

the peer review groups and that the council make panel recommendations available for public review. The amendment places a cost limitation on the scientific review process of \$2 million.

My amendment directs the council to review recommendations of the panel, the Columbia Basin Fish and Wildlife Authority and others, in making its final recommendations to BPA for projects to be funded through BPA's annual fish and wildlife budget. If the council does not follow the advice of the panel, it is to explain in writing the basis for the decision. The council is directed to consider ocean conditions, among others, in its decision-making process, and to determine whether project recommendations employ cost-effective measures to achieve project objectives.

Lastly, my amendment expressly states that the council, after review of panel and other recommendations, has the authority to make final recommendations to BPA on projects to be funded through BPA's annual fish and wildlife budget.

This amendment is intended to be effective on the date of enactment and to be first implemented during the planning process for the expenditure of BPA's fiscal year 1998 fish and wildlife budget. The amendment will expire on September 30, in the year 2000, in order that its success can be measured by the people of the Pacific Northwest and this Congress.

Mr. President, my amendment seeks to do just one thing: to make sure that Northwest ratepayer dollars are being spent in a cost-effective and objective manner. I have consulted extensively with interested groups in the region on this amendment and have listened to the constructive suggestions of my colleague, Senator MURRAY, and that is why I am proposing that these changes to the amendment be included in the committee bill.

My amendment will ensure that sound science principles are considered by the council before spending ratepayer dollars to protect and enhance fish and wildlife on the Columbia and Snake River System.

Mrs. MURRAY. Mr. President, will the senior Senator from Washington yield for a question?

Mr. GORTON. I yield to the junior Senator from Washington for a question.

Mrs. MURRAY. I thank the Senator. As you know, the Northwest Power Act requires the Power Planning Council and Bonneville Power Administration to mitigate the effects of the hydroelectric system on fish and wildlife generally, and anadromous fisheries specifically. The amendment proposed by the senior Senator would require the council to consider ocean conditions prior to making its science-based recommendations for mitigation priorities to Bonneville. Does the Senator agree that his amendment does not expand the scope of Northwest Power Act with respect to hydro system mitiga-

tion, nor does it make hydro system mitigation efforts contingent on known ocean conditions?

Mr. GORTON. I thank the junior Senator for raising this important question, and agree with her characterization of the amendment. My amendment does not expand the scope of either the council's or Bonneville's mitigation requirements under the Northwest Power Act. It simply suggests that it is valid for the council to consider known ocean conditions when making its recommendations for hydro system mitigation to Bonneville.

Mrs. MURRAY. I thank the Senator.

UNANIMOUS-CONSENT AGREEMENT

Mr. LOTT. Mr. President, I ask unanimous consent that during the session of the Senate on Friday and Monday, July 29, the Senate consider Calendar No. 496, S. 1959, the energy and water appropriations bill, and the following amendments be the only first-degree amendments in order, and must be offered during the session on Friday or Monday.

The amendments are as follows: Domenici, relevant; Lott, relevant; Jeffords-Roth, renewable energy; Kyl, central Arizona project; Grams, Appalachian Regional Commission; managers' package; McCain, regarding the light-water reactor; McCain, relevant; McCain, relevant; Specter, Sawmill Run; Pressler, relevant; Pressler, relevant; McConnell, USEC; Lott, regarding environmental management; D'Amato, FUSRAP; Burns, one on environmental management; Kempthorne-Craig, environmental management; Gorton, independent scientific review; and Hutchison, DOE.

From the Democratic side: Senator BIDEN, relevant; Senator BOXER, three relevant; Senator BUMPERS, DOE weapons, a water project, and a separate water project; Senator BYRD, relevant in two instances; Senator CONRAD, water quality and bank stabilization; Senator DASCHLE, two relevant amendments; Senator DORGAN, two relevant amendments; Senator FEINGOLD, one relevant; FORD, one relevant; MIKULSKI, one relevant, along with Senator SARBANES; Senator JOHNSTON, relevant; Senator KERRY, electrometallurgical treatment research; Senator REID, two relevant; Senator SIMON, two relevant; Senator WELLSTONE, regarding alfalfa; and Senator ROCKEFELLER, regarding Japan semiconductors.

Now, it will be my intent to have these votes stacked at 10 o'clock on Tuesday on a case-by-case basis.

Mr. DORGAN. Reserving the right to object, I shall not object, this has been cleared with the minority side?

Mr. LOTT. It has been cleared on the minority side.

I must say I am totally unimpressed with either side. A list of amendments like this is totally ridiculous. I know a number of these will be worked out, and the managers and the chairman will solve a number of these problems in the managers' amendment, but we ought to have maybe two amendments total on this bill.

Maybe next week will be like this week—a miraculous cooperation will evolve and we will get it done quickly. I do not know why we have to go through this exercise of listing this stuff.

The PRESIDING OFFICER. Is there objection to the unanimous-consent request of the majority leader?

Without objection, it is so ordered.

Mr. LOTT. I further ask that with respect to any amendment on the Colorado water project there be up to 10 minutes under the control of Senator CAMPBELL.

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

Mr. LOTT. I further ask that all amendments be subject to second-degree relevant amendments and may be offered on or after Monday, and following the votes with respect to the amendments, the bill be read for a third time and there be 10 minutes under the control of Senator MCCAIN, and the Senate then proceed to the House companion bill, H.R. 3816, all after the enacting clause be stricken, the text of 1959 be inserted, the bill be advanced to third reading, and final passage all occur without further action or debate.

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

UNANIMOUS-CONSENT AGREEMENT—H.R. 3754

Mr. LOTT. Mr. President, with regard to the legislative appropriations bill, we intend to bring that up, I believe, at 5 o'clock on Monday, and we have a consent agreement we would like to ask for on that.

I ask unanimous consent that during the session of the Senate on Monday, July 29, the Senate consider the legislative appropriations bill, the committee amendments be deemed agreed to and considered original text for the purpose of further amendments, and the following amendments be the only first-degree amendments in order and must be offered during the session of the Senate on Monday.

The amendments are as follows: Senator CHAFEE, a relevant amendment; Senator HATFIELD, relevant amendment; Senator SPECTER, regarding mailings of town meetings; Senator MCCAIN, revolving-door amendment; Senator COVERDELL, relevant; Senator LOTT, relevant; Senator MACK, the managers' amendment.

In addition, two relevant amendments by Senator BYRD; two relevant amendments by Senator DASCHLE; one by Senator DORGAN regarding overseas jobs; one relevant amendment for Senator FORD; and two relevant amendments for Senator MURRAY.

I further ask that all amendments be subject to relevant second-degree amendments which may be offered on or after Monday, and following the votes with respect to the amendments, the bill be advanced to third reading and final passage occur, all without further action or debate.

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

Mr. LOTT. I am sure under the magnificent leadership of the Senator from Florida, Senator MACK, we will have this done within 2 hours Monday night, and we will either pass it on a voice vote or vote at 10 o'clock on Tuesday. That is certainly my hope.

Reluctantly, Mr. President, I announce there will be no further recorded votes today or on Monday. The next votes will occur at 10 o'clock on Tuesday.

Mr. DOMENICI. For those who want to offer amendments on Monday, what time would you intend to convene?

Mr. LOTT. Mr. President, if I could respond to the chairman of the energy and water appropriations Subcommittee. We will come in, I believe, at 12 o'clock. We have some morning business that would take at least 2 hours. So we should be ready to go by 2 o'clock on the Energy and Water Appropriations bill.

Again, I urge Senators, if they want to offer their amendments—and I assume most of them don't—they will need to be here to offer amendments at 2 o'clock on Monday and today.

Mr. DOMENICI. I thank the majority leader.

Mr. DORGAN addressed the Chair.

The PRESIDING OFFICER. The Senator from North Dakota.

Mr. DORGAN. Mr. President, I ask unanimous consent to proceed as in morning business for 8 minutes.

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

AIRLINE DEREGULATION IS NOT HELPING EVERYONE

Mr. DORGAN. Mr. President, about 2 years ago, Frontier Airlines began jet airplane service in North Dakota. It was actually a carrier that had previously quit service, and some years later a new group of people using the same name, Frontier, reorganized and started a new airline.

Two years ago, when Frontier started service to parts of North Dakota, we were fairly excited about that, because in a small, sparsely-populated State like North Dakota, we need more competition in airline services. North Dakota is served by one major carrier. The fact is that when you have one-carrier service—although I admire that carrier—you generally pay higher prices, and you have the kind of service they decide they want to give to you. So we were fairly excited that we would get that jet airline service to North Dakota.

This morning, Frontier Airlines announced that it will withdraw its service to North Dakota. I spoke with the president of the company this morning. I also spoke with the Secretary of Transportation this morning about this issue, and I want to comment for a moment about this matter because it deals with the larger issue of airline deregulation.

We have people in this Chamber, in the other Chamber, and out in the country who do handstands and all kinds of gymnastic feats when they describe the wonders of airline deregulation for America. They say the deregulation of the airlines has been remarkable. You get lower prices, and you get more service. Well, that certainly is true if you happen to live in Chicago, New York, Los Angeles, or perhaps a dozen other cities. If you are traveling from Chicago to Los Angeles, guess what? Look at an airline guide and you have all kinds of carriers to choose from, and they are vigorously competing with price and so on and so forth. Those are the benefits and virtues of airline deregulation. But the fact is, if you do not live in one of the large cities, airline deregulation has not been a success for you. It means less service and higher prices.

Now, what happened when we had airline deregulation was—and we have seen merger after merger in the combination of smaller airlines bought up or merged into the larger airlines and a subsequent concentration of economic power—the airlines sliced up parts of the country into hubs, and they control the hubs and decide how they want to serve the public with price and service. Then a new carrier starts up. How does a new carrier compete when you have an airline industry that is now highly concentrated with a few giant economic powers? The fact is, it does not compete, and it cannot compete very well.

Two years ago, when this airline started, I went to the Secretary of Transportation and had a meeting with him in his office. I said, the fact is, a new jet carrier cannot start up and be successful under the current circumstances unless the discriminatory practices that exist with the big carriers against these new carriers are ended. The Department of Transportation has a responsibility to end it. That was 2 years ago. Now, a jet carrier trying to serve a State like North Dakota and going into a hub like Denver, in order to be successful, is going to have the other major carriers provide code-sharing arrangements. But, guess what? A very large airline carrier, one of the largest in the country, would say to a carrier like this, I am sorry, we do not intend to cooperate with you under any circumstances—on ticketing, on baggage—and we use our own computer reservation system, and you will not even show up on the first couple of screens that travel agents pull up.

So what happens? The fact is that the new carriers that start up do not make it because there are fundamentally discriminatory practices, and we have a Department of Transportation that drags its feet and does nothing about it. In the last couple of months, the Department of Transportation has started to do some things, but not nearly enough. For 1½ years they did nothing. That result is evident not only in North Dakota, but also around the

country where we see regional startups trying to promote more competition in the airline industry. The regional startups are squashed like bugs by the big carriers because of what, I think, are fundamentally anticompetitive practices.

Now, you can make a case, I suppose, that a big carrier does not have to cooperate with anybody under any conditions. I think it is a silly case to make, but I know people will make that case. What that will lead to is the circumstance that now exists, only more concentrated, and with fewer carriers. We have only five or six major carriers in this country. They have gotten bigger, with more economic power. They have the capability of deciding anywhere, at any time, that a startup carrier is not going to make it because they are not going to allow it.

I have a fistful of information here from travel agents and others, who describe what they consider to be anticompetitive practices by other carriers against this startup carrier in North Dakota. I do not have stock in this company. I do not know much about this company. I do not care about one company versus another. All I care about is that we have a circumstance where we have competitive airline service and an opportunity to get more and better service in a State like North Dakota.

The current system, under deregulation, is an abysmal failure. Those who twirl around like cheerleaders, believing this represents something good for this country, ought to understand that it represents something good for only part of the country; for those people lucky enough to live in the major cities who are going to get more service at lower prices. For the people in the parts of the country where there is less opportunity and where we have a need for the startup of new regional jet carrier services, the cheerleaders for deregulation ought to understand that these startups are squashed like bugs by the major carriers of this country, and the major carriers do this under the watchful eye of the people who are supposed to be concerned about competition.

I hope the Secretary of Transportation and the Department of Transportation are able, at some point, to take the kind of action that we expect them to take to deal with these issues.

We have a DOT bill coming to the floor next week. I intend to be here, if necessary, with a whole range of amendments talking about the airline issues and what DOT has or has not been doing on these issues. I might not get more than one vote for them. It would not matter much to me.

I am not going to sit by and see this happen. This notice today of the withdrawal of service of another carrier in North Dakota means North Dakotans will have less service and pay higher prices once again. The fact is, this is not brain surgery, and this is not a problem for which we do not know a