

include journalists from Hong Kong, Thailand, Indonesia, the Philippines, Singapore, and Vietnam.

Without a doubt, Iowans have grown to depend on their hometown papers for school news, high school sports coverage, business items, local government and politics, community announcements, and human interest stories. Typical of any endeavor in my State, be it enterprise, education or entertainment, newspapers in Iowa place great emphasis on quality. Combining news reporting and advertising, the local newspaper is a constant and reliable source for the community.

The Iowa Newspaper Association each year awards top honors to newspapers in Iowa for general excellence; for delivering the best editorial, front, sports, and feature pages; for best coverage of local government, agriculture, and education; and, for overall community service.

Merchants and shopkeepers on Main Street rely on the local newspaper to advertise upcoming sales and promotions. And readers pay close attention to the ads.

For sure, Iowa's hometown newspapers wouldn't miss this once-in-one-hundred-and-fifty-years-opportunity to help spread Iowa's spirit. Visitors to the cafe on The National Mall will find a grand newspaper stand displaying many of Iowa's hometown papers. You can discover for yourself a trove of Iowa's ink in the Herald, Journal, Gazette, Review, Leader, Express, Record, Bee, Chronicle, Register, Times, and Courier, just to name a few. I would encourage those who plan to celebrate with Iowa—community style, to stop by and "read all about it."

#### THE LEGEND OF KATE SHELLEY

Mr. GRASSLEY. Mr. President, it may have started out like a normal day, but July 6, 1881, did not end in a typical manner. In the late afternoon, around suppertime, a terrifying storm struck central Iowa. It was a terror. Sensible people stayed indoors away from its wrath and fury. Creeks and streams became full to overflowing with the rainwater as the storm raged on.

Then there was a crash. It was heard by a family living close to one of the rain soaked creeks and the railroad bridge which crossed it. With that crash a young 15-year-old Iowa girl from Moingona stepped from obscurity into legend.

As H. Roger Grant wrote in "The Palimpsest," "the courage of Kate Shelley rightfully deserves to be remembered." For on that night she bravely faced her destiny.

Engine No. 11 was checking the Chicago & North Western Rail Road line for storm damage when it plunged into Honey Creek. The water was deep and the current was fast. The crewmen on that train needed help, and Kate Shelley knew she had to give that help. Putting all thoughts of personal safety

aside, she went out into the storm. As she later said, "The storm and all else was forgotten and I said that I must go to help the men, and to stop the passenger (train) that would soon be due at Moingona."

Kate put together a lamp with a wick made from an old felt skirt. Again in her own words, "(I) started out into the night and the storm, to do what I could, and what I thought was my duty, knowing that Mother and the children were praying to God to keep me from every harm." Kate's father, who had been an employee of the Chicago & North Western, had died some 3 years before.

Upon reaching the wreckage, Kate found that of the four-man crew, only two had survived. One clung to a tree and the other to tree roots as the deadly waters of Honey Creek swirled around them. Kate saw one of the men in the flashes of lightning. He shouted at her and she at him, but the noise of the storm was so great to be hearing each other was impossible.

Let me again turn to Mr. Grant's "Palimpsest" article,

Shelley (then) began the most perilous portions of her trek. Crossing the Des Moines River bridge, even in ideal conditions, was dangerous. The North Western had studded the ties along this 673-foot-long span with twisted, rusty spikes to discourage trespassers. And the ties themselves were spaced a full pace apart. 'I got down upon my hands and knees, . . . and guided myself by the stretch of rail, I began the weary passage of the bridge,' explained Shelley. 'I do not know how long I was in crossing, but it seemed an age. Halfway over, a piercing flash of lightning showed me the angry flood more closely than ever, and swept along upon it a great tree, the earth still hanging to its roots, was racing for the bridge and it seemed for the very spot I stood upon.' Added Shelley, 'Fear brought me up right on my knees, and I clasp my hands in terror, and in prayer, I hope, lest the shock should carry out the bridge. But the monster darted under the bridge with a sweeping rush and his branches scattered foam and water over me as he passed.

Kate Shelley made it across that bridge and to the station at Moingona. There she found that the North Western had already stopped the eastbound passenger train. But that was not the end of her perilous night nor of her heroism. Those two men were still clinging to life in the tumultuous waters of Honey Creek. A relief locomotive was sent with Kate as the guide. Engineer Edward Wood and brakeman Adam Agar were saved.

Kate Shelley is an American hero for the ages. She is as much of a role model for all of us today and for our children's children's children, as she was to her contemporaries.

Kate Shelley did not have to go out into that ferocious storm in the middle of the night in 1886. But she did. She knew that her actions would make a difference. Her actions would help people she did not know, but that she never the less cared for. Her actions would help to prevent destruction, injury, and death. Her selfless actions would save two lives. What an example for all Americans to follow.

Mr. Grant quotes several contemporary newspaper accounts of the night in his article. One states,

Ed Wood says he was well nigh overjoyed when he saw the light approaching the clearing near the end of the bridge, and that he will never forget the sight of Kate Shelley making her way over the twisted and broken trestle work to the last tie yet hanging over the wreck in the boiling flood below.

Another newspaper wrote Shelley crossed the Des Moines River bridge,

. . . with nothing but the ties and rails (with) the wind blowing a gale, and the foaming, seething waters beneath. Not one man in five hundred (would) have (gone) over at any price, or under any circumstance. But this brave, noble girl, with the nerve of a giant, gathering about her, her flowing skirts, and on hands and knees she crawled over the long weary bridge.

Yesterday I said that the Iowa spirit was almost too big to describe. It is. But I think that I can in all honesty say the spirit of Kate Shelley is the spirit of Iowa. And it is a part of the American spirit, the spirit of helping others in a time of need and danger without expecting something for yourself. I hope that all of us can learn from this brave young woman's example.

#### UNANIMOUS-CONSENT REQUEST— EXECUTIVE CALENDAR

Mr. LOTT. Mr. President, for some time now, and on more than one occasion, there has been an effort to clear a number of judicial nominees that have been pending on the calendar awaiting action. As a matter of fact, there are now 17 such judicial nominations that are on the Executive Calendar. Some of them date back as far as December 1995. The latest group that was reported from the Judiciary Committee to the Senate came on May 9.

Now, on each occasion when there has been sort of an agreement worked out that one, two, three, or four judges could be cleared and moved, there have been objections to those. I know the majority leader would very much like to be able to move as many as possible of these judicial nominations. He said so publicly. He has been working on it today. I know he will continue to work to find what problems might exist and see if more could be approved. He will continue to do that. On his behalf, as the majority whip, I will do all I can do.

I feel like while it might be ideal under some conditions to some people to get them all done at once, under Senate prerogatives every Senator can raise concerns about a nominee for a variety of reasons—their qualifications for the job and other considerations. But I think if we cannot get them all done, we need to start moving down the road. You get as many as you can, and you come back and work some others.

I know there are a number of judges that Members of the minority party support and would like to get approved. Some of these that were recommended