

The message also announced that the House has passed the following bills, in which it requests the concurrence of the Senate:

H.R. 117. An act to amend the United States Housing Act of 1937 to prevent persons having drug or alcohol use problems from occupying dwellings units in public housings designated for occupancy by elderly families, and for other purposes.

H.R. 782. An act to amend title 18 of the United States Code to allow members of employee associations to represent their views before the United States Government.

H.R. 1114. An act to authorize minors who are under the child labor provisions of the Fair Labor Standards Act of 1938 and who are under 18 years of age to load materials into balers and compacters that meet appropriate American National Standards Institute design safety standards.

The message further announced that the House agrees to the amendment of the Senate to the bill (H.R. 716) to amend the Fishermen's Protective Act.

The message also announced that the Speaker appoints Mr. CUNNINGHAM as an additional conferee in the conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H.R. 4) to restore the American family, reduce illegitimacy, control welfare spending and reduce welfare dependence.

The message further announced that the House disagrees to the amendments of the Senate to the bill (H.R. 1617) to consolidate and reform work force development and literacy programs, and for other purposes, and agrees to the conference asked by the Senate on the disagreeing votes of the two Houses thereon; and appoints Mr. GOODLING, Mr. GUNDERSON, Mr. CUNNINGHAM, Mr. McKEON, Mr. RIGGS, Mr. GRAHAM, Mr. SOUDER, Mr. CLAY, Mr. WILLIAMS, Mr. KILDEE, Mr. SAWYER, and Mr. GREEN as the managers of the conference on the part of the House.

The message also announced that the House disagrees to the amendments of the Senate to the bill (H.R. 1058) to reform Federal securities litigation, and for other purposes, and asks a conference with the Senate on the disagreeing votes of the two Houses thereon; and appoints the following Members as managers on the conference on the part of the House:

From the Committee on Commerce, for consideration of the House bill and the Senate amendment, and modifications committed to conference: Mr. BLILEY, Mr. TAUZIN, Mr. FIELDS of Texas, Mr. COX of California, Mr. WHITE, Mr. DINGELL, Mr. MARKEY, Mr. BRYANT of Texas, and Ms. ESHOO.

As additional conferees from the Committee on the Judiciary, for consideration of the House bill and the Senate amendment, and modifications committed to conference: Mr. HYDE, Mr. MCCOLLUM, and Mr. CONYERS.

At 3:21 p.m., a message from the House of Representatives, delivered by Mr. Hays, one of its reading clerks, announced that the House agrees to the report of the committee of conference on the disagreeing votes of the two Houses on the amendments of the Sen-

ate to the bill (H.R. 2002) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1996, and for other purposes.

MEASURES REFERRED

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

H.R. 117. An act to amend the United States Housing Act of 1937 to prevent persons having drug or alcohol use problems from occupying dwellings units in public housings designated for occupancy by elderly families, and for other purposes; to the Committee on Banking, Housing, and Urban Affairs.

H.R. 782. An act to amend title 18 of the United States Code to allow members of employee associations to represent their views before the United States Government; to the Committee on the Judiciary.

H.R. 1114. An act to authorize minors who are under the child labor provisions of the Fair Labor Standards Act of 1938 and who are under 18 years of age to load materials into balers and compacters that meet appropriate American National Standards Institute design safety standards; to the Committee on Labor and Human Resources.

INTRODUCTION OF BILLS AND JOINT RESOLUTIONS

The following bills and joint resolutions were introduced, read the first and second time by unanimous consent, and referred as indicated:

By Mr. INOUE:

S. 1361. A bill to provide for the repurchase of land acquired by the United States from Native American organizations, and for other purposes; to the Committee on Governmental Affairs.

By Mr. HOLLINGS:

S. 1362. A bill to authorize the Secretary of Transportation to issue a certificate of documentation with appropriate endorsement for employment in the coastwise trade for the vessel *Focus*; to the Committee on Commerce, Science, and Transportation.

By Mr. ABRAHAM:

S. 1363. A bill to terminate the agricultural price support and production adjustment programs for sugar on the date the President certifies to Congress that a General Agreement on Tariffs and Trade has been entered into that prohibits all export subsidies for sugar, price support and production adjustment programs for sugar, and tariffs and other trade barriers on the importation of sugar, and for other purposes; to the Committee on Agriculture, Nutrition, and Forestry.

STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mr. INOUE:

S. 1361. A bill to provide for the repurchase of land acquired by the United States from Native American organizations, and for other purposes; to the Committee on Governmental Affairs.

SURPLUS REAL PROPERTY LEGISLATION

• Mr. INOUE. Mr. President, I introduce a measure that would authorize the repurchase of surplus real property by native American trust organizations.

This measure is unusual in that it not only serves the objective of restor-

ing to such organizations—real property that was acquired by the United States should such property be deemed to be surplus to the need of the federal government—but also provides for the repurchase of the property at today's fair market value, which will enable the United States to recapture the original value of the property, as well as any associated appreciation in value which has accrued since the time of acquisition.

Mr. President, this measure also authorizes the establishment of a trust fund in the United States Treasury, in which would be deposited that amount which represents the appreciated value of the reacquired property. For each property so repurchased by a Native American Trust Organization—the amount associated with the appreciated value of such property—would be added to the corpus of the trust. In turn, the income accruing on the investment of the trust corpus funds would be expended for the purposes of health and education authorized under existing federal law. •

By Mr. HOLLINGS:

S. 1362. A bill to authorize the Secretary of Transportation to issue a certificate of documentation with appropriate endorsement for employment in the coastwise trade for the vessel *Focus*; to the Committee on Commerce, Science, and Transportation.

TRADING PRIVILEGES LEGISLATION

Mr. HOLLINGS. Mr. President, I am introducing a bill today to direct that the vessel *Focus*, U.S. Official Number 909293, be accorded coastwise trading privileges and be issued a certificate of documentation under section 12103 of title 46, U.S. Code.

The *Focus* was constructed in Kowloon, Hong Kong, in 1983 and is a sailing vessel presently used for recreational purposes. It is 47.8 feet in length, 15.8 feet in breadth, has a depth of 6.5 feet, and is self-propelled.

The vessel is owned by John Passaloukas of Hilton Head Island, South Carolina. Mr. Passaloukas would like to utilize his vessel in the coastwise trade and fisheries of the United States. However, because the vessel was built in a foreign shipyard, it does not meet the requirements for coastwise license endorsement in the United States. The present owner purchased the *Focus* in a state of disrepair, after the vessel had been neglected for ten years, and has totally refurbished the vessel in U.S. shipyards. Coastwise documentation is mandatory to enable the owner to use the vessel for its intended purpose.

The owner of the *Focus* is seeking a waiver of the existing law because he wishes to use the vessel for recreational and ecotourism charters. His desired intentions for the vessel's use will not adversely affect the coastwise trade in U.S. waters. If he is granted this waiver, it is his intention to comply fully with U.S. documentation and

safety requirements. The purpose of the legislation I am introducing is to allow the *Focus* to engage in the coast-wise trade and the fisheries of the United States.

By Mr. ABRAHAM:

S. 1363. A bill to terminate the agricultural price support and production adjustment programs for sugar on the date the President certifies to Congress that a General Agreement on Tariffs and Trade has been entered into that prohibits all export subsidies for sugar, price support and production adjustment programs for sugar, and tariffs and other trade barriers on the importation of sugar, and for other purposes; to the Committee on Agriculture, Nutrition, and Forestry.

SUGAR LEGISLATION

• Mr. ABRAHAM. Mr. President, today I am introducing a bill to terminate U.S. agricultural price support and production adjustment programs for sugar contingent upon a GATT agreement which would eliminate export subsidies and price supports in other countries of the world. While I firmly believe that the free market should be allowed to work, it does not make sense to put our producers at a competitive disadvantage in the world subsidized market.

I can't speak for the rest of the country, but Michigan sugar beet producers are some of the most efficient producers in the world, yet without a U.S. sugar program they would most likely find it impossible to compete against less efficient foreign producers who are more highly subsidized. Other countries subsidize their sugar at a level so high that they are able to dump the excess sugar on the world market at a price well below the world's cost of production. Unilateral elimination of our sugar program would put the best producers of sugar in the world at a competitive disadvantage to less efficient producers. This simply does not make sense.

We cannot give up the hope that the world will have a free sugar market. Through the GATT, we have begun and will continue to work diligently toward that goal. I am hopeful that my legislation will prompt other Members of the House and Senate to contact the Administration in favor of further GATT talks that would move us closer to a free world market for agriculture. Until this occurs, however, we must carefully examine the consequences of the steps we take to reform or eliminate our support programs so that we do not put our producers in a position of weakness compared to other countries. Furthermore, we cannot simply assume other countries would follow our lead if we were to eliminate our sugar program. In fact, the result may be quite the opposite. Without a trade agreement, other countries would have greater access to the U.S. market, helping to perpetuate these foreign subsidies rather than encourage their elimination.

Mr. President, I assure you that during my tenure as a Member of this

body I will fight diligently on the side of free trade. Understanding the importance of global free trade in a growing world market, I will continue to work to eliminate export subsidies and other price supports worldwide so that we may eventually achieve true free trade. •

ADDITIONAL COSPONSORS

S. 612

At the request of Mr. ROCKEFELLER, the name of the Senator from Minnesota [Mr. WELLSTONE] was added as a cosponsor of S. 612, a bill to amend title 38, United States Code, to provide for a hospice care pilot program for the Department of Veterans Affairs.

S. 1248

At the request of Mr. WELLSTONE, the name of the Senator from Nebraska [Mr. EXON] was added as a cosponsor of S. 1248, a bill to amend the Internal Revenue Code of 1986 to allow the alcohol fuels credit to be allocated to patrons of a cooperative in certain cases.

S. 1271

At the request of Mr. CRAIG, the names of the Senator from Virginia [Mr. WARNER] and the Senator from Wyoming [Mr. SIMPSON] were added as cosponsors of S. 1271 a bill to amend the Nuclear Waste Policy Act of 1982.

SENATE JOINT RESOLUTION 22

At the request of Mr. GRAMS, the name of the Senator from Tennessee [Mr. FRIST] was added as a cosponsor of Senate Joint Resolution 22, a joint resolution proposing an amendment to the Constitution of the United States to require a balanced budget.

SENATE RESOLUTION 146

At the request of Mr. JOHNSTON, the name of the Senator from California [Mrs. FEINSTEIN] was added as a cosponsor of Senate Resolution 146, a resolution designating the week beginning November 19, 1995, and the week beginning on November 24, 1996, as "National Family Week," and for other purposes.

AMENDMENTS SUBMITTED

THE BALANCED BUDGET RECONCILIATION ACT OF 1995

FORD AMENDMENT NO. 2948

(Ordered to lie on the table.)

Mr. FORD submitted an amendment intended to be proposed by him to the bill (S. 1357) to provide for reconciliation pursuant to section 105 of the concurrent resolution on the budget for fiscal year 1996; as follows:

At the end of title VI, add the following:

SEC. 6 . CONSTRUCTION OF NATCHER BRIDGE NEAR OWENSBORO, KENTUCKY.

(a) AUTHORIZATION.—The Secretary of Transportation may pay the Federal share of the cost of a project to complete construction of the William H. Natcher Bridge near Owensboro, Kentucky.

(b) FEDERAL SHARE.—The Federal share of the cost of the project shall be 80 percent.

(c) DELEGATION TO STATES.—Subject to title 23, United States Code, the Secretary of Transportation shall delegate responsibility for construction of the project to the State of Kentucky, on request of the State.

(d) ADVANCE CONSTRUCTION.—If the State of Kentucky has been delegated responsibility for construction of the project and the State—

(1) has obligated all funds made available to the State under this section for construction of the project; and

(2) proceeds to construct the project without the aid of Federal funds, in accordance with all procedures and all requirements applicable to the project, except to the extent that the procedures and requirements limit the State to the construction of projects with the aid of Federal funds previously made available to the State;

the Secretary of Transportation, on the approval of the application of the State, shall pay to the State the Federal share of the cost of the project at such time as additional funds are made available for the project under this section.

(e) APPLICABILITY OF TITLE 23.—Funds made available under this section shall be available for obligation in the manner provided for funds apportioned under chapter 1 of title 23, United States Code, except that the Federal share of the cost of an project under this section shall be determined in accordance with this section and the funds shall remain available until expended. Funds authorized by this section shall not be subject to any obligation limitation.

(f) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated from the Highway Trust Fund established by section 9503 of the Internal Revenue Code of 1986 (other than the Mass Transit Account) to carry out the project \$44,000,000, to remain available until expended.

In section 23(b)(2) of the Internal Revenue Code of 1986, as added by section 12001(a), strike "\$110,000" in subparagraph (A) and insert "\$100,000" and strike "\$55,000" in subparagraph (C) and insert "\$50,000".

Mr. FORD. Mr. President, over the next few days, we will be debating the logic of a \$245 billion tax break that adds to the deficit and cuts dangerously deep into critical programs for middle-income Americans—from Medicare to education. My Republican colleagues will justify adding to the deficit and making those cuts by striking the familiar refrain that these tax breaks will boost the economy.

But Mr. President, those tax breaks are not only jeopardizing important investments in our future economy like education and job training, they're jeopardizing critical infrastructure improvements that mean much more to local economies than a tax break for America's wealthiest few.

One of those infrastructure projects is a bridge linking my home State of Kentucky with Indiana. Without a doubt, the Natcher Bridge would mean much more to the local economies of Kentucky and Indiana than this tax break. From the increased interstate commerce to making the region more attractive to future businesses, industry, and tourism, the Natcher Bridge is a long-term investment for every Kentuckian and Hoosier. But, unfortunately, it was sold down the river for a tax break for a wealthy few.