

month to \$250 per month and an increase in the special pay for duty subject to hostile fire or imminent danger from \$150 per month to \$225 per month.

I would also like to direct the Senate's attention to some of the unsung heroes who have played such important roles in American military victories. These are the thousands of men and women who work in our Nation's depots. They have worked tirelessly to make sure that the weapons, aircraft, and ammunition that our forces use are properly maintained and in fantastic condition. They are the backbone of our military force and they deserve commendation for the tremendous role they have played. Appropriately, when the committee was considering proposals to undermine the strength of our depot system, it was the Senate Air Force Depot Caucus, of which I am proud to be a member, and Senators INHOFE, CHAMBLISS, BENNETT, and NICKLES, who rose to protect our depots. We have so far been successful in our efforts but we realize that we must be forever vigilant to protect these critical military resources.

Again I would like to thank the chairman, ranking Democratic member and all of the members of the committee for their work on this bill. It will be of great service in the support of our Nation's service men and women.

MORNING BUSINESS

Mr. BROWNBACK. Mr. President, I ask unanimous consent that the Senate proceed to a period of morning business.

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

MAD COW DISEASE

Mr. DORGAN. This morning's newspaper has a story on the front page that says: "Canada Finds 'Mad Cow'; U.S. Bans Beef Imports."

On behalf of the beef industry in this country and consumers in this country, this begs a very important question. If Canada found a cow, one cow, in the month of January, that was headed toward a slaughterhouse and subsequently killed, that now 4 months later they say was infected with mad cow disease, the question is, Why does it take 4 months to learn that a cow killed in January had mad cow disease?

There are two possible reasons, it seems to me. One, there is a system by which they sent the head of this animal to England to have it tested and somehow it took 4 months to test it and to tell the people in this country and Canada there was a cow with mad cow disease killed in January. Four months is absurd. If that is the case, something is horribly wrong. Or, second, they discovered earlier than 4 months and did not disclose it.

I don't know which, but the Secretary of Agriculture has imposed a moratorium on further shipments of

beef into this country from Canada. That makes good sense. I support her decision. We ship into this country from Canada 1 million head of cattle and 1 billion pounds of beef. The Secretary of Agriculture is perfectly right in saying let's suspend those shipments at this point. I want her to investigate, and I am sure they will find the answer to the question, Why did it take 4 months to learn that a cow in Canada killed in January was infected with mad cow disease? That, in my judgment, is a threat to the beef industry in this country, a threat to consumers everywhere.

There are one of two explanations, neither of which, in my judgment, is a good explanation. We need to get to the bottom of it on behalf of our beef industry and on behalf of our consumers.

This is not a pretty story. I don't know what the impact of this will be, but as I read this and as I understand the facts, questions need to be answered, and soon. I believe the Secretary of Agriculture will pursue this matter. She says she sent some people to Canada to investigate. We demand answers. We deserve answers, the consumers and the beef industry.

SUPPORT FOR FCTC

Mr. DURBIN. Mr. President, I would like to take a moment to commend U.S. Secretary of Health and Human Services Tommy Thompson for his recent announcement that the United States' delegation to the World Health Assembly would support the Framework Convention on Tobacco Control, the world's first global tobacco treaty.

As we know, tobacco is the leading preventable cause of death in the world today.

According to the World Health Organization almost five million people die each year from tobacco related illnesses.

As tobacco use continues to grow at alarming rates around the world, the death toll is expected to rise to 10 million people per year by 2030, with 70 percent of these deaths occurring in developing countries.

Clearly, we must give greater attention to the reality of the harmful effects of tobacco use.

The United States has traditionally been a world leader in tobacco control efforts, often providing the science and expertise to demonstrate the harms of tobacco and the public health efforts needed to reduce tobacco use.

As one who has long advocated for extensive tobacco control measures to stop the spread of tobacco use around the world, I was pleased when the United States joined other WHO member states in treaty negotiations.

These negotiations have been ongoing for nearly four years.

As a result of that hard work, the final draft of the Framework Convention was overwhelmingly approved on March 1, 2003, by 171 WHO member states.

The Framework Convention contains a wide range of provisions aimed at controlling tobacco marketing and consumption and identifies sound public health policies for countries to adopt or strengthen.

These include two particularly strong requirements: No. 1, a comprehensive ban on tobacco advertising, promotion and sponsorship, with an exception for nations with constitutional constraints; and No. 2, the implementation of health warning labels covering at least 30 percent, but ideally 50 percent or more, of the display area on tobacco product packaging.

In addition, the FCTC calls upon countries to ban misleading language that gives the false impression that the product is less harmful than others, such as "mild," "light," or "low tar"; significantly raise tobacco taxes; provide smoke-free public spaces and workplaces; consider using litigation to hold the tobacco industry liable for its wrongdoings.

Collectively, these provisions provide nations with a roadmap for enacting strong, science-based policies that can save lives and improve health across the world.

It is for these reasons that I rise today to applaud the efforts of Secretary Thompson and to commend him for advancing the cause of international health. He has rode to the rescue.

The press reports coming out of these meetings suggested the United States was not going to be fully engaged and fully involved in the development of this important global standard related to the use of tobacco. Secretary Thompson arrived on the scene and came in quickly with good news.

Only with concerted action can we avert millions of premature deaths and prevent future generations of young people from falling victim to the tobacco epidemic.

The Framework Convention has brought nations of the world together to combat this global epidemic.

But, this is the only the first step.

Now, it is imperative that the United States continue to play an active role in the effective implementation of this treaty.

This begins with signing and ratifying the Framework Convention.

I will be working in the United States Senate to make sure we do our part in this process.

And I hope the Administration will follow the lead of Secretary Thompson and will do their part as well.

I am confident that working together, we can reduce the terrible toll in health, lives, and money that tobacco use takes around the world.

VOTE EXPLANATION

Mr. DURBIN. Mr. President, I would like to make it a matter of record that on Monday, May 19, 2003, I was unavoidably delayed in arriving in the Senate because my United Airlines

flight 616 was held on the ground with mechanical difficulties and I missed a vote, which was vote No. 184 relative to the confirmation of Maurice Hicks as U.S. District Judge for the Western District of Louisiana. Had I been here, I would have voted in the affirmative.

FRIENDSHIP CONTRACT

Mr. DASCHLE. Mr. President, today I would like to share an amazing story of friendship—a friendship that has blossomed over the past 17 years between the cities of Aalen and Dewangen, Germany, and the town of Webster in my home State of South Dakota.

In 1986, a group of wrestlers from Dewangen toured South Dakota for 3 weeks. During that time, local South Dakotan communities held exhibition matches, providing both South Dakota and this group of wrestlers an opportunity to display their skills and learn from each other.

Before making their final departure, the wrestlers made their final stop in Webster, where they were welcomed wholeheartedly. Individual friendships between the wrestlers and members of the Webster community formed immediately. In the 17 years following their initial visit, members of the wrestling group from Aalen and Dewangen returned to Webster to renew their relationships with the Webster community.

In 1999, Webster Mayor Mike Grosek decided it was time to pay his friends in Dewangen a visit. During his visit, members of the Dewangen community talked excitedly about a possible friendship contract between the two cities, and within the last 4 years informal discussions led to an official declaration. On April 5, a group of 16 individuals from Webster were on hand for the historic signing ceremony in Dewangen, and it is my pleasure to announce that a similar ceremony will occur in Webster on May 31. I am confident that the friendship forged between them will endure for many years to come, and I wish to extend my congratulations to all involved in making these momentous occasions possible.

100TH ANNIVERSARY OF THE FORD MOTOR COMPANY

Mr. MCCONNELL. Mr. President, I rise today to congratulate the Ford Motor Company on its 100th anniversary and its longstanding relationship with the Commonwealth of Kentucky.

Ford has been an integral part of the Kentucky business community since 1913 when it began building Model T automobiles in a small shop on South Third Street in Louisville. From its modest beginnings in the Commonwealth, Ford rose to become a significant part of our economy. After opening additional plants in Louisville, Ford and its hard-working Kentucky employees produced more than 44,000 trucks for the U.S. Army during World War II.

Following the war, Ford continued to expand in Kentucky, initiating car production at the Louisville assembly plant on Fern Valley Road in 1955. In 1969, Ford built the Kentucky truck plant on Chamberlain Lane. The Kentucky truck plant would later utilize the world's most advanced computer-integrated system for manufacturing heavy truck frame rails. In September 2002, the Louisville assembly plant produced the five-millionth Ford Explorer.

Today, these two plants employ nearly 10,000 men and women in Kentucky who, in 2002, collectively earned more than \$660 million. In 2002, the two Ford facilities paid nearly \$50 million in State and local taxes. Ford and its Kentucky employees have made other important contributions to local community. Last year, they donated more than \$2.5 million to various Louisville community organizations and participated in the Adopt A Child and Sharing the Blessing programs.

As Ford Motor Company approaches its 100th anniversary on June 16, 2003, I am proud to take this opportunity to congratulate the company and its employees for their dedication to excellence. We look forward to the planned expansion of the Kentucky truck plant in Louisville and many more years of commitment to the people and Commonwealth of Kentucky.

Mr. LEVIN. Mr. President, I rise today in recognition of the 100th anniversary of Ford Motor Company. On June 16, 1903, Henry Ford, one of Michigan's most famous sons, founded Ford Motor Company.

It is seldom in history that one person or company makes such a dramatic, lasting impact on society. Thomas Edison modernized the light bulb and changed the way we see the world. Alexander Graham Bell invented the telephone, and communication was changed forever. Henry Ford brought the automobile to the working family, and revolutionized manufacturing, transportation, and everyday American life.

It would certainly be difficult to overestimate the importance of Ford Motor Company on the American way of life. When it was founded, virtually no one owned an automobile. The personal mobility we take for granted today was unfathomable at the turn of the last century. But that was to change rapidly. Within 25 years of its founding, Ford manufactured more than 15 million Model T's, at a price that made them accessible to the working family. Today, there are over 200 million cars and light trucks on the road in the United States—more than 1 for every licensed driver.

The founding of this company has become a legend. With \$28,000 in cash, Ford and 11 associates founded what would become one of the world's largest corporations. The first moving assembly line was put into operation in Highland Park, MI, in 1913. This plant could produce a complete chassis in about an hour and a half—eight times faster than before.

At the same time, Ford began paying his workers \$5 per day—more than double the industry average wage. This high salary attracted workers to Michigan from around the country and the world. The influx of immigrants was so great that many have called the Ford River Rouge complex the Michigan-annex of Ellis Island.

Henry Ford was one of the first industrialists to hire African Americans. With the belief that hiring African Americans would help racial problems, he reached out to the Black community. By the onset of World War II, roughly half of Detroit's African-American workingmen were on Ford's payroll.

Ford Motor Company has a long history of producing memorable automobiles, from the Tin Lizzie to the Explorer. In 1954, Ford introduced the Thunderbird, a symbol of postwar optimism. The Ford Mustang, introduced in 1964, quickly became synonymous with the American free spirit and has remained a classic American car for almost 40 years. In 1991, the Ford Explorer defined the SUV segment of the market, and remains the best selling SUV in the world.

Ford's commitment to quality and innovation continues today. Ford, the world's second largest automaker, will have a hybrid—part electric, part gasoline powered—SUV available by 2004. Ford has also produced a cutting-edge hybrid fuel cell car, and is dedicated to bringing hydrogen-powered vehicles to the market in the future.

I am proud of Ford Motor Company's accomplishments over the last 100 years. I am glad Ford calls Michigan home, and I enthusiastically offer my support for the resolution commemorating Ford's centennial anniversary.

LOCAL LAW ENFORCEMENT ACT OF 2003

Mr. SMITH. Mr. President, I rise today to speak about the need for hate crimes legislation. On May 1, 2003, Senator KENNEDY and I introduced the Local Law Enforcement Act, a bill that would add new categories to current hate crimes law, sending a signal that violence of any kind is unacceptable in our society.

I would like to describe a terrible crime that occurred in Baltimore, MD. In October 1998, a group of 10 people attacked Leonard "Lynn" Vine, a 32-year-old native of East Baltimore, in front of his family's home because of his perceived sexual orientation. Vine was shot six times, yet survived the attack. The police investigated the attack as a hate crime, and 20-year-old Paul Bishop was charged with attempted murder.

I believe that government's first duty is to defend its citizens, to defend them against the harms that come out of hate. The Local Law Enforcement Enhancement Act is a symbol that can become substance. I believe that by passing this legislation and changing