High Seas Act restricts the availability of remedies in suits arising out of aviation disasters.

In September, 1998, during consideration of the Federal Aviation Administration authorization bill, I offered a compromise amendment with a limit on damages in order to move ahead to obtain some possible compensation for victims' families beyond pecuniary damages. I did so because had an amendment to the Death on the High Seas Act been enacted which would have had unlimited damages, there was the announced intent to filibuster the bill. While my amendment was accepted by a voice vote in the Senate, the underlying FAA bill was not enacted into law.

This year the Senate passed a new FAA reauthorization bill which included the compromise provision agreed to last year. As the bill conference appearance unlikely to reach agreement with the House this year, I am reintroducing the original version of my bill because I fundamentally oppose any cap on damages and am hopeful that this legislation can be enacted independently of the FAA bill to provide the fullest amount of relief to the families of aviation disaster victims.

At a time when so many Americans live, work, and travel abroad, taking part in the global economy or seeing the cultural riches of foreign lands, they and their families should know that the American civil justice system will be accessible to the fullest extent if the unthinkable occurs.

I urge my colleagues to support this legislation and look forward to working with them to ensure its ultimate enactment during the second session of the 106th Congress.

Mr. President, I ask unanimous consent to have the bill be printed at this point in the RECORD.

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

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. DEATH ON THE HIGH SEAS ACT.

Section 40120(c) of title 49, United States Code, is amended to read as follows:

``(c) ADDITIONAL REMEDIES.—

``(1) IN GENERAL.—Nothing in this part or the Act entitled 'An Act relating to the maintenance of actions for death on the high seas and other navigable waters' approved March 30, 1920 (46 U.S.C. App. 761 et seq.), popularly known as the 'Death on the High Seas Act,' shall, with respect to any injury or death arising out of any covered aviation incident, affect any remedy—

``(A) under common law; or

``(B) under State law.

``(2) AMENDMENTS.—Any remedy provided for under this part or the Act referred to in paragraph (1) for an injury or death arising out of any covered aviation incident shall be in addition to any of the remedies described in subparagraphs (A) and (B) of paragraph (1).

75TH ANNIVERSARY OF THE U.S. BORDER PATROL

Mrs. HUTCHISON. Mr. President, on behalf of Senators ABRAHAM, KYL, and GRAMM, I am proud to introduce Senate Concurrent Resolution No. 74, honoring the 75th anniversary of the United States Border Patrol.

Mr. President, the men and women of the Border Patrol are our Nation's first line of defense in the war on drugs and illegal immigration. Since 1924, the Border Patrol has guarded some 8,000 miles of international boundaries, and has maintained a reputation for getting the job done. The Border Patrol story is one of long hours and hard work in defense of our country.

The Department of Labor Appropriations Act of 1924 created a Border Patrol within the Bureau of Immigration with an initial force of 450 Patrol Inspectors, a yearly budget of $1 million, and a yearly salary of $1,300 for each Patrol Inspector, with each patrolman furnishing their own house.

The Border Patrol has grown from that initial force of 450 to more than 6,000 today, located in 146 stations under 21 sectors. The Border Patrol's officers have assisted in controlling civil disturbances, performing National security details, aided in foreign training and assessments, and responded with security and humanitarian assistance in the aftermath of numerous natural disasters. 86 agents and pilots have lost their lives in the line of duty—six in 1998 alone.

By far, the Border Patrol's greatest challenge has come along our nation's Southwest Border, which is a sieve for illegal drugs and aliens. Last year, there were 6,359 drug seizures along the Southwest Border by the Border Patrol. These drugs had an estimated street value of $2 billion. There were also nearly 5 million illegal crossings.

The Border Patrol and the Congress are responding to this challenge, providing funding to hire 1,000 new agents in fiscal year 2000, just as we have for the past two years. I hope that the Immigration and Naturalization Service will put these funds to good use, hiring these critical agents, and using other resources Congress has provided to improve the equipment and technology available to the Border Patrol.

The United States Border Patrol has the difficult dual mission of protecting our borders and enforcing our immigration laws in a fair and humane manner. They do both very well under difficult conditions.

I want to congratulate all who serve with the U.S. Border Patrol on this 75th anniversary and express to them thanks of a grateful nation.

CONGRESSIONAL RECORD—SENATE November 19, 1999

Mrs. FEINSTEIN. Mr. President, I rise today to submit a resolution that commends and remembers events that transpired in Remy, France in 1924. Its citizens honored the fallen World War II Army Air Corps pilot, Lieutenant Houston Braly. This inspiring story happened over fifty years ago, but its example of compassion and brotherhood remains in our hearts and minds.

On August 2, 1944, Lt. Braly's squadron of P-51 fighters on patrol in northeastern France encountered a German munitions train. After three unsuccessful attack runs at the camouflaged train, Lt. Braly's fire hit a car carrying explosives, causing a tremendous explosion.

Airplanes circling 13,000 feet over the battle were hit by shrapnel from the train, haystacks in fields some distance away burned, all buildings in the small French town were demolished. A 13th century church in the town of Remy barely escaped destruction, but its historic stained-glass windows were shattered. This explosion that tragically claimed the life of Lt. Braly at only twenty-two years of age.

Despite the near total destruction of the small town, the residents of Remy regarded that young American as a hero. A young woman pulled Braly's body from the burning wreck of the plane, wrapped him in the nylon of his parachute, and placed him in the town's courtyard. Hundreds of villagers left flowers around his body, stunning German authorities.

The next morning, German authorities discovered that villagers continued to pay tribute to the young pilot despite threats of punishment. The placement of flowers on Lt. Braly's grave continued until American forces liberated Remy to the cheers of the townsmen.

Almost 50 years later, Steven Lea Vell of Danville, California, discovered this story in his research. Mr. Lea Vell was so moved by the story that he visited Remy, France, only to find that the stained glass windows of the magnificent 13th century church which were destroyed in the explosion had never been replaced. He contacted members of the 36th Fighter Group, Lt. Braly's old unit. After hearing how the residents of Remy had honored their fallen friend, veterans joined together to form Windows for Remy, a non-profit organization that would raise $200,000 to replace the stained glass windows as a gesture of thanks to Remy for its deeds.

On Armistice Day, November 11, 1995, fifty years after the war ended, the town of Remy paid tribute once more to Lt. Braly. On that day they renamed the crossroads where he perished "Rue de Houston L. Braly, Jr."

I know that my fellow senators will want to join me in commending the people of Remy for their kindness and
recognize the comrades of Lt. Braly for their good will.

Mr. President, I ask unanimous consent that the text of the resolution be printed at this point in the RECORD.

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

S. CON. RES. —

Whereas on August 2, 1944, a squadron of P-51s from the United States 364th Fighter Group strafed a German munitions train in Remy, France;

Whereas the resulting explosion killed Lieutenant Houston Braly, one of the attacking pilots, and destroyed much of the village of Remy, including 7 stained glass windows in the 13th century church;

Whereas despite threats of reprisals from the occupying German authorities, the citizens of Remy recovered Lieutenant Braly’s body from the wreckage, buried his body with dignity and honor in the church’s cemetery, and decorated the grave site daily with fresh flowers;

Whereas on Armistice Day, 1965, the village of Remy renamed the crossroads near the site of Lieutenant Braly’s death in his honor;

Whereas the surviving members of the 364th Fighter Group desire to express their gratitude to the brave citizens of Remy; and

Whereas to express their gratitude, the surviving members of the 364th Fighter Group have organized a nonprofit corporation to raise funds through its project “Windows for Remy” to restore the church’s stained glass windows: Now, therefore, be it

Resolved by the Senate (the House of Representatives concurring), That Congress—

(1) commends the bravery and honor of the citizens of Remy, France, for their actions with respect to the American fighter pilot Lieutenant Houston Braly, during and after August 1944; and

(2) recognizes the efforts of the surviving members of the United States 364th Fighter Group to raise funds to restore the stained glass windows of Remy’s 13th century church.

THE WAKPA SICA RECONCILIATION PLACE ACT

Mr. JOHNSON. Mr. President, I am pleased to join with my colleague from South Dakota, Senator Democratic Leader Tom Daschle, as a cosponsor of the Wakpa Sica Reconciliation Place Act, which will establish the Wakpa Sica Reconciliation Place in Ft. Pierre, South Dakota. The Wakpa Sica Reconciliation Place would be an important cultural and interpretive center, in part to complement the National Lewis and Clark Trail, but with the unique perspective of the Sioux tribes and the impact of the Lewis and Clark encounter on tribal culture and economics.

During the Lewis and Clark expedition, Captains Meriwether Lewis and William Clark anchored their river boats where the Wakpa Sica, or Bad River, flows into the Missouri. After four months of travel from St. Louis, history was made on September 24, 1804. The next day 44 men landed on the west bank of the Missouri and paraded under the United States flag.

These men then joined Chief Black Buffalo and braves from the Teton Sioux for council in the chief’s buffalo skin lodge. This was a key and pivotal meeting between representatives of the great Sioux tribes and those of the United States of America. This meeting was less than amicable.

Throughout the rest of South Dakota’s history, the relationship between native peoples and non-natives has not been a peaceful one. Today we are still facing the challenging experience of working and living together side by side. I am proud of the South Dakotans who set their differences aside and came together and created the Mni Wiconi water project. There is a growing need for a Reconciliation Place.

The Reconciliation Place would occupy the site in which Captains Lewis and Clark met with the great Sioux tribes came together to meet for the first time—which is a fitting site to bring Indian and non-Indian peoples together. It is my hope that this center will bring people together to learn about the rich history of this area of the United States holds. Through this understanding, it is my hope that we may be able to achieve better relations between Tribal and non-Tribal peoples.

This project is a cultural center which will serve as a home for Sioux law, history, culture and arts for the Lakota, Dakota, and Nakota peoples. It will also serve as a repository for Sioux historical documents, which are currently scattered throughout the West. Many native people do not have access to these documents. With the construction of this facility the native people will be able to house these documents close to home. This will allow interested parties to research their rich past.

The Reconciliation Place will also be the home of the Sioux Nation Supreme Court. This will serve to be a stable legal setting to assist in achieving greater social and economic welfare in Indian Country. Increased legal stability will help promote business investment in the vast human resources that are situated on the reservations in my state. This will bring about more self sufficiency, and less reliance by the Native American people on federal government assistance. This effort to build a Reconciliation Place in Ft. Pierre, South Dakota, will not only assist tribes and tribal members in providing opportunities for economic development. The council will assist in opening the doors to private investment and other resources that are designed to promote development and job creation.

Mr. President, this focal point for Native American culture, law, and economic development assistance is desperately needed. It is apparent that there is a need to strengthen current, and build future understanding between Indian and non-Indian peoples, as well as promote the government-to-government relationship between the tribes of the United States and my colleagues to join myself and Senator Daschle to support this legislation, and recognize the need for such an important center. I ask unanimous consent that I be added as a cosponsor of the Wapka Sica Reconciliation Place Act, and that my statement be included in the RECORD.

SENIOR BYRD’S 82ND BIRTHDAY

Mr. MCCONNELL. Mr. President, I rise today on a personal note. I had planned to make these remarks as we passed the midnight milestone on our way to cloture on the appropriations bill, because, as the clock strikes midnight, every Senator is a birthday. I wish my colleague a happy and productive 82nd year.

Senator Byrd has a wonderful and widely quoted sign up on his office wall: “There are four things people in West Virginia believe: God Almighty, Sears Roebuck, Carter’s Little Liver Pills, and Robert C. Byrd.” I’d like to take a little literary license to suggest that there are four things that Robert C. Byrd believes in: God Almighty, his 62 year long love affair with his wife, Erma, his constituents and the Senate. And, Senator Byrd is not just your run of the mill believer. I have listened many times to the wisdom and intensity of his words, words which flow from a faith that runs as deep as his West Virginia roots, as deep as the coal mines which seam the earth of Appalachia. His words are what have led many to see Senator Byrd as the faithful, historic, and effective guardian of the precedents and privileges, of the rules and Constitutional role of the United States Senate. But, Senator BYRD is more than an institutional advocate, he is a living history of the Senate and democracy. The Senator from West Virginia gives a clear voice both to our finest traditions and what he sees as his life long purpose, serving what he so nobly refers to as “my people.” His reverence and respect for the Senate, andNovus Mox after the deep regard and abiding passion he has for the needs of his constituents.

He speaks of those needs virtually every week. Senator BYRD breathes life into images of each West Virginian he introduces to us in remarks on the floor—even those who have passed from the scene. When he describes a man who dies in a slate fall while mining West Virginia’s coal, he speaks softly of a man, alone, who died in the dark. The illuminating power of this image flows from the passion of his commitment.

It is his commitment which crosses partisan lines and has earned Senator

CONGRESSIONAL RECORD—SENATE

November 19, 1999

31071