

Sometimes we have to use some form of detention because some of these kids just will not mind otherwise. We know that. They have multiple arrests.

I believe we have made some progress. I am honored to have worked with Senator LEAHY, Senator BIDEN, and certainly Senator HATCH, the chairman of our committee. He is an outstanding legislator, a man of integrity and principle, and an outstanding constitutional lawyer who cares about his country and serves it well every day.

I yield the floor.

#### MORNING BUSINESS

Mr. HATCH. Mr. President, I ask unanimous consent that the Senate now proceed to a period for morning business, with Senators permitted to speak for up to 10 minutes each.

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

#### BUYING FLOOD DAMAGED VEHICLES

Mr. LOTT. Mr. President, consumers, motor vehicle administrators, law enforcement, and the automotive and insurance industries anxiously await Congressional action on appropriate and workable title branding legislation. Legislation that provides used car purchasers with much needed pre-purchase disclosure information for severely damaged vehicles.

As a result of varying state approaches, consumers are not always advised of a vehicle's damage history. The National Salvage Motor Vehicle Consumer Protection Act, S. 655, that I introduced back in March, would help correct this problem. It provides grant funds to states to encourage their adoption of uniform terms and procedures for salvage and other severely damaged vehicles. While a mandatory federal scheme was suggested during the last Congress, there were serious Constitutional concerns and the real potential that Congress would create an expensive unfunded mandate on states. The approach taken in S.655 overcomes these problems and provides states with offsetting funding.

Mr. President, it is clear that any title branding legislation Congress adopts must contain a rational definition for vehicles that sustain significant water damage.

The Congressionally chartered Motor Vehicle Titling, Registration and Salvage Advisory Committee, whose recommendations for curtailing title fraud and automobile theft spurred my sponsorship of S.655, came to the reasoned conclusion that water damage was so potentially insidious in nature that a separate and distinct consumer disclosure category needed to be created. One that distinguished flood vehicles from salvage and nonrepairable vehicles.

S. 655, which is similar to the bipartisan measure I coauthored with Sen-

ator Ford during the last Congress, adopts a distinct flood vehicle category and improves upon the definition initially proposed by the task force.

Mr. President, I am sure my colleagues are aware that the State of Illinois, which initially adopted the task force's recommended flood definition, subsequently revised it based on anti-consumer results. Illinois found that branding "any vehicle that has been submerged in water to the point that rising water has reached over the door sill or has entered the passenger or truck compartment" caused too many vehicles to be unnecessarily branded as "flood" vehicles. Vehicles that were significantly devalued and lost their manufacturers warranty when the only damage the vehicle suffered was wet carpets or wet floor mats.

S.655 is a good example of the need to balance competing consumer interests when establishing uniform titling definitions. Instead of unnecessarily and inappropriately branding vehicles with mere cosmetic damage, this legislation rightly brands as "flood" those vehicles which sustain water damage that impairs a car or truck's electrical, mechanical, or computerized functions. It also requires the "flood" designation for vehicles acquired by an insurer as part of a water damage settlement. This measure also includes an independent flood inspection as recommended by a working group of the National Association of Attorney's General.

Mr. President, I ask my colleagues to heed the call of used-car buyers and provide them with a reasonable and workable title branding measure. One that includes all of the minimal definitions needed to protect them from title fraud and automobile theft.

#### THE VERY BAD DEBT BOXSCORE

Mr. HELMS. Mr. President, at the close of business yesterday, Wednesday, May 19, 1999, the federal debt stood at \$5,593,797,968,334.37 (Five trillion, five hundred ninety-three billion, seven hundred ninety-seven million, nine hundred sixty-eight thousand, three hundred thirty-four dollars and thirty-seven cents).

Five years ago, May 19, 1994, the federal debt stood at \$4,588,987,000,000 (Four trillion, five hundred eighty-eight billion, nine hundred eighty-seven million).

Ten years ago, May 19, 1989, the federal debt stood at \$2,780,326,000,000 (Two trillion, seven hundred eighty billion, three hundred twenty-six million) which reflects a doubling of the debt—an increase of almost \$3 trillion—\$2,813,471,968,334.37 (Two trillion, eight hundred thirteen billion, four hundred seventy-one million, nine hundred sixty-eight thousand, three hundred thirty-four dollars and thirty-seven cents) during the past 10 years.

#### NATIONAL MARITIME DAY

Mr. LOTT. Mr. President, I would like to take a moment to recognize that today is National Maritime Day, when the Nation pays tribute to the American Merchant Mariners who have given their lives in the service of their country. Throughout the history of the United States, our U.S.-flag Merchant Marine has always been there, providing the support that time and again has proven to be essential to victory. It is with the most profound gratitude for the service and sacrifice of America's Merchant Marine veterans that we reflect upon the importance of our U.S.-flag fleet on this day.

On April 29, 1999, I was privileged to be given a very special momento by a group of Merchant Marine Veterans of World War II. It was a patch, of the kind worn by Merchant Mariners during World War II, and it was designed in 1944 by Walt Disney Studios. Walt Disney's people created a mascot for the Merchant Marine, called "Battlin' Pete," and the patch shows Pete knocking out an Axis torpedo.

The presentation was made to express the veterans' gratitude for a very important piece of legislation that the Senate passed last year. Last year's veterans' benefits bill ensures that those American Merchant Marine veterans who served our country in World War II between August 16, 1945—the day that hostilities were officially declared at an end by President Truman—and December 31, 1946—the cut-off day for World War II service for all other service branches—receive honorable discharges for their service and are eligible for veterans' burial and cemetery benefits. This is the least we can do for these deserving veterans. I was privileged to introduce legislation during the 105th Congress seeking that change, and it was later incorporated into the veterans' benefits bill.

The overwhelming majority of World War II Merchant Mariners were previously awarded veterans status. Now, those who served in harm's way through the war's final days are also being recognized. Although Japan officially surrendered in August of 1945, harbors in Japan, Germany, Italy, France—indeed, across the world—still were mined. Twenty-two U.S.-government-owned vessels, carrying military cargoes, were damaged or sunk by mines after V-J Day. At least four U.S. Merchant Mariners were killed and 28 injured aboard these vessels. Even as Americans at home were celebrating victory, American Merchant Mariners carried on as they have always done—bravely serving their country with pride and professionalism.

I am proud that, at that April ceremony, the first honorable discharges for this previously forgotten group went to two Merchant Marine veterans from my home state of Mississippi: Mr. Robert Hoomes and Mr. Louis Breaur. Also, I was pleased that Mr. Joseph Katusa, National Chairman, Merchant Marine Fairness Committee, received

his honorable discharge. The ceremony was attended by my good friend and colleague, Congressman BOB STUMP, Chairman, House Veterans' Affairs Committee; Mr. Rudy de Leon, Under Secretary of Defense for Personnel and Readiness; Admiral Jim Loy, Commandant, U.S. Coast Guard; and Mr. George Searle, National President, American Merchant Marine Veterans. I would like to thank them for participating in the ceremony and acknowledging the service of Mr. Breaux, Mr. Hoomes, and Mr. Katusa, and the role that these, and all, Merchant Marine veterans played in preserving freedom.

As we mark National Maritime Day, it is important to note that our country's Merchant Mariners continue to stand ready to serve. In fact, the leaders of the major maritime labor unions—the Marine Engineers' Beneficial Association; the International Organization of Masters, Mates and Pilots; the National Maritime Union of America; the American Maritime Officers; and the Seafarers International Union of North America—recently expressed their readiness to support America's military effort in the Balkans. Recent reports that Greek seamen are refusing to support that effort is a reminder of why the United States requires its own highly capable Merchant Marine.

Mr. President, I will treasure that patch of "Battlin' Pete" from the Merchant Marine Veterans of World War II. It will always remind me of the importance of National Maritime Day, and of the sacrifices that America's Merchant Mariner veterans have made in the service of their country. For those who braved the Murmansk run; for those who served through the conflicts in Korea, Vietnam, and the Persian Gulf; for those who today stand ready to sail into harm's way with our Armed Forces; we salute you on this day.

#### EXPRESSION ON VOTES

Mr. BROWNBACK. Mr. President, I regret that due to family business which took me out of the country, I was unable to cast several recorded votes during yesterday's session. While my vote would not have altered the outcome of any of the motions, I would like to express how I would have voted had I been able:

On vote No. 120, a Cloture Motion regarding the motion to proceed to consideration of S. 96, Y2K liability legislation. I would have voted "AYE." It is high time we move to consideration of this important legislation. The turn of the millennium is fast approaching and we must work to protect our citizens and businesses against harmful litigation that benefits no one.

On vote No. 121, amendment numbered 351 to S. 254 offered by Senator ALLARD regarding memorials in public schools, I would have voted "AYE." This amendment will allow students and faculty members to grieve for classmates and colleagues killed on

school property in a way that makes them most comfortable.

On vote No. 122, an amendment numbered 352 to S. 254 offered by Senators KOHL and HATCH regarding mandatory safety locks on guns, I would have voted "AYE." This amendment was an example of the importance of bipartisan compromise. The Kohl-Hatch amendment requires all handguns sold or transferred by a licensed dealer to be sold with a locking device. In addition, this amendment provides important liability protections for gun owners who use these safety devices.

On vote No. 13, an amendment numbered 353 to S. 254 offered by Senators HATCH and FEINSTEIN I would have voted "AYE." This important amendment increased penalties for participating in a crime as a gang member; makes it illegal to travel or use the mail for gang business; makes it illegal to transfer firearms to children to commit a crime; makes it illegal to clone pagers; prohibits the distribution of certain information relating to explosives or destructive devices; makes it illegal to wear body armor in the commission of a crime and donates surplus body armor to local Law enforcement agencies; and strengthens penalties for Eco-terrorism.

On vote No. 124, an amendment to S. 254 offered by Senator BYRD I would have voted "AYE." This amendment allows states to enforce their own alcoholic beverage control laws by allowing state prosecutors to bring an injunction in Federal Court if interstate shippers violate State laws.

#### HEALTH AND THE AMERICAN CHILD

Mr. HATCH. Mr. President, yesterday I met with former Secretary of Health and Human Services Louis Sullivan, who now chairs the prestigious Public Health Policy Advisory Board (PHPAB). Dr. Sullivan presented to me their new report entitled "Health and the American Child: A Focus on the Mortality Among Children."

I was immediately struck by the fact that the findings of the PHPAB report underscore both the need for the legislation we are debating here today and the tremendous importance we must place on prevention efforts so that we can reduce unnecessary deaths of our Nation's youth.

According to "Health and the American Child," in the past two decades, two causes of child death have dramatically increased—homicide and suicide, which account for 14% and 7% respectively of all deaths for children under age 19. In teenage black males, the levels are so striking that the report uses the term "epidemic" to describe an eight-fold increase in homicide rates among African American youth, now their number one cause of death.

"Homicide and suicide, the greatest new risks to children's health today, require both heightened preventive ac-

tion as well as research into children's mental health and the social fabric in which they grow and develop." And that is precisely what we have been talking about during our debate on S. 254.

The PHPAB report goes on to define the contributing risk factors associated with mortality in children. Homicide and suicide, as the major killers of our children, are most closely associated with firearms, drug and alcohol use, and motor vehicles. These significant increases in both morbidity and mortality among our youth must be addressed and demand aggressive preventive action on our part.

I commend "Health and the American Child" to my colleagues and would be glad to make it available to any Senators who care to have the benefit of its considerable findings. "Health and the American Child" is really a call to action. It shows so dramatically why this bill we are debating today is important, and why we must set partisan rhetoric aside to get this legislation passed and enacted.

#### NATIONAL MISSILE DEFENSE ACT

Mr. COCHRAN. Mr. President, on March 17, of this year the Senate passed S. 257, the National Missile Defense Act of 1999, by a vote of 97-3. Subsequently, the House adopted as H.R. 4 a different version of the legislation, and today the House has agreed to the substance of the Senate bill. No further action is required on the bill, and it now goes to the President for his signature.

After many years of debate, Congress has passed legislation stating the national policy to be that the United States will deploy a national missile defense as soon as technologically possible.

Section 2 of the bill notes that, like all discretionary programs, national missile defense is subject to the authorization and appropriation of funds.

Section 3 states that we support the continued reductions in Russian nuclear force levels. There is no linkage between Russian nuclear force levels, or any arms control agreement, and the national missile defense deployment policy of the bill.

I urge the President to sign this bill and put to rest the concerns of many that our country would continue its vulnerability to ballistic missile attack. With the signing of this bill, a new era of commitment to missile defense will begin.

#### TRADE

Mr. THOMAS. Mr. President, I rise today to address an issue of critical importance to the domestic lamb industry and to producers in my home state of Wyoming. In September 1998, a coalition of individuals from all segments of the U.S. lamb industry filed a Section 201 trade petition with the U.S. International Trade Commission under laws