

Corey Crawford was tremendous in the net, and the Hawks penalty killers—led by Michael Frolik and Marcus Kruger—were great, only allowing seven goals in 23 games while scoring a pair of shorthanded goals.

The Hawks would also tell you that they couldn't have done it without the support of their fans.

The "Madhouse on Madison" was rocking from the very first note of the Star-Spangled Banner and proved to be a difficult environment for opponents with Chicago taking 11 of their 13 home games in the playoffs.

The Blackhawks gave fans several memorable moments throughout their Stanley Cup run, including Brent Seabrook's overtime goal in Game 7 to eliminate the Red Wings, Kane's double-overtime goal to complete a hat trick and eliminate the Kings, Andrew Shaw's triple-overtime goal to win Game 1 of the series against Boston, and now the late-game heroics of Bickell and Dave Bolland to clinch the championship for Chicago.

The Stanley Cup has come home to Chicago and Hawks fans can't wait to celebrate with Captain Jonathan Toews, his teammates, and the 35-pound silver guest of honor.

At 4 a.m. Tuesday morning, hundreds of Hawks fans greeted the team plane at O'Hare, ready to celebrate another NHL championship.

I will tell you that I have witnessed, representing the city of Chicago, some extraordinary fan loyalty. What I have seen from the Chicago Blackhawks over the last 8 weeks has been amazing. You can't walk down Michigan Avenue, State Street, or any neighborhood without running into Blackhawks gear. People are so proud of their team, and now as they parade the Stanley Cup around Chicago it is the front page of every newspaper.

A few years ago when they were the Stanley Cup champions last, the Stanley Cup itself came to the Senate here and I was honored to have it in my office with a parade of visitors coming by to see this magnificent trophy.

Let me say to the Chicago Blackhawks, we are proud of you, proud of the great fans who stood behind you, and looking forward to celebrating this Friday with a great victory parade.

Mr. REID. I ask unanimous consent that the resolution be agreed to, the preamble be agreed to, and the motion to reconsider be laid upon the table with no intervening action or debate.

The PRESIDING OFFICER. Without objection, it is so ordered.

The resolution (S. Res. 187) was agreed to.

The preamble was agreed to.

(The resolution, with its preamble, is printed in today's RECORD under "Submitted Resolutions.")

RECOGNIZING THE CENTENNIAL OF LINCOLN HIGHWAY

Mr. REID. I ask unanimous consent that the Senate proceed to S. Res. 188, which was submitted earlier today.

The PRESIDING OFFICER. The clerk will report the resolution by title.

The legislative clerk read as follows:

A resolution (S. Res. 188) recognizing June 30, 2013, as the centennial of the Lincoln Highway.

There being no objection, the Senate proceeded to consider the resolution.

Mrs. FISCHER. Mr. President, I rise today to discuss the Lincoln Highway resolution, which celebrates the centennial of the Nation's first transcontinental highway.

In America, our highways are a part of our heritage. They connect people, transport goods, promote tourism, and support economies.

I developed an appreciation for our highway heritage at an early age from my father, Jerry Strobel. After returning from service in World War II, he dedicated his career to serving Nebraskans at the State Department of Roads. As a civil servant for 45 years, he worked many years as a deputy state engineer and went on to serve as director and State engineer for the Nebraska Department of Roads from 1987 to 1991. He was a member of the Road and Transportation Builders Association and the American Association of State Highway and Transportation Officials.

Just as I have my father to thank for developing my appreciation of roads and bridges, our vital infrastructure, we as a country have Carl Fisher of Indiana to thank for developing our Nation's first transcontinental highway. A century ago, he conceived and promoted the idea of a highway that would "stimulate as nothing else could the building of enduring highways everywhere that will not only be a credit to the American people but that will also mean much to American agriculture and American commerce."

Carl Fisher was an early automobile enthusiast who believed "the automobile won't get anywhere until it has good roads to run on." He was zealous in his pursuit of his dream of a coast-to-coast highway, urging many of his friends in the auto industry to help promote the project.

The highway was named for one of Fisher's heroes, President Abraham Lincoln. The first highway to connect our country became the first national memorial to the leader whose courage kept our country connected.

The Lincoln Highway route was dedicated in 1913. Spanning from Times Square in New York City to Lincoln Park in San Francisco, the Lincoln Highway—affectionately known as America's Main Street—originally spanned 3,466 miles through 13 States, including the great State of Nebraska.

The Lincoln Highway brought economic development, tourism, and adventure to every community it touched and served as one of the inspirations for the National Interstate and Defense Highways Act of 1956.

The Lincoln Highway Association will host the official Lincoln Highway

100th Anniversary Tours and Celebration. Two tours will start simultaneously in New York City and San Francisco and meet in Kearney, NE, which is 1,733 miles from both the Atlantic and Pacific coasts.

I am proud the Senate can help commemorate the important role that the Lincoln Highway has played in developing our country's highway heritage by celebrating the centennial of our first transcontinental highway.

Mr. REID. I ask unanimous consent that the resolution be agreed to, the preamble be agreed to, and the motions to reconsider be laid upon the table, with no intervening action or debate.

The PRESIDING OFFICER. Without objection, it is so ordered.

The resolution (S. Res. 188) was agreed to.

The preamble was agreed to.

(The resolution, with its preamble, is printed in today's RECORD under "Submitted Resolutions.")

ON THE PASSING OF THE HONORABLE WILLIAM DODD HATHAWAY

Mr. REID. Mr. President, I ask unanimous consent that the Senate proceed to the consideration of S. Res. 189, which was submitted earlier today.

The PRESIDING OFFICER. The clerk will report the resolution by title.

The legislative clerk read as follows:

A resolution (S. Res. 189) relative to the death of the Honorable William Dodd Hathaway, former United States Senator for the State of Maine.

There being no objection, the Senate proceeded to consider the resolution.

Mr. REID. I ask unanimous consent that the resolution be agreed to, the preamble be agreed to, and the motions to reconsider be laid upon the table, with no intervening action or debate.

The PRESIDING OFFICER. Without objection, it is so ordered.

The resolution (S. Res. 189) was agreed to.

The preamble was agreed to.

(The resolution, with its preamble, is printed in today's RECORD under "Submitted Resolutions.")

ORDERS FOR THURSDAY, JUNE 27, 2013

Mr. REID. Mr. President, I ask unanimous consent that when the Senate completes its business today, it adjourn until 9:30 a.m., Thursday, June 27, 2013; that following the prayer and pledge, the morning hour be deemed expired, the Journal of proceedings be approved to date, and the time for the two leaders be reserved for their use later in the day; that following any leader remarks, the Senate resume consideration of S. 744, the comprehensive immigration reform bill, and the time until 11:30 a.m. be equally divided and controlled between the two managers or their designees, with Senators permitted to speak for up to 10 minutes each.