

Next, the bill increases the individual contribution limit from \$1000 to \$3000, per candidate, per election, while addressing the precipitous rise in the role of PACs in our existing system.

PAC contributions to congressional candidates grew from \$12.5 million in 1974 to almost \$200 million in 1996, a constant dollar increase of over 400 percent. Moreover, almost 70 percent of that \$200 million went to incumbents, further serving to tilt the system against challengers. While PACs can and should continue to provide a vehicle for groups of like minded individuals to leverage their support of particular candidates, this should not be allowed to undermine the candidate/voter relationship. The bill will help control this growing PAC influence by also limiting PAC contributions to \$3000, the same limit as individuals under my bill.

To help encourage candidates of average means to run for office against their wealthier opponents, the bill limits to \$250,000 the amount a Senate campaign may reimburse a candidate, including immediate family, for loans the candidate makes to the campaign.

The Campaign Finance and Disclosure Act of 2001 will also prohibit, once and for all, several abuses of the law that now plague our system: campaign contributions by non-citizens will be banned; the use of campaign funds for purposes that are inherently personal in nature will be denied; political parties will be prohibited from accepting contributions earmarked for specific candidates; and union members will be entitled to be made aware of, and to decline to contribute to, the rapidly growing political activities of their unions.

Finally, the bill will encourage, not restrict, the volunteer-staffed political party building, "get-out-the-vote," and other candidate support activities of state and local political parties that constitute the core of grassroots politics in America. These critical activities will be given greater latitude under the law by excluding them from the definition of campaign contributions.

I realize that campaign finance reform is a contentious issue. However, if we are to restore the American people's confidence in the political process and make it more responsive to voters and accessible to candidates, we must take a hard look at those rules and attempt to fix what is broken. The Campaign Finance Reform and Disclosure Act does just that, and in a way that I believe can garner the support of a decisive majority of Congress.

Mr. President, both of these bills address issues that were raised during the campaign. I wanted to put these ideas forward today so that they can become part of the debate when we consider these issues.

#### ADDITIONAL COSPONSORS

S. 7

At the request of Mr. DASCHLE, the name of the Senator from Florida (Mr. NELSON) was added as a cosponsor of S. 7, a bill to improve public education for all children and support lifelong learning.

S. 9

At the request of Mr. DASCHLE, the name of the Senator from Michigan (Mr. LEVIN) was added as a cosponsor of S. 9, a bill to amend the Internal Revenue Code of 1986 to provide tax relief, and for other purposes.

S. 11

At the request of Mrs. HUTCHISON, the name of the Senator from Illinois (Mr. FITZGERALD) was added as a cosponsor of S. 11, a bill to amend the Internal Revenue Code of 1986 to eliminate the marriage penalty by providing that the income tax rate bracket amounts, and the amount of the standard deduction, for joint returns shall be twice the amounts applicable to unmarried individuals, and for other purposes.

S. 23

At the request of Mr. SPECTER, the name of the Senator from Illinois (Mr. DURBIN) was added as a cosponsor of S. 23, a bill to promote a new urban agenda, and for other purposes.

S. 27

At the request of Mr. FEINGOLD, the names of the Senator from Maryland (Ms. MIKULSKI), the Senator from Delaware (Mr. CARPER), and the Senator from California (Mrs. FEINSTEIN) were added as cosponsors of S. 27, a bill to amend the Federal Election Campaign Act of 1971 to provide bipartisan campaign reform.

S. 28

At the request of Mr. GRAMM, the name of the Senator from South Dakota (Mr. DASCHLE) was added as a cosponsor of S. 28, a bill to guarantee the right of all active duty military personnel, merchant mariners, and their dependents to vote in Federal, State, and local elections.

S. 88

At the request of Mr. ROCKEFELLER, the names of the Senator from Oklahoma (Mr. INHOFE) and the Senator from Connecticut (Mr. LIEBERMAN) were added as cosponsors of S. 88, a bill to amend the Internal Revenue Code of 1986 to provide an incentive to ensure that all Americans gain timely and equitable access to the Internet over current and future generations of broadband capability.

S. 104

At the request of Ms. SNOWE, the name of the Senator from Oregon (Mr. SMITH) was added as a cosponsor of S. 104, a bill to require equitable coverage of prescription contraceptive drugs and devices, and contraceptive services under health plans.

S. 126

At the request of Mr. CLELAND, the name of the Senator from Connecticut

(Mr. LIEBERMAN) was added as a cosponsor of S. 126, a bill to authorize the President to present a gold medal on behalf of Congress to former President Jimmy Carter and his wife Rosalynn Carter in recognition of their service to the Nation.

S. 132

At the request of Mr. JOHNSON, the name of the Senator from Maryland (Mr. SARBANES) was added as a cosponsor of S. 132, a bill to amend the International Revenue Code of 1986 to provide that housing assistance provided under the Native American Housing Assistance and Self-Determination Act of 1996 be treated for purposes of the low-income housing credit in the same manner as comparable assistance.

S. 135

At the request of Mrs. FEINSTEIN, the name of the Senator from Georgia (Mr. CLELAND) was added as a cosponsor of S. 135, a bill to amend title XVIII of the Social Security Act to improve payments for direct graduate medical education under the medicare program.

S.J. RES. 1

At the request of Mr. THURMOND, the name of the Senator from Virginia (Mr. WARNER) was added as a cosponsor of S.J. Res. 1, a joint resolution proposing an amendment to the Constitution of the United States relating to voluntary school prayer.

S. RES. 13

At the request of Mr. DASCHLE, the name of the Senator from North Carolina (Mr. EDWARDS) was added as a cosponsor of S. Res. 13, a resolution expressing the sense of the Senate regarding the need for Congress to enact a new farm bill during the 1st session of the 107th Congress.

#### SENATE CONCURRENT RESOLUTION 3—EXPRESSING THE SENSE OF THE SENATE THAT A COMMEMORATIVE POSTAGE STAMP SHOULD BE ISSUED IN HONOR OF THE U.S.S. "WISCONSIN" AND ALL THOSE WHO SERVED ABOARD HER

By Mr. FEINGOLD (for himself, Mr. KOHL, Mr. BAYH, Mr. BINGAMAN, Mr. CONRAD, Mr. DASCHLE, Mr. EDWARDS, Mr. GRASSLEY, Mr. KENNEDY, Mr. KERRY, Mr. LEAHY, Mr. MCCAIN, Mr. MILLER, Mr. MURKOWSKI, Mr. REID, Mr. TORRICELLI, and Mr. WARNER) submitted the following concurrent resolution; which was referred to the Committee on Governmental Affairs:

S. CON. RES. 3

Whereas the Iowa Class Battleship, the U.S.S. Wisconsin (BB-64), is an honored warship in United States naval history, with 6 battle stars and 5 citations and medals during her 55 years of service;

Whereas the U.S.S. Wisconsin was launched on December 7, 1943, by the Philadelphia Naval Shipyard, sponsored by Mrs.

Walter S. Goodland, wife of then-Governor Goodland of Wisconsin, and commissioned at Philadelphia, Pennsylvania, on April 16, 1944, with Captain Earl E. Stone in command;

Whereas her first action for Admiral William "Bull" Halsey's Third Fleet was a strike by her task force against the Japanese facilities in Manila, thereby supporting the amphibious assault on the Island of Mindoro, which was a vital maneuver in the defeat of the Japanese forces in the Philippines;

Whereas the U.S.S. *Wisconsin* joined the Fifth Fleet to provide strategic cover for the assault on Iwo Jima by striking the Tokyo area;

Whereas the U.S.S. *Wisconsin* supplied crucial firepower for the invasion of Okinawa;

Whereas the U.S.S. *Wisconsin* served as a flagship for the Seventh Fleet during the Korean conflict;

Whereas the U.S.S. *Wisconsin* provided consistent naval gunfire support during the Korean conflict to the First Marine Division, the First Republic of Korea Corps, and United Nations forces;

Whereas the U.S.S. *Wisconsin* received 5 battle stars for World War II and one for the Korean conflict;

Whereas the U.S.S. *Wisconsin* returned to combat on January 17, 1991;

Whereas the U.S.S. *Wisconsin* served as Tomahawk strike warfare commander for the Persian Gulf, and directed the sequence of Tomahawk launches that initiated Operation Desert Storm; and

Whereas the U.S.S. *Wisconsin*, decommissioned on September 30, 1991, is berthed at Nauticus, the National Maritime Museum in Norfolk, Virginia, where she will serve as a floating monument and an educational museum: Now, therefore, be it

*Resolved by the Senate (the House of Representatives concurring), That it is the sense of Congress that—*

(1) a commemorative postage stamp should be issued by the United States Postal Service in honor of the U.S.S. *Wisconsin* and all those who served aboard her; and

(2) the Citizens' Stamp Advisory Committee should recommend to the Postmaster General that such a postage stamp be issued.

Mr. FEINGOLD. Mr. President, today, I have the distinct honor of introducing a resolution that commemorates one of the greatest ships of the United States Navy and her crew members. I am joined by the senior Senator from Wisconsin, Mr. KOHL, and 15 of my other colleagues.

The U.S.S. *Wisconsin* is the largest of the four magnificent battleships ever built by the United States Navy. These four vessels, the *Wisconsin*, the *Iowa*, the *New Jersey*, and the *Missouri*, comprise the revered Iowa-class battleships. Each of these ships served gallantly in every significant United States conflict from World War II to the Persian Gulf War.

At 887 feet, the *Wisconsin* carries a 108-foot, three-inch beam with a displacement of 45,000 tons. Her armor—as much as 17½ inches in some points—includes nine 16-inch guns, 20 five-inch guns, 80 40-millimeter guns, and 49 20-millimeter guns. The 16-inch guns are able to hurl shells roughly the weight of a VW Beetle to distances of up to 23 nautical miles. Due to the recoil of these massive guns, the deck had to be built of teak wood because steel plat-

ing would have buckled from the stress. While she was designed for a crew of 1,921 sailors, she ended up carrying almost 1,000 additional sailors at points during World War II and the Korean War.

The U.S.S. *Wisconsin* was built in Philadelphia, and commissioned on 7 December 1943, exactly two years after the surprise attack on Pearl Harbor. From the time President Roosevelt chose to name the vessel the *Wisconsin*, citizens from our state took an immediate interest. School children volunteered to christen the battleship. Some Wisconsinites even recommended christening the *Wisconsin* with water taken straight from the Wisconsin River, which runs through the heart of our state, instead of champagne. In fact, the *Wisconsin's* first commander, Captain Earl E. Stone, was born in Milwaukee and attended the city's public schools and the state university before his appointment to the Naval Academy.

In 1944, she underwent sea trials and training in the Chesapeake Bay. After the trials she was at last ready for duty. On 7 July, the *Wisconsin* departed Norfolk, Virginia, on her way to war with the legendary Admiral William F. "Bull" Halsey and his 3rd Fleet. She came to the aid of U.S. Marines and infantry as they began their island-hopping strategy toward Japan by sending her shells with deadly accuracy into the Philippines.

Following that action, the *Wisconsin* joined the 5th Fleet under another legendary commander, Admiral Raymond Spruance, and helped eliminate the Japanese resistance on Iwo Jima and Okinawa, then joining in the Battle of Leyte Gulf. After that, the U.S.S. *Wisconsin* became part of Fast Carrier Task Force 38; joining in the attacks on the Philippine Islands, Saigon, Camranh Bay, Hong Kong, Canton, Hainan, and finally the Japanese home islands.

Following Japan's surrender, the *Wisconsin* headed home with five battle stars to her credit. Additionally, after nearly two years of service in the Pacific theater during World War II, the *Wisconsin* didn't lose one crewman or get hit. This is truly an amazing fact.

After her service in World War II, she spent the summer at the Norfolk Naval Shipyard where she underwent an extensive overhaul. On 1 July 1948, she was taken out of commission, in reserve, and assigned to the Norfolk Group of the Atlantic Reserve Fleet.

However, her rest was short as the Korean War reawakened the *Wisconsin* and her sister battleships. She departed Norfolk on 25 October 1951, bound for the Pacific where she became the flagship of the 7th Fleet. When the Korean War broke out, future Admiral Elmo Zumwalt, Jr., served as the *Wisconsin's* navigator and extolled her "versatility, maneuverability, strength, and power."

During the conflict, she covered troop landings; fired upon enemy troops, trains, trucks, and bridges all along the Korean coastline; and attacked important North Korean ports in Hungnam, Wonsan, and Songjin. In April 1952, she headed to Long Beach, CA, with yet another battle star.

After departing Long Beach and arriving in Norfolk, the *Wisconsin* received her second overhaul at the Norfolk Naval Shipyard. Following a number of peacetime and diplomatic voyages showing the flag, she returned to Norfolk on 11 June 1954 for a brief overhaul before taking on her role as a training ship.

Surprisingly, it was during her service as a training ship that the *Wisconsin* received the greatest damage. On 6 May 1956, as she was cruising off the Virginia Capes in heavy fog, she collided with the destroyer U.S.S. *Eaton*. The *Wisconsin* returned to Norfolk with extensive damage to the bow, and a week later found herself back in the Norfolk Naval Shipyard. Shipyard workers fitted a 120-ton, 68-foot bow section from the unfinished Iowa-class battleship *Kentucky*. Working round-the-clock, *Wisconsin's* ship force and shipyard personnel completed the operation in just 16 days.

On 28 June 1956, the ship was once again ready for service. Over the next two years she steamed from Norfolk five more times before heading for Philadelphia and deactivation. For the next 28 years she remained on inactive status until 1986, when she was towed to Ingalls Shipbuilding in Pascagoula, Mississippi. In 1988, the U.S.S. *Wisconsin* was re-commissioned for a third time.

In 1991, she led the Navy's surface attack on Iraq during the Gulf War and on 17 January fired her first tomahawk missile in the Persian Gulf War. Following her service, she was honored by leading the "Parade of Ships" for the Fleet Week celebration in New York Harbor.

On 7 December 2000, 57 years to the day after she was commissioned, the U.S.S. *Wisconsin* arrived at Nauticus, the National Maritime Center in Norfolk, Virginia, and was given a deserved salute featuring a flyover with F-14s and a 21-gun salute. At Nauticus, she serves as a floating monument and, in April of this year, will once again serve the public when she opens her deck as an educational museum. I wish she had found her final port in the great state of Wisconsin, but getting her there simply isn't possible—she's just too big.

Mr. President, I hope my colleagues will help me and the senior Senator from Wisconsin honor this great ship with a commemorative stamp.