

1999 at 9:00 a.m. for a hearing on the State of Federalism.

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

COMMITTEE ON INDIAN AFFAIRS

Mr. LOTT. Mr. President, I ask unanimous consent that the Senate Committee on Indian Affairs be authorized to meet during the session of the Senate Wednesday May 5, 1999 at 9:30 a.m. to conduct an Oversight Hearing on Tribal Priority Allocations. The Hearing will be held in room 485 of the Russell Senate Office Building.

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

COMMITTEE ON THE JUDICIARY

Mr. LOTT. Mr. President, I ask unanimous consent that the Committee on the Judiciary be authorized to meet during the session of the Senate on Wednesday, May 5, 1999, at 9:30 a.m. in room 226 of the Senate Dirksen Office Building to hold a hearing on: "Department of Justice Oversight."

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

SELECT COMMITTEE ON INTELLIGENCE

Mr. LOTT. Mr. President, I ask unanimous consent that the Select Committee on Intelligence be authorized to meet during the session of the Senate on Wednesday, May 5, 1999, at 3:00 p.m. to hold a closed markup.

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

SUBCOMMITTEE ON FINANCIAL INSTITUTIONS

Mr. LOTT. Mr. President, I ask unanimous consent that the Subcommittee on Financial Institutions of the Committee on Banking, Housing, and Urban Affairs be authorized to meet during the session of the Senate on Wednesday, May 5, 1999, to conduct a hearing on "The Financial Institutions Insolvency Improvement Act of 1999."

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

SUBCOMMITTEE ON SEAPOWER

Mr. LOTT. Mr. President, I ask unanimous consent that the Subcommittee on Seapower be authorized to meet on Wednesday, May 5, 1999, at 3:00 p.m., in closed session, to receive testimony on Submarine Warfare in the 21st century.

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

ADDITIONAL STATEMENTS

MARITIME ADMINISTRATION AUTHORIZATION ACT

• Mr. HOLLINGS. Mr. President, it is with pleasure that I join Chairman MCCAIN and Senators HUTCHISON and INOUE to introduce the Maritime Administration Authorization Act for Fiscal Year 2000. This legislation is critical for the continuation of a modern commercial fleet owned and operated by U.S. citizens and crewed by American seafarers. It also ensures America's economic competitiveness and national security.

The Maritime Administration (MARAD) reauthorization continues

very important programs, and is a much broader piece of legislation than in past years. For example, it provides the funding for the Title XI Loan Guarantee Program, a truly national and international program. Title XI shipowners, their operation and their supplier base, cover almost every state in this country. Title XI has been vital in assisting our shipyards in competing internationally. U.S. shipyards are attracting foreign interests and winning orders for many vessel types. The bill also contains technical amendments to the Title XI program which will save time and money for both the Government and those applying for a loan guarantee. It also provides the funds for the operation of the U.S. Merchant Marine Academy at Kings Point, New York and continuing assistance to six State maritime academies. These students are the future of country and our merchant marine.

This bill also recognizes the importance of the merchant marine to our national security by its support for the recently-enacted Maritime Security Program (MSP), a modern commercial fleet available to provide critical support to the Department of Defense during war or national emergency. This year's reauthorization also contains provisions which aim to strengthen our U.S.-flag fleet through a much needed infusion of new tonnage by eliminating the three-year wait that a newly-registered bulk or breakbulk vessel must currently wait to carry preference cargo. This opportunity, which would end in one year or upon enactment of the OECD Shipbuilding Agreement, would not just improve the vessel profile of this fleet, but also add U.S. jobs. Vessels allowed to enter the preference trade would be required to perform shipyard repairs and other work necessary to bring them up to U.S.-flag standards in our own U.S. shipyards.

Funding is also provided for two new programs, enacted by the last Congress. Under the American Fisheries Act, MARAD will determine compliance with citizenship standards for certain fishing vessels, assisting in proper management and conservation of an important natural resource of our country. The agency is also developing a uniform process for the administrative waiver of the U.S.-built requirement for participation in the Jones Act trade for certain small passenger vessels, so that specific legislation need not be sought each time such a waiver is needed.

Mr. President, MARAD's FY 2000 budget recognizes the importance of seafaring readiness and a strong U.S.-flag fleet. It acknowledges the need for a healthy shipbuilding industry and also provides for the education of our youth. I urge my colleagues to support this legislation. •

1999 NEW MEXICO HIGH SCHOOL SUPERCOMPUTING CHALLENGE

• Mr. DOMENICI. Mr. President, it is with great pride that I rise today to

recognize the contestants of the 1999 New Mexico High School Supercomputing Challenge, an impressive group of young people from my home state of New Mexico. I want to extend a special congratulations to the five Albuquerque Academy students who won this intellectually demanding contest. In addition to their normal school work and other extra curricular activities, these students—Tom Widland, Kevin Oishi, Alex Feuchter, Ryan Davies and Ryan Duryea—diligently worked on their project for nearly a year to compete in this competition.

For the past 9 years, High school students from around the state have competed against each other in the Supercomputing Challenge. The student's projects are done on high-speed supercomputers at the Los Alamos National Laboratory with the winners of the competition receiving an award, a \$1,000 savings bond, a plaque, several boxes of software, and a computer for their schools.

In light of recent events in the news, it has been easy for us to focus our attention on the problems seriously troubling our Nation's youth. That is why, now, more than ever, I believe it is essential that we encourage our kids by recognizing and praising their outstanding accomplishments. These young Americans exemplify the character our Nation was founded on and set a positive example for their peers to follow.

The participants of the 1999 New Mexico High School Supercomputing Challenge, deserve to be recognized, and I am proud to salute them on this worthy accomplishment. •

STADIUM FINANCING AND FRANCHISE RELOCATION ACT

• Mr. BIDEN. Mr. President, I am pleased to join Senator SPECTER today in introducing legislation that will create a fund to finance the building and renovation of stadiums and ballparks for major league baseball and professional football sports leagues across America. For too long, baseball and football teams have threatened to move if state and local governments do not ante up the money to renovate or build new, publicly financed stadiums for the home teams. The scene is, by now, a familiar one: multi-millionaire team owners demand new, taxpayer-funded state-of-the-art stadiums, so that they and their players can make even more money for themselves—at taxpayer expense, of course. The taxpayers are impaled on the horns of a dilemma: either pony up or risk losing the team.

This bill will strike an equitable arrangement between teams and local governments to share the costs of stadium renovation and construction—ensuring that professional sports teams put up their fair share. The way the bill would accomplish this is straightforward. Team owners owe much of their wealth to revenue from network

telecasts of their games, a boon they receive courtesy of the antitrust exemption granted by us—the Congress. The antitrust exemption contained in the Sports Broadcasting Act permits teams to pool their television rights, yielding annual revenues of \$2.2 billion to the National Football League and \$425 million to Major League Baseball.

This legislation would require, as a condition for retaining this lucrative antitrust exemption, that Major League Baseball and the National Football League place into a trust fund 10 percent of the revenues the Leagues receive from network telecasts. Each sport's trust fund, in turn, would be used to finance up to one half the cost of constructing a new stadium or park, or renovating an older one, for any of the teams seeking such financing—so long as the local government has agreed to provide one dollar for every two furnished by the trust fund. In other words, if a pro team in Wilmington wanted to build a \$200 million stadium, it could obtain \$100 million from the trust fund, a government entity in Delaware would have to kick in \$50 million, and the remaining money would have to come from the team owner or some other source. In addition to allowing the Leagues to retain their current antitrust exemption, the bill would expand the exemption to give the Leagues the authority to prevent member clubs from moving their franchises.

To my mind, this bill strikes just the right balance. Let us not saddle cities and taxpayers with the exorbitant—sometimes mind-boggling—costs of building new stadiums while the teams and their owners sit back and wait for the highest bidder. If the Leagues want to keep their antitrust exemption, the major source of their millions, they should be willing to do their fair share. This legislation's condition that in exchange for the exemption, the teams set aside 10 percent of their broadcast revenues, is a reasonable and much needed measure to restore some balance to a negotiating process that is out-of-whack.●

NATIONAL ASSOCIATION OF LETTER CARRIERS' ANNUAL FOOD DRIVE

●Mrs. BOXER. Mr. President, I would like to recognize the National Association of Letter Carriers for its efforts to combat hunger in America through its annual national food drive.

Each year, on the second Saturday in May, letter carriers in more than 10,000 cities collect canned food along their postal routes to supply local food banks. Last year, over 50 million pounds of food were donated to feed the hungry, and I am confident that 1999's drive will be an even greater success. In just seven years of operation, the National Association of Letter Carrier's national food drive has grown into America's largest one-day food collection effort.

To participate, residents in participating communities need only place a can of non-perishable food near their mailbox—their letter carrier does the rest. In addition to making regular pick-ups and deliveries, their letter carrier collects donations and transports them to a nearby postal station. Food is then sorted and distributed to local charities.

Mr. President, an estimated 30 million people go hungry every day in America. Food shortages hit children especially hard in the summer months, when school lunches are not available and many charity pantries run out of supplies donated during the Winter holiday season. The Letter Carriers' food drive makes a critical contribution at a time when help is urgently needed.

I commend the National Association of Letter Carriers for its leadership in organizing this annual event. The NALC's organizing partners—the United States Postal Service, the AFL-CIO, and the United Way—also deserve our thanks.

Finally, Mr. President, I urge each American to leave a can of food by the mailbox on Saturday. Together, we can fight hunger and make a difference in the lives of millions of Americans.●

ARSON AWARENESS WEEK

●Mr. BIDEN. Mr. President, I rise today to remind the Senate and the American Public that this is Arson Awareness Week. It is that time once a year that we stop to assess how arson affects our lives. Each year hundreds of Americans die because of the arsonist's match. Mr. President, I am outraged at this and the countless firefighters who are killed every year attempting to extinguish intentionally set fires. Arsonists should be swiftly brought to justice, especially when firefighters lives are put on the line.

When a fire is intentionally set in the center of a retail city district the damaged property becomes blight on the entire community. Like cancer, arson degrades the whole area. Jobs are lost, tax bases are depleted and, most importantly, people are often killed.

As a member of the Congressional Fire Services Caucus, I have long been associated with the war against arson. I have consistently supported stricter penalties for convicted arsonists. I have supported the efforts of the Bureau of Alcohol, Tobacco, and Firearms that assist our fine state and local fire investigators. I have also supported the United States Fire Administration which provides valuable research grants and public education efforts geared toward controlling arson.

Mr. President I remind all Americans that arson is still a serious problem, one we must continually work together to solve.●

TRIBUTE TO KEVIN L. REICHERT

●Mr. FEINGOLD. Mr. President, I come to the floor today with a heavy

heart. If it hadn't happened already, the Yugoslav conflict just hit home.

Early yesterday morning, NATO experienced its first fatalities in its campaign against Yugoslavia. And Chetek, Wisconsin found its way into the news.

Army Chief Warrant Officer Kevin L. Reichert, of Chetek, Wisconsin, was killed aboard an Apache helicopter during a nighttime training mission in Albania. My thoughts, prayers, and sympathies go out to the friends and family of Kevin Reichert. We can all be proud of Kevin's service to his country.

The 28-year old from Wisconsin's Chippewa Valley leaves behind his wife of eight years, Ridgeley, and 3 kids. I thank the proud residents of Chetek and of Barron County, Wisconsin, for helping to raise such a brave and dedicated American. I hope the Reichert family and the 1,700 people of Chetek will take solace in the gratitude of our Nation.

The NATO effort in Yugoslavia has its costs. Kevin's death, and that of his co-pilot, David Gibbs, of Ohio, are sad reminders that conflicts like the one in Yugoslavia, while they seem far away, have a very real impact at home.

Mr. President, I am sure my colleagues join me in paying tribute to Kevin Reichert for his dedicated service to the United States.●

HONORING ELMA F. BRITTINGHAM

●Mr. BIDEN. Mr. President, it is with utmost respect and admiration that I rise today to acknowledge the contributions of a woman who, at the age of 99, has never tired of giving her all to her country and to the men and women of the Mill Creek Fire Company—Elma F. Brittingham of Marshallton, Delaware, affectionately known to everyone as "Mom." On May 8, 1999, Mill Creek will honor her at its 72nd Annual Dinner for 72 years of unmatched volunteer service to the Mill Creek Fire Company. Yes, Elma is a charter member of the Mill Creek Fire Company and she remains an institution in the Fire Hall.

This well-deserved recognition is much less than I or anyone in Delaware could ever do to capture just how significant Elma's life has been to everyone with whom she has come in contact. Her legacy is etched in the memory of every fire service professional and volunteer in our State and her life continues to be an inspiration to all of us.

While many remember Elma for her 50 years of preparing turkey dinners for the Annual Volunteer Fire Conference, or her playing Yen Man in the company minstrel show, she is most remembered for her work on the front-line, fighting fires under the most dangerous circumstances. The one she most vividly remembers was during World War II when she helped put out a fire at an old prison farm on Duncan Road in Wilmington during a thunder and lightning storm. With this same energy and vigor, Elma is as spirited