

played a guitar and they went from one ward meeting to the next singing ethnic folk songs for the groups there. If there was a German group, he sang in German. If it was a group of his fellow Jewish Americans, he sang something they would find appealing.

There was a young lady watching that campaign by the name of Mary Bain. She had volunteered to work on the Truman campaign. She saw this young man in 1948 wandering around Chicago running for Congress and, frankly, took pity on him and said, "I am going to try to help this fellow." To everyone's surprise, he won in 1948 and came to the House of Representatives; he began a long term of service there. His term of service included many years on the House Appropriations Committee. He was a stalwart, a fighter, a person of real value and principle.

In 1962, Sid Yates was persuaded to leave the House of Representatives and run for the Senate. He ran against Everett M. Dirksen—no small task even in 1962. He lost that race, which was the only loss in his political life. In 1964, he returned to the House of Representatives and once again took up service on the House Appropriations Committee.

I was elected many years later, in 1982, and a couple years after that began to serve on that same Appropriations Committee. Probably the best fortune I had as a Member of Congress was when I decided to take a chair next to Sid Yates in the Appropriations Committee and sit next to this great man for more than a decade. I learned so much and had such a great time in that experience because of who Sid Yates was and what he stood for.

When you look back at Sid's career, there were several things that really made a difference to him, meant a lot to him, and made a difference in this country. He had a passionate commitment to the arts. You know, that gets to be controversial from time to time. The National Endowment for the Arts is occasionally a whipping boy here on Capitol Hill. But Sid Yates never faltered. He believed in the arts. He was a man of the arts. I used to love to listen to him quote the classics from memory. His knowledge of art and music was absolutely legendary.

When Sid retired from the House of Representatives, the tributes came pouring in, but particularly from people around the United States who understood that Sid Yates stood up and defended the arts in America when nobody else would. My daughter is an art student at the Art Institute of Chicago. She knew of Sid Yates. She never met him personally, but she knew what he stood for. He was always there fighting for the National Endowment for the Arts and for arts in America.

As chairman of the Interior Subcommittee of Appropriations, he also had the responsibility to protect America's national parks and many of our national treasures. He protected them with a vengeance. I can recall some of

the titanic struggles in the Appropriations Committee when people would want to exploit America's national treasures. They didn't have a chance when they fought Sid Yates.

There were so many other areas where he worked so hard. I recall the creation of the Holocaust Museum. Sid was devoted to the nation of Israel. So many people across America looked to him, and so many Members of Congress looked to him for guidance on important issues involving the Middle East. When he was asked to be part of the creation of the Holocaust Museum, you just knew it would be a success, as it has been here in Washington, DC. He was one of the founding members on the board of directors there and a person absolutely revered for his commitment in that regard.

Through it all, too, he was committed to the rights and freedoms of Americans. I know it wasn't always popular, but you could count on him to stand up, in good times and in bad, for the freedoms that were guaranteed under the Bill of Rights. Sid Yates was a great man, and he had a great partner in life in his wife Addie, who was always by his side during his public service.

I once asked him what his greatest achievement was in the Congress, and I was surprised that he said: Well, you would not think of it when you think of me as a Democrat, but back in the 1950s, the atomic submarine program was being debated in America, and a fellow by the name of Hyman Rickover was being criticized on Capitol Hill. I came to his defense because I thought he was a good man and had a good program. I am proudest of that moment.

I never would have guessed that, but that was just part of Sid's career. For over 50 years, Sid Yates was fighting for America, fighting for Chicago. He left his mark on the Chicago shoreline and the museums and institutions of that great city. But most of all, he left his mark in our hearts—those of us who had the good fortune of serving with him, learning from him, and standing today in tribute to his great memory.

The PRESIDING OFFICER. The Senator from Nevada.

Mr. REID. Mr. President, I ask unanimous consent that the morning hour be extended for 10 minutes.

Mr. MCCAIN. I object.

The PRESIDING OFFICER. Objection is heard.

#### SID YATES

Mr. REID. Mr. President, I want to say, before my friend from Illinois leaves the floor, that I had the pleasure of serving with Sid Yates. I served with him in the House, of course, but didn't know him very well in that large body. I came to know him better after coming to the Senate and being a member of the Interior Subcommittee on Appropriations while he was chairman of that committee on the House side.

We worked very closely together. Everything the Senator from Illinois has said is absolutely true about Sid Yates. He was a distinguished man, and a distinguished looking man. When he left the House, he was almost 90 years old; handsome; stood tall; never faltered a word of his speech.

Being from the western part of the United States, I will never forget Sid Yates. He stood for the West. He loved the wilderness, and he helped us protect the pristine wilderness of Nevada and other places in the West. Native Americans never had a better friend in the Congress than Sid Yates.

I didn't know Sid Yates as well as my friend from Illinois, but I have great respect and admiration for Sid Yates, and I will never forget him.

Mr. DURBIN. Mr. President, if the Senator will yield, I thank the Senator from Nevada for his comments. I think each one of us who served with Sid Yates on either side of the aisle will never forget him. When his retirement came about, Congressman RALPH REGULA, a Republican from Ohio, never missed a retirement event for Sid Yates. I think it showed that he reached across the aisle and established friendships and alliances that were not just good for Congress but were good for America. He was a wonderful man. I am blessed to have known him, to have served with him, and perhaps to have learned a few lessons at his side.

I think his legacy will be his efforts for education, for defense of the arts, for defense of the environment, and for the rights of Americans.

Our condolences go to Addie and his family. We wish them strength in this time of loss and tell them we stand by their side.

#### CONCLUSION OF MORNING BUSINESS

The PRESIDING OFFICER. Is there further morning business?

Morning business is closed.

Mr. STEVENS. Mr. President, what is the business before the Senate?

#### NATIONAL ENERGY SECURITY ACT OF 2000—MOTION TO PROCEED

The PRESIDING OFFICER. The clerk will report.

The assistant legislative clerk read as follows:

Motion to proceed to the consideration of S. 2557, a bill to protect the energy security of the United States and decrease America's dependency on foreign oil sources to 50 percent by the Year 2010 by enhancing the use of renewable energy resources, conserving energy resources, improving energy efficiencies, and increasing domestic energy supplies, mitigating the effect of increases in energy prices on the American consumer, including the poor and the elderly, and for other purposes.

Mr. STEVENS. 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. MCCAIN. 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 Arizona.

UNANIMOUS CONSENT REQUEST—  
S. 3059

Mr. MCCAIN. Mr. President, I ask unanimous consent that it now be in order for the Senate to immediately turn to the consideration of S. 3059, and that only relevant amendments to the bill be in order.

Mr. STEVENS. I object.

Mr. MCCAIN. Mr. President, the reason I am objecting to taking up the Department of Transportation appropriations report is that it contains a substantive amendment to the Federal Motor Vehicle Safety Act. The legislation was never approved by either House or Senate commerce committees and failed in its attempts to correct indisputable faults with safety data collection and retention practices of the National Highway Traffic Safety Administration.

Well over 100 Americans have died, and estimates are that as many as 150 in other countries. This is a very serious safety issue in which American lives are at stake.

I am simply asking to take up this legislation. I will be glad to have any amendments and time agreements associated with it—anything that we can do to move this legislation along.

The House Commerce Committee yesterday passed similar legislation. We are told it will be passed on the floor of the House by next Tuesday.

Why we can't take up this bill, which is designed according to consumer organizations, according to the Secretary of Transportation, according to all outside observers and safety experts, to stop or at least take action to reduce the number of American lives that will be lost on the highways of the United States of America is really hard to understand.

Let me do the best I can to explain it.

What is happening here is the "fix is in." Here is the fix. The House will pass a bill. The Commerce Committee passed a bill, and the House will pass that bill this week.

We have a series of holds on this legislation which passed the Commerce Committee by a vote of 20-0 in a bipartisan fashion after getting testimony from experts from all over America, from the Secretary of Transportation, from the Acting Director of the National Highway Traffic Safety Administration, and others. That bill is now on the calendar. There are holds on the bill.

Here is the fix. The House will pass the bill. The Senate will refuse to take up the bill because of holds, and we will then pass—no matter how hard I try to

prevent it—the Department of Transportation appropriations safety report that contains simply language concerning what can be done about this issue.

I have taken the floor on many, many occasions to talk about the influence of special interests in Washington. The automotive industry is now blocking this legislation. The word is on the street. The "fix" is in that the bill will not pass the Senate, or pass the House so House Members can say we did what we needed to do.

You know what we are talking about here. We are talking about the lives of American citizens who are in danger as we speak. The special interests will now prevail over safety interests, where lives of Americans are literally at stake. Remarkable. Remarkable commentary. Remarkable.

I have a letter and I ask unanimous consent to have it printed in the RECORD.

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

OCTOBER 5, 2000.

Hon. JOHN MCCAIN,  
*U.S. Senate, Washington, DC.*  
Hon. ERNEST HOLLINGS,  
*U.S. Senate, Washington, DC.*

DEAR SENATOR MCCAIN AND SENATOR HOLLINGS: We are writing in support of your decision to halt the FY 2001 Department of Transportation appropriations bill pending Senate action on the Ford/Firestone amendments to the Motor Vehicle Safety Act. While we recognize that there are compelling reasons to support the appropriations bill—such as the new rule mandating that drunken driving blood alcohol levels be lowered to .08% nationwide—we feel it is imperative that Congress react with legislation to the Ford/Firestone tragedy before the close of this session.

Signed,

Bob and Laura Bishop, Bartlesville, OK; Geoffrey Coffin, Shelton, CT; Janette Fennell, San Francisco, CA; Vickie and Joe Hendricks, Corpus Christi, TX; Spence Hegener, Baylor University, Waco, TX; Pam Hegener, Lake Charles, LA; Juanita Sawyer, Tahlequah, OK; Robert C. Sanders, Upper Marlboro, MD; Spencer and Elizabeth Taintor, Miami, Florida; Sondra Runfeldt, West Palm Beach, FL; B.J. Kincade, Catoosa, OK; Shannon Johnson—Query, Jacksonville, FL.

Mr. MCCAIN. It reads:

DEAR SENATOR MCCAIN AND SENATOR HOLLINGS: We are writing in support of your decision to halt the FY 2001 Department of Transportation Appropriations bill pending Senate action on the Ford/Firestone amendments to the Motor Vehicle Safety Act. While we recognize that there are compelling reasons to support the appropriations bill—such as the new rule mandating that drunken driving blood alcohol levels be lowered to .08% nationwide—we feel it is imperative that Congress react with legislation to the Ford/Firestone tragedy before the close of this session.

Mr. President, this is signed by the relatives of people who have been killed in accidents because of the Bridgestone/Firestone problem. Can't we listen to the family members of those who have been killed on the high-

ways of America with a fixable problem, at least action that has been recommended unanimously that must be taken to prevent further tragedies on America's highways?

This is egregious. I don't think many American citizens would approve of the Senate blocking legislation which is designed to save lives.

There may be a couple of controversial aspects of this bill, although it passed out of the Commerce Committee unanimously. There may be a couple of controversial aspects of this bill. Fine, let's have amendments and time agreements. We can dispose of those controversial aspects of it in a matter of a few hours. I eagerly welcome such a thing. The Senator from Alaska has just objected to us taking up this legislation which we could dispose of in a few hours. The lives of American citizens are at stake here.

Mr. STEVENS. Will the Senator yield?

Mr. MCCAIN. I will not.

Mr. STEVENS. For one moment for clarification on that.

Mr. MCCAIN. The Senator from Alaska has just objected to us moving forward with legislation which, in the view of any outside expert, has to do with American lives that are endangered on the highways of America due to a flaw in the Bridgestone/Firestone situation and/or Ford automobiles.

This is serious business. This is serious business. There has been a series of holds put on this bill. We now object to taking up this legislation in favor of an appropriations bill which has watered down language which is intended—at least in the view of some—to address part of the problem. It does not. Ask any safety expert. It does not.

As to the language that has been inserted in the conference bill, I guess we can all thank the advocates of safety for the provision that was in the bill that prevented the National Highway Traffic Safety Administration from addressing rollover accidents for a year until a National Academy of Sciences study was completed—again, the special interests.

I intend to do whatever I can to see this legislation is brought up before the Senate. I hope those Senators who have a hold on this bill will step forward and identify themselves. This isn't an ordinary piece of legislation. This is a piece of legislation that has to do with the lives of American citizens and those overseas. I don't know of a more compelling problem.

Mr. President, I rise in opposition to the Department of Transportation appropriations report that contains a substantive amendment to the Federal Motor Vehicle Safety Act. This legislation was never approved by either the House or Senate Commerce committees and it fails in its attempt to correct indisputable flaws with the safety-related data collection and retention practices of the National Highway Traffic Safety Administration.

The language contained in the appropriations report falls short of the mark