

me the best that the legal profession has to offer. If every lawyer would only emulate the reasonableness and wisdom of Senator SARBANES, the country's legal profession would be held in much higher esteem than it is today!

Mr. President, I am sure I speak for all my colleagues when I wish my esteemed colleague Senator SARBANES the happiest of birthdays. The words of Senator SARBANES' classical forebear, Aristophanes, seem particularly appropriate today: "Blest the man who possesses a keen intelligent mind."

TRIBUTE TO THE NATIONAL CATTLEMEN'S ASSOCIATION'S 100 YEARS OF EXCELLENCE

Mr. CAMPBELL. Mr. President, I call upon my colleagues today to recognize an organization that has been very valuable not only to the hard working ranchers and farmers that I represent in Colorado, but to everyone in America whose livelihood depends upon the cattle industry.

Founded in 1898, the National Cattlemen's Beef Association is the marketing and trade association for America's one million cattle farmers and ranchers.

Small businesses, like cattle farms and ranches, are the heart of the American economy. The U.S. cattle industry is comprised of more than one million individual farms or ranches that provide our nation with a steady supply of safe, nutritious beef. Living on a small ranch in Ignacio, Colorado, I know the vast majority of U.S. cattlemen are family farmers and ranchers who are skilled stewards of their natural resources and trained caretakers of the animals under their care. Eighty percent of cattle businesses have been in the same family for more than 25 years and 10 percent for more than 100 years.

Cattle ranchers form the largest part of the U.S. food and fiber industry, which, in turn, is the largest segment of the U.S. economy—nearly 17.5 percent of the gross national product. Doing business in all 50 states, cattlemen contribute to thousands of rural economies and, directly and indirectly, add \$153 billion to the national economy. It is also important to recognize that the beef industry provides 1.6 million American jobs, and the U.S. annually produces nearly 25 percent of the world's beef supply with less than 10 percent of the world's cattle inventory.

In Denver, where the industry is commemorating 100 years of the cattlemen's association history, we have a unique opportunity for people all across America to join in celebrating the labor of generations of America's cattlemen and women.

Since this historic event is taking place in my home state of Colorado, I would like to take this time also to recognize the Colorado Cattlemen's Association, which is one of the nation's oldest cattlemen's associations, founded in 1867, even before Colorado became a state. I am proud to say that with

hard working grass-roots organizations like the National Cattlemen's Association and the Colorado Cattlemen's Association, issues that directly affect the West and across this country can be addressed in Washington with great success.

In 1996, I joined Senator DOMENICI on the Senate floor in support of the grazing reform bill in the 104th Congress. It was a moving sight to see so many cattlemen and women in the Senate gallery and the halls of Congress working with their senators to help ensure passage of this vital legislation. Currently, grazing legislation is pending in the Senate Energy and Natural Resources Committee on which I serve. With endorsements from strong grass-roots organizations like the National Cattlemen's Beef Association and the Colorado Cattlemen's Association, we will continue to fight to get this legislation enacted into law.

Once again I commend the National Cattlemen's Beef Association for 100 years of dedicated service to America's ranchers and farmers.

Mr. HAGEL. Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

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

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

Mr. GRAMM. Mr. President, I ask unanimous consent to speak as if in morning business for up to 10 minutes.

The PRESIDING OFFICER. Without objection, it is so ordered. The Senator from Texas is recognized.

THE HIGHWAY BILL

Mr. GRAMM. Mr. President, as many of our colleagues are aware, there has been a problem in America since roughly 1990 in that we have collected taxes on gasoline. Those taxes, as anyone knows who has ever stood and read the gasoline pump as they are filling up their car or truck, are dedicated to building highways. But, yet, since 1990, over 25 cents out of every dollar we have collected in gasoline taxes has not gone to building highways. It has instead gone to fund general government.

This produces a real problem. If you read the sign on the gasoline pump, it basically gives you good news and bad news. The bad news is that about a third of the cost of a gallon of gasoline is taxes. The good news is that every penny you pay in gasoline taxes is supposed to go to build roads. The problem since roughly 1990 has been that the bad news is true and the good news is not true.

Senator BYRD, I, and others set about last year to try to correct this problem to basically try to bring honesty to Government by having a program that in reality conforms to what we tell the American people. And that program is

that if you collect money on gasoline taxes to spend on roads that you spend the money on roads and nothing else. We have done it in two parts. One part is complete.

I offered an amendment to last year's tax bill which was adopted in the Senate, adopted in the House, and became law when the President signed the tax bill into law. It took the 4.3 cents a gallon tax on gasoline that in 1993 the President had dedicated permanently to general revenues—the first time in American history that such a designation had ever occurred—and it put that gasoline tax back into the highway trust fund. You can imagine how surprised we were when the President's budget came out and not one penny of that gasoline tax is proposed to be spent on highways.

Senator BYRD, I, and others have put together an amendment which now has, I believe, 52 cosponsors. I want today to outline what the amendment does and what it does not do, what the result of adopting the amendment would do, and what it would not do. I also want to address two other issues that people have talked about as reasons of not being for the amendment.

First of all, our amendment is on an authorization bill. It basically would change the highway bill to assure that the 4.3-cents-a-gallon tax on gasoline would be authorized to be spent on highways. Our amendment does not, nor could it, change the spending caps in the budget. Nothing in our amendment would in any way change the total amount of funds that are currently available to be spent under the budget agreement which we adopted last year. In fact, our amendment specifically states that nothing in the amendment will bridge or break those caps. So we are not debating how much total money is going to be spent next year. That debate is going to occur in the budget and probably to some extent in the appropriations process and perhaps in the Finance Committee with taxes and user fees.

My position is longstanding, and I don't intend to change it under any circumstances. And that position is that we should not raise the spending caps; that we made an agreement last year with the President. We took that agreement to the American people. We made a promise. I think we ought to live up to that promise.

The Byrd-Gramm amendment simply allows highways to compete with every other use of money within the budget agreement. If we do not adopt the Byrd-Gramm amendment, it means that for the next 6 years we are going to be spending less than 75 cents out of every dollar collected in gasoline taxes on highways, and we are going to continue to perpetuate an untruth where people were told when they buy gasoline that the money is going to build highways when in reality over 25 cents out of every dollar is going to general government. If you believe that when we have a dedicated revenue source—a