

Oregon and Washington Farm Bureaus have provided critical leadership in helping us obtain these funds, and I wonder if the Chairman of the Subcommittee would engage in a colloquy about how these funds are to be spent.

Mr. GORTON. Of course, as the senior Senator from Oregon mentioned, this issue is a serious concern of many of my constituents in the southwestern part of my state. I am delighted to have been able to provide funds from this year's U.S. Fish and Wildlife Service budget to develop a solution to this problem affecting both of our states.

Mr. WYDEN. Is it the Chairman's understanding that at least \$152,000 would be directed to fund a study of the economic impact of goose grazing and to develop the most effective methods for reducing damage by Canada Geese; and that the remaining funds will be used to assess, monitor, and reduce depredation by Canadian Geese of agricultural crops in Washington State and Oregon?

Mr. GORTON. The gentleman from Oregon is correct. The \$152,000 of study money will be used to continue ongoing studies at Oregon State University and has strong support among farmers in both our states.

Mr. SMITH of Oregon. Further, is it the Chairman's understanding that the Committee directs the monies be allocated by and based upon the consensus of the Canada Goose Agricultural Depredation Working Group, comprised of, but not limited to, one person from each of the following: Washington and Oregon Departments of Fish and Wildlife; U.S. Fish and Wildlife Service; USDA/APHIS Wildlife Services; and an agricultural representative each from Washington and Oregon?

Mr. GORTON. Yes. I understand that this group, which is composed of a diverse array of impacted interests, recently received approval for the NW Oregon/SW Washington Canada Goose Agricultural Depredation Control Plan which provides a foundation for many depredation reduction programs. I am very impressed by the work of this group and am delighted that it will have sufficient flexibility to develop solutions to this problem.

CIVIL WAR BATTLEFIELD PRESERVATION

Mr. TORRICELLI. Mr. President, I would like to thank the many Senators who have demonstrated a commitment to historic Civil War battlefield preservation which culminated in this amendment to the Interior Appropriations Bill that directs \$10 million be made available for matching grants to States and local communities for Civil War Battlefield preservation. I especially want to thank Senators LOTT and GORTON for their efforts over the past several months as well as my long time ally in this issue, Senator JEFFORDS.

Battlefield preservation is essential to allow current and future generations to experience the powerful lessons these places convey about the past, present, and future of the United States. A battlefield's landscape speaks

beyond written accounts and motion picture and television recreations. The remarkable story of our country's struggle for independence cannot be compellingly told or wholly understood without these sites. The need to protect these sites of heroism and sacrifice has never been more acute. Today, residential, commercial, and industrial development threaten significant battle sites in many states.

A Congressional study of the nation's Civil War sites completed in 1993, found that 20% of the most important sites had already been lost and an additional 50% would be lost in the next ten years without concerted action. The report specifically recommended that \$70 million be made available over a 7 year period for matching grants to aid land acquisition efforts. This amendment would for the first time provide a \$10 million installment for this purpose.

The premise behind this amendment is simple: Congress must provide funds to leverage nonfederal resources to preserve endangered battlefields. These funds are an investment in our national heritage, an investment that will pay dividends not just for our towns and states, but for the entire country and for generations to come.

MORNING BUSINESS

Mr. GORTON. Madam President, I ask unanimous consent that there be a period for the transaction of morning business with Senators permitted to speak for up to 10 minutes each.

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

THE VERY BAD DEBT BOXSCORE

Mr. HELMS. Madam President, at the close of business Friday, September 11, 1998, the federal debt stood at \$5,547,277,485,008.59 (Five trillion, five hundred forty-seven billion, two hundred seventy-seven million, four hundred eighty-five thousand, eight dollars and fifty-nine cents).

One year ago, September 11, 1997, the federal debt stood at \$5,414,576,000,000 (Five trillion, four hundred fourteen billion, five hundred seventy-six million).

Twenty-five years ago, September 11, 1973, the federal debt stood at \$460,119,000,000 (Four hundred sixty billion, one hundred nineteen million) which reflects a debt increase of more than \$5 trillion—\$5,087,158,485,008.59 (Five trillion, eighty-seven billion, one hundred fifty-eight million, four hundred eighty-five thousand, eight dollars and fifty-nine cents) during the past 25 years.

HANOI TAXI

Mr. DEWINE. Madam President, this week, Americans across the country will be participating in events to pay tribute to Americans Missing in Action and former Prisoners of War (MIAs/

POWs). With that in mind, I would like to talk about an event that took place on February 12th, 1973. On that date, a United States Air Force C-141 landed at the Gia Lam Airport in Hanoi, North Viet Nam. The crew's mission was to pick up and return to the United States the first American POWs from Viet Nam. This historic mission signaled the beginning of the end of a period of uncertainty for many American POWs and their families. The flight for freedom from captivity came to a joyous conclusion when the aircraft carrying these soldiers landed at Hickham Air Force Base, Hawaii, where for the first time in many years, the former POWs once again stepped proudly and honorably onto American soil.

On that day in February 1973, the tail number of the aircraft dispatched to Gia Lam was 660177. As the primary cargo aircraft for the Air Force at that time, the C-141, and specifically aircraft 660177, had flown cargo missions in support of U.S. operations in Viet Nam. To this day, many of the former POWs that were on board that first freedom flight still remember the tail number—660177. In tribute to the historic mission competed by this particular aircraft, flight crew members informally named the aircraft the "Hanoi Taxi."

Following the conclusion of activities in Viet Nam, the "Hanoi Taxi" continued to serve the Air Force as a cargo aircraft. Throughout the years, the role this aircraft played in our military history went largely unnoticed.

In 1992, aircraft 660177, was assigned to the 445th Airlift Wing of the United States Air Force Reserve at Wright-Patterson Air Force Base in Ohio. At that time, members from the maintenance squadron of the 445th Airlift Wing noticed the words "Hanoi Taxi" on a label above the flight engineer's panel. M/Sgt. Dave Dillon became very interested in this unusual appearance and with the assistance of T/Sgt. Henry Harlow, S/Sgt. Jeff Wittman and T/Sgt. Susan Denlinger, they worked to piece together the story behind the name. When they learned of the historic mission that gave aircraft 660177 the name "Hanoi Taxi", personnel from the 445th Airlift Wing began the process of transforming the aircraft into a flying tribute to honor those former Prisoners of War and those that are still Missing in Action.

Today, nose art on the "Hanoi Taxi" represents the emblem of the 4th Allied Prisoner of War Wing and a plaque adorns a position of high visibility near the flight deck honoring the first 40 individuals that made that first flight from Hanoi on February 12, 1973. In addition, photographs of the historic mission are placed throughout the aircraft to allow those passing through the cabin to see those brave individuals who were forced to surrender their own freedom to protect ours.

For many of the POW's that were on board the "Hanoi Taxi", some of the

memories of their captivity have faded over the years, but today the number 660177 is the number of freedom—the number of the aircraft that reunited them with their friends and families.

Notable passengers on board the “Hanoi Taxi” include retired Navy Rear Admiral Jeremiah Denton, who later served as a United States Senator. Then Air Force Captain Ed Mechenbier also was a passenger. Today, Brigadier General Ed Mechenbier still serves his country in the United States Air Force Reserve. The significance of the “Hanoi Taxi” is best illustrated by the following comments General Mechenbier provided in a recent interview:

This airplane is more than a tribute to the POW's that were fortunate to be released in 1973. It reminds us of the service of more than a million Viet Nam era veterans, and it says to those POW/MIAs who did not share in our joy, you are not forgotten.

This week our Nation honors the sacrifices and dedication to duty, honor and country that those Missing in Action and former Prisoners of War have provided. As we remember the sacrifice that has been made, let us not forget the continuing sacrifice that our present members of our armed forces have made as we forge pathways of peace in an ever changing environment of world events.

MESSAGES FROM THE PRESIDENT

Messages from the President of the United States were communicated to the Senate by Mr. Williams, one of his secretaries.

EXECUTIVE MESSAGES REFERRED

As in executive session the Presiding Officer laid before the Senate messages from the President of the United States submitting sundry nominations which were referred to the appropriate communities.

(The nominations received today are printed at the end of the Senate proceedings.)

REPORT CONCERNING THE UNITED STATES PARTICIPATION IN THE UNITED NATIONS FOR CALENDAR YEAR 1997—MESSAGE FROM THE PRESIDENT—PM 155

The PRESIDING OFFICER laid before the Senate the following message from the President of the United States, together with an accompanying report; which was referred to the Committee on Foreign Relations.

To the Congress of the United States:

I am pleased to transmit herewith a report of the activities of the United States Government in the United Nations and its affiliated agencies during the calendar year 1997. The report is required by the United Nations Participation Act (Public Law 79-264; 22 U.S.C. 287b).

WILLIAM J. CLINTON.

THE WHITE HOUSE, September 14, 1998.

REPORT ON THE NATION'S ACHIEVEMENTS IN AERONAUTICS AND SPACE DURING FISCAL YEAR 1997—MESSAGE FROM THE PRESIDENT—PM 156

The PRESIDING OFFICER laid before the Senate the following message from the President of the United States, together with an accompanying report; which was referred to the Committee on Commerce, Science, and Transportation.

To the Congress of the United States:

I am pleased to transmit this report on the Nation's achievements in aeronautics and space during fiscal year (FY) 1997, as required under section 206 of the National Aeronautics and Space Act of 1958, as amended (42 U.S.C. 2476). Aeronautics and space activities involved 13 contributing departments and agencies of the Federal Government, and the results of their ongoing research and development affect the Nation in many ways.

A wide variety of aeronautics and space developments took place during FY 1997. The National Aeronautics and Space Administration (NASA) successfully completed eight Space Shuttle flights. There were 23 successful U.S. Expendable Launch Vehicle (ELV) launches in FY 1997. Of those, 4 were NASA-managed missions, 2 were NASA-funded/Federal Aviation Administration (FAA)-licensed missions, 5 were Department of Defense-managed missions, and 12 were FAA-licensed commercial launches. The Mars Pathfinder spacecraft and Sojourner rover captured the public's attention with a very successful mission. Scientists also made some dramatic new discoveries in various space-related fields such as space science, Earth science and remote sensing, and life and micro-gravity science. In aeronautics, activities included work on high-speed research, advanced subsonic technology, and technologies designed to improve the safety and efficiency of our commercial airlines and air traffic control system.

Close international cooperation with Russia occurred on the Shuttle-Mir docking missions and on the International Space Station program. The United States also entered into new forms of cooperation with its partners in Europe, South America, and Asia.

Thus, FY 1997 was a very successful one for U.S. aeronautics and space programs. Efforts in these areas have contributed significantly to the Nation's scientific and technical knowledge, international cooperation, a healthier environment, and a more competitive economy.

WILLIAM J. CLINTON.

THE WHITE HOUSE, September 14, 1998.

MESSAGES FROM THE HOUSE

At 3 p.m., a message from the House of Representatives, delivered by Mr. Hanrahan, one of its reading clerks, announced that the House has passed the

following bills, in which it requests the concurrence of the Senate:

H.R. 2538. An act to establish a Presidential commission to determine the validity of certain land claims arising out of the Treaty of Guadalupe-Hidalgo of 1848 involving the descendants of persons who were Mexican citizens at the time of the Treaty.

H.R. 2863. An act to amend the Migratory Bird Treaty Act to clarify restrictions under that Act on baiting, to facilitate acquisition of migratory bird habitat, and for other purposes.

H.R. 3892. An act to amend the Elementary and Secondary Education Act of 1965 to establish a program to help children and youth learn English, and for other purposes.

The message also announced that the House has passed the following bill, without amendment:

S. 2112. An act to make the Occupational Safety and Health Act of 1970 applicable to the United States Postal Service in the same manner as any other employer.

The message further announced that the House disagrees to the amendment of the Senate to the bill (H.R. 3694) to authorize appropriations for fiscal year 1999 for intelligence and intelligence-related activities of the United States Government, the Community Management Account, and the Central Intelligence Agency Retirement and Disability System, and for other purposes, and agrees to the conference asked by the Senate on the disagreeing votes of the two Houses thereon; and appoints the following Members as the managers of the conference on the part of the House:

From the Permanent Select Committee on Intelligence, for the consideration of the House bill and the Senate amendment, and modifications committed to conference: Mr. GOSS, Mr. YOUNG of Florida, Mr. LEWIS of California, Mr. SHUSTER, Mr. MCCOLLUM, Mr. CASTLE, Mr. BOEHLERT, Mr. BASS, Mr. GIBBONS, Mr. DICKS, Mr. DIXON, Mr. SKAGGS, Ms. PELOSI, Ms. HARMAN, Mr. SKELTON, and Mr. BISHOP.

From the Committee on National Security, for consideration of the House bill and the Senate amendment, and modifications committed to conference: Mr. SPENCE, Mr. STUMP, and Ms. SANCHEZ.

MEASURES REFERRED

The following bills were read the first and second times by unanimous consent and referred as indicated:

H.R. 2538. An act to establish a Presidential commission to determine the validity of certain land claims arising out of the Treaty of Guadalupe-Hidalgo of 1848 involving the descendants of persons who were Mexican citizens at the time of the Treaty; to the Committee on Energy and Natural Resources.

H.R. 2863. An act to amend the Migratory Bird Treaty Act to clarify restrictions under that Act on baiting, to facilitate acquisition of migratory bird habitat, and for other purposes; to the Committee on Environment and Public Works.

H.R. 3892. An act to amend the Elementary and Secondary Education Act of 1965 to establish a program to help children and youth learn English, and for other purposes; to the Committee on Labor and Human Resources.