there are $247 billion in tax breaks, which mainly benefit the wealthiest of Americans. On the other side, for ordinary, middle-income Americans, there will be increases in Medicare premiums, increases in college loan costs, and for some working Americans with wages under $30,000 per year, a $32 billion tax increase. The tax increase on those receiving the earned income tax credit hurts America's most vulnerable workers, including more than 4 million workers who make less than $10,000. Overall, according to U.S. Treasury data, 12.6 million household would have their earned income tax credit reduced under this legislation. 7.7 million households would see a net increase in taxes.

These priorities are wrong. I have supported a balanced budget. I have supported a budget balanced in 7 years. But, I cannot accept, and I do not believe the President will sign a budget as skewed as the one which is before us today. The issue is not whether to balance the budget or when to balance the budget. The issue is how to balance the budget.

The Republicans have tried to strong arm the President into accepting these priorities. They planned this course months ago. It's bad enough that the majority is willing to shut down functions of the Government which many people rely upon and that they are willing to risk the credit rating of the United States. But, to add insult to injury, we have seen from their own statements that this is a long-planned tactic.

As long ago as April 3, the Washington Times reported that:

> House Speaker Newt Gingrich vowed yesterday to create a titanic legislative standoff with President Clinton by adding vetoed bills to must pass legislation increasing the national debt ceiling.

And in May, House Budget Committee Chairman JOHN KASICH said,

> We'll probably have a few train wrecks, but that's always helpful in a revolution.

In September, Speaker GINGRICH said,

> I don't care what the price is. I don't care if we have no executive offices and no bonds for 60 days—not this time.

It is clear again why the majority has been holding the Government hostage. They have a set of budget priorities which do not fare well in the light of day. They are bad for senior citizens, bad for children, bad for working Americans. So, let's get on with it. They can pass it, they have the votes. The President will veto it. And then, we can get on to the real business of resolving our differences. Negotiations need to go forward to reach a bipartisan agreement, so that we can reach a genuine balance budget with a time certain and with the right priorities. This is how our system works. Let us get reasonable people around the table. America is waiting.●

COAST GUARD AUTHORIZATION ACT OF 1995

Mrs. BOXER. Mr. President, late last night the Senate passed unanimously the Coast Guard Authorization Act of 1995, including my legislation, the California Cruise Industry Revitalization Act.

At long last, this legislation has left the dock, and once we work out differences with the House on other provisions, we will finally put my State's cruise industry back on track, providing jobs and tourist revenue for California.

I would like to express my appreciation to the bipartisan leadership of the Commerce, Science, and Transportation Committee for their work in moving this important authorization bill for the U.S. Coast Guard to the Senate floor for passage. I particularly wish to thank my Environment and Public Works Committee chairman, Senator CHAFEE, for his diligent effort to fashion a compromise on the difficult issues raised in the House version of this legislation that fall within his committee's jurisdiction.

This Coast Guard bill includes a provision that is critical to a key element of my State's economy, California tourism, particularly our cruise ship industry and the jobs that depend on it.

On the first day of the 104th Congress, I introduced legislation, the California Cruise Industry Revitalization Act, S. 138, to amend the law passed by the 102d Congress which allowed gambling on U.S.-flag cruise ships but that also allowed States to outlaw gambling on ships involved in intrastate cruises. My legislation would lift the ban on gaming on cruise ships traveling between consecutive California ports. The Commerce Committee this summer agreed to include my legislation as section 1106 in the Coast Guard Authorization Act of 1995.

Let me explain why this provision is so important to my State.

In 1992, subsequent to the congressional action, the California Legislature dealt the State's tourism industry a severe blow by passing a law prohibiting on-board gambling. However, it failed to distinguish between cruise ships making multiple ports of call in the State while on an interstate voyage, and the so-called cruises to nowhere whose only purpose is shipboard gambling.

Consequently, California's cruise ship industry, which had been growing at an average annual rate of 17 percent since 1989, began to run aground because cruise lines immediately revised their itineraries. The State's share of the global cruise ship business has dropped from 10 percent to 7 percent at the same time growth in the cruise ship business overall has climbed 10 percent a year.

My legislation is essential to restoring California's cruise ship industry which has lost hundreds of jobs and more than $250 million in tourist revenue since the State law's enactment. Many California cruise ship companies have bypassed second and third ports of call within California.

The law to prohibit gambling cruises to nowhere has had the effect of discouraging cruise ships from traveling between California ports, even if the voyage is part of an interstate or international journey. In effect, a cruise ship traveling from Los Angeles to San Diego could no longer open its casinos, even in international waters. But if the ship bypassed San Diego and sailed directly to a foreign port, it could open its casinos as soon as it was in international waters.

According to the Port of San Diego, that port alone has lost $78 million in economic impact, hundreds of jobs and over 300 cruise ship calls. That is more than two-thirds of its cruise ship business.

Los Angeles has lost business as well, with the projected loss of port revenue is $3 million, with 118 annual vessel calls at risk. Beyond the port, the economic impact to the city amounts to $14 million in tourism and $26 million in retail sales. The total impact estimated by the Port of Los Angeles is an estimated $159 million and 2,400 direct and indirect jobs.

Ports all along the coast from Humboldt Bay to San Diego have suffered economic losses. For a State still recovering from an economic recession, defense downsizing and back-to-back natural disasters, a blow to a major industry in the State—tourism—is unfathomable.

Section 1106 would resolve this problem by allowing a cruise ship with gambling devices to make multiple ports of call in one State and still be considered to be on an interstate or international voyage, if the ship reaches an out-of-State or foreign port within 3 days.

Gambling operations still would be permitted only in international waters. The effect would expand only the nongambling aspects of cruise ship tourism by permitting more ports of call within the State. California is the only State affected by this bill.

Mr. President, former Congresswoman Lynn Schenk had labored tirelessly to include this legislation in the House Coast Guard bill. Unfortunately, the bill died in the Senate last year when the Coast Guard bill was lumped together with other maritime legislation that stalled.

The future of California's cruise industry rides on this provision. An identical provision is contained in the House version of the Coast Guard authorization bill. I urge my colleagues to swiftly resolve the other issues in conference and send the bill to the President for his signature.●

ANNIVERSARY OF LEBANON'S INDEPENDENCE

● Mr. LEVIN. Mr. President, this month we mark the 52d anniversary of the independence of Lebanon. Each