

I rise in support of a balanced budget amendment to the Constitution.

I yield the floor.

Mr. MURKOWSKI addressed the Chair.

The PRESIDING OFFICER. The Senator from Alaska.

Mr. MURKOWSKI. Mr. President, I believe we are still in morning business.

The PRESIDING OFFICER. The Senator is correct.

Mr. MURKOWSKI. Mr. President, I thank the Chair.

(The remarks of Mr. MURKOWSKI pertaining to the introduction of S. 395 are located in today's RECORD under "Statements on Introduced Bills and Joint Resolutions.")

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 President, I ask unanimous consent that the order for the quorum call be rescinded.

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

BUTTE'S GLOBAL TRANSPORTATION LINK

Mr. BAUCUS. Mr. President, as I have often said in the Chamber, particularly quite recently in the last couple of weeks, Micron, a semiconductor manufacturing company in Idaho, is selecting a site to build a computer chip manufacturing facility. One of the thirteen locations under consideration around the country is the city of Butte; that is, Butte, MT.

Access to affordable, efficient transportation is vital to the economic viability of any business. We all know that. American semiconductors in particular are the world's best. They need access. Micron sells chips all over the United States, also in countries like Singapore and Taiwan in East Asia and to the United Kingdom and Germany in Europe.

To reach all of these places, a modern company needs top quality transportation. And it may be surprising, but few places in America are better connected to world markets than Butte. Butte is sited at the juncture of two interstates, I-90 and I-15, interstates which respectively tie the east coast and the Great Lakes to the ports in California and Seattle.

This map shows, if you can see it, the two interstates, again I-90 east-west, I-15 north-south, the juncture in Butte, the only place in Montana where interstates cross like that.

Butte also is at the site of the interstates which connect Canada and Denver, Los Angeles, San Diego, Phoenix, and ultimately Mexico City, that is, north-south. It has a top quality, modern airport. It is served by two continental railroads. In this era of consolidation, that is unusual, Mr. President,

but two continental railroads join in Butte; that is, the Union Pacific and the Burlington Northern.

And then we have the port of Montana, obviously, located in Butte. It is one of the Nation's first inland ports. Director of Marketing Bill Fogarty has made the port one of the finest intermodal facilities. Its access to transportation expands the markets for Montana's businesses and products.

MONTANA'S TRANSPORTATION HISTORY

Mr. President, all of this is no accident. It is no coincidence. Montanans have always known how important transportation is to a competitive business. As far back as Butte's mining boom and beyond, Montana has a long history of providing transportation options—options such as well-maintained highways, railroads, and airports.

As a testament of Montana's "can do" attitude, get this, camels—yes, camels—were brought to Montana in the summer of 1865 in an attempt to secure an economic and reliable source of transportation—camels back in 1865. And while camels did not prove the best solution to our transportation challenges, we in Montana have managed to integrate virtually all other kinds of transportation into our economy.

Historians cite 1841 as the date the first wagons were driven into Montana from the Southwest. Not long afterward, mule trains were bringing goods into and out of Montana. The mule trains needed roads to cross the rugged frontier, and one of the first routes in the State was authorized by U.S. Secretary of War John Floyd in 1858. The Mullan Military Wagon Road from Fort Walla in Washington to Fort Benton in Montana was constructed to transport troops and was completed in 1860.

I might add, Mr. President, my great grandfather, Henry Sieben, drove wagon trains on that Fort Mullan Trail. In fact, that was his line of business and that is how he got his start in the State of Montana.

By the time the wagon road was finished, the gold mining boom had begun. Discovery of mines in Idaho and Montana meant that we needed a shortcut from the Oregon Trail to the mines.

Well, in the spring of 1863, John Bozeman, a Georgian who migrated to Montana, teamed with a man named John Jacobs to build such a short road that is called the Bozeman Road.

Mr. President, these early roads were nothing like the blacktops we drive on today. In fact, one road was even described by travelers as "50 miles long and 1 inch deep, according to the corroborative evidence of lungs and linen."

But travel by land was not limited to roads. The first railroad to reach Montana Territory was the Utah & Northern, later known as the Union Pacific. This railroad was constructed to link business interests with the rich mineral and agricultural areas in Montana. The Utah & Northern built its first railroad bed in March of 1880. It contin-

ued building until it reached Silver Bow, a few miles west of Butte, on December 21, 1881.

Aviation secured an early place in the transportation system of Montana. Montana's first airline was the National Parks Airlines, which was founded in 1927 and offered service to Butte, Helena, Great Falls, and Salt Lake City.

And I might add there, my grandfather, Fred Sheriff, had a Ford trimotor and founded airports in Montana and worked very hard to get high quality aviation to Montana. Amelia Earhart spent much time in Montana, and I very much remember a photograph of my grandfather and Amelia Earhart when she was in Montana helping us to establish the highest quality aviation in our State.

MICRON AND MONTANA TRANSPORTATION

Mr. President, Montana has a long, proud history of efficient and productive transportation, and that history continues today in Butte.

We operate in a global economy these days, however, and the intermodal transportation partnership found in Butte will increase the productivity of Micron and lower the transportation costs to ship their products. This will improve the marketability of Micron's products and make it more competitive throughout the world.

Mr. President, I have been in the Chamber several times now describing the unique virtues of Montana and of Butte. Montana is a vast State. It is a beautiful State. As Micron prepares to make a final decision on the location of its new facility, I would like to end with a quote from an essay by Glenn Law, entitled "More Than Skin Deep." And I quote:

Montana's special gift is space, landscape made personal; space that reaches out to horizons and comes back and gets under your skin. It reaches inward, wraps itself around your soul, incubates and grows. When you finally begin to understand just what it is about Montana that is important to you, it has already taken root in your heart and you'll never be the same.

Mr. President, when Micron comes to Montana, they will understand the meaning of these words. They will never be the same. They will be better. There is no place in the world like Butte, and we look forward to opening our arms, welcoming Micron to Butte.

Thank you, Mr. President. I yield the floor. I suggest the absence of a quorum.

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

The bill clerk proceeded to call the roll.

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

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

TRIBUTE TO GLEN WOODARD

Mr. GRAHAM. Mr. President, Florida and America have lost a big-hearted

man who worked hard to make his State and his Nation better: Glen Woodard of Jacksonville, FL.

Mr. Woodard was 77 when he died late last month in Jacksonville after a long illness. A vice president at Winn-Dixie Stores, Mr. Woodard was "the last of a breed," his friend Bill Birchfield said admiringly.

Mr. President, I submit the following eulogy to Glen Woodard, delivered by Robert O. Aders in Jacksonville on January 28, 1995:

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

EULOGY TO GLEN WOODARD

(By Robert O. Aders, President Emeritus, Food Marketing Institute)

Glen, it is an honor to be invited to eulogize you. It is not the first time that I or others have praised you in public but it is the first time you won't have the last word. I speak on behalf of myself and Tabitha and your other close friends in the industry that you have served so well for so many years—on behalf of your many associates in FMI and other groups in Washington and the State capitols with whom you have worked to improve the food system and the supermarket industry—to improve the quality of government—and to improve the relationships between industry and government—in order to better serve the public. We have enjoyed considerable success in all these things and you have truly left your mark. You have made a difference. And today we celebrate your life.

We all lead our lives on many levels—our home, our church, our country, daily work, recreation. So did Glen Woodard. I would like to say a few words on behalf of those who knew him mostly in his Washington life, that part of his Winn-Dixie career where some of us in this room were his extended family. Glen was born in Washington, D.C.—says so in the Jacksonville newspaper so it must be true. But Glen always denied that. He didn't want to be a Washington insider. Instead Glen told a Supermarket News reporter who asked where he was born:

"Born in North Georgia in 1917, RFD 1, Clermont. Go out from Gainesville, turn left at Quillens store, going toward the Wahoo Church, and then past there up toward Dahlonga. We lived there till the Grand Jury met—then moved to Florida."

My friendship with Glen goes back a long way. We both joined the supermarket industry 38 years ago. In 1957 Glen joined Winn-Dixie and I joined Kroger—he as a lobbyist, I as a lawyer.

These were the good old days of smaller government but it was growing and soon Kroger decided to form a government relations department. I was chosen to do it. We were going to lobby and all I knew about that was what you had to go through when you check into a hotel. Then I got lucky. The American Retail Federation was holding a regional conference in Springfield, Illinois, and the already-famous Glen Woodard was the featured speaker on "lobbying." Glen spoke on the nitty-gritty of working with government—the day-to-day task of dealing with small problems so they don't get big—the same way we all deal with our family and business problems. He spoke on the day-to-day things that government does, wittingly or unwittingly, that impose a great burden on business. While business is focusing on the big issues we tend to ignore the minor day-to-day interferences that cost us money and slow us down. The title of his speech was repeated at just the right time

throughout his presentation, in that patented stentorian voice. It was "While you are watching out for the eagles you are being pecked to death by the ducks." And that was my introduction to the famous Glen Woodard vocabulary and the beginning of a long professional relationship as well as a personal friendship.

To Glen, a Congressman or a Senator was always addressed as "my spiritual advisor." Glen Woodard's world was not populated by lawyers, accountants and ordinary citizens but by "skin 'em and cheat 'ems," "shiny britches," and "snuff dippers." These people don't merely get excited, they have "rollin' of the eyes" and "jerkin' of the navel." Colorful he was. But Glen needed that light-hearted perspective to survive, for Glen was in the middle of what is now called "that mess in Washington" from Presidents Eisenhower to Clinton. Working his contacts, talking to representatives and senators, walking his beat—those endless marble corridors of power—doing as he put it "the work of the Lord." And, indeed, his work affected the law of the land.

And, indeed, that work was made a lot more fun for all of us by Glen's marvelous sense of humour and his wonderful delivery. I remember a meeting a few years ago with a top official in the Treasury Department. We had been stymied for years trying to change a ridiculous IRS regulation because of the stubbornness of one particular bureaucrat. One day Glen broke the logjam as follows: "Jerry, I had occasion to pay you a high compliment when I was with the Chairman of the Ways and Means Committee last week. I said you were just great with numbers. In fact, you're the biggest 2-timin', 4-flushin', SOB I've ever known." He got the point and the rule was changed.

With all his blunt talk and tough wit, he was a kind and generous man. In fact, my wife described him when she first met him as courtly and gallant. That was at a luncheon at the Grand Ole Opry years ago. My mother was also present and Glen was with his beloved Miss Ann. My mother was so charmed that for the rest of her life she always asked me "How is that wonderful gentleman from Winn-Dixie that you introduced me to in Nashville." Of course, Tab got to know the total Glen over the ensuing years at the many private dinners the three of us enjoyed when Glen was in Washington and had a free evening.

Those of us who worked at the Food Marketing Institute during Glen Woodard's career knew the many facets of this fine man. Always with us when we needed him, he was a brother to me and he was Uncle Glen to the young people on the staff.

Those young people he mentored over the years—young people now mature—carry the principles and values that he lived and taught. Here are some of them:

Integrity—stick to your principles.
Strength and toughness—take a position and stand on it.

Work ethic—It may not be fun at first. If you work hard enough you'll enjoy it.

Responsibility—Take it. Most people duck it.

Generosity—Take the blame; share the credit.

Reliability—Say what you'll do and then do it.

Fairness—It isn't winning if you cheat.
And finally, Grace under pressure.

On behalf of those young people, Glen, I say you brought a great deal of nobility to our day-to-day lives and you made us feel worthwhile.

A few years ago we tricked Glen into coming to a testimonial dinner on his behalf. He thought it was for someone else. The dinner menu was designed especially to Glen's

taste. He always said he was sick of overcooked beef, rubber chicken and livers wrapped in burnt bacon. So we had a Glen Woodard menu prepared at one of the fanciest private clubs in Washington—The F Street Club. Their kitchen staff will never forget it. We had country ham, redeye gravy and biscuits with collard greens. We had cat fish, hush puppies and cole slaw. All the condiments were served in their original containers—ketchup in the bottle, mustard in the jar, and alongside each table a silver ice bucket we had Glen's cheap rose' wine in a screw-top bottle.

The FMI staff had prepared a special plaque for this man who already had a wall covered with plaques, but this was different and it expressed how the staff felt about him. It went this way:

"FMI to Glen P. Woodard, The Best There Is

"For nearly 30 years you have served your company and our industry in the area of public affairs with unparalleled skill and devotion. Currently chairman of the FMI Government Relations Committee, recent Chairman of the FMI Fall Conference, untiring laborer in the vineyards of government on behalf of the American food system, you have accomplished mightily for our industry.

"We salute your dedication, your knowledge, your wit and your style. And we treasure your friendship. You are, indeed, The Best There Is. And we love you. Washington, D.C., October 22, 1985."

And that still goes Glen, old buddy.

WAS CONGRESS IRRESPONSIBLE?
THE VOTERS HAVE SAID YES!

Mr. HELMS. Mr. President, the incredibly enormous Federal debt is like the weather—everybody talks about it but, up to now, hardly anybody has undertaken the responsibility of doing anything about it. The Congress now had better get cracking—time's a-wasting and the debt is mushrooming.

In the past, a great many politicians talked a good game—when they were back home—about bringing Federal deficits and the Federal debt under control. When they got back to Washington, many of these same politicians regularly voted in support of bloated spending bills that rolled through the Senate. The American people took note of that on November 8.

As of Friday, February 10, at the close of business, the Federal debt stood—down to the penny—at exactly \$4,805,266,970,855.19. This debt, remember, was run up by the Congress of the United States.

The Founding Fathers decreed that the big-spending bureaucrats in the executive branch of the U.S. Government should never be able to spend even a dime unless and until the spending had been authorized and appropriated by the U.S. Congress.

The U.S. Constitution is quite specific about that, as every school boy is supposed to know.

And do not be misled by declarations by politicians that the Federal debt was run up by some previous President or another, depending on party affiliation. Sometimes you hear false claims that Ronald Reagan ran it up; sometimes they play hit-and-run with George Bush.