

MAUREEN MANSFIELD

She sat in the shadow—I stood in the lime-light.

She gave all of herself to me.

I failed in recognition of that fact until too late—because of my obstinacy, self centeredness and the like.

She sacrificed much almost always in my favor—I sacrificed nothing.

She literally remade me in her own mold, her own outlook, her own honest beliefs. What she was, I became. Without her—I would have been little or nothing. With her—she gave everything of herself. No sacrifice was too little to ignore nor too big to overcome.

She was responsible for my life, my education, my teaching career, our elections to the House and Senate and our selection to the Embassy to Japan.

She gave of herself that I could thrive, I could learn, I could love, I could be secure, I could be understanding.

She gave of her time to my time so that together we could achieve our goals.

I will not say goodbye to Maureen, my love, but only “so long” because I hope the Good Lord will make it possible that we will meet at another place in another time and we will then be together again forever.

Mr. NELSON of Florida. Mr. President, I go from the debate, along with my good chairman and leader, Senator HOLLINGS, that tends to get one’s blood pressure up over the fact we are having to spend 30 hours debating the airline security bill, to now go to the subject of great sadness over the passing of one of the greatest leaders that the Senate has ever produced: Senator Mike Mansfield.

Growing up in my political adult lifetime, of course, he has always been someone to whom I have looked up. He was someone I looked up to while I was in college because he was already an established leader. He was an assistant to the majority leader, Lyndon Johnson. He reigned because he was loved and respected as majority leader for an unprecedented 16 years. One of the greatest compliments I have read in the commentary since his death was made by one who was on the other side of the aisle, Senator Scott, who paid him an extraordinary compliment that he was one of the finest men he had ever met.

The fact that Senator Mansfield was selected by administrations of both parties to represent this Nation in the nation of Japan as our Ambassador for an unprecedented long time also speaks volumes.

But the reason I felt compelled to come to the floor today was to share with the Senate my observations of Senator Mansfield in the last few months, for I had never really known Senator Mansfield except when I saw him faithfully every Wednesday as he attended the Senate prayer breakfast. It is a private meeting completely off the record where Senators can come and share what is on their hearts. Who was the first one there every Wednesday? None other than Senator Mansfield at age 98, as much a participant in that activity every week as anybody else in the room, often with many of us deferring to him for his political, professional, and spiritual guidance.

That spoke volumes to this freshman Senator. It said something else to me about a man who has had so many accolades. But I saw a man that was truly walking humbly with his God.

That is what I wanted to come to the floor of the Senate to share.

I yield the floor.

The PRESIDING OFFICER. The Senator from Missouri is recognized.

STRUGGLING TOGETHER WITH TERRORISM

Mrs. CARNAHAN. Mr. President, grief has changed the face of America. We are a tear-stained nation, but in spite of that, we are united as never before. Americans are wearing symbols on their lapels. They are displaying flags from their cars and windows, and they are donating millions of dollars to victims’ families. America has responded, as we always do, with patriotism and purpose.

Today, we are uniting further in support of our troops flying dangerous missions in Afghanistan. This is the first step in a prolonged campaign against terrorism. It is a necessary step, and it was directed at the right targets—the Taliban government, which has given safe harbor to terrorists and to organizations such as theirs for far too long.

Americans are also united in sympathy with the Afghan people. While our bombers were flying over Taliban strongholds, our C-17s were dropping food to the refugees. Congress has also responded to the September 11 attacks with unity and determination. We came together to support the people of Washington and New York by providing \$40 billion to begin the relief effort. We came together to support the President and our military by authorizing the use of force in this new struggle with terrorism. We came together to aid our airlines by enacting a \$15 billion stabilization package, and with the vote today in favor of cloture, we are poised to increase airline security.

We are now focused on our military action abroad and security issues at home, but we also need to deal with the severe economic problems the September 11 attacks have caused. Our airlines are now flying and their short-term economic crisis has been resolved. Now we must come together behind the men and women who are the heart and soul of the airline industry—the workers. The layoffs announced in the airline industry since September 11 are staggering. We need only look at this chart to see Boeing, 30,000; American Airlines, 20,000; United Airlines, 20,000. The list goes on and on. Twenty to thirty percent of Boeing’s orders for new aircraft have been cancelled, and they plan to lay off as many as 30,000 workers. Then there are the airport workers, the concessionaires, and the workers who make the airlines’ meals.

The total number of announced layoffs in the industry is 140,000, and that figure may continue to rise. These are

not just numbers on a page. These are men and women. These are moms and dads who up until just a few weeks ago thought they had good paying jobs, believed they would be able to pay their bills, and were saving to send their children to college. They believed their future was secure.

These layoffs are going to affect communities all across the country. St. Louis; Kansas City; Springfield, MO, have about 14,000 airline workers, and they will be hard hit by these layoffs. The Boeing layoffs will also cause hardships for every family in Everett, WA, and Wichita, KS. Any city that is home to a large hub airport—Pittsburgh, Cleveland, Salt Lake City, Denver, Dallas, Chicago—will feel the effects of these layoffs.

Once the airline safety bill is under consideration, I will offer an amendment. It will provide meaningful assistance for airline industry workers who have lost their jobs as a result of the September 11 attacks.

My amendment will do three things: First, it will provide income support because many of these families live from paycheck to paycheck.

Second, it will provide job training so employees can prepare to work in other industries, or new jobs within the airline industry.

Third, it will give health care benefits so workers can stay in their health plan and keep their doctors while they are looking for work.

The benefits in my proposal would be available to employees of airlines, airports, aircraft manufacturers, and suppliers to airlines.

Obviously, airline industry employees are not the only ones who are losing their jobs. When we do an economic stimulus package, I believe we should address the problem more broadly. But the impact on the airline industry has been abrupt, immediate, and severe. Congress acted quickly and decisively to provide \$15 billion of assistance for the airlines, and we should act with the same level of urgency for the airline industry workers.

It is interesting, when we did the airline bailout, I did not hear my colleagues saying we should wait until we came up with a package to help other industries that were impacted by the attack. But now, when it comes to the workers, all of a sudden some argue we need to slow down.

We did the right thing for the airlines when we acted quickly. We should do the same thing for the workers as well.

Another criticism of this proposal has been assistance is already available for displaced workers, and there is no need to provide additional help.

I have modeled my package of benefits on the Trade Adjustment Assistance Act, which provides benefits to workers displaced due to products imported into the United States.

The Trade Adjustment Assistance Act provides additional assistance beyond standard unemployment insurance. It also provides resources to retrain laid-off workers so they can get back to work.

In passing the Trade Adjustment Assistance Act, Congress determined to support workers who lose their job due to the vagaries of international trade. Can we not again determine that workers who are laid off as a direct result of a terrorist attack on the United States also deserve assistance?

The primary difference between my amendment and the Trade Adjustment Assistance Act is the inclusion of health care coverage for the displaced worker. We have had lots of discussion during this Congress about how to address the problems of the uninsured. Today is the chance for Members to take a courageous step that will prevent 140,000 workers and their families from joining the rolls of the uninsured.

Some have also said the best way to help workers is to keep the airlines going. That is about half right. We did the right thing helping the airlines, and that has protected thousands of jobs. The assistance bill did not do anything for those workers who were put out of a job or have no immediate prospects of being rehired and will now have to seek work in an economy that has slowed.

Last week, the President highlighted three things that should dictate the way we undertake efforts to stimulate the economy and help displaced workers. He said we should take actions that will, first, encourage economic growth. Second, we should be bipartisan and instead of creating new programs, we should make use of the programs that already exist and make them work better. I strongly agree.

My amendment is consistent with these principles. First, it will encourage growth by providing income assistance and job training benefits to airline employees who have recently been laid off.

Second, the amendment has bipartisan support. Senators FITZGERALD, BROWNBACK, and GORDON SMITH have signed on as cosponsors.

Finally, it makes use of an existing program, the Trade Adjustment Assistance Program, that was put in place to help displaced workers in times of need.

While the President's plan is a step in the right direction, I believe we need stronger action at this time. As we did with the bailout and the disaster relief package, we need to act boldly. We need to make sure those airline industry workers who were laid off suddenly, with no time to make preparation, receive immediate assistance, obtain retraining, and are able to retain their health care. The President's package does not guarantee these benefits for everyone covered by my amendment.

I am extremely pleased this amendment is being supported by the airline industry. The airlines know their em-

ployees have been dealt a severe blow and deserve help. Our Governors have also known many communities around the country are going to be hard hit.

As Carl Sandburg once reminded us, "We are Americans. Nothing like us ever was."

Now is the time for us to stand together, and that means standing together behind our industries and our workers. Every day we delay, our economy suffers. Every day we delay, families struggle to pay bills. Every day we delay, children go without health insurance. Let us do what is right for those who need it most.

I am pleased my proposal has received bipartisan support, and I hope it will be adopted by the Senate. I ask unanimous consent that a letter from the Air Transport Association and a letter from a tripartisan group of 13 Governors be printed in the RECORD.

There being no objection, the letters were ordered to be printed in the RECORD, as follows:

AIR TRANSPORT ASSOCIATION,
Washington, DC, October 1, 2001.

HON. TRENT LOTT,
Republican Leader, U.S. Senate,
Washington, DC.

DEAR MR. LEADER: The member airlines of the Air Transport Association deeply appreciate your leadership in obtaining the economic stabilization package enacted September 22. Without this assistance the very viability of the industry would have been in question.

Even with the adoption of the airline stabilization package many of our members have found it impossible not to furlough large numbers of employees. Just as the economic disaster that has befallen the airline industry is the result of our being used as an instrumentality of the terrorists, these dedicated employees face very serious adverse economic consequences. These employees, along with those still working, are the backbone of our industry. We are working very hard to put this difficult period behind us and, hopefully, bring them back as soon as the economic situation allows us to.

In the meantime, we strongly support the prompt adoption of legislation to provide these workers with displacement assistance including extended unemployment benefits, training and retraining, and the continuation of health care coverage. It is only fair and reasonable that we ensure that adequate provisions are made for the basic protections for the workers who face extreme economic hardship in the weeks and months ahead.

The airlines and their workers are inextricably linked in the battle against terrorism. We must ensure that all participants are adequately protected, and we urge the prompt enactment of worker relief legislation.

Sincerely,

CAROL B. HALLETT,
President and CEO.

OCTOBER 1, 2001.

HON. TOM DASCHLE,
Senate Majority Leader, U.S. Senate,
Washington, DC.

HON. TRENT LOTT,
Senator Minority Leader, U.S. Senate,
Washington, DC.

DEAR SENATORS: We applaud the Congress' timely response to appropriate funds for recovery and relief efforts in the aftermath of the devastating attacks of September 11th. Likewise, we strongly supported Congress-

sional legislation to assist the airline industry, which has suffered incredible financial losses.

However, we believe that the Congress should also provide assistance to displaced workers who have been laid off as a result of the ongoing security crisis. Airlines and related employers are laying off tens of thousands of workers, and industry experts are estimating that more than 130,000 people could lose their jobs. These displaced workers are going to need financial assistance—and because we do not know how long they will be out of work, it is important for the federal government to act now to ensure that the necessary assistance is available to those who might need it.

S. 1454, the Displaced Workers Assistance Act, would provide financial assistance, training, and health care coverage to those workers displaced due to the attacks of September 11, 2001. The benefits would be distributed within the framework created by the Trade Adjustment Act.

We are writing in support of S. 1454. States, of course, will finance the initial 26 weeks of unemployment assistance. However, federal financing of an additional 52 weeks of unemployment insurance and the extension of health coverage will protect those unemployed workers that might not otherwise have a safety net. The additional funding to help train those individuals who cannot be expected to return to the airline industry, and those who would need new training to prepare for a different job within the industry, is definitely needed. We also support providing 8 months of Medicaid to those who do not qualify for COBRA coverage, and 26 weeks of unemployment compensation to those who would not normally be eligible for their state programs.

It is difficult at this time to determine how long our displaced workers will be out of work. Obviously, they are going to need financial assistance. States will do their job to assist these vulnerable citizens, but we need the federal government to help provide the funds to do so. Please work with us to enact S. 1454.

Thank you.

Sincerely,

13 STATE GOVERNORS.

Mrs. CARNAHAN. I suggest the absence of a quorum.

The PRESIDING OFFICER (Mrs. CLINTON). The clerk will call the roll.

The legislative clerk proceeded to call the roll.

The PRESIDING OFFICER. In my capacity as a Senator from New York, I ask unanimous consent that the quorum call be rescinded. Without objection, it is so ordered.

RECESS

The PRESIDING OFFICER. Under the previous order, the hour of 12:30 having arrived, the Senate stands in recess until the hour of 2:15 p.m.

There being no objection, the Senate, at 12:30 p.m., recessed until 2:15 p.m. and reassembled when called to order by the Presiding Officer (Mr. CLELAND).

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

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

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