

fires such as the ones we are experiencing do to the same species.

I spoke to one firefighter last week. He told me that the 150-foot flames in the Mission Ridge fire were traveling so fast and were so intense that birds in flight were actually being burned out of the air. Certainly, most small animals that are land animals have no chance at all. That includes the spotted owl, the red squirrel, Preble's meadow jumping mouse, and hundreds of animals on the endangered species list.

In arguing against thinning, environmentalists also ignore the very real long-term damage that large and intense fires have on soil and watersheds. Over 70 percent of our Nation's water comes from waterbodies in our forests. Yet, these environmental groups would prohibit thinning around watersheds, such as the South Platte project. I would have thought that they would support such efforts, especially after the Buffalo Creek fire of 1996, which cost the city of Denver millions of dollars to restore water quality.

Environmentalists oppose improving the safety of our watersheds because they fear losing the Clinton-era "roadless rule," which provides that no new roads can be built where none exist. Their prized "roadless rule" effectively acts as a wilderness designation requiring an act of Congress.

It is ironic that the "roadless rule" that environmentalists hold so dear was recently ruled illegal by a Federal judge in Idaho because the public comment period was grossly inadequate, stating, "Justice hurried on a proposal of this magnitude is Justice denied."

I am a big supporter of grass roots initiatives—local communities should be involved in land management decisions. Opportunities for public comment and participation are important aspects of environmental law. However, these opportunities are being poisoned by radical groups too interested in legitimizing their own worth to contributors than in collaboratively working for the betterment of our Nation's resources.

Some of these organizations have effectively paralyzed responsible forest management practices, thus contributing to poor forest health. In fact, 73 million acres of national forest are at risk from severe wildland fires. In the West, more than half of the rangeland riparian area on the National Forest System do not meet standards for healthy watersheds, and one in six acres in the Rocky Mountain and Plains states is making no progress toward improvement. All this in the name of environmentalism.

Forest Service Chief Dale Bosworth recently acknowledged that the Hayman Fire near Denver would not have been nearly as severe had forest thinning projects gone forward.

I am unwilling to allow our forest's health and environmental quality to continue deteriorating simply because a minority of environmental organiza-

tions have thrown science and good sense out of the window in the name of their own political agenda while completely avoiding the tragedy of the 14 deaths of firefighters from the Storm King Fire of 1994 or the recent loss of five firefighters in a bus wreck while on their way to fight fire in Colorado.

I have seen the negative effect that some environmental organizations have had in the West for a long time. But enough is enough—something has to change. It is unfortunate that it has taken tragic fires like the ones raging out West to get the Nation and the media to acknowledge the same.

I hope, as we move from this Congress to the next, we will look for more positive ways to achieve responsible forest management.

With that, I yield the floor and suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. REID. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER (Mr. DAYTON). Without objection, it is so ordered.

Mr. REID. Mr. President, I ask unanimous consent that the Senator from Delaware, Mr. CARPER, be recognized for 3 minutes as in morning business.

The PRESIDING OFFICER. Is there objection?

Without objection, it is so ordered.

The Senator from Delaware is recognized for 3 minutes.

AMTRAK

Mr. CARPER. Mr. President, the attention of a lot of people in the Northwest and in the Midwest and in California has been drawn to the potential shutdown not just of the Amtrak passenger rail service, but commuter rail service in Boston, New York, Philadelphia, Wilmington, Delaware, Chicago, Los Angeles, and a lot of places in between.

Amtrak has sought to negotiate a loan from a consortium of private lenders. Literally in the middle of the negotiation, the administration put on the table its restructuring plan for Amtrak. That plan was, in my view, a "dismantling" plan for Amtrak. That was the end of the negotiations with the private lenders, for the most part.

Now Amtrak faces a difficult decision as to when to begin curtailing and shutting down its operations. When they do that, it will have a cascading effect on the operations of many commuter railroads in America as well.

The Secretary of the Department of Transportation, Norman Mineta, was before one of our committees today testifying. Knowing him as an old colleague and somebody who I respect, I think he is in a tough spot. I have not been inside his heart to see what he would want to do in his heart. Given that independence, I think he would

favor going ahead with the loan guarantee, or support the Congress in going through and including a \$200 million emergency supplemental for Amtrak. The administration, which created this crisis before us, is now still in a very good position to end the crisis, the threat. They can do that by saying, yes, we will provide the full loan guarantee, or we will support the appropriation from the Congress.

Our thanks to the chairman of the Appropriations Committee, Senator BYRD, and Senator STEVENS, the ranking Republican, for their willingness to support \$200 million in the emergency supplemental to help us get through this difficult time, and later this fall we will resolve more fully the passenger rail service in this country.

I have said for a long time—and I will say it again today—the problem with passenger rail service in this country is we have never provided adequate capital support for passenger rail service. We need to do that, to find an earmark source of revenue. I hope in the months to come we will debate that and come to a consensus on that point.

I thank the Chair.

UNANIMOUS CONSENT REQUEST— H.R. 3009

Mr. REID. Mr. President, I ask unanimous consent that the Chair lay before the Senate a message from the House with respect to H.R. 3009; that the Senate disagree to the House amendment, agree to the request for a conference with the House on the disagreeing votes of the two Houses; and that the Chair be authorized to appoint conferees on behalf of the Senate: three on behalf of the majority and two on behalf of the minority.

The PRESIDING OFFICER. Is there objection?

Mr. LOTT. Reserving the right to object.

The PRESIDING OFFICER. The Republican leader.

Mr. LOTT. Mr. President, we have had a number of discussions with respect to how many conferees the Senate would want to have involved in this very important conference that will deal with trade issues on which we spent a great deal of time in the Senate, including the Andean trade authority, as well as the overall large trade assistance bill and the Trade Promotion Act—three very important pieces included in this one bill.

As we look at this, I think this is going to be one of the most important conferences we are going to deal with this year.

The House has a small number of conferees to the underlying bill, but they have a number of conferees to different sections to the bill. I suspect there is a total number of House conferees involved that would probably run in the 18 range.

We have members of the Finance Committee who worked very hard on this important legislation, and I had

hoped that we could get an 8-to-7 or 7-to-6 ratio, or at minimum 6 to 5 to accommodate members of the Finance Committee who are on the subcommittee of jurisdiction and who have put a lot of work into this. I have even tried to say: OK, maybe we can make it work at 5 to 4, but we have not been able to get that worked out.

I think for the Senate to be limited to only five conferees on a bill of this magnitude and as complicated as this is, and as many people who worked so hard on it, that it would not be an acceptable arrangement at this time. So I have to object.

The PRESIDING OFFICER. Objection has been heard.

Mr. REID. Mr. President, I am disappointed, but I certainly understand.

UNANIMOUS CONSENT REQUEST— H.R. 7

Mr. REID. Mr. President, I ask unanimous consent that at a time to be determined by the majority leader, after consultation with the Republican leader, and prior to the August recess, the Senate proceed to the consideration of H.R. 7, the charitable deductions bill, as reported by the Finance Committee, and that it be considered under the following limitation: That there be 4 hours for debate on the bill equally divided between the chairman and ranking member of the Finance Committee; that there be one substitute amendment in order to be offered by the majority leader or his designee; that the debate time shall come from the time on the bill; that upon the disposition of the substitute amendment and the use or yielding back of time, the bill be read a third time and the Senate vote on final passage of the bill, without any intervening action or debate.

The PRESIDING OFFICER. Is there objection?

Mr. LOTT. Reserving the right to object, Mr. President.

The PRESIDING OFFICER. The Republican leader.

Mr. LOTT. Mr. President, this bill has not been filed and the amendment mentioned is a brandnew amendment which was received at 3:10 p.m. today. I really do not have any idea what is contained in this complete substitute, but I do know we would be unable to clear it for consent at this time. We are working right now to get in touch with Senator GRASSLEY and others to make sure they are familiar with this and have had a chance to look over the substitute amendment to make sure there is no problem with it.

I had hoped we had been able to clear this earlier today, and I hope that if we are not going out of session right away, we might even have a chance to come back, if I can get this cleared, later this afternoon. But until I can do a hotline on it and check with the senior member on the Finance Committee about the substitute amendment, I have to object at this time. I emphasize, I think maybe we can clear it be-

fore the afternoon is done. I hope we can come back to it.

The PRESIDING OFFICER. Objection has been heard.

Mr. REID. Mr. President, I say to my friend, the distinguished Republican leader, Senator DASCHLE will be here tomorrow and maybe even tomorrow something can be worked out. My understanding is the President wants this badly, and I hope we can work it out.

UNANIMOUS CONSENT REQUEST— S. 1140

Mr. REID. Mr. President, I ask unanimous consent that the Senate proceed to the consideration of Calendar No. 210, S. 1140; that the bill be read a third time and passed; that the motion to reconsider be laid upon the table, with no intervening action or debate; and that any statements relating to the bill be printed in the RECORD.

The PRESIDING OFFICER. Is there objection?

Mr. LOTT. Reserving the right to object.

The PRESIDING OFFICER. The Republican leader.

Mr. LOTT. Mr. President, I have to say, I have no objection to this legislation. In fact, I am a cosponsor of this legislation. It has been discussed and considered for quite some time now, and with the overwhelming support it has, it should move forward.

However, on behalf of a Senator on my side of the aisle who is now in the Judiciary Committee in a meeting and could not be here at this particular time, I am going to have to object on his behalf, but I do want to say this: I do not agree. I believe this is legislation we should pass, and this is the last time I am going to have anybody on this side of the aisle object on this issue. Any Senator who has further objection is going to have to do it himself. As a courtesy to a Senator who is currently tied up, I do object.

The PRESIDING OFFICER. Objection has been heard.

Mr. REID. Mr. President, I am truly disappointed. People from Nevada and all over the country need this legislation. As the majority leader said, we should work out some way to move this forward. It is too bad one Senator is holding this up.

UNANIMOUS CONSENT REQUEST— S. 1991

Mr. REID. Mr. President, I ask unanimous consent that the majority leader, following consultation with the Republican leader, may proceed to the consideration of Calendar No. 404, S. 1991, the Amtrak authorization bill, at a time to be determined.

The PRESIDING OFFICER. Is there objection?

Mr. LOTT. Mr. President, again reserving the right to object.

The PRESIDING OFFICER. The Republican leader.

Mr. LOTT. This is legislation we need to consider. It needs to be considered in

the full light of day with amendments in order. We did have a full consideration of the bill in the Commerce Committee with amendments offered. Some were adopted and some were rejected. I voted for the legislation.

We need to move forward on the reform of Amtrak. We are in the process of putting additional money in Amtrak right now, and I support both the loan the administration is working out and perhaps additional money in the supplemental.

Having said that, I do note also that we have to make tough choices. Do we want a national rail passenger system or not? If we do, we have to figure out what kind of reforms we can put in place that will save money or provide additional money; what lines are we going to keep open and keep running or not; if and how much we are going to have to pay for it.

If the American people, through their Representatives and Senators, do not want to vote for additional funds, then that is one choice. I spoke passionately on the floor in 1997 when we passed Amtrak reform legislation. I made a commitment on this floor and to the American people that I supported this because I thought it could become self-supporting. I was wrong. I have to admit that. Now the question is, Do we want to continue to have Amtrak or not? I think we should. I still think it is an important mode of transportation we should not sacrifice. But the Congress is going to have to come to terms with reform.

There are some Senators who object to moving to it at this time. I believe specifically Senator MCCAIN has indicated he has an objection to it. So while I do not agree with the objection, I do agree that the timing is such that we would not be able to give it full and appropriate consideration, in view of other issues to which we have already agreed to go. Therefore, I object.

The PRESIDING OFFICER. Objection has been heard.

UNANIMOUS CONSENT REQUEST— EXECUTIVE CALENDAR

Mr. LOTT. Mr. President, I ask unanimous consent that the Senate now proceed to executive session for consideration of the following nominations on the calendar: Nos. 810, 825 through 828, 840, 862 through 867, 887 through 889; I further ask that the nominations be confirmed, en bloc; that the motions to reconsider be laid upon the table; that the President be immediately notified of the Senate's action; and that the Senate then resume legislative session.

Before the Chair rules, I wish to indicate this request is with respect to 15 judicial nominations, some of which have been on the calendar since May 2. These are nominations that are pending in the Senate, not in the Judiciary Committee. They are ready for consideration by the entire Senate with only one exception; I know of no objections.