

have comforted and reassured those who are bound homeward at last.

In 1903, Scotch Cap Light Station was the first light put in place on the outside coast of Alaska. Located at the western end of Unimak Island, approximately 425 miles southwest of Anchorage, the light marks the entrance to Unimak Pass. Its only contact with the outside world was—every three months or so—a visit from a buoy tender bringing supplies.

It was, and is, one of the most isolated places imaginable, especially in the winter, and its hardships were legendary—one lighthouse keeper froze both his hands just trying to go from the lighthouse tower to his quarters during a blizzard. It was so hazardous that no families were allowed, and in the early days, lighthouse keepers were allowed a full year off for every three years they spent on the island.

In 1940, the original building was replaced by a brand-new, reinforced-concrete structure built on a bluff near the shore, raising the light to 90 feet over the ocean, and protected by a concrete sea wall. But it wasn't enough.

The disaster began early, on April 1, 1946. At 1:30 a.m., the crew woke to an earthquake lasting about 30 seconds, strong enough to knock things off shelves. After the quake, the watchstander at a radio-direction-finding (RDF) installation—built a little farther up the hill during World War II—radioed the lighthouse crew and was told there was no major damage.

Then, just before two o'clock in the morning, a second quake hit. The second tremor was expected, but not the million-ton wall of water—a tsunami—that quickly followed it.

The RDF station logbook reported: Terrific roaring from ocean heard, followed immediately by terrific sea, top of which rose above cliff and struck station, causing considerable damages."

The watchstander again used his radio to contact the lighthouse. This time, there was no reply. This time, he wrote in the logbook: Light extinguished and horn silent."

The wave from the second earthquake is now estimated to have been over 100 feet high. It completely erased the concrete lighthouse, killing the five crewmen instantly, and leaving only wreckage. The bodies of Chief Anthony Petit and his crew were gone. They washed ashore again a few days later, identifiable only by their bridge-work and jewelry.

Chief Anthony Lawrence Petit was just a man—an ordinary man—but his life and death offer a glimpse at the thousands of ordinary men and women who join the Coast Guard and serve their fellow citizens in extraordinary ways. He was born and raised on Michigan's Upper Peninsula, in the town of Hancock, on a ship canal crossing the Keweenaw Peninsula. As a boy, he would have known the ships well, along with the Coast Guard buoy tenders and lighthouses that kept them safe. Petit

enlisted in the Coast Guard as a young man in 1926. He never married, and served faithfully in the Coast Guard for the next 20 years. And we know that just before his final transfer to Scotch Cap, he was quoted saying, "I hope to serve at as many Coast Guard ships and stations as I can before I retire in ten years." We know that in the end, he died doing the job he loved; keeping the light burning for those in peril on the sea. And we know his life was not wasted, nor forgotten—and we celebrate the christening of the USCGC Anthony Petit this 30th day of January, in the year of our Lord 1999. ●

TRIBUTE TO RON AND BEVERLY GENDRON OF MANCHESTER ON THEIR RETIREMENT

● Mr. SMITH of New Hampshire. Mr. President, I rise today to honor Ronald and Beverly Gendron, two remarkable people who have been dedicated to making a difference in the lives of the less fortunate for over ten years in the city of Manchester, New Hampshire.

Ronald and Beverly founded the Helping Hands Outreach Center over ten years ago and have been committed to helping New Hampshire's needy ever since. Ronald and Beverly have now retired from the Helping Hands Outreach Center and are continuing their dedication to helping others by organizing a new outreach center in Laconia, New Hampshire.

Ronald and Beverly Gendron founded the Helping Hands Outreach Center of Manchester in 1986. The Center is dedicated to assisting in the problems of homelessness, hunger, and drug and alcohol addictions.

Ronald and Beverly have retired from Helping Hands of Manchester to embark on a new endeavor. They are organizing a new social service organization in Laconia, New Hampshire. With the Gendrons' help, the Open Arms Outreach Center of Laconia will be a ministry dedicated to providing assistance to troubled families. Ronald and Beverly will work closely with Laconia and State officials to offer housing and shelter in the Greater Laconia area.

Mr. President, the Gendrons have devoted their time and their hearts for over ten years to serve the homeless and suffering in the Greater Manchester Area. Ronald and Beverly served southern New Hampshire's needy well.

I would like to extend my best wishes to them as they embark on their new endeavor to assist in the lives of the needy in the Lakes Region of New Hampshire. It is people like the Gendrons that help make New Hampshire a special place to live. It is an honor to represent them in the United States Senate. ●

WRECKED CARS, ON THE ROAD AGAIN

● Mr. LOTT. Mr. President, I rise today to call our colleagues attention

to an article that appeared in the January 8, 1999, edition of The Washington Post. It is important because it touched on a serious and growing problem plaguing our nation's consumers and motorists everywhere. Under the title, "Wrecked Cars, On the Road Again," the Post writer detailed how easy it is for a person to unwittingly purchase a rebuilt salvage vehicle completely unaware of the car's previous damage history.

At this time Mr. President, I ask unanimous consent to have printed in the RECORD the January 8, 1999, article from The Washington Post.

The article follows:

[From the Washington Post, Jan. 9, 1999]

WRECKED CARS, ON THE ROAD AGAIN—REPAIRED U.S. TEST VEHICLES POSE SAFETY PROBLEMS FOR UNSUSPECTING OWNERS

(By Cindy Skrzycki)

The huge concrete barrier rolled down a track at 20 miles an hour and smashed into the 1996 Mustang GT convertible. The Mustang fishtailed, the windshield shattered and the side of the car was heavily damaged.

This Mustang was essentially cannon fodder in a regular series of safety tests conducted by the government—in this case, to determine whether the fuel system would stay intact in an accident. The car passed the National Highway Traffic Safety Administration test and, as usual, the Government Services Administration sold it at an auction on July 2, 1997. Stamped at the bottom of the GSA's sales receipt: "Salvage Only—Not to be Titled for Highway Use (wrecked/inoperable)."

So why did David Staber end up tooling around Cadott, Wis., in the Mustang after paying \$9,500 for it? And why did Daniel Mencheski of Green Bay, Wis., sink \$22,000 into a 1995 Chevrolet Tahoe that had been rear-ended by a moving barrier in another government test?

You have to go back to Arkansas, where investigators believe a car salesman figured out how to doctor the bills of sale from the GSA and pass the cars off as any other damaged used car. In other words, cars sacrificed to the altar of safety by the government are illegally finding their way back to the street—where they constitute a safety hazard.

"All of these cars have gone through some form of destructive testing and have extensive to severe damage. There's no assurance they could be repaired or meet safety standards," said Philip Recht, deputy administrator of the NHTSA, who called it "the ultimate contradiction of our mission and whole compliance program."

It's a problem that happens all too often in the used car business, in which unsuspecting buyers purchase cars with "washed" titles that remove any warnings that the cars may have been in accidents and sustained damages that would make them junk in some states.

Bernard Brown, a Kansas City, Mo., lawyer who specializes in car fraud, said there may be as many as a million vehicles totaled, rebuilt and resold to unsuspecting consumers every year.

The NHTSA case also highlights the patchwork of state laws and requirements for obtaining a vehicle title that allow it to be driven and considered safe.

"We have handled cases of persons suffering severe injuries in accidents caused by improperly rebuilt wrecks. We have had experts examining large numbers of unsafe, rebuilt wrecks. We have seen documentation on tens of thousands of rebuilt, totaled