

describes an incident where he lost his passport a day before his departure from Beijing. Without his passport he knew he would most certainly have to miss his scheduled flight. Because this was peak travel season for many Asians and the airlines were solidly booked, it would also mean an indefinite stay in China. This delay would become very difficult for this person because of health concerns and the lack of his daily medication.

Ms. Fossan and Mr. Ryssdale worked beyond normal working hours to ensure that this Hawaii resident could secure a temporary passport. With temporary passport in hand, my constituent went to the Chinese Security Office to get his visa stamped, and he was able to board his plane to Honolulu the next morning as scheduled.

All too often the hard work and dedication of our foreign service officers go overlooked. Many of these people live and work in very difficult conditions. The Secretary of State has testified before a committee of the Senate about "sewer gases" leaking into the embassy building in Beijing and the difficult living conditions under which the Americans who work there must endure.

Ms. Fossan and Mr. Ryssdale represent the best in foreign service personnel who serve and protect our citizens abroad. To all personnel serving in our embassies abroad and to the Honorable James Sasser, Ambassador to the Peoples Republic of China, and his staff, I say thank you for your dedicated work for our country. •

#### THE PASSING OF MR. ALFRED HALL

• Mr. KEMPTHORNE. Mr. President, among those tragically killed last Friday in a plane crash on Crowell Mountain southeast of Libby, MT, was Mr. Alfred (Al) Hall.

Al Hall worked as the pilot for Idaho Forest Industries [IFI], and flew with his son Cody, as his co-pilot. I speak from personal experience that Al was a fine pilot, as I was able to fly with him several times. I have to tell you that I enjoyed flying with Al and his son Cody because of the enthusiasm they shared for their work. I remember one particular flight during which Al commented that he was the luckiest man he knew. When I asked him why, he responded that it was because his co-pilot was his best friend, and also happened to be his son.

His supervisors at IFI were recently quoted as saying that Al "probably had every rating that an aviator could have." He was known as an experienced and safe pilot, gained from years of experience beginning with his time as a Navy pilot, then as a pilot for the Forest Service, and for Empire Airlines before he went on to work for IFI.

Al leaves behind his wife, Mary Mac Hall, and two adult children, his son, Cody, and his daughter, Laura. The thoughts and prayers of myself and my staff are with them all. •

#### TRIBUTE TO PAUL DENSEN

• Mr. LAUTENBERG. Mr. President, I rise today to recognize Paul Densen on his 80th birthday, which is on August 8. I want to honor Paul not simply because he has reached a milestone, but because his life has been a model of public service and philanthropy.

After fighting for his country in World War II, he headed a major packaging corporation until the 1970's. His philosophy has always been that success obligates us to give something back to the society that enabled us to succeed. When we succeed, we owe something to our community and to those who may be less fortunate. Densen's record of philanthropy and community service confirms that attitude.

He is associate governor of the international board of governors of the Hebrew University of Jerusalem, and a member of the board of directors and a vice-president of the American Friends of Hebrew University. He also serves as a board member of the Suburban Community Music Center in Madison, NJ.

Paul has been a member of the board of directors of the National Conference of Christians and Jews, a member of the dialog committee on interreligious affairs at Seton Hall University, and a budget committee member for the Jewish Education Association. He was also president of the West Orange Charter Association and a member of the West Orange Economic Development Committee.

Given this record, it's probably not surprising that it was public service which initially brought Paul and I together. Our first meeting took place decades ago, when we met to discuss the Lautenberg Center for General and Tumor Immunology at the Hebrew University of Jerusalem-Hadassah Medical School.

Since 1976, Paul has been chairman of the center's endowment committee, and he has been a driving force in its development and volunteer recruitment efforts. Without Paul's dedication and leadership, the Lautenberg Center could not have achieved the remarkable history of success of which we are all so proud.

Mr. President, many people have benefited from Paul Densen's work, and I have certainly benefited from our friendship. I congratulate Paul on his 80th birthday. Reaching this milestone is a cause for celebration. However, through his work, his public service and his civic involvement, Paul definitely proves that what's important isn't simply the years in our life, but the life in our years. •

#### DEPARTMENT OF TRANSPORTATION APPROPRIATIONS BILL

• Mr. MCCAIN. Mr. President, last night I voted against the Department of Transportation appropriations bill. I would like to take a minute of the Senate's time to explain my reasons for

my vote. I had intended to give the following remarks on the Senate floor last night. However, due to the late hour, I chose not to keep the Senate any longer than necessary and instead therefore ask unanimous consent that my statement appear in the RECORD at this time.

First, Mr. President, let me commend the chairman and the ranking member of the subcommittee for all their hard work on this important bill. Their diligence in bringing this bill up and passing it so quickly is ample evidence of their abilities.

I wish I were able to state that I could support their bill—unfortunately, I am not. As with other appropriations bills which I have voted against, I believe that we must begin to stop the practice of earmarking funds. Earmarking is not fair and disproportionately effects where the taxpayer's money is being spent.

For example, Mr. President, the discretionary grants account of the highway trust fund earmarks hundreds of millions of dollars for fixed guideway systems. The bill goes on to list where the money should be spent. To no one's surprise, the motherload of the funds goes to States represented by appropriators.

I am also very concerned that the proviso noting that funds are available for fixed guideway modernization notes that such funds will be available notwithstanding any provision of law. This language was added as a Senate amendment. I would inquire why the Senate felt this proviso was necessary?

I would hope that there was no intention here to insulate items from the line item veto or any other budget cutting tools. I would hope the managers of the bill assure me that such a result was not their intention.

Mr. President, I want to return to the subject of developing a system to determine national priorities. I have discussed this issue before and would like to return to it now. In the area of military construction, Senator GLENN and I have worked with the Department of Defense to develop a system where the Pentagon prioritizes their construction needs.

At the insistence of my good friends, Senator SHELBY, the courts have done the same. I want to point out that until Senator SHELBY took over the Treasury-Postal Subcommittee, courthouse construction in the country was based on no rational plan and hundreds of millions of dollars were wasted. Thanks to Senator SHELBY, the courts—against their will—now prioritize which courthouses should be built. This enables the Congress to spend the taxpayer's money in a more responsible manner.

I would hope we could institute a similar process for the Department of Transportation and the many projects and other earmarks funded by this bill.

Mr. President, such a system not only gives Members of Congress the information needed to make better