

Mr. President, we tell our children that we study history so we will not make the same mistakes of the past. Past history shows us the Senator from Iowa's plan will not work. I hope that we have learned our lesson and will take the steps necessary to help agriculture move into the 21st Century and not mired in the broken policies of the 20th Century.

I yield the floor.

The PRESIDING OFFICER. The majority leader is recognized.

Mr. LOTT. Do I have any time remaining?

The PRESIDING OFFICER. Yes.

Mr. LOTT. This is unusual. But in the hope that he will be brief, I yield the balance of that time to Senator BREAUX. I am sure he will speak against this amendment in that time.

Mr. BREAUX. Thank you for the time.

I make one point very quickly, and the point is this: Our friends in agriculture in the northern part of the United States have a problem: They have a crop but they have a very poor price that doesn't allow them to continue. They need help. That is why the loan level is being increased—to try to help those.

For those of us who represent the southern areas, our problem is the opposite: Because of the drought, we don't have any crop. It is not a question of local price. There is no crop to sell at any price.

One of the sections that is in this bill says that the Secretary may use funds made available under this section to make cash payments that don't go for crop disasters but for income loss.

Now, as a representative of an area that has a crop disaster, it seems to me I am being written out of any help at all. If that is the case, I would like to know about it.

Maybe my friend from North Dakota can respond, and I yield to him.

Mr. CONRAD. If I might respond to the Senator from Louisiana and assure him, as the author of this provision, it is designed specifically to help every State that has experienced income loss.

Mr. LOTT. How much time is left?

Mr. BREAUX. I ask unanimous consent that Senator CONRAD may complete the response to my question.

Mr. CONRAD. I just say to the Senator from Louisiana, this is specifically designed to help every State that has suffered income loss. The reason the funding has been expanded is because of the losses in Louisiana, the losses in Oklahoma, the losses in Texas, the losses in Georgia.

This is designed to help every State that has experienced income loss, including the Senator's State of Louisiana.

Mr. BREAUX. I yield the floor.

The PRESIDING OFFICER. Under the previous order, we will proceed to vote. The question is on the motion to table the Daschle amendment. The yeas and nays have been ordered. The clerk will call the roll.

Mr. NICKLES. I announce that the Senator from New York (Mr. D'AMATO), and the Senator from Pennsylvania (Mr. SPECTER) are necessarily absent.

Mr. FORD. I announce that the Senator from South Carolina (Mr. HOLLINGS), the Senator from Maryland (Ms. MIKULSKI), the Senator from Illinois (Ms. MOSELEY-BRAUN), and the Senator from New Jersey (Mr. TORRICELLI) are necessarily absent.

I further announce that, if present and voting, the Senator from Illinois (Ms. MOSELEY-BRAUN), would vote "no."

The PRESIDING OFFICER (Mrs. HUTCHISON). Are there any other Senators in the Chamber desiring to vote?

The result was announced—yeas 53, nays 41, as follows:

[Rollcall Vote No. 267 Leg.]

YEAS—53

Abraham	Frist	McCain
Allard	Gorton	McConnell
Ashcroft	Gramm	Murkowski
Bennett	Grams	Nickles
Bond	Grassley	Roberts
Brownback	Gregg	Roth
Campbell	Hagel	Santorum
Chafee	Hatch	Sessions
Coats	Helms	Shelby
Cochran	Hutchinson	Smith (NH)
Collins	Hutchison	Smith (OR)
Coverdell	Inhofe	Snowe
Craig	Jeffords	Stevens
DeWine	Kempthorne	Thomas
Domenici	Kyl	Thompson
Enzi	Lott	Thurmond
Faircloth	Lugar	Warner
Feingold	Mack	

NAYS—41

Akaka	Dorgan	Lautenberg
Baucus	Durbin	Leahy
Biden	Feinstein	Levin
Bingaman	Ford	Lieberman
Boxer	Glenn	Moynihhan
Breaux	Graham	Murray
Bryan	Harkin	Reed
Bumpers	Inouye	Reid
Burns	Johnson	Robb
Byrd	Kennedy	Rockefeller
Cleland	Kerrey	Sarbanes
Conrad	Kerry	Wellstone
Daschle	Kohl	Wyden
Dodd	Landrieu	

NOT VOTING—6

D'Amato	Mikulski	Specter
Hollings	Moseley-Braun	Torricelli

The motion to lay on the table the amendment (No. 3580) was agreed to.

AMENDMENT NO. 3581

(Purpose: To provide emergency assistance to agricultural producers)

Mr. DASCHLE. Madam President, I send an amendment to the desk and ask for its immediate consideration.

The PRESIDING OFFICER. The clerk will report.

The legislative clerk read as follows:

The Senator from South Dakota [Mr. DASCHLE], for himself, Mr. HARKIN, Mr. JOHNSON, Mr. KERREY, Mr. CONRAD, Mr. BAUCUS, Mr. DORGAN, and Mr. WELLSTONE, proposes an amendment numbered 3581.

Mr. DASCHLE. Madam President, I ask unanimous consent that reading of the amendment be dispensed with.

The PRESIDING OFFICER. Without objection, it is so ordered.

The amendment is as follows:

On page 199, between lines 15 and 16, insert the following:

TITLE VII—EMERGENCY AGRICULTURAL ASSISTANCE

SEC. 701. MARKETING ASSISTANCE LOANS.

(a) MARKETING ASSISTANCE LOANS.—

(1) LOAN RATES.—Notwithstanding section 132 of the Agricultural Market Transition Act (7 U.S.C. 7232), for crop year 1998, loan rates for a loan commodity (as defined in section 102 of that Act (7 U.S.C. 7202)), other than rice, shall not be subject to any dollar limitation on loan rates prescribed under subsection (a)(1)(B), (b)(1)(B), (c)(2), (d)(2), (f)(1)(B), or (f)(2)(B) of section 132 of that Act.

(2) RICE.—Notwithstanding section 132(e) of that Act, for crop year 1998, the loan rate for a marketing assistance loan under section 131 of that Act (7 U.S.C. 7231) for rice shall be not less than the greater of—

(A) \$6.50 per hundredweight; or

(B) 85 percent of the simple average price received by producers of rice, as determined by the Secretary of Agriculture, during the marketing years for the immediately preceding 5 crops of rice, excluding the year in which the average price was the highest and the year in which the average price was the lowest in the period.

(3) TERM OF LOAN.—Notwithstanding section 133(c) of that Act (7 U.S.C. 7233(c)), for crop year 1998, the Secretary may extend the term of a marketing assistance loan for any loan commodity for a period not to exceed 6 months.

(b) APPLICATION.—

(1) IN GENERAL.—The authority provided by this section applies to the 1998 crop of a loan commodity.

(2) LOANS.—This section applies to a marketing assistance loan for a loan commodity made under subtitle C of the Agricultural Market Transition Act (7 U.S.C. 7231 et seq.) for the 1998 crop year before, on, or after the date of enactment of this Act.

SEC. 706. EMERGENCY REQUIREMENT.

(a) BUDGET REQUEST.—The entire amount necessary to carry out this title and the amendments made by this title shall be available only to the extent that the President submits to Congress an official budget request for a specific dollar amount that includes designation of the entire amount of the request as an emergency requirement for the purposes of the Balanced Budget and Emergency Deficit Control Act of 1985 (2 U.S.C. 900 et seq.).

(b) DESIGNATION BY CONGRESS.—The entire amount of funds necessary to carry out this title and the amendments made by this title is designated by Congress as an emergency requirement under section 251(b)(2)(A) of the Balanced Budget and Emergency Deficit Control Act of 1985 (2 U.S.C. 901(b)(2)(A)).

Mr. DASCHLE. Madam President, I ask unanimous consent that my amendment be laid aside to accommodate the amendment to be offered by the Senator from Arkansas.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. DASCHLE. I yield the floor.

UNANIMOUS CONSENT AGREEMENT—S. 2279

Mr. LOTT. Madam President, I ask unanimous consent that it be in order for the majority leader, after consultation with the Democratic leader, to proceed to the consideration of S. 2279, the Wendell Ford National Air Transportation System Improvement Act. I further ask that during the pendency of S. 2279 only relevant amendments be in order to the bill.

Mr. DASCHLE. Madam President, in spite of the extraordinarily good name this bill has, I just inform the majority leader that we are still negotiating. We hope that we can come to some accommodation here. I would personally like to see this legislation pass, but we are not there yet. On behalf of colleagues on this side, I will object.

The PRESIDING OFFICER. Objection is heard.

Mr. LOTT. Madam President, on this subject, this is a very important Federal Aviation Administration bill. It is critical and is must-pass legislation. I discussed it briefly with Senator DASCHLE and he indicates that he will work to see if we can clear any objections or holds that we might have on it. It involves billions of dollars in airport improvement grants, which cannot be distributed without the authorization bill that has been named the Wendell Ford bill, since he has been a member of the committee and has worked on this particular bill and its authorization for many years. It would provide funding for projects at nearly every airport in the Nation and for work that is really essential. I hope we can come to an agreement on this and get it up for consideration within the next 2 weeks so it won't get caught up and lost at the end of the session. So I will be talking further to Senator DASCHLE about this and any Senator that might have any problems. I know Senator McCAIN wishes to speak on this.

I yield the floor.

Mr. McCAIN addressed the Chair.

The PRESIDING OFFICER. The Senator from Arizona is recognized.

Mr. McCAIN. Madam President, I thank the majority leader for trying to move this legislation. I thank the Democratic leader for expressing his willingness to try to work something out. But I also have to express my disappointment that we can't reach agreement yet on a manner to proceed to the consideration of the Wendell H. Ford National Air Transportation System Improvement Act. I pledge to do whatever I can within my power to work with my colleagues on a way to move forward with this critical legislation.

This reauthorization bill is a must-pass piece of legislation. The bill must be reauthorized before the end of this fiscal year, or airport grants across the Nation will lapse. Grants to our airports will stop regardless of whether the transportation appropriations bill is signed into law or not.

Madam President, the bill allows for approximately \$2 billion to be spent annually on safety and security improvements, as well as capacity enhancements, at public use airports across the country. Ongoing construction projects at hundreds, if not thousands, of airports will be jeopardized if Congress doesn't act before the end of September. Funding for noise grants will halt, as well as funding for important FAA Letter of Intent projects.

Madam President, coincidentally, the State of Texas happens to entail \$26,942,447.

This bill authorizes a number of safety initiatives, as well as provisions to promote competition in the domestic airline industry. We need only to look at the crippling effect of the Northwest Airlines strike to understand the need to advance legislation that enhances capacity at and access to our most congested airports.

We must move quickly on this bill. Otherwise, we run the risk of the bill's getting caught up in unrelated politically charged issues at the end of the session.

Also, we need to take the time to move through the appropriate process on this bill. There are too many significant improvements in the Senate reauthorization bill which would die on the vine if we don't proceed to consideration of the Senate version of the bill. Both the House and the Senate have completed action on their respective 1999 transportation appropriations bills and are currently moving towards conference. Without an authorization bill these funds would be unavailable obligations to our Nation's airport.

I ask unanimous consent that the Letters of Intent, as well as the Airport Improvement Program Formula Distributions, some \$2.1 billion, be printed in the RECORD.

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

LETTERS OF INTENT

Current letters of intent assume the following fiscal year 1999 grant allocations:

Arkansas: Fayetteville (northwest Arkansas)	\$5,000,000
Colorado: Denver International	24,931,000
Georgia: Hartsfield Atlanta International	7,083,000
Illinois: Mid-America, Belleville reliever	14,000,000
Chicago Midway	3,000,000
Kentucky: Greater Cincinnati	6,000,000
Louisville	18,243,000
Michigan: Detroit Metropolitan	16,400,000
Mississippi: Golden Triangle	300,000
Nevada: Reno/Tahoe International	6,500,000
New York: Buffalo International	1,700,000
Rhode Island: Theodore F. Green State	6,500,000
South Carolina: Hilton Head	558,000
Florence Regional	94,000
Tennessee: Nashville International ..	555,000
Memphis International ..	18,733,000
Texas: New Austin at Bergstrom Dalls/Ft. Worth International	11,430,000
Midland	12,500,000
Virginia: Reagan Washington National	1,327,000
14,232,000	
Washington: Seattle-Tacoma International	4,400,000
Total	173,486,000

(Source: United States Senate Report 105-249, Department of Transportation and Related Agencies Appropriations Bill, 1999; pp. 86)

In addition, there is \$500,000,000 in discretionary funds available for assignment by the FAA after the authorization and appropriations process has been completed.

AIRPORT IMPROVEMENT PROGRAM FORMULA DISTRIBUTIONS

[Estimated FY98 entitlement and State allocations, Total formula funds at \$2.1 billion]¹

Alabama	\$5,823,950
Alaska	31,277,460
Arizona	8,759,576
Arkansas	4,577,601
California	31,086,667
Colorado	7,958,160
Connecticut	2,809,935
Delaware	635,295
District of Columbia	468,506
Florida	13,064,255
Georgia	8,040,687
Hawaii	1,186,786
Idaho	5,134,047
Illinois	11,777,613
Indiana	6,148,104
Iowa	5,065,177
Kansas	6,193,550
Kentucky	4,932,788
Louisiana	5,778,788
Maine	2,734,919
Maryland	4,298,977
Massachusetts	5,091,338
Michigan	12,190,141
Minnesota	7,873,545
Mississippi	4,490,016
Missouri	7,558,689
Montana	8,289,328
Nebraska	5,247,768
Nevada	6,692,991
New Hampshire	1,334,174
New Jersey	6,348,164
New Mexico	7,508,916
New York	16,573,616
North Carolina	7,827,567
North Dakota	4,180,687
Ohio	10,647,533
Oklahoma	6,061,992
Oregon	7,247,957
Pennsylvania	11,505,588
Puerto Rico	2,632,148
Rhode Island	832,693
South Carolina	4,302,524
South Dakota	4,559,359
Tennessee	5,936,395
Texas	26,942,447
Utah	5,752,302
Vermont	933,033
Virginia	6,947,024
Washington	7,410,694
West Virginia	2,638,950
Wisconsin	7,204,305
Wyoming	5,421,196
Insular areas	2,564,100
Total	388,500,000

¹The list includes airport entitlement funds and State funds that would be foregone in fiscal year 1999, assuming the Senate AIP appropriations level of 2.1 billion dollars. These figures don't include discretionary grants & LOI payments.

(Source: United States Senate Report 105-249, Department of Transportation and Related Agencies Appropriations Bill, 1999; pp. 80-1).

(Note: This does not include funds allocated to states for general aviation, relieve, and non-primary commercial service airports, nor does it include nearly half a billion dollars in discretionary grants the FAA will allocate in FY99.)

Mr. McCAIN. Madam President, finally, in summary, let me just say we worked hard on this bill. There are some things that are controversial. We sat down and worked—I see the Senator from Illinois on the floor—on the issue of Chicago O'Hare. We worked with Senator WARNER on the issue of National Airport. We worked with a lot of other people.

We need to move this legislation forward. I want to tell my colleagues that I have a commitment from the chairman of the Appropriations Committee that he will not put a temporary reauthorization on the appropriations bill if we don't reach a resolution of the authorization bill. I have been working on a couple of these issues for now 10 years. I do not intend to see it delayed further. I am committed to seeing this reauthorization take place.

I look forward to working with all of my colleagues in trying to resolve any differences that we might have.

I thank the majority leader for trying to move this legislation at this time. I appreciate the Democrat leader's commitment to working in trying to work this thing out.

I yield the floor.

Mr. DURBIN addressed the Chair.

The PRESIDING OFFICER. The Senator from Illinois.

Mr. DURBIN. Madam President, I ask unanimous consent that I be recognized for not more than 10 minutes as if in morning business.

The PRESIDING OFFICER. Without objection, it is so ordered.

BASEBALL HISTORY

Mr. DURBIN. Madam President, I am fortunate to be a Senator representing the great State of Illinois, the great city of Chicago, at great ballpark named Wrigley Field.

Yesterday afternoon it was my good fortune to see at least part of the very historic game, a game between the Chicago Cubs and the Milwaukee Brewers, which will now be part of baseball history. It was a game attended by 40,846 fans at Wrigley Field, and several hundred of us on the rooftops and around the field watched and marveled. Not only was it a great baseball game with the Cubs' victory, but it was a historic game for a very important person. Any newspaper you picked up in Chicago, or Illinois, or perhaps across the country, this morning let everyone in on the fact that baseball history was made yesterday in Wrigley Field.

Paul Sullivan, a Tribune staff writer for the Chicago Tribune put it in lyric words that I would like to read:

With the shadows creeping over the right field vines, and the crowd on its tiptoes, Sosa took hold of an Eric Plunk fastball in the ninth inning and sent it screaming onto Waveland Avenue for number 62, in the greatest home run chase the game has ever seen.

I was happy to be there and to see home run 62. I am happy to represent the State which has in it such a fine man playing as Sammy Sosa. We are really blessed—those of us who follow baseball—to have this wonderful home run derby, and have two extraordinary individuals involved in it.

Mark McGwire of the St. Louis Cardinals also sent 62 home runs this year, eclipsing the record of Babe Ruth, as well as Roger Maris. It is good to know that Mark McGwire is a good person.

He announced early in the season that he would be donating \$1 million of his salary this year for those children who have been physically and sexually abused. He has a heart, and he has shown it many times.

Then there is Sammy Sosa, from the Dominican Republic.

If you will recall the scene last week when Mark McGwire was breaking the record to be the first to do so, there was Sammy Sosa in right field. He could not have been more supportive and more congratulatory. There is a true friendship between the men.

As Mark McGwire received all of this attention and adulation, Sammy was there to cheer him on. Yesterday, Sammy Sosa matched Mark McGwire with 62 home runs. He continued to praise him as a friend and hoped that they both had good luck in this home run derby in the remaining games.

It tells us a lot about baseball. It tells us a lot about these two men.

Sammy Sosa comes from particularly humble beginnings, starting off in the Dominican Republic. One of my favorite quotes during the course of the season is someone went to Sammy Sosa and said, "Aren't you under a lot of stress because of this race for the home run title?" And he said, "You think this is stressful, earning a living as a shoeshine boy in the Dominican Republic is stressful." He put it all in perspective.

He has been gracious and friendly. He has been a true sportsman throughout this race. He deserves our praise and our cheers as well.

All of us watch anxiously for the closing games to see who ends up with the ultimate home run record.

For those of us who are fortunate to love the game and to be watching it closely in 1998, I want to say my hat is off to Mark McGwire and especially to Sammy Sosa, who yesterday with two towering home runs over left field and into Waveland Avenue, really brought Chicago to its feet, cheering this man and all that he stands for.

I am hoping now that they will continue this race to set the record and to put the great American pastime back on its feet. I think they have done a lot for it.

I wish them both the very best. I yield the floor.

DEPARTMENT OF THE INTERIOR AND RELATED AGENCIES APPROPRIATIONS ACT, 1999

The Senate continued with the consideration of the bill.

Mr. GORTON addressed the Chair.

The PRESIDING OFFICER. The Senator from Washington.

AMENDMENTS NUMBERED 3582 TO 3590 EN BLOC

Mr. GORTON. Madam President, I send a group of amendments to the desk and ask that they be reported en bloc and considered en bloc.

The PRESIDING OFFICER. Without objection, it is so ordered.

The clerk will report.

The bill clerk read as follows:

The Senator from Washington (Mr. GORTON) proposes amendments numbered 3582 to 3590 en bloc.

Mr. GORTON. Mr. President, I ask unanimous consent that reading of the amendments be dispensed with.

The PRESIDING OFFICER. Without objection, it is so ordered.

The amendments en bloc are as follows:

AMENDMENT NO. 3582

Under the heading "Bureau of Indian Affairs", "Construction" on page 33, strike the second proviso.

AMENDMENT NO. 3583

At the end of Title I, General Provisions, add the following new section:

SEC. . Notwithstanding any other provision of law, the Tribal Self-Governance Act (25 U.S.C. §458aa et seq.) is amended at §458ff(c) by inserting "450c(d)," following the word "sections".

AMENDMENT NO. 3584

(Purpose: To adjust the boundaries of the Columbia River Gorge National Scenic Area)

At the end of Title III, add the following new section:

SEC. . (a) IN GENERAL.—To reflect the intent of Congress set forth in Public Law 98-396, section 4(a)(2) of the Columbia River Gorge National Scenic Area Act (16 U.S.C. 544(a)(2)) is amended—

(1) by striking "(2) The boundaries" and inserting the following:

"(2) BOUNDARIES.—

"(A) IN GENERAL.—Except as provided in subparagraph (B), the boundaries"; and (2) by adding at the end of the following:

"(B) EXCLUSIONS.—The scenic area shall not include the approximately 29 acres of land owned by the Port of Camas-Washougal in the South ½ of Section 16, Township 1 North, Range 4 East, and the North ½ of Section 21, Township 1 North, Range 4 East, Willamete Meridian, Clark County, Washington, that consists of—

"(i) the approximately 19 acres of Port land acquired from the Corps of Engineers under the Second Supplemental Appropriations Act, 1984 (Public Law 98-396); and

"(ii) the approximately 10 acres of adjacent Port land to the west of the land described in clause (i)."

(b) INTENT.—The amendment made by the subsection (a)—

(1) is intended to achieve the intent of Congress set forth in Public Law 98-396; and

(2) is not intended to set a precedent regarding adjustment or amendment of any boundaries of the Columbia River Gorge National Scenic Area or any other provisions of the Columbia River Gorge National Scenic Area Act.

AMENDMENT NO. 3585

(Purpose: To delete funding for acquisition by the United States Fish and Wildlife Service of the Texas Chenier Plain)

On page 13, line 13, before the period at the end insert the following: ", and of which no amount shall be available for acquisition of the Texas Chenier Plain".

AMENDMENT NO. 3586

(Purpose: To direct the Secretary of the Interior to make corrections to a map relating to the Coastal Barrier Resources System)

On page 74, after line 20, add the following:
SEC. 1 . CORRECTION TO COASTAL BARRIER RESOURCES SYSTEM MAP.

(a) IN GENERAL.—Not later than 30 days after the date of enactment of this Act, the Secretary of the Interior shall make such