

Oregon and Washington Farm Bureaus have provided critical leadership in helping us obtain these funds, and I wonder if the Chairman of the Subcommittee would engage in a colloquy about how these funds are to be spent.

Mr. GORTON. Of course, as the senior Senator from Oregon mentioned, this issue is a serious concern of many of my constituents in the southwestern part of my state. I am delighted to have been able to provide funds from this year's U.S. Fish and Wildlife Service budget to develop a solution to this problem affecting both of our states.

Mr. WYDEN. Is it the Chairman's understanding that at least \$152,000 would be directed to fund a study of the economic impact of goose grazing and to develop the most effective methods for reducing damage by Canada Geese; and that the remaining funds will be used to assess, monitor, and reduce depredation by Canadian Geese of agricultural crops in Washington State and Oregon?

Mr. GORTON. The gentleman from Oregon is correct. The \$152,000 of study money will be used to continue ongoing studies at Oregon State University and has strong support among farmers in both our states.

Mr. SMITH of Oregon. Further, is it the Chairman's understanding that the Committee directs the monies be allocated by and based upon the consensus of the Canada Goose Agricultural Depredation Working Group, comprised of, but not limited to, one person from each of the following: Washington and Oregon Departments of Fish and Wildlife; U.S. Fish and Wildlife Service; USDA/APHIS Wildlife Services; and an agricultural representative each from Washington and Oregon?

Mr. GORTON. Yes. I understand that this group, which is composed of a diverse array of impacted interests, recently received approval for the NW Oregon/SW Washington Canada Goose Agricultural Depredation Control Plan which provides a foundation for many depredation reduction programs. I am very impressed by the work of this group and am delighted that it will have sufficient flexibility to develop solutions to this problem.

CIVIL WAR BATTLEFIELD PRESERVATION

Mr. TORRICELLI. Mr. President, I would like to thank the many Senators who have demonstrated a commitment to historic Civil War battlefield preservation which culminated in this amendment to the Interior Appropriations Bill that directs \$10 million be made available for matching grants to States and local communities for Civil War Battlefield preservation. I especially want to thank Senators LOTT and GORTON for their efforts over the past several months as well as my long time ally in this issue, Senator JEFFORDS.

Battlefield preservation is essential to allow current and future generations to experience the powerful lessons these places convey about the past, present, and future of the United States. A battlefield's landscape speaks

beyond written accounts and motion picture and television recreations. The remarkable story of our country's struggle for independence cannot be compellingly told or wholly understood without these sites. The need to protect these sites of heroism and sacrifice has never been more acute. Today, residential, commercial, and industrial development threaten significant battle sites in many states.

A Congressional study of the nation's Civil War sites completed in 1993, found that 20% of the most important sites had already been lost and an additional 50% would be lost in the next ten years without concerted action. The report specifically recommended that \$70 million be made available over a 7 year period for matching grants to aid land acquisition efforts. This amendment would for the first time provide a \$10 million installment for this purpose.

The premise behind this amendment is simple: Congress must provide funds to leverage nonfederal resources to preserve endangered battlefields. These funds are an investment in our national heritage, an investment that will pay dividends not just for our towns and states, but for the entire country and for generations to come.

MORNING BUSINESS

Mr. GORTON. Madam President, I ask unanimous consent that there 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 VERY BAD DEBT BOXSCORE

Mr. HELMS. Madam President, at the close of business Friday, September 11, 1998, the federal debt stood at \$5,547,277,485,008.59 (Five trillion, five hundred forty-seven billion, two hundred seventy-seven million, four hundred eighty-five thousand, eight dollars and fifty-nine cents).

One year ago, September 11, 1997, the federal debt stood at \$5,414,576,000,000 (Five trillion, four hundred fourteen billion, five hundred seventy-six million).

Twenty-five years ago, September 11, 1973, the federal debt stood at \$460,119,000,000 (Four hundred sixty billion, one hundred nineteen million) which reflects a debt increase of more than \$5 trillion—\$5,087,158,485,008.59 (Five trillion, eighty-seven billion, one hundred fifty-eight million, four hundred eighty-five thousand, eight dollars and fifty-nine cents) during the past 25 years.

HANOI TAXI

Mr. DEWINE. Madam President, this week, Americans across the country will be participating in events to pay tribute to Americans Missing in Action and former Prisoners of War (MIAs/

POWs). With that in mind, I would like to talk about an event that took place on February 12th, 1973. On that date, a United States Air Force C-141 landed at the Gia Lam Airport in Hanoi, North Viet Nam. The crew's mission was to pick up and return to the United States the first American POWs from Viet Nam. This historic mission signaled the beginning of the end of a period of uncertainty for many American POWs and their families. The flight for freedom from captivity came to a joyous conclusion when the aircraft carrying these soldiers landed at Hickham Air Force Base, Hawaii, where for the first time in many years, the former POWs once again stepped proudly and honorably onto American soil.

On that day in February 1973, the tail number of the aircraft dispatched to Gia Lam was 660177. As the primary cargo aircraft for the Air Force at that time, the C-141, and specifically aircraft 660177, had flown cargo missions in support of U.S. operations in Viet Nam. To this day, many of the former POWs that were on board that first freedom flight still remember the tail number—660177. In tribute to the historic mission competed by this particular aircraft, flight crew members informally named the aircraft the "Hanoi Taxi."

Following the conclusion of activities in Viet Nam, the "Hanoi Taxi" continued to serve the Air Force as a cargo aircraft. Throughout the years, the role this aircraft played in our military history went largely unnoticed.

In 1992, aircraft 660177, was assigned to the 445th Airlift Wing of the United States Air Force Reserve at Wright-Patterson Air Force Base in Ohio. At that time, members from the maintenance squadron of the 445th Airlift Wing noticed the words "Hanoi Taxi" on a label above the flight engineer's panel. M/Sgt. Dave Dillon became very interested in this unusual appearance and with the assistance of T/Sgt. Henry Harlow, S/Sgt. Jeff Wittman and T/Sgt. Susan Denlinger, they worked to piece together the story behind the name. When they learned of the historic mission that gave aircraft 660177 the name "Hanoi Taxi", personnel from the 445th Airlift Wing began the process of transforming the aircraft into a flying tribute to honor those former Prisoners of War and those that are still Missing in Action.

Today, nose art on the "Hanoi Taxi" represents the emblem of the 4th Allied Prisoner of War Wing and a plaque adorns a position of high visibility near the flight deck honoring the first 40 individuals that made that first flight from Hanoi on February 12, 1973. In addition, photographs of the historic mission are placed throughout the aircraft to allow those passing through the cabin to see those brave individuals who were forced to surrender their own freedom to protect ours.

For many of the POW's that were on board the "Hanoi Taxi", some of the