

body alike that are on the Committee on Appropriations feel this is an unrealistic position. So the question is, is it realistic to try to return all of this money or are we going to leave ourselves severely strapped? I daresay that there is not a person in this body that does not expect we would leave ourselves severely strapped.

Another approach is to invest the money in priority programs. And a third approach is to try to find a mix.

The Blue Dog Coalition, of which I am a member, it is a group of moderate to conservative Democrats, will propose a budget tomorrow that has a mix. In that sense it is similar to the budget proposed by the gentleman from South Carolina (Mr. SPRATT). We propose taking 50 percent of the money that is in surplus and using it to reduce the \$5.6 trillion debt; 25 percent of the money to be used as a tax reduction measure, or for tax reductions; and 25 percent for program priorities.

We feel that this is a responsible division of how the budget surplus ought to be used. It recognizes the needs that we face here in America, health care, education, defense, veterans, agriculture, environment and others. At the same time, it recognizes the responsibility that we have in a time of prosperity and affluence to pay down our national debt to the maximum extent possible, while at the same time trying to give a dividend to the taxpayers and meet the needs of our great Nation.

Mr. SMITH of Washington. Mr. Speaker, just in concluding the discussion this evening, as we are guided in our budget discussions, I think there should be some central principles. One of the most important principles in achieving fiscal discipline is to not play sort of the divide and conquer strategy; not get to the point where the sum of the parts adds up to more than we would like the whole to add up to.

We have heard about a variety of programs this evening. We have heard about a variety of tax cuts. There is merit to all of them. What we have to do in putting together a fiscally responsible budget is put them all on the table at the same time. I guess what I mean by divide and conquer, it is really more of a divide and pander strategy, which is to say we take each issue area which may be a priority for somebody, whether increased defense spending, increased education spending, increased spending for health care, an estate tax cut, a capital gains tax cut.

There are all groups out there, as well as individuals, who have their favorite. They come and talk to us about them and we want to make them happy. It is sort of the nature of being a Congressman that we want to make our constituents happy, so we want to promise all those things, and that is where we get into trouble.

What we have to say is if veterans are a big priority, then make it a priority and make it work in the budget. Make the sacrifices in other areas to

make sure that we can do that. But we should not promise more than the budget can contain. That is what leads us to fiscal irresponsibility.

That is what, sadly, the Republican budget we are going to hear about tomorrow does. It promises all across the board and does not meet the test of fiscal discipline, getting us into the position of paying down our debt and be responsible to the future.

We are not the only ones who have needs. Future generations are going to have needs. Whether it is tax cuts or spending programs, if we take it all now, we will be mortgaging their future.

Mr. Speaker, I see the gentleman from Texas (Mr. STENHOLM) has joined us, so I will yield to him to talk also about fiscal responsibility. But I urge more than anything that we balance the budget and start paying down the debt. It is the responsible thing to do for our future.

Mr. STENHOLM. Mr. Speaker, I thank the gentleman from Washington very much for yielding to me, and I very much appreciate his taking the time tonight in order to discuss the subject that we will be debating in earnest tomorrow.

I guess the one thing that he said that I want to overly emphasize is that if by chance we have surpluses, and most of us, I think, and most of the American people understand that when we owe \$5.6 trillion, we really do not have a surplus to talk about. And since most of the surplus, in fact all of the surplus this year is Social Security trust funds, we in the Blue Dog budget that will be offered as a substitute tomorrow, we emphasize that we should take that money and pay down the debt with it and really do it. I believe we will have bipartisan support for doing that because everybody is talking about that.

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But the one thing that some are not talking about, and this is why we will offer our substitute amendment, some are saying that we ought to take future surpluses. And it was not too long ago in this body that we had a difficult time estimating next year, and then we started 5-year estimations and projections of what surpluses and what the budget would hold, and now we are starting 10 and 15 years.

My colleagues, I believe it is very dangerous for the future of this country to base 15-year projections and say we are going to have a tax cut that will explode in the sixth, seventh, eighth, ninth, tenth, eleventh, twelfth, thirteenth and fourteenth year. That is not conservative politics, at least if they are a businessman or woman. We understand that they do not make those kind of decisions today based on what might happen tomorrow.

What we are going to be suggesting is, if in fact we do in the next 5 years achieve a surplus of the non-Social Security nature, let us put at least half of

that down on the debt, let us pay an additional 50 percent down on the debt, and let us take 25 percent of that and let us meet the very real needs of which I know the gentleman from California is as concerned as I am about defense.

Let us put some real dollars in recognizing that, just as we have our young men and women in harm's way tonight, that it is extremely important that we give them the resources to do that which we ask them to do. And we cannot do that with the budget the majority is putting forward tomorrow, and everyone knows that.

It is time to get honest, and the Blue Dog budget will in fact get honest. And we will attempt, hopefully, to have a majority of this body agree with us.

REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H. CON. RES. 68, CONCURRENT RESOLUTION ON BUDGET FOR FISCAL YEAR 2000

Mr. LINDER (during the special order of Mr. SMITH of Washington), from the Committee on Rules, submitted a privileged report (Rept. No. 106-77) on the resolution (H. Res. 131) providing for consideration of the concurrent resolution (H. Con. Res. 68) establishing the congressional budget for the United States Government for fiscal year 2000 and setting forth appropriate budgetary levels for each of the fiscal years 2001 through 2009, which was referred to the House Calendar and ordered to be printed.

TRIBUTE TO ADMIRAL WILLIAM F. BRINGLE

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from California (Mr. CUNNINGHAM) is recognized for 5 minutes.

Mr. CUNNINGHAM. Mr. Speaker, I am going to do a tribute to an admiral that we lost in San Diego, a four-star.

But I would also say, and I would say excluding what the gentleman from Texas (Mr. STENHOLM) has said, in 8 years, this is the most laughable oxymoron discussion I have heard in 8 years on the budget about saving Social Security and Medicare. I would like my colleague sometime to explain how the President takes \$9 billion out of Medicare and then puts in 15 percent.

So we will have that debate tomorrow. But I do not disagree with the gentleman from Texas (Mr. STENHOLM) on a lot of the issues. But the other group, I am sorry, they are either naive or they just state their own opinion as fact and they are factually challenged.

Mr. Speaker, I would like to talk about Admiral William F. Bringle. He was a very good friend of mine. And he is like Will Rogers, that he is the kind of guy that never met a man that he

did not like, for anyone that met Admiral "Bush" Bringle liked him.

Those of us that knew him would call him a leader's leader. Many of the aviators I have talked to and the admirals and the flag officers said that he was a pilot of all pilots. He was heroic in World War II, in Korea, in Vietnam. And one does not reach being a four-star admiral without some significance, Mr. Speaker.

Admiral Bringle passed away on Friday. We called him "Bush" Bringle. He had wavy, black bushy hair, and that is where he got his call sign that his wife Donnie gave to him. He won the Navy Cross, this Nation's second highest award. He won DFCs, with five different stars for five DFCs, Legion of Merit, and on and on and on.

His career spanned 35 years, Mr. Speaker. Retired astronaut Wally Schirra, who lives in his district in Rancho Santa Fe, said, "most become political and lose sight of the fact that the rest of the people have to look up to them." And that signifies Admiral Bush Bringle.

Vice Admiral Stockdale, best aviator he ever knew, I draw deference with Admiral Stockdale on that, but Admiral Stockdale was planning missions over Vietnam just before he was shot down with Bush Bringle. Admiral Stockdale said that "he was born for the profession that he served in for over 35 years, and that is a country both at peace and at war, and he served us well."

And he was commander of CV Division 7 in 1964, commander of 7th Fleet in 1967, commander of Pacific Fleet in 1970. He was in charge of nine aircraft carriers, 1,600 combat and support aircraft, and 85,000 military. Admiral Bernard Clarey: "Bush Bringle's leadership and style is just the Bringle touch."

Enlisted and officers alike respected and liked Admiral Bringle because of his leadership. Vice Admiral David Richardson called Admiral Bringle "one of the most admired naval officers and aviators dating since prior to World War II." His leadership was derived by example. He was a native of Covington, Tennessee. He was an Annapolis grad.

To tell my colleagues the kind of guy that he was, he played football. I think he was a whopping 170 pounds. He played football for Annapolis. And when he was playing against William & Mary, during the first play, one of his opponents broke his hip. That gentleman is now Walter Zable, who lives in Bush Bringle's district, and they became the best of friends.

He went through Pensacola, Florida in flight training and became an aviator in 1940, before most of us were born. He was in the Allied invasion in southern France, the Leyte Gulf, Iwo Jima, Okinawa, Korea. He was CO of the Hornet and the Kitty Hawk and commandant of midshipmen in Annapolis.

After his assignments with 7th fleet, Admiral Bringle was promoted with his

fourth star. The last 3 years he served as U.S. Naval forces in Europe. Admiral Bush Bringle loved his country. But I want to tell my colleagues, he always spoke highly of his first love, not this country but his wife Donnie, his daughter Lynn, and his fighter pilot son Don Bringle.

Memorial services will be Monday at North Island Air Station in the chapel, and I wish those that are in San Diego can attend, Mr. Speaker.

Godspeed, Admiral Bringle, to you and your family.

Mr. Speaker, I include for the RECORD the following newspaper article:

ADM. WILLIAM BRINGLE DIES; CALLED AN AVIATOR'S AVIATOR—COLLEAGUES SAY HE KEPT COMMON TOUCH DURING HIS CAREER

(By Jack Williams)

Adm. William F. "Bush" Bringle, a heroic World War II aviator who kept the common touch in rising to commander of naval air forces in the Pacific Fleet and in Europe, died of pneumonia Friday. He was 85.

Adm. Bringle, who had lived in Rancho Santa Fe for the past 20 years, died at Scripps Memorial Hospital-La Jolla.

Known as "Bush" because of his thick curly hair, Adm. Bringle distinguished himself as an aviator's aviator, as one colleague called him, while rising through the officers' ranks.

In World War II, he took part in some pivotal engagements in the Pacific and European theaters, earning such medals as the Navy Cross, the Distinguished Flying Cross with Five gold stars and the French Croix de Guerre.

He also received the equivalent of three Legions of Merit in a naval career that spanned more than 35 years.

"Bush was the only four-star admiral I know who was loved by everybody in the Navy," said retired astronaut and Navy Capt. Wally Schirra. "Most become political and lose sight of the fact that the rest of the people have to look up to them."

"Bush was one we all liked, a dear friend of everyone in the U.S. Navy."

Retired Vice Adm. James Stockdale remembered Adm. Bringle as "an accomplished aviator, a natural, and he fell into the very profession he was built for—which was command at sea in time of war."

Added Stockdale: "He's one of my better all-time Navy all-stars."

As a commander of Carrier Division 7 beginning in 1964, Adm. Bringle was involved in the early stages of the Vietnam War. He was promoted in 1967 to commander of 7th Fleet naval air forces and in 1970 to commander of Pacific Fleet naval air forces.

In the latter role, based at North Island Naval Air Station, Adm. Bringle was in charge of a force that included nine aircraft carriers, some 1,600 combat and support aircraft and about 85,000 military personnel and civil servants.

He established sophisticated training facilities for pilots and maintenance personnel at Miramar Naval Air Station, paving the way for introduction of the F-14 fighter plane.

Adm. Bringle's Vietnam-era command was characterized by what Adm. Bernard A. Clarey called at the time "the legendary Bringle touch." Clarey also described Adm. Bringle as an aviator's aviator, stemming from his extraordinary rapport with fliers of all ranks and ages.

Stockdale recalled joining Adm. Bringle in planning an attack on a city near Hanoi in the Vietnam War. "It was a piece of beauty

the way he was able to coordinate it and build confidence in the joint effort." Stockdale said.

Another Navy contemporary, retired Vice Adm. David Richardson, called Adm. Bringle "one of the most admired naval officers and aviators dating from World War II."

Said Richardson: "His leadership was derived from the examples he set and the way he handled people. And people responded beautifully to his leadership."

In 1961, as commander of the fledgling Kitty Hawk, Adm. Bringle took the supercarrier on its maiden voyage from the East Coast to its home base of San Diego. At more than 1,047 feet in length, the Kitty Hawk became the largest ship to enter San Diego harbor up to that time.

Adm. Bringle was a native of Covington, Tenn. He graduated in 1937 from the U.S. Naval Academy, where he starred as a speedy, sure-handed 170-pound end in football.

Hip and knee injuries played havoc with his football career, and decades later he underwent knee and hip replacements.

In his junior year at Annapolis, on the first play of a game with William & Mary, Adm. Bringle suffered a broken hip on what he considered a "cheap shot," a crack-back block.

Many decades later, while attending a cocktail party in San Diego, he met the man who claimed to be responsible for his pain: former William & Mary athlete Walter Zable, co-founder of Cubic Corp.

"They shook hands and became great friends," said Donald Bringle, Adm. Bringle's son.

Adm. Bringle underwent flight training at Pensacola, Fla., and was designated a naval aviator in December 1940.

Three years later, after flying observation and scouting patrols over the South Atlantic, he formed the Navy's first observation fighting squadron, VOF-1.

He received the Navy Cross for extraordinary heroism in action against enemy forces during the Allied invasion of southern France in August 1944.

His role in the invasion also earned him the French Croix de Guerre.

After the European action, Adm. Bringle led his squadron on close air support missions in the Pacific campaigns at Leyte, Iwo Jima and Okinawa.

His squadron also identified targets for naval gunfire, and its success brought Adm. Bringle a Distinguished Flying Cross with gold stars, signifying five additional awards of that medal.

When the Korean War broke out in June 1950, Adm. Bringle was serving in Annapolis as aide to the superintendent of the Naval Academy. He resumed sea duty in 1953 as executive officer of the carrier Hornet.

Adm. Bringle became commandant of midshipmen at the Naval Academy in 1958, his last assignment before taking command of the Kitty Hawk.

During his last tour in San Diego, Adm. Bringle was honored by the Greater San Diego Chamber of Commerce military affairs committee and the San Diego Council of the Navy League for his contributions to the community.

The Navy League award came with a leather golf bag of red, white and blue design.

After his assignments with the 7th Fleet and the Pacific Fleet, Adm. Bringle was promoted to four-star admiral. His last three years of active duty were as chief of U.S. naval forces in Europe, based in London.

As a Rancho Santa Fe resident, Adm. Bringle enjoyed golf until his late 70s, when he underwent his second knee replacement. "He kept his competitive fires going by playing tennis into his late '50s," his son said.

Adm. Bringle was a member of the exclusive Early and Pioneer Naval Aviators Association, an honor society of some 200 members.

He is survived by his wife, Donnie Godwin Bringle; a daughter, Lynn Riegle of Thompson's Station, Tenn.; and a son, Donald of San Diego.

Memorial services are scheduled for 11 a.m. Monday at the North Island Naval Air Station chapel. Donations are suggested to the U.S. Naval Academy Alumni Association Fund, Alumni House, King George Street, Annapolis, MD 21402.

ADMIRAL WILLIAM F. BRINGLE, UNITED STATES NAVY, RETIRED

William Floyd Bringle was born in Covington, Tennessee, on April 23, 1913. He attended Byars-Hall High School in Covington, and Columbia Military Academy, Columbia, Tennessee, and entered the U.S. Naval Academy, Annapolis, Maryland, on appointment from his native state on July 6, 1933. As a Midshipman he was a member of the Naval Academy Football Team (N* award). He was graduated and commissioned Ensign on June 3, 1937, and through subsequent advancement attained the rank of Rear Admiral, to date from January 1, 1964; Vice Admiral, to date from November 6, 1967 and Admiral, to date from July 1, 1971.

After graduation from the Naval Academy in June 1937, he was assigned to the USS SARATOGA until February 1940, with engineering, communications and gunnery duties on board that carrier, operating in the Pacific. In April 1940 he reported to the Naval Air Station, Pensacola, Florida, for flight training, and was designated Naval Aviator in December of that year. Detached from Pensacola in January 1941, he joined the USS MILWAUKEE, and served as Senior Aviator on board that cruiser until December 1942. During the eight months to follow, he served as Commanding Officer of Cruiser Scouting Squadron TWO.

From September to November 1943 he had training at the Naval Air Station, Melbourne, Florida, and in December formed the first Observation Fighting Squadron (VOF-1) during World War II. He commanded that squadron throughout the period of hostilities. For outstanding service while in command of that squadron during the invasion of Southern France and Pacific operations in the vicinity of Sakishima, Nansei Shoto invasions of Luzon and Iwo Jima and operations in the Inkinawa and Philippine Islands areas, he was awarded the Navy Cross, the Distinguished Flying Cross with Gold Star in lieu of five additional awards and the Air Medal with Gold Stars in lieu of sixteen similar awards.

He is also entitled to the Ribbon with Star for, and facsimiles of, the Navy Unit Commendation awarded the USS MARCUS ISLAND and USS WAKE ISLAND and their Air Groups for heroic service in the Western Carolines, Leyte, Luzon, and Okinawa Gunto Areas. He was also awarded the Croix de Guerre with Silver Star by the Government of France for heroism while commanding Observation Fighting Squadron ONE during the Allied Invasion of Southern France in August 1944 before he moved his squadron to the Pacific.

After the Japanese surrender, from October 1945 until October 1946 he was Air Group Commander of Group SEVENTEEN, and when detached he returned to the Naval Academy for duty at Battalion Officer. He remained there until June 1948, then for two years was Air Group Commander of Carrier Air Group ONE, based on the USS TARAWA and USS PHILIPPINE SEA. Again at the Naval Academy, he served from June 1950

until July 1952 as a member of the Superintendent's Staff. The next year he spent as a student at the Naval War College, Newport, and from July 1953 to December 1954 served as Executive Officer of the USS HORNET (CVG-17).

In January 1955 he reported to the Navy Department, Washington, D.C., for duty as Head of the Operational Intelligence Branch in the Office of the Chief of Naval Operations, and on August 24, 1955, was transferred to duty as Naval Aide to the Secretary of the Navy. He commanded Heavy Attack Wing TWO from August 1957 until June 1958, after which he had duty until August 1960 as Commandant of Midshipmen at the Naval Academy.

Ordered to the USS KITTY HAWK, building at the New York Shipbuilding Corporation, Camden, New Jersey, he served as Prospective Commanding Officer until she was placed in commission, April 29, 1961, then as Commanding Officer. In June 1962 he was assigned to the Office of the Chief of Naval Operations, Navy Department, where he served as Assistant Director of the Aviation Plans Division until January 1963, then was designated Director of that division. On April 6, 1964, he assumed command of Carrier Division SEVEN. "For exceptionally meritorious service as Commander Attack Carrier Striking Force SEVENTH Fleet and as Commander Task Group SEVENTY-SEVEN POINT SIX from March 29 to June 29, 1965, and as Commander Task Force SEVENTY-SEVEN from May 26 through June 27, 1965 . . ." he was awarded the Legion of Merit with Combat "V".

On July 12, 1965 he became Deputy Chief of Staff for Plans and Operations to the Commander in Chief, U.S. Pacific Fleet and was awarded a Gold Star in lieu of the Second Legion of Merit for exercising ". . . forceful supervision and outstanding direction over each of the many diverse and complex operations conducted by the Pacific Fleet . . ." In November 1967 he became Commander SEVENTH Fleet and for "exceptionally meritorious service . . . was awarded the Distinguished Service Medal and Gold Star in lieu of a Second similar award for combat operations in Southeast Asia during the Vietnam conflict.

In March 1970 he became Commander Naval Air Force, U.S. Pacific Fleet, with headquarters at the Naval Air Station, North Island, San Diego, California. For ". . . his distinguished and dedicated service . . ." in that capacity, from March 1970 to May 1971, he was awarded a Gold Star in lieu of the Third Legion of Merit. In July 1971 he reported as Commander in Chief, U.S. Naval Forces, Europe and Naval Component Commander of the U.S. European Command with additional duty as United States Commander Eastern Atlantic. "For exceptionally meritorious service . . . from July 1971 to August 1973 . . ." he was awarded a Gold Star in lieu of the Third Distinguished Service Medal. The citation further states in part:

" . . . Admiral Bringle displayed inspirational leadership, outstanding executive ability and exceptional foresight in directing the complex and manifold operations of his command in the execution of United States national policy . . ."

Returning to the United States, Admiral Bringle had temporary duty at Headquarters Naval District, Washington, D.C. from September 1973 and on January 1, 1974 was transferred to the Retired List of the U.S. Navy.

In addition to the Navy Cross, Distinguished Service Medal with two Gold Stars, Legion of Merit with two Gold Stars and Combat "V", Distinguished Flying Cross with five Gold Stars, Air Medal with sixteen Gold Stars, the Navy Unit Commendation Ribbon with two stars, and the French Croix

de Guerre with Silver Star, Admiral Bringle has the American Defense Service Medal; American Campaign Medal; European-African-Middle Eastern Campaign Medal with one operation star; Asiatic-Pacific Campaign Medal with four operation stars; World War II Victory Medal; Navy Occupation Service Medal, Europe Clasp; China Service Medal; National Defense Service Medal with bronze star; Armed Forces Expeditionary Medal with two stars, the Republic of Vietnam Campaign Medal; and the Philippine Liberation Ribbon.

Married to the former Donnie Godwin of Coronado, California, Admiral Bringle has two children, Rosalind Bringle Thorne and Donald Godwin Bringle. His official residence is 1639 Peabody Street, Memphis, Tennessee, the home of his mother.

TRADE DEFICIT

The SPEAKER pro tempore. Under a previous order of the House, the gentlewoman from Ohio (Ms. KAPTUR) is recognized for 5 minutes.

Ms. KAPTUR. Mr. Speaker, our scientists have just discovered a new fault line that exists underneath downtown Los Angeles. This fault line, called Puente Hills, is 25 miles long and 10 miles wide and it was invisible until recently. The 1987 Whittier Narrows quake, which caused eight deaths and \$358 million worth of damage, was the result of a rupture of just 10 percent of the Puente Hills fault line. Obviously, this fault line has the potential to do a great deal of harm to the good people in Los Angeles and we would be foolish to ignore it.

But, Mr. Speaker, there is another fault line in America that is invisible to our eyes, the American economy. And the American workers are sitting on a fault line that is shifting below us; and, like many in Los Angeles, we are ignoring it, hoping it will go away. The fault line is our trade deficit. And as it grows, America is at greater risk of our very economic foundation being rocked.

We recently learned that the trade deficit grew to its highest level in the last decade, projected again this year at over \$250 billion. According to the Commerce Department just this past month, \$93.76 billion worth more of imports landed on our shores while our exports again fell. These are not just numbers. They are part of the shifting ground underneath America's economic feet. And for some, they could not escape the cracks in the ground.

I am talking about workers like the 6,000 at the Levi's plants, most of them women, that recently packed up and closed to ship manufacturing to undemocratic nations overseas. I am talking about the workers at Huffy Bicycle in Ohio who lost their jobs to Mexico's exploited workforce, or the thousands of workers at Anchor Glass or General Electric or Henry I. Siegel or VF Knitwear or Zenith Television or Dole Food, and the list goes on. They have seen the ground shift and they felt the earthquake. They have just seen some of the consequences of a growing trade deficit.