

If he did not say this, then this is unwarranted, what I am saying. But I just do not think that after all the time and all the effort we have made here, the men in the Senate—not just the women in the Senate—the men in the Senate, the people on this floor, to deal with the Violence Against Women Act, which is all about changing attitudes—and my friend, the Senator from the State of Arizona, I know how he feels about these things. I know how he votes on these things. I know how the Senator from Mississippi and the Senator from Iowa feel about this. We have tried very hard to change attitudes, attitudes about women and whether or not women are property, whether or not women are “our woman,” whether or not we men have a right to ever touch them. That has been a central debate in this Nation.

And to have one of the highest ranking military officers of the United States of America saying—in command of thousands of young, impressionable men—that his response to this tragedy, instead of being an instinctive gut-wrenching anger and empathy, is, “They could have gotten a girl.” Why would he do this? That is simple. Unfortunately, we know a fair number of people think like this. “This is kind of dumb. If they wanted sex, they could have gotten and bought it in Okinawa for the price they rented the car. That is a reasonable calculation, is it not?”

And until recently, the last decade or so, that was kind of an accepted notion. “We should think of these things logically.” Well, my God, it is absolutely—I mean, all the debates that we have had on the floor, all the times—and, Mr. President, if there is anyone who is guilty of “hoof in mouth” disease, if there is anyone who has stuck his foot in his mouth more than this Senator, if there is anybody that has made more verbal faux pas than me, I do not know.

I challenge anyone to think, in 23 years, of any time I have gotten up on the floor and criticized someone like this for misspeaking, because I am a champion at it, I have made a career of it, unfortunately, but, thank God, never on something like this, never on something that has affected someone, affected the representation of the philosophy of a nation.

Mr. HARKIN. Will the Senator yield?

Mr. BIDEN. I will be glad to yield.

Mr. HARKIN. I thank the Senate for bringing this to my attention. I never heard of this, like the Senator from Arizona. I can say, as someone who spent 4 years in the Navy ROTC, 5 years as a Navy pilot on active duty, 3 more years in the Active Reserve flying for the Navy—that adds up to a lot of time in the Navy—I have an instinctive pride in the Navy. We all do, those of us who served. And I love the Navy. I love its rich history. But I must say to the Senator from Delaware, that if this is true—I just heard this; I went over and read the AP wire report that the Senator had—I say, if this is true, if this is

what Admiral Macke said, I would go the Senator one better. It is not that he should be disciplined. Our Commander in Chief, the Commander in Chief of the Armed Forces of the United States, which is the President of the United States, ought to bring him to Washington and publicly strip him of his rank and take away his commission in the U.S. Navy.

The Commander in Chief of the Armed Forces, the President of the United States, has the power to do that. And I call upon President Clinton, if this is true—and I share the Senator's thought—I want to make sure that he actually said that. If Admiral Macke said that, I call upon President Clinton to bring Admiral Macke to Washington, strip him of his rank, take away his commission, and deny him all the benefits that he has accrued as a naval officer to send a signal to every other naval officer that this kind of action, this kind of attitude, will never be tolerated again in the United States Navy.

I thank the Senator for bringing this to our attention. It is a sad day for those of us who so dearly love the United States Navy.

Mr. BIDEN. Mr. President, I will not take any more time—I see the Republican leader—except to say it was not—I cannot take credit or blame for bringing this to the attention of the Senate. It was the Senator from California. But let me just say, to look at it the other way around, let us assume that Japanese troops—let me give it an analogy. When the Prime Minister of Japan made a reference several years ago that the reason why we were not productive is because of race relations with our black population, this country, understandably, was in a furor. And it ended up being one of the elements to bring down that Prime Minister in his own country.

Let me just ask the rhetorical question—and I will yield the floor after I do—what do we think we would do if a 12-year-old girl was driven to a cornfield in any one of our States by three Japanese servicemen stationed in the United States of America, was brutally raped, and one of the Japanese sailors saying, “I did it,” in open court, and then the commander of the Japanese fleet, sitting off of San Diego, said in an interview with American reporters, that “This was stupid on the part of the Japanese sailors. All they had to do was, for the money they had to rent a car in San Diego, they could have went and gotten a girl and had her”?

Can you imagine the indignation of this Nation? There would be every other Senator on the floor of this Nation demanding a public apology and action taken against that admiral. I just think sometimes we do not understand that what is good for the goose is good for the gander. We do not understand how people feel. We never put ourselves in their shoes.

And I will say, if we had a problem with United States-Japanese relations

before, as a consequence of this rape, just what are they now? Purely in terms of the United States naked self-interest in the relations with Japan, what has this guy done, if this is true?

I think it is deplorable. I do not know—I am not as certain as my friend from Iowa what the appropriate action is—but I just think as a Nation, we should be publicly apologizing to the people of Japan and we should be publicly vilifying anyone who says things like this.

I yield the floor.

Mr. HARKIN addressed the Chair.

The PRESIDING OFFICER. The Senator from Iowa.

THE BAD DEBT BOXSCORE

Mr. HELMS. Mr. President, on that evening in 1972 when I first was elected to the Senate, I made a commitment to myself that I would never fail to see a young person, or a group of young people, who wanted to see me.

It has proved enormously beneficial to me because I have been inspired by the estimated 60,000 young people with whom I have visited during the nearly 23 years I have been in the Senate.

Most of them have been concerned about the total Federal debt which is slightly in excess of \$11 billion shy of \$5 trillion (which will be exceeded later this year). Of course, Congress is responsible for creating this monstrosity for which the coming generations will have to pay.

The young people and I almost always discuss the fact that under the U.S. Constitution, no President can spend a dime of Federal money that has not first been authorized and appropriated by both the House and Senate of the United States.

That is why I began making these daily reports to the Senate on February 25, 1992. I wanted to make a matter of daily record the precise size of the Federal debt which, at the close of business yesterday, Thursday, November 16, stood at \$4,989,792,104,452.15 or \$18,941.34 for every man, woman, and child in America on a per capita basis.

The increase in the national debt since my report yesterday (which identified the total Federal debt as of close of business on Wednesday, November 15, 1995) shows an increase of \$1,452,054,077.58. That increase is equivalent to the amount of money needed by 215,311 students to pay their college tuitions for 4 years.

THE NATIONAL HIGHWAY SYSTEM DESIGNATION ACT

Mr. KEMPTHORNE. Mr. President, I rise to voice my support for the National Highway System Designation Act of 1995.

It shows Congress' continued commitment to returning authority to our partners in State governments. On March 22, President Clinton signed into law Senate Bill 1, a bill to stop unfunded Federal mandates on State and

local governments. At that time, this country's elected leaders affirmed their belief in the 10th Amendment.

The National Highway System bill continues that commitment by stopping not only future mandates, but by addressing current mandates. In fact, section 205, "Relief from Mandates," speaks clearly to that concern.

The No. 1 issue for the Idaho Department of Transportation in this bill is the suspension of the Management Systems provision that burdens them with onerous paperwork requirements. They're spending valuable time and resources on federally-mandated paperwork instead of doing the work on roads, bridges and other needed projects. This bill frees the States from excessive Federal bureaucracy.

S. 440 removes the federally-mandated crumb rubber asphalt requirement. In some States, like Idaho, crumb rubber in road surfaces just doesn't work. The climatic conditions aren't right. That's not to say crumb rubber won't work somewhere else. In this bill we turn the mandate into a grant program to encourage pilot projects so any State that wants to utilize recycled tires in their road projects may do so. But the key is, the States will have that option. I need to congratulate Chairman CHAFEE for developing this innovative grant program.

This legislation also allows States to set their own maximum speed limits. Some will argue that this is a threat to public safety. I say this is not anti-safety, it's pro-States rights. We have 50 governors, State legislatures, and law enforcement agencies that can determine what is the best and safest for their citizens. They care just as much as those of us in Washington, DC do about safety. But there are parts of Idaho where conditions may permit a different speed limit. Congress must let those local authorities decide what's best.

Another mandate we eliminate is the penalties for non-compliance of motorcycle helmet laws. Now I'm not one to advocate unsafe usage of any motor vehicle, but I think it's wrong to blackmail a State by threatening to withhold Federal highway funds if they don't strictly enforce a Federal helmet law. Once again, State police authorities and lawmakers in each of our 50 States knows what's the best for their residents.

S. 440 establishes designation of thousands of miles of highways under the Federal system, making them eligible for Federal funding—\$6.5 billion in highway funds will be released to States as soon as this bill is signed into law. Under this bill, States will be able to address their most pressing highway and bridge repair and construction projects. Nearly 90 percent of all American residents will live within five miles of an NHS route. That is good for rural States like my home State of Idaho. Improved and efficient road systems will speed up commerce and trade

and will be an economic boon for our cities, counties and businesses.

Another benefit for the motoring public is the public-private partnership for safety. S. 440 allows public companies to install emergency roadside telephone call boxes. I'm pleased that the conferees accepted my amendment requiring at least 20 percent of those call boxes be installed in rural areas. My State of Idaho has hundreds of miles of isolated highways. In many of these areas, a phone could be a lifesaver for a stranded motorist. I would like to see more of these partnerships utilized by this Congress to meet important needs.

Finally, Mr. President, I'm proud that this bill finally provides funding for the National Recreational Trails Act. I take great pride in completing the task begun by my good friend and predecessor, Steve Symms, who is the author of the Recreational Trails Act. Unfortunately, Congress has been collecting money from off-road vehicle gasoline taxes for this program, but has not made it available for trails. This bill provides \$30 million over the next 2 years for States to build, repair, and maintain hiking, biking, snowmobile, equestrian, and off road vehicle trails. States will also have the money too for recreational trails that are accessible to our disabled citizens.

I hope the President signs this bill. It is a winner for all Americans. And, it does not raise one dime in taxes. This bill utilizes the funds already collected from our nation's motorists and deposited in the highway trust fund. We need to get those dollars out of the bank and into the States where they can do the most good.

A TRIBUTE TO TERI ELLIS

Mr. PRESSLER. Mr. President, I rise today to extend my congratulations to Teri Ellis, an exceptional South Dakotan. President Bill Clinton recently named Teri the travel and tourism employee of the year.

Teri is executive director of the Sioux Falls Convention and Visitors Bureau. I am not at all surprised that Teri has been chosen for the award. Teri has shown extraordinary dedication and service in promoting the South Dakota tourism industry. Teri also has been a tireless promoter of the convention center currently being built in Sioux Falls, SD. She believes that the tourism industry must remain competitive, convenient, and have a thorough marketing plan. She is absolutely right.

The tourism industry plays a vital role in the economic development of South Dakota. Tourism has been very important to my State in the past and will continue to be in the future. I can say with confidence that South Dakota tourism will thrive for years to come because Teri Ellis will continue to be a strong force in a thriving and productive tourism industry for South Dakota and the Nation. I thank Teri for her great work on behalf of South Da-

kota tourism and wish her continued success.

Mr. President, I ask unanimous consent that an article be printed in the RECORD from the Sioux Falls Argus Leader acknowledging Teri Ellis' recent award.

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

[From the Sioux Falls Argus Leader, Oct. 31, 1995]

PROMOTER NAMED TOP EMPLOYEE BY CLINTON
(By Brenda Wade Schmidt)

A Sioux Falls promoter was named travel and tourism employee of the year Monday by President Bill Clinton.

Teri Ellis, executive director of the Sioux Falls Convention & Visitors Bureau, was in Washington, D.C., at the White House Conference on Travel and Tourism, the first for the Clinton administration. Fourteen people from South Dakota attended the convention of 1,700 delegates.

Ellis, 42, was chosen for the award for her dedication, service and performance in promoting the industry.

Clinton spoke to the group about the value of the tourism industry in the United States, Ellis said. "There was an acute awareness of what the industry is all about," she said of the speech.

Clinton spoke about creating a stronger national marketing plan for travel and tourism, she said. At the end of the conference today, the delegates will use a computerized survey to vote on priorities for the country, she said.

Ellis, who has been a tireless promoter of the convention center being built in Sioux Falls, said three areas are important to tourism success.

Be competitive. Travelers want convenience. Have a thorough marketing plan. "Those three things are what I just keep hearing over and over again," she said.

AMBASSADOR JOSEPH VERNER-REED— STATESMAN AND U.N. HISTORIAN

Mr. PRESSLER. Mr. President, as the United Nations celebrates 50 years in operation, I am reminded of the rich history of the international organization—a history filled with challenges, criticism, and hope for many war-torn areas of the world. As my colleagues know, I have been a supporter of the U.N. as well as an outspoken critic of its wasteful and abusive management practices. While waste, fraud, and abuse still run rampant within the world body, these mismanagement practices should not overshadow the valiant efforts of dedicated public servants to do the right thing at the United Nations.

Ambassador Joseph Verner-Reed, U.N. Under-Secretary-General for Public Affairs, is one such committed public servant. Throughout his many years at the United Nations, he has worked tirelessly to promote peace and stability in our chaotic world.

During his service to the United Nations, the Ambassador has compiled a wealth of knowledge about the United Nations and its history. In response to the golden anniversary of the United Nations, Greenwich Magazine talked