

real property authorized to be conveyed under subsection (a) shall be determined by a survey satisfactory to the Secretary of the Navy.

(e) **ADDITIONAL TERMS AND CONDITIONS.**—The Secretary of the Navy may require such additional terms and connection with the conveyance under subsection (a) as the Secretary considers appropriate to protect the interests of the United States.

AMENDMENT NO. 3424

(Purpose: To authorize, with an offset, \$1,450,000 for a contribution by the Air National Guard to construction of a new airport tower at Cheyenne Airport, Cheyenne, Wyoming)

On page 503, between lines 5 and 6, insert the following:

SEC. 2602. AUTHORIZATION FOR CONTRIBUTION TO CONSTRUCTION OF AIRPORT TOWER, CHEYENNE AIRPORT, CHEYENNE, WYOMING.

(a) **INCREASE IN AMOUNT AUTHORIZED FOR AIR NATIONAL GUARD.**—The amount authorized to be appropriated by section 2601(3)(A) is hereby increased by \$1,450,000.

(b) **OFFSET.**—The amounts authorized to be appropriated by section 2403(a), and by paragraph (2) of that section, are each hereby reduced by \$1,450,000. The amount of the reduction shall be allocated to the project authorized in section 2401(b) for the Tri-Care Management Agency for the Naval Support Activity, Naples, Italy.

(c) **AVAILABILITY OF FUNDS FOR CONTRIBUTION TO TOWER.**—Of the amounts authorized to be appropriated by section 2601(3)(A), as increased by subsection (a), \$1,450,000 shall be available to the Secretary of the Air Force for a contribution to the costs of construction of a new airport tower at Cheyenne Airport, Cheyenne, Wyoming.

(d) **AUTHORITY TO MAKE CONTRIBUTION.**—The Secretary may, using funds available under subsection (c), make a contribution, in an amount considered appropriate by the Secretary and consistent with applicable agreements, to the costs of construction of a new airport tower at Cheyenne Airport, Cheyenne, Wyoming.

Mr. WARNER. Mr. President, I understand under the unanimous consent request, the Senate is ready to turn to the consideration of the Transportation bill.

Mr. LEVIN. 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. WARNER. 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 President, I ask unanimous consent that the order for the quorum call be rescinded.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. WARNER. Mr. President, I inform the Senate that we are currently under a unanimous consent request whereby the authorization bill for Defense is laid aside and we are going to the question of the Transportation appropriations.

Am I not correct in that?

The PRESIDING OFFICER. The Senator is correct.

Mr. WARNER. The reason for the quorum call is to accommodate the chairman of the Subcommittee on Appropriations who will be here, as I understand it, momentarily.

Senator LEVIN and I have just had the opportunity to talk on the tele-

phone with the Secretary of Energy. It had been our intention and the Committee on Armed Services is currently scheduled to have a hearing at 9:30 tomorrow morning on the problems associated with the missing disks at the Los Alamos Laboratories.

In view of the fact that at least one committee—the Energy Committee, and I think to some extent the Intelligence Committee—are conducting the hearing on this subject now, and basically the same witnesses would be involved, Senator LEVIN and I are of the opinion that time should be given for the Secretary of Energy and/or his staff to make certain assessments, and then we would proceed to address these issues in our committee.

I point out that our committee has explicit jurisdiction over these problems under the Standing Rules of the Senate. Nevertheless, other committees are looking at the situation. Secretary Richardson has agreed to appear as a witness before our committee, together with General Habinger, Ed Curran, and the Lab Director of Los Alamos. We will have that group of witnesses on Wednesday morning beginning at 9:30.

Senator LEVIN and I wish to notify Senators that we are rescheduling the hearing for tomorrow morning until 9:30 next Wednesday morning.

I ask Senator LEVIN if he wishes to add anything.

Mr. LEVIN. Mr. President, only that John Brown is the fourth witness who will be invited. He is the Director at the Los Alamos Lab.

MORNING BUSINESS

Mr. WARNER. Mr. President, I ask unanimous consent, notwithstanding the agreement in place, that there now be a period for morning business with the time between now and 2 p.m. equally divided between the two leaders, and that at 2 p.m. the Senate turn to the Transportation appropriations bill.

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

Mr. WARNER. I suggest the absence of a quorum.

The PRESIDING OFFICER. (Mr. HAGEL). The clerk will call the roll.

The assistant legislative clerk proceeded to call.

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

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

FLAG DAY 2000

Mr. BYRD. Mr. President, today is the 223rd anniversary of the adoption, by the Continental Congress meeting in Philadelphia, of a resolution establishing a new symbol for the new nation that was then in its birth throes. The resolution, passed on June 14, 1777, was a model of simplicity, specifying only “that the flag be 13 stripes alternate red and white; that the union be

13 stars, white in a blue field, representing a new constellation.” Although the flag reputedly stitched by Betsy Ross arranged the stars in a full circle, other versions of this first flag placed the stars in a half circle or in rows, as the resolution did not state how the new constellation was to be configured.

This first flag, like the Constitution to follow it in 1787, was not entirely new, but rather predicated on flags that had come before it. An English flag, known as the Red Ensign, flew over the thirteen colonies from 1707 until the Revolution. The body of this flag was red, with a Union Jack design in the upper left corner composed of the combined red-on-white Cross of St. George, patron of England, and the white-on-blue diagonal cross of St. Andrew, patron of Scotland. The Red Ensign was the merchant flag of England, reinforcing for the colonists and their status as an unequal and lesser partner in their relationship with Mother England.

The Grand Union flag that first succeeded the Red Ensign was raised on January 1, 1776, approximately a year after the American Revolution had begun, over George Washington’s headquarters in the outskirts of Boston. The Grand Union flag retained the Union Jack in the upper left corner, but the solid red body of the English trade flag was now broken by six white stripes. However, the stripes alone did not represent enough of a separation from England, and, a year later, the patron saints of England and Scotland were removed from the flag, to be replaced by the “new constellation,” more representative of the new nation which was then decisively vying for freedom.

In the ensuing years, stars and stripes were added to the flag, reflecting the growth of the young nation. The flag flying over Fort McHenry during the naval bombardment of September 13 and 14, 1814, that inspired Francis Scott Key to compose the immortal words that became our national anthem, contained fifteen stars and fifteen stripes. By 1818, the number of stars had climbed to twenty, while the number of stripes had shrunk back to the more manageable thirteen. On April 4, 1818, Congress adopted another resolution to specify that the number of stripes on the flag would forever remain at thirteen, representing the original thirteen colonies, while a star would be added to the flag for each new state to join the union.

Henry Ward Beecher once said:

A thoughtful mind, when it sees a Nation’s flag, sees not the flag only, but the Nation itself; and whatever may be its symbols, its insignia, he reads chiefly in the flag the Government, the principles, the truths, the history which belongs to the Nation that sets it forth.

Certainly, knowing the history and evolution of the American flag from the Red Ensign, through the Grand Union flag, to the Stars and Stripes,