

The legislative clerk read as follows:

The Senator from Nevada [Mr. REID] proposes an amendment numbered 609 to amendment No. 608.

The amendment is as follows:

In the amendment, strike "July 25" and insert "July 24".

Mr. REID. Mr. President, I ask unanimous consent that the mandatory quorum under rule XXII be waived for the two cloture motions just filed.

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

Mr. REID. Mr. President, sadly, in just 2 days, about 80,000 people will be out of work because of the obstructionism of one man. This Senator, the junior Senator from Oklahoma, is putting his own petty priorities ahead of the thousands of safety inspectors, construction workers, and contractors who are about to lose their health care and their livelihoods for the second time in the last few months. These workers will be furloughed or laid off on Friday if we don't reauthorize the Federal Aviation Administration.

The same Senator is holding up emergency funding for thousands of Americans—hundreds of thousands, actually—whose homes have been destroyed by tornadoes, floods, and wildfires. Keep in mind what I just said. We have a bill that came from the House of Representatives that funded for 4 months the Federal Aviation Administration. We have a bill that came from the House—they put them together—to fund the highway bill for 6 months. With those two bills together, almost 2 million jobs will be eliminated if we don't pass the highway bill by the end of the month but FEMA by Friday.

The Senator from Oklahoma, to whom I referred, doesn't like a provision in the highway bill. Stopping that is one thing. But now he is stopping us from doing something about people who are in desperate need of help, who have been hit hard by fires—in Texas alone, we have had 2,000 homes burned to the ground. So he is holding up emergency aid for Americans whose homes have been destroyed by tornadoes, floods, wildfires, and millions of acres of farmland are underwater, and he is jeopardizing almost 2 million jobs by blocking the highway bill. How he gets these together is something I cannot logically understand. He is stopping us from doing something on the FAA bill but also FEMA.

On Friday, as I said, it is going to cause 80,000 workers, thousands of whom are responsible for the millions of air travelers' safety every day. We have just been through this. A short time ago, we had the same issue, where the safety inspectors were paying for their own lunches when they would go out inspecting airplanes, and buying their own plane tickets, paying for their own hotel and motel rooms, and not being reimbursed.

It is interesting to note this same Senator voted for the highway bill in 2005—we do a major highway bill about

every 5 years. He voted for that when his party held the White House, although the bill included the same issue he has objected to today. I have been told his big concern is over bike trails, bike paths. But the interesting part is that he can have a vote on this. He wants a vote to get rid of bike paths. He is willing to do that. In fact, we have given him the same vote on an amendment before. In 2009, the Senate voted down the very same amendment. He has had this vote before, and it has failed before. He is not willing to even take a vote anymore. This is how far afield this is. He doesn't want a vote. He wants to put whatever he thinks is the right thing for the world and the country as it relates to highways in this bill and say: Just do it; I am a dictator, and I am going to put it in the bill, and you are not going to do anything around here.

We are willing to vote on this again, but we cannot get to a vote because he is blocking us from doing so. So one Senator out of 100 is holding up the important work of this body, demanding that we make this amendment law or else put 80,000 people out of work. This kind of obstruction should end. This is not logical, not rational. I have strong feelings about this part of the highway bill. But this is a bill that has billions of dollars in it. About 1.7 or 1.8 million jobs will be eliminated if we don't get this bill passed. So I urge my Republican colleague to reconsider how this gridlock harms real people in this country. It is hard for me to explain.

In Las Vegas we have a new tower that is being built for the air traffic controllers. It is needed very much. Air traffic into Las Vegas is heavy—about 60 million people a year arrive, and so we need a new tower. We started construction on it a few months ago. It was held up once because of this problem we have with this bill. Now it is to be held up again.

But this isn't just a Nevada issue, it is all over the country. About 75,000 construction workers are working on essential parts of our airports, and these jobs are badly needed. It is just the wrong thing for my friend to do. I hope he will allow us to move forward on FEMA and allow us to move forward on the Federal Aviation Administration legislation. Of course, on the highway bill, we will give him his vote. If he wants another vote, we will give him another vote if there is another part of the bill he doesn't like. But it is something we need to get done as quickly as possible—like in the next 24 hours.

MORNING BUSINESS

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

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

RECOGNIZING THE HAZARD HERALD

Mr. McCONNELL. Mr. President, I rise today to recognize one of Kentucky's oldest and most respected local newspapers, the Hazard Herald of Hazard, KY. In July of this year, The Hazard Herald celebrated over a century's worth of news coverage by publishing a 100th-anniversary edition of its morning paper. The Herald is, and has been, the most trusted source of local and national news to the people of Hazard and Perry County for decades.

Founder and prominent lawyer and statesman Bailey P. Wootton, who eventually served one term as Kentucky attorney general in the 1930s, envisioned that the Herald would serve as the primary medium for progress and information for the local community when he began publishing the paper in 1911. Over the years, the Herald became the heart of the community, sharing in both the triumphs and sorrows of citizens of the county as it grew alongside them.

From the arrival of the first train to Hazard Depot in 1912, which a year later would pave the way for boosting the region's coal industry, to the decade-defining flood of 1927 that devastated the county, the Herald was front and center. In the 1930s the Herald followed Bailey during his campaign to be elected Kentucky attorney general, as well as the Hazard High School boys' basketball team as they were eventually crowned state champions.

World War II in the 1940s forced the Herald to begin printing daily to keep people informed with the war efforts in Europe, and it remained so until the mid-1950s when it then alternated to a biweekly publication. The paper mourned President Kennedy's death with the nation in the 1960s, and provided an in-depth account of President Bill Clinton's visit to Hazard in 1999—which was printed in color after the paper adopted color printing technology in the middle of the decade. Most recently, the Herald has adopted online publications and social media to keep pace with the technological advancements that define news and media today.

Perry County is fortunate to have such an established and trusted news source to inform the great people of Kentucky. In the 100th anniversary edition of the Herald, printed July 27, 2011, there is an article that highlights the paper's founding and first decade of printing. To help celebrate this landmark occasion, Mr. President, I ask unanimous consent that the full article be printed in the RECORD.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

[From the Hazard Herald, Centennial Edition, July 27, 2011]

The first decade 1911–1919: The Hazard Herald publishes first issue, begins a tradition still alive a century later.

The first edition of The Hazard Herald was hand set and came off the gasoline powered

printing press on June 22, 1911. Though we can't find a copy of that first edition, the effect the Herald had on the local community during its first decade is certainly on record.

The Herald was operated by its founder and president at the time, Bailey P. Wootton, along with officers George W. Humphries, James B. Hoge, and W.C. Trosper.

During that first year, a one-year subscription to the Herald could be purchased for one dollar as the paper's staff covered the growth of Hazard, which at the time was still looking forward to the coming of the railroad a year later, a move that would open up a town that in the years prior was a remote hamlet nearly cut off by the rough and tumble foothills of the Appalachian Mountains.

The first two years of the Herald's publication were certainly not easy ones, as noted in Perry County Kentucky: A History, published by the Hazard Chapter of the Daughters of the American Revolution during the 1950s. A publisher in Hazard at that time certainly lacked some of the modern conveniences that newspaper staff today may take for granted: "With power still not available in 1911, a two H.P. gasoline engine was installed to run the press. After 1912, electricity was available and the changeover was made."

In those first years the Herald also served as a chronicler of Hazard's history (as it still does today). One of the most important events in that history was the arrival of the railroad. In the July 20, 1911 edition, the paper's fifth that first year, a story details work being completed by the Jones-Davis Company regarding construction of a section of the L&E Railroad which extended "from below Yerkes to the head of the river of the mouth of Buckeye Creek, about 18 miles."

The first train arrived at the Hazard Depot in 1912, and it not only opened avenues of travel in and out of the county, but it also paved the way for a more robust coal industry, as noted in the Herald's October 7, 1912 edition: "It will not be long before the coal from this city will be counted by the trainloads instead of the carload."

Other notable events during the decade include a fire in December 1913 that ravaged the business section of town, destroying \$50,000 worth of property, according to a headline of the day. Consumed in the fire was the D.Y. Combs Hotel as well as the offices of Dr. Gross and Dr. Hurst.

On August 17, 1914, the Herald reported on the first automobile to arrive in Perry County: "Last Thursday, Hazard and Perry County (sic) were honored by the first automobile ever inside the county limits. We have had the railroad trains upward of two years, and that has ceased to be a wonder; we have had one autocycle, which remained for a few days and departed from whence it came. But the crowning glory of all was the advent of the Ford touring car which passed through our city last Thursday. Now we are on the qui vive for the first aeroplane."

By 1916, Wootton was still listed as the president, with James B. Hoge and W.C. Trosper as secretary and manager respectively, and a weekly editorial appeared in the newspaper as well. In the January 27, 1916 edition, the Herald took to task the City of Hazard for allowing the city's sidewalks to fall in disrepair, writing: "In any case, there has been no excuse on the part of either Big Bottom residents or the City government for leaving the walks up that way in the shape it has been for such a long time."

While the Herald maintained a local flavor during its first decade, in this age before the Internet and instant news delivery, the paper also made note of issues of national importance. By 1918, World War I ended with the abdication of Kaiser Wilhelm II on November 9. The Herald carried the story with the headline: "War Is Ended; Kaiser Abdicates."

By the end of the decade, the paper's yearly subscription rate had increased to \$1.50 while Bailey Wootton remained the president of the Herald Publishing Company, and John B. Horton had been serving as the editor.

FOREIGN POLICY

Mr. LIEBERMAN. Mr. President, I rise today to commend my friend and colleague, Senator MARCO RUBIO of Florida, on the outstanding speech he delivered yesterday at the Jesse Helms Center in Wingate, NC. I share Senator RUBIO's conviction that America is at our best in the world when we put our values at the center of our foreign policy, beginning with a commitment to the cause of freedom. Senator RUBIO's thoughtful warning against the danger of withdrawing behind our borders is especially timely and important. He is absolutely right that, when we do not confront monsters like al-Qaida abroad, they will sooner or later come to threaten us here at home.

I thank Senator RUBIO for delivering such a lucid and visionary speech. His remarks reaffirm for me the critical leadership role that I am convinced he will play in this chamber, and in our country, in the years to come. His voice is an important one. I ask unanimous consent to have printed in the RECORD Senator RUBIO's remarks as prepared for delivery.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

SENATOR MARCO RUBIO'S REMARKS AS DELIVERED TUESDAY, SEPTEMBER 13, 2011

Thank you. Thank you. Thank you very much. Thank you. First of all, thank you all for coming. I am honored and privileged to be here. I'm impressed by the good work, by the way, that the Helms Center is doing in teaching young people the foreign policy principles that Senator Helms stood for. And I'm honored by this opportunity to speak to you for a few moments eight and a half months into my Senate career on what I think is a historic and important moment in American history. And I hope by the end of our time here together tonight we'll all share that belief irrespective of where we fall on the individual issues.

I have come to deeply appreciate Jesse Helms' willingness to fight for his views—particularly in foreign policy—and his unwillingness to compromise on matters of basic principle. That made him rare in Washington, and it also made him influential. I want to read what a distinguished journalist once wrote that it was "his relentless, unswerving application of conservative principles to practically every issue" is what "made him a major player in Washington and [in] national politics."

Jesse Helms was, in particular, an unswerving champion of freedom fighters. When he was still a junior Senator, he and a former governor of California—a fellow named Ronald Reagan—they worked together to introduce a "morality in foreign policy" plank to the 1976 Republican platform.

Here is what it said, it said: "The goal of Republican foreign policy is the achievement of liberty under law and a just and lasting peace in the world. The principles by which we act to achieve peace and to protect the interests of the United States must merit the restored confidence of our people."

It also said that "we must face the world with no illusions about the nature of tyranny." And it pledged that: "Ours will be a foreign policy that keeps this ever in mind."

Now, remarkably, this was controversial in the 1970s—the era of détente, of defeat and of retreat. The idea of placing morality at the center of our dealings with other nations was derided by supposed sophisticates as unrealistic and uninformed.

But then Ronald Reagan took these words to heart and he made them the center of his foreign policy—a foreign policy that even his critics now admit was remarkably successful.

President Reagan challenged the "evil empire."

"Tear down this wall," he demanded—and it came down. He won the Cold War not by coddling dictators but by confronting them—and by standing up for the principles that have defined us since the formation of our great Republic.

As I think about the challenges of the 21st century—challenges that range from upheavals in the Middle East to the fiscal crisis back home—I am mindful of Ronald Reagan's example and of Jesse Helms'.

I am guided by their understanding that America's strength lies in its ideals, and that if we are to make this century another American century, we must be prepared to fight for those ideals.

Now, fundamentally, I believe that the world is a better place when the United States of America is strong and prosperous. Now, I don't believe that America has the power or means to solve every issue in the world. But I do believe there are some critically important issues where America does have a meaningful role to play in resolving crises that are tied to our national interests.

If we refuse to play our rightful role and shrink from the world, America and the entire world will pay a terrible price. And it is our responsibility to clearly outline to the American people what our proper role in the world is and what American interests are at stake when we engage abroad.

At the core of our strength are the "self-evident" truths of the Declaration of Independence: "that all men are created equal, that they are endowed by their Creator with certain unalienable Rights, that among these are Life, Liberty and the pursuit of Happiness," that government exists to "secure these rights" and that it derives its "just powers from the consent of the governed."

These are not just our rights as Americans. These are the rights of all human beings. Nurtured in thirteen embattled colonies along the Eastern seaboard more than two centuries ago, the blessings of liberties have since spread to more than 100 countries around the world.

Freedom's domain now stretches from Mexico to Mongolia. Some of the world's democracies are ancient nations. Others are more recent in origin. Some are poor. Others are rich. Some are Christian. Others Muslim, Jewish, Buddhist, Confucian, Hindu. All are united by their respect for certain fundamental human rights—even if they do not always achieve in practice the ideals they seek to honor. America should take pride in knowing that so many of the freedom movements we have seen around the world since 1776 draw their inspiration from the courage and the words of our own Founding Fathers.

The honor roll of free countries does not yet include the land of my parents or grandparents—Cuba—but that I believe is only a matter of time. Because sooner or later, the tides of freedom will wash against the shores of this island nation that has been trapped for too long in a prison constructed by Fidel and Raul Castro.