES: 2

Hi Millie,
Will you please forward
this fax to the President's
Office.
Thanks,
VT

ATLANTA, GEORGIA
BRUSSELS, BELGIUM
CHARLOTTE, NORTH CAROLINA
HONG KONG
KNOXVILLE, TENNESSEE
MCLEAN, VIRGINIA

HUNTON & WILLIAMS

RIVERFRONT PLAZA, EAST TOWER

951 EAST BYRD STREET

RICHMOND, VIRGINIA 23219-4074

TELEPHONE (804) 788-8200

FACSIMILE (804) 788-8218

NEW YORK, NEW YORK
NORFOLK, VIRGINIA
RALEIGH, NORTH CAROLINA
WARSAW, POLAND
WASHINGTON, D.C.

DIRECT DIAL: 804-788-8562

June 14, 1996

The President
The White House
Washington, D.C. 20500-2000

Dear Mr. President:

Let me bring to your attention a festering problem in our relationship with Japan which will grow into a problem for the country and your Administration.

Since serving as chairman of the National Commission to Ensure a Strong Competitive Airline Industry and being immersed on your behalf for six months in civil aviation issues, I have become convinced that one of the best ways to increase global trade and prosperity for the citizens of our country is to increase their ability to access the international aviation system. Too often, we lose track of just how critical it is to our nation's commerce and economic development to be able to get from one's place of business to a foreign destination efficiently and conveniently.

Today, U.S. businesses and citizens in cities such as Newark, Miami, Orlando, St. Louis, Atlanta, Boston, Dallas, Las Vegas, Portland and Houston have little or no air service to Japan despite the fact that Japan is our largest Asian trading partner and airlines want to provide the service. The reason millions of Americans and hundreds of businesses are being cut-off from that trade relationship is that the U.S.-Japan aviation agreement prevents the service and the U.S. Government is doing nothing to change the situation. Officials in your Administration have adopted a policy that places all of its priority on service between Japan and other points in Asia (like Indonesia). There seems to be no priority placed on service between, for example, Houston, St. Louis or Miami and Japan.

I represent the above listed U.S. cities in a coalition we founded earlier this year and called ACCESS U.S.-Japan. That coalition has membership that includes the airlines that want to provide the service, the cities that want to receive the service and nearly 2,000 other businesses, labor organizations, trade associations, economic development groups, states, mayors, state legislators, academics -- a broad cross-section of people who believe, as I do, in

TO
for Reply

HUNTON & WILLIAMS

The President
June 14, 1996
Page 2

a simple goal: "more service by more airlines to more cities between the U.S. and Japan and beyond."

A new agreement that achieved that goal could generate more than \$9 billion in annual new economic activity in the U.S. and would help support about 300,000 jobs throughout this country. I am writing to ask you directly why this opportunity has not been seized by the Administration. As Jeff Erickson, President and CEO of TWA which is headquartered in St. Louis, said in a speech Tuesday (June 12) before the Wings Club of New York: "A dozen or more U.S. cities are ready, willing and able to support U.S.-Japan service. Airlines are ready to provide the service, and travelers are prepared to climb aboard.... On its face this would appear to be a slam-dunk in terms of U.S. policy on open skies to Japan. America's long-standing commitment to open skies coupled with the huge benefits from increased service in the U.S.-Japan market would seem to dictate a position of strong defense of existing traffic rights coupled with an unrelenting push for expansion of access to additional cities and additional airlines."

Mr. Erickson puts it very well, but your Administration seems frozen in place on the idea that it is better not to engage the Japanese in negotiations than it is to risk the Japanese bringing up topics of concerns to them.

The position of the Administration to avoid broad talks with Japan on new opportunities for air service is being reinforced by two U.S. airlines who essentially have a duopoly in the market. In other words, they want to preserve their dominance in the market at the expense of the cities and businesses in this country that truly need, could support and would prosper from better, more convenient, more competitive and lower-cost air service to Japan.

The strange thing is, under the guise of preserving our current agreement rights, these airlines and the current negotiating position of the U.S., in reality, is weakening those rights by allowing the Japanese to question the rights each time one of those dominant airlines wants to change a flight or destination. When the Japanese question the rights, the U.S. government must plead for Japanese approval. Each time we plead for approval, we diminish the right. After all, a right isn't a right if you have to beg for it each time you want to use it. The Japanese have asked for consultations on the aviation agreement several times. (One of those times was during your summit meeting with Prime Minister Hashimoto in April), but the U.S. keeps avoiding talks on expanding the agreement because the two incumbent U.S. airlines do not want them. Gerald Greenwald, Chairman and CEO of United (one of the airlines opposing the talks), told me so in a face-to-face meeting just two weeks ago.

HUNTON & WILLIAMS

The President
June 14, 1996
Page 3

While no one can predict with certainty the specific outcome of any given trade negotiation, avoiding the negotiation of a new agreement in the first place certainly does not bring progress. I believe U.S. negotiators are up to the task. I believe a new agreement can be crafted with Japan that will bring more service and more competition to U.S. cities once U.S. policy is changed to seize the future instead of protect the past.

Mr. President, you have the ability to change the course of an upcoming negotiation between the U.S. and Japan on June 27 and 28 which is currently designed only to protect what we have, not seize new opportunities for the future. People may tell you that the Japanese are currently violating our aviation trade agreement and we must force them to abide by the old agreement before we create a new one. The real problem is there is a significant and very old dispute between our countries on what the agreement actually says and refusing to settle that dispute, as we are today, does not solve the problem; it perpetuates it. Further, it deprives all of those cities and businesses of an estimated \$9 billion in annual economic activity.

I encourage you to take advantage of this opportunity. You can influence, for the benefit of hundreds of businesses and millions of citizens, one of the most important aviation decisions your Administration will make this year and one of the most important overall trade relationships this country has. More specifically, you should direct the U.S. negotiators to include the topic of a new agreement and the framework for achieving that agreement in the upcoming June 27-28 talks. You can make it happen and then you can tell people in Newark, Miami, Orlando, St. Louis, Atlanta, Boston, Dallas, Las Vegas, Portland and Houston that your Administration will provide them with new access by air to Japan.

I will call you the first of next week after you receive this letter. I will do whatever I can to help you achieve this important goal for the nation and the economy: "more service by more airlines between more cities in the U.S. and Japan and beyond."

With kindest regards, I am

Sincerely,

A handwritten signature in dark ink, appearing to read "Gerald L. Baliles", with a stylized, looped flourish at the end.

Gerald L. Baliles

THE PRESIDENT HAS SEEN

6.24.96



he says I should
come to Earth -

RUDY GARCIA
MAYOR

~~Signature~~
E.L.G.

CITY OF BELL GARDENS

7100 So. Garfield Avenue • Bell Gardens, California 90201
(310) 806-7700 • Beeper (213) 699-4020 • Fax (310) 806-7709
Bus. (213) 771-3117 • Fax (213) 771-3689 • Email: RudyEstela@aol.com

6-24-96

Phil -

Should we
send this to
anyone?

-J.T.

John Emerson

6-25-96

FROM OVAL

~~TO~~ TO DORSKIRLO
For reply?

✓ — yes — no

to coordinate
with VP's office
— John



2476 Bolsover, Suite 603, Houston, TX 77005
(409) 755 9151 Fax: (713) 794 0866

FAX COVER SHEET

TRANSMITTAL DATE: June 25, 1996

CONTACT NUMBER: (202) 456-1414

FACSIMILE NUMBER: (202) 456-2990

FROM: Mr. Jesse Johnson

TO: President Bill Clinton

COMPANY: The White House

NUMBER OF PAGES: 5

COMMENTS:

IN THE EVENT OF TROUBLE PLEASE CALL (713) 794 0865

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To All Concerned: ALL FACSIMILE IS SENT TO A FAX CLEARING CENTER



June 24, 1996

Mr. Carl Swearingen, President
Bell South Georgia
Bell South Telecommunications, Inc.
125 Perimeter Center West, Suite 397
Atlanta, GA 30346

Dear Mr. Swearingen:

Since our last meeting in Congressman Ford's office in Washington, D.C., there have been numerous changes to the communications landscape. I have no doubt, and shall remain resolute in the faith that regardless of the magnitude of those changes that have transpired, the most significant ones have yet to take place. For whatever it's worth, I would like to convey my sincere appreciation for not just your time, but for the sincere dialogue about the future of our nation and more specifically, its children.

Indeed, my thanks are rooted in the sincerity of your tone rather than the amount of time that was spent.

To be sure, its not out of a lack of respect for your time, but a deeper appreciation from one man to another who understands that the courage of ones convictions are manifested through actions and not meaningless rhetoric.

To be sure this is a new time, and a new era in terms of approaching the vast horizon of the information age.

Competition no doubt will make all those associated the better in terms of making that approach.

I do however, think that while strategic and sometimes advisorial decisions are being made among the different factions, there must be uniformity in support for our children's future.

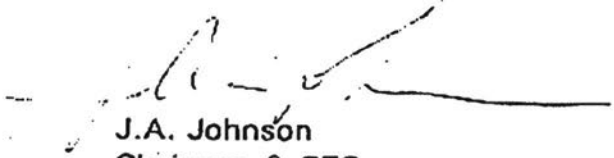
This support must be manifested through ongoing efforts by all those involved, and particularly for those children that are at risk of not having access to the profound educational opportunities that the future surely holds.

3780 West Lucas, Suite 145
Beaumont, Texas 77706
Phone (409) 755-9151 • Fax (409) 755-0276

Page 2

Therefore, I am calling on you and your organization to join me in dialogue about a way to lower the cost of infrastructure implementation so that we all may rest in the knowledge that our children may be more than we, not for our lack of heart, but for their access to opportunity.

In closing, let me again say Thanks and wish you and your organization the best. I am looking forward to working with you in the near future and until then with every good wish I am:



J.A. Johnson
Chairman & CEO

cc: President William Clinton
Vice President Albert Gore
Congressman Harold Ford
The Hon. Bill Campbell, Mayor of Atlanta
Jim Kohlenberger, Domestic Policy Advisor
Greg Simon, Policy Advisor
Thurgood Marshall, Jr., Director of Legislative Affairs
Deval Patrick, Attorney General (Civil Rights)
Janet Reno, Attorney General
Richard Riley, Secretary of Education

3780 West Lucas, Suite 145
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OFFICE OF THE VICE PRESIDENT
WASHINGTON

April 3, 1996

Mr. Jesse A. Johnson
Chairman and CEO
Global Communications
3780 West Lucas
Suite 145
Beaumont, TX 77706

Dear Mr. Johnson,

As you know, the President and I believe that one of the most important elements of planning for the future is ensuring that America's children have the technological skills they will need for the information-intensive 21st century. Without basic computer skills, today's students will be unemployable in the world's largest and most profitable sector. Indeed, it is estimated that 60 percent of jobs created in the year 2000 will require information-based skills possessed by only 20 percent of workers today. Technology in the classroom is not only fun – it is necessary!

Crucial to planning for America's future is equity of access – that is, ensuring that all American children, regardless of family income or geography, have the opportunity to learn with computers. That is why the President and I have announced our plan to connect every school in every Empowerment Zone in the country – about 500 schools – to the Information Superhighway by the end of this year. This is an effort that can only be achieved when the federal government, local communities, parents, teachers, and, importantly, business leaders work together to make it a reality.

Already, the private sector is answering the President's challenge. America On-Line, the nation's largest commercial on-line service, has agreed to provide free AOL access for every school in every Empowerment Zone in the country. AT&T has made available to every school in every Empowerment Zone free Internet dial-up access, web browser software, content access controls, and navigational tools. But as you well know, there is still so much more to be done to bring educational technology to our Empowerment Zone schools.

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The President and I appreciate your leadership in helping to bring technology to Atlanta's Empowerment Zone schools. We are confident this leadership will make a world of difference to our children and to the nation's future.

Very best wishes.

Sincerely,

A handwritten signature in black ink, appearing to read 'Al Gore', written in a cursive style.

Al Gore

AG/ekz