So we have taken our pound of flesh on this package. We have withdrawn what we hoped the administration would support and that was a 15-year contract to allow a $200 million investment to bring our pulp mill up to environmental standard. They would not support that.

Section 1039. Village land negotiations. This is another slap in the face of Alaska Native people. This provision just asks the Secretary to talk to five tiny Alaska villages that have waited more than 20 years for a conveyance that they were promised. This is a classic example of the Federal Government using the old bait-and-switch routine on America's native people and having no intention, evidently, of making good on the promises.

Section 1040. Unrecognized communities in southeastern Alaska. That merely let five communities in Alaska establish as a group or urban native corporations. It involved no land transfer. It was a Alaska Native equal rights bill that gave these people simply an opportunity or the authority to proceed. No land transfer was associated with it—another solution in which the Federal Government has turned its back on Alaska Natives.

Section 1041. Gross Brothers. They served their country in uniform. They lost their deed. Their country is denying them the land they homesteaded, land they lived on.

Section 1043. Credit for reconveyance. This would have allowed Cape Fox Corp. to transfer 320 acres of land near a hydro project back to the Forest Service. They would not have gotten any land in exchange. I do not know why they oppose that. We are giving the land back.

Section 1044. Radio site report. A study to determine if radio sites are needed.

Section 1045. Retention and maintenance of dams and weirs. Forces the Forest Service to maintain specific dams and weirs in the Immigrant Wilderness.

Section 1046. Matching land conveyance, University of Alaska. This authorization is for the Secretary of the Interior to discuss—discuss, not mandate—a land grant with the University of Alaska, which has never received its Federal entitlement, on a matching basis with the State.

Once again, this is an education President striking again against education, and I just do not understand the rationale. This is the only statewide university in our State. It is a land grant college. It has no land in the largest State.

In conclusion, Mr. President, I want to advise my colleagues also that I have maintained that we have put this package in the most responsible form. It is ready to go. If it does not go, if it does not go in the package, it is not going to go. We will have to come back and start the process all over again. We will lose Presidio. We will lose the San Francisco Bay area cleanup. We will lose the issues in New Jersey, Sterling Forest. We will lose 126 sections of hard work that came out of the democratic process simply because, by executive mandate, this administration says they will not accept it. I find that unconscionable.

I am very pleased with the action of our leader in introducing this. I hope we can address the concerns of the minority, and I am willing to work with the minority to try to do that in the time remaining.

With that, I yield the floor. I thank the Chair and my friend for allowing me to continue. I appreciate their graciousness.

Mr. DORGAN addressed the Chair.

The PRESIDING OFFICER. The Senator from North Dakota is recognized for up to 12 minutes.

Mr. DORGAN. I did not, when I asked the Senator to yield, intend to discuss goats or horses, or erupting volcanoes for that matter. I expect there will be a rejoinder at some point on the floor, but that was not my intention. I appreciate the courtesy of the Senator from Alaska.

(The remarks of Mr. DORGAN and Mrs. FEINSTEIN pertaining to the introduction of S. 2140 are located in today's RECORD under ''Statements on Introduced Bills and Joint Resolutions.'')

DAKOTA, MINNESOTA, AND EASTERN RAILROAD CELEBRATES 10TH ANNIVERSARY

Mr. PRESSLER. Mr. President, this month marks the 10th anniversary of the Dakota, Minnesota, and Eastern [DME] Railroad. The DME is South Dakota's only statewide railroad and operates more than 1,100 miles. I offer my heartfelt congratulations to the DME. I particularly commend the many dedicated workers and officials who have worked to make DME such a successful rail service provider. All associated with DME should be proud.

I recall back in 1983 when I first became involved in a lengthy battle to preserve critical rail service slated for abandonment. The Chicago and North-Western was planning to abandon 167-miles connecting Ft. Pierre and Rapid City. That fight ultimately lead to establishment of the DME.

At first, many were skeptical about DME's prospect for success. Those same skeptics are believers today. DME's annual revenue and freight tonnage have doubled during the past 10 years. So has its number of employees. And, more than $90 million has been invested in main line infrastructure improvements during that same period.

I am proud to have played a role both in DME's creation and its successes. I have enjoyed working closely with rail shippers and DME to advance this critical transportation service. I remain committed to doing all I can to promote adequate and effective rail service for our State.

Mr. President, I ask unanimous consent that an article by Roger Larson and an editorial printed in the Huron Daily Plainsman detailing the DME odyssey be printed in the RECORD.

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

[From the Huron Daily Plainsman]

LAYING TRACKS FOR THE FUTURE

(By Roger Larsen)

Larry Pressler says 1989 marked the beginning of what he now calls his ''DM&E odyssey.''

Dakota, Minnesota & Eastern Railroad officials are more direct. Without the senator's intervention, they say, their corporation wouldn't exist.

And South Dakota's roads would be taking a severe pounding.

''If we weren't here, it would probably take about 50,000 semis hauling on the state and U.S. highways here in South Dakota, which would certainly cost the state a lot more money in road and bridge maintenance,'' said Lynn Anderson, DM&E's vice president for marketing and public affairs.

Looking back on their first 10 years in operation, DM&E officials say Pressler, at substantial political risk, was instrumental in the railroad's creation and survival.

It hasn't always been a smooth ride.

The short-line railroad was born out of necessity—and a sense of urgency—when the Chicago & North Western Railroad announced in 1983 that it wanted to abandon 167 miles of track between Pierre and Rapid City.

Pressler received an emergency phone call. Could he send a representative to a meeting of shippers and others in Philip?

He went himself.

''I worked with local shippers in organizing an abandonment protest,'' he said. ''That triggered a formal ICC (Interstate Commerce Commission) investigation.''

As C&NW pushed forward with its abandonment plans, an ICC field hearing was conducted in September 1983.

''The ICC decision in November denied the abandonment request,'' Pressler said.

The ruling by the administrative law judge surprised more than a few people who had become resigned to the situation.

But the judge based his decision on ''the serious impact of the loss of rail service on rural and community development or the lack of any viable rail or motor carrier alternatives to that service.''

''At that time, I was the only public official in the state who believed the 167-mile stretch could be saved,'' Pressler said.

Anderson doesn't believe the senator is overstating his involvement.

''Well, I think he was the key individual that worked to keep the railroad in place between Pierre and Rapid City,'' he said. ''Without the things he did and the support he gathered, I think there's a good likelihood the line would have been abandoned.''

The judge's decision, PRESSLER said, ''allowed us more time to work with C&NW to find a long-range solution to the Pierre-to-Rapid-City line problem. It was the only route west for years.''

Still, C&NW remained adamant. It appealed the ruling to the full ICC. In February 1984, it was upheld on a tie vote.

By August, the railroad again announced it would continue its efforts to abandon the track.

''C&NW made it clear that there was no interest in compromise,'' PRESSLER said. ''They wanted to get rid of it. Early attempts to come up with a long-term solution seemed to fall on deaf ears.''

Eyebrows were raised in January 1985 when C&NW extended its abandonment plans all

the way to Wolsey, pushing the total to 273 miles. The Aberdeen to Oakes line in northeastern South Dakota was also being considered for abandonment.

C&NW declined invitations to negotiate. The future of the rail lines looked bleak.

A breakthrough came when PRESSLER intervened in a proposed sale of Conrail to the Norfolk Southern Railroad, a merger that C&NW claimed would cost it $60 million a year in traffic diversions.

In return, C&NW approached the negotiating table with a commitment to find a potential buyer of its South Dakota track.

And in dramatic fashion, those along the track provided a huge show of support.

''C&NW joined me in a day-long working train trip in May 1985.'' PRESSLER said. ''We rode in a rail car between Rapid City and Pierre. Twelve hundred people turned out along the way to express their support for continued service. That really helped turn things around with C&NW officials.''

For the first time, the shortline or regional railroad concept was introduced.

And that trip across South Dakota's prairie seemed to have a calming effect on the players.

''It coalesced everyone,'' PRESSLER said. ''It was the first time all sides sat down and discussed the issue with the uniform goal to make the line work. Everyone agreed it would take some give and take.''

At a rail conference in September 1985, C&NW outlined a divestiture proposal which led to the birth of the DM&E Railroad.

A year later, the new railroad's locomotives were pulling cars full of grain, lumber, wood chips, bentonite clay and cement.

This summer, 100 miles of deteriorated track between Wessington and Pierre has been upgraded with new, 115-pound rail. This $20 million project is being financed by a bond issue the railroad will repay over 20 years with no state dollars.

The project is two months ahead of schedule. Crews are in the stretch run, laying new track between Blunt and Pierre.

In May, DM&E added 203 miles to its system when it purchased the ''Colony Line'' from the Union Pacific Railroad.

The line connects with the DM&E at Rapid City and extends north to Bentonite near Colony, Wyo., and south to Crawford and Chadron, Neb., where it links with Burlington Northern Santa Fe and Nebkota Railway.

''We are looking forward to a smooth transition'' DM&E president J.C. ''Pete'' McIntyre said when the sale was announced.

The railroad purchased 12 more locomotives and hired 50 employees, increasing the workforce to more than 300.

''These are good-paying jobs and benefits,'' *Pressler* said.

Also, the railroad announced it is spending more than $32 million for 625 new freight cars, including 325 covered hoppers to haul cement from South Dakota Cement Plant at Rapid City.

Others—such as grain elevators along the rail line—have made major improvements as well.

It's obvious to Anderson that had C&NW been successful in its abandonment efforts, the line wouldn't have been rebuilt.

''Business would have gone over to the Nebraska line,'' he said.

But because it didn't—and rail traffic now travels in South Dakota—it means long-term economic development for the state, he said.

''The C&NW had rerouted traffic out of the Black Hills to Nebraska,'' he said. ''When they failed to abandon the line from Rapid City to Pierre, they decided to sell it.

''After we began operations, and began upgrading the line and showed the ability to handle the carload business, we convinced C&NW to reroute that traffic coming across South Dakota in lieu of Nebraska.''

And then C&NW decided to abandon the Nebraska line.

''The reverse could have happened,'' Anderson said.

Ten years ago, one of the first repainted C&NW locomotives was named the ''Larry *Pressler*.'' Since then, locomotives have carried the names of cities along DM&E's service area.

The railroad also honored him by naming a Rapid City intersection ''*Pressler* Junction.''

Pressler admits he was like a kid in a candy store on a particularly memorable trip back home.

''They let me drive a locomotive a little bit once,'' he said.

DM&E KEEPS S.D. ON THE RIGHT TRACK

In the middle of the night, a train whistle carries a mournful, lonely sound on the prairie air.

As homesteaders pushed westward in the 19th century, the advent of trains signaled hope and opportunity in the uncertain vastness of Dakota Territory.

Today, they continue to represent a kind of comforting stability.

They have become as familiar to the landscape as rolling grasslands and an endless horizon. But trains in much of west and central South Dakota were nearly derailed by a corporate stroke of the pen a decade ago.

Chicago & North Western Railroad wanted to abandon its deteriorating track between Rapid City and Wolsey. It talked about walking away from its line between Aberdeen and Oakes, N.D., as well.

In historic fashion, shippers circled their wagons and waited for reinforcements. And, as their forefathers had done with other territorial disputes, they pushed for a reasonable solution.

Into the mix came Sen. Larry Pressler, R–S.D., who rightfully used his political standing in Washington to force field hearings.

In the end, it came down to a little give-and-take. C&NW's back was scratched when a railroad merger elsewhere in the country—which could have hurt its bottom line—was opposed by Pressler. In return, the boys in the C&NW boardroom agreed to find a buyer for the track it wanted to abandon in South Dakota.

Thus, the birth of Dakota, Minnesota & Eastern Railroad.

DM&E has been a good corporate neighbor in its first 10 years. It has proven it can handle the needs of shippers, farmers and other customers up and down its 900-mile line.

And it's doing something else that's certainly long overdue.

It's putting its money—and longterm viability—where its mouth is.

With the current track upgrade between Wolsey and Pierre nearly complete, DM&E has invested some $90 million in infrastructure. Millions more dollars have been committed to purchase hundreds of new rail cars.

Trains have had a romantic, endearing quality in this part of the country for well over a century.

For those who truly care about the future, their whistles will continue to beckon with faith and anticipation.

ECONOMIC NEEDS OF PUERTO RICO

Mr. JOHNSTON. Mr. President, since 1973, my first year in the Senate, I have spent a great deal of time and energy on issues affecting Puerto Rico. I rise today to voice my concern for our fellow citizens in Puerto Rico, who have been greatly affected by our recent action to eliminate economic development incentives under section 936 of the Internal Revenue Code without providing them with an alternative program. I understand the need to curb excessive corporate tax benefits in order to get our Nation's fiscal house in order. However, in accomplishing this, we must not ignore the needs of the people of Puerto Rico. The 3.7 million American citizens of Puerto Rico deserve the opportunity to become economically solvent and self-sufficient. We must work hand in hand with them to develop a sound economic development program that helps achieve those goals. Modifications, improvements or alternatives such as a wage credit have been suggested for Puerto Rico. All of these options deserve serious consideration, but above all we must not allow the economy of Puerto Rico to be devastated by inaction or the wrong action by Congress. Although I shall not be returning for the 105th Congress, I urge my colleagues to give prompt attention to this issue early next year.

AMERICA, WHO STOLE THE DREAM?

Mr. HOLLINGS. Mr. President, lost in the rhetorical haze generated by pollster politics is a serious discussion of the principle challenge facing this Nation, that is, how can we arrest the decline in wages and living standards and restore the American Dream. Instead of addressing this fundamental issue, what currently passes for political discourse is a mindless discussion in which each candidate stands up and proudly proclaims that he or she is for the family and he or she is against crime. What neither party wants to address is the immutable connection between two decades of economic stagnation and dislocation, and the breakdown of families and the destruction of communities.

In the past decade over 2 million high paying jobs in manufacturing have disappeared. The social fabric of hundreds of communities have been ripped apart. Those who have jobs are working longer and harder for less compensation. Isn't it more than a coincidence that the breakdown in the family and the collapse of our inner cities would coincide with an unprecedented era of economic insecurity? Once the land of opportunity, America now has the worst distribution of income in the industrialized world.

Fortunately, the Philadelphia Inquirer has filled this void. In a penetrating 10 part series, the Pulitzer Prize winning team of Donald Barlett and James Steele have put a human face on the devastation wrought by our failed trade policy. From our unwillingness to enforce our trade laws to the sorrid spectacle of former U.S. officials lining up to represent foreign interests, Bartlett and Steele correctly identify the root causes of our economic decline.