

Mr. LOTT. Mr. President, I move to table the amendment and ask for the yeas and nays.

The PRESIDING OFFICER. Is there a sufficient second?

There is a sufficient second.

The yeas and nays were ordered.

The PRESIDING OFFICER. The question is on agreeing to the motion.

The clerk will call the roll.

The assistant legislative clerk called the roll.

Mr. NICKLES. I announce that the Senator from Pennsylvania (Mr. SPECTER) is absent because of illness.

Mr. FORD. I announce that the Senator from Delaware (Mr. BIDEN) is necessarily absent.

The PRESIDING OFFICER. Are there any other Senators in the Chamber desiring to vote?

The result was announced—yeas 55, nays 43, as follows:

[Rollcall Vote No. 155 Leg.]

YEAS—55

Abraham	Feingold	McCain
Allard	Frist	McConnell
Ashcroft	Gorton	Murkowski
Bennett	Gramm	Nickles
Bond	Grams	Roberts
Brownback	Grassley	Roth
Burns	Gregg	Santorum
Campbell	Hagel	Sessions
Chafee	Hatch	Shelby
Coats	Helms	Smith (NH)
Cochran	Hutchinson	Smith (OR)
Collins	Hutchison	Snowe
Coverdell	Inhofe	Stevens
Craig	Jeffords	Thomas
D'Amato	Kempthorne	Thompson
DeWine	Kyl	Thurmond
Domenici	Lott	Warner
Enzi	Lugar	
Faircloth	Mack	

NAYS—43

Akaka	Ford	Lieberman
Baucus	Glenn	Mikulski
Bingaman	Graham	Moseley-Braun
Boxer	Harkin	Moynihan
Breaux	Hollings	Murray
Bryan	Inouye	Reed
Bumpers	Johnson	Reid
Byrd	Kennedy	Robb
Cleland	Kerrey	Rockefeller
Conrad	Kerry	Sarbanes
Daschle	Kohl	Torricelli
Dodd	Landrieu	Wellstone
Dorgan	Lautenberg	Wyden
Durbin	Leahy	
Feinstein	Levin	

NOT VOTING—2

Biden Specter

The motion to lay on the table the amendment (No. 2688) was agreed to.

PRIVILEGE OF THE FLOOR

Mr. KERRY. Mr. President, I ask unanimous consent that the following members of my staff: Scott Bunton and Dave Kass, and Gregg Rothschild of the Small Business Committee staff be granted privileges of the floor during the pendency of the tobacco legislation.

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

MORNING BUSINESS

Ms. COLLINS. Mr. President, I ask unanimous consent there now be a period for the transaction of morning business with Senators permitted to speak for up to 10 minutes each.

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

THE 35TH ANNIVERSARY OF THE EQUAL PAY ACT

Mr. DASCHLE. Mr. President, 35 years ago, President Kennedy took the bold first step to secure equal pay for women. Although there has been much progress since 1963, women continue to earn less than men. That is why we must take action to improve and strengthen President Kennedy's landmark law and ensure that America's working women and families are paid the wages they deserve.

In 1963, President Kennedy signed the Equal Pay Act prohibiting employers from paying women less than men for the same job. Knowing that the legislation was merely a first step in the right direction, President Kennedy noted that "much remains to be done to achieve full equality of economic opportunity."

While the Equal Pay Act prohibited discrimination against women in terms of wages, substantial pay disparities continue to exist. Women still earn, on average, only 74 cents to a man's dollar.

That's why fair pay continues to be a major issue for American women and working families. In fact, the dramatic increase in the number of women in the work force and the number of families who depend on women's earnings make fair pay a matter of justice and necessity now more than ever. My state of South Dakota has the highest percentage in the nation of working mothers with children under the age of 6. These families need and deserve both parents to be paid fairly for an honest day's work. Now is the time to take another step toward fair pay and equal treatment for all people.

Last year, I introduced the Paycheck Fairness Act to address the glaring inequities between men's and women's earnings. The bill seeks to eliminate the wage gap by beefing up enforcement of the Equal Pay Act, increasing penalties for pay discrimination, and lifting the gag rule imposed by many employees who forbid employees from discussing their wages with their co-workers. The bill would also ensure that employers who make real strides in establishing fair and equal workplaces would be recognized and celebrated.

As we commemorate the 35th anniversary of the passage of the Equal Pay Act, I join my colleagues, the President, and the Vice President in calling on Congress to schedule a vote on the Paycheck Fairness Act, and renew our efforts to advance the principles of equal pay for equal work. Through the Paycheck Fairness Act, Democrats honor and continue President Kennedy's legacy of equality for a better workplace economy, and country.

THE 50TH ANNIVERSARY OF MCCARRAN INTERNATIONAL AIRPORT

Mr. BRYAN. Mr. President. I rise today to recognize a milestone in Nevada history. This weekend, Nevadans will celebrate the 50th anniversary of McCarran International Airport and on Monday the opening of the new "D" gates.

Seventy-eight years ago, in 1920, pilot Randall Henderson landed his plane on a makeshift dirt runway marking Las Vegas' first flight. I am sure that Mr. Henderson had no idea that some 78 years later the McCarran International Airport would be one of the fastest growing airports in the country.

That runway was later used by such famous people as Amelia Earhart, Clarence Prest, and Emery Rogers and came to be named Rockwell Field.

Rockwell Field was sold in 1929. Fortunately, P.A. "Pop" Simon bought the land northeast of Las Vegas, the site of today's Nellis Air Force Base, and built the Las Vegas Airport. It was later named Western Air Express Field. In 1948, Clark County purchased an existing airfield on Las Vegas Boulevard South and established the Clark County Public Airport.

That year, the airport was renamed McCarran Field, after Nevada's senior Senator, Senator Pat McCarran, who authored the Civil Aeronautics Act and played a major role in the development of aviation not only in Nevada but in the country. McCarran Airport was at that time already servicing 12 flights a day, by four airlines. Later, the growth of Las Vegas necessitated the move of the airport terminal from the Las Vegas Boulevard South location to Paradise Road, and the present McCarran Field Terminal was opened in 1963. At this time the airport was serving nearly 1.5 million passengers. Three short years later, the annual passenger volume exceeded the two-million mark for the first time in the airport's history. By 1978, tourism to the Las Vegas area had increased dramatically, and the McCarran 2000 master plan was established to respond to the burgeoning tourism industry. This plan brought the addition of more terminals, parking, runways, and passenger assistance facilities. After Phase I of the McCarran 2000 project was completed, the size of the airport quadrupled, adding 16 more gates. Later, a fourth runway was added along with major renovations to the runways and terminals, and in 1994, a 1,400-foot extension was added, making it one of the longest civilian runways in the United States.

This Monday, McCarran will celebrate the opening of the new "D" gates, which will ultimately consist of 48 gates throughout four concourse wings. The completion of the "D" gates will enable the airport to serve a total of 55 million passengers per year, nearly double the current capacity.