

JUNETEENTH INDEPENDENCE DAY

Mr. LEVIN. Mr. President, today we recognize the date upon which slavery finally came to an end in the United States, June 19, 1865, also known as "Juneteenth Independence Day." It was on this date that slaves in the Southwest finally learned of the end of slavery. Although passage of the Thirteenth Amendment in January 1863, legally abolished slavery, many African Americans remained in servitude due to the slow dissemination of this news across the country.

Since that time, over 130 years ago, the descendants of slaves have observed this anniversary of emancipation as a remembrance of one of the most tragic periods of our nation's history. The suffering, degradation and brutality of slavery cannot be repaired, but the memory can serve to ensure that no such inhumanity is ever perpetrated again on American soil.

Mr. President, throughout the Nation, we also celebrate the many important achievements of former slaves and their descendants. We do so because in 1926, Dr. Carter G. Woodson, son of former slaves, proposed such a recognition as a way of preserving the history of African Americans and recognizing the enormous contributions of a people of great strength, dignity, faith and conviction—a people who rendered their achievements for the betterment and advancement of a Nation once lacking in humanity towards them. Every February, nationwide, we celebrate African American History Month. And, every year on June 19, we celebrate "Juneteenth Independence Day."

Lerone Bennett, editor, writer and lecturer recently reflected on the life and times of Dr. Woodson. In an article he wrote earlier this year for Johnson's Publications, Bennett tells us that one of the most inspiring and instructive stories in African American history is the story of Woodson's struggle and rise from the coal mines of West Virginia to the summit of academic achievement:

At 17, the young man who was called by history to reveal Black history was an untutored coal miner. At 19, after teaching himself the fundamentals of English and arithmetic, he entered high school and mastered the four-year curriculum in less than two years. At 22, after two-thirds of a year at Berea College [in Kentucky], he returned to the coal mines and studied Latin and Greek between trips to the mine shafts. He then went on to the University of Chicago, where he received bachelor's and master's degrees, and Harvard University, where he became the second Black to receive a doctorate in history. The rest is history—Black history.

In keeping with the spirit and the vision of Dr. Carter G. Woodson, I would like to pay tribute to two courageous women, claimed by my home state of Michigan, who played significant roles in addressing American injustice and inequality. These are two women of different times who would change the course of history.

Sojourner Truth, who helped lead our country out of the dark days of slav-

ery, and Rosa Parks, whose dignified leadership sparked the Montgomery Bus Boycott and the start of the Civil Rights movement are indelibly echoed in the chronicle of not only the history of this Nation, but are viewed with distinction and admiration throughout the world.

Sojourner Truth, though unable to read or write, was considered one of the most eloquent and noted spokespersons of her day on the inhumanity and immorality of slavery. She was a leader in the abolitionist movement, and a ground breaking speaker on behalf of equality for women. Michigan recently honored her with the dedication of the Sojourner Truth Memorial Monument, which was unveiled in Battle Creek, Michigan on September 25, 1999.

Truth lived in Washington, D.C. for several years, helping slaves who had fled from the South and appearing at women's suffrage gatherings. She returned to Battle Creek in 1875, and remained there until her death in 1883. Sojourner Truth spoke from her heart about the most troubling issues of her time. A testament to Truth's convictions is that her words continue to speak to us today.

On May 4, 1999 legislation was enacted which authorized the President of the United States to award the Congressional Gold Medal to Rosa Parks. I was pleased to coauthor this fitting tribute to Rosa Parks—the gentle warrior who decided that she would no longer tolerate the humiliation and demoralization of racial segregation on a bus. Her personal bravery and self-sacrifice are remembered with reverence and respect by us all.

Forty-four years ago in Montgomery, Alabama the modern civil rights movement began when Rosa Parks refused to give up her seat and move to the back of the bus. The strength and spirit of this courageous woman captured the consciousness of not only the American people but the entire world. The boycott which Rosa Parks began was the beginning of an American revolution that elevated the status of African Americans nationwide and introduced to the world a young leader who would one day have a national holiday declared in his honor, the Reverend Martin Luther King Jr.

We have come a long way toward achieving justice and equality for all. But we still have work to do. In the names of Rosa Parks, Sojourner Truth, Dr. Carter G. Woodson, Dr. Martin Luther King, Jr. and many others, let us rededicate ourselves to continuing the struggle on Civil Rights and to human rights.

MULTI-YEAR PROCUREMENT FOR THE F/A-18 E/F SUPER HORNET

Mr. ASHCROFT. Mr. President, I want to announce my unqualified support for the recent signing of the Multi-Year Procurement contract on Boeing's F/A-18 E/F Super Hornet. This is a good day for U.S. national defense,

the Navy, the American taxpayers, and the city of St. Louis.

This announcement secures the production of the Super Hornet, which is in St. Louis, for the next 5 years. Valued at \$8.9 billion for a total of 222 aircraft over 5 years, this contract will ensure that the Navy will have these planes and, in addition, U.S. taxpayers will save over \$700 million. It is definitely a "win-win" situation.

The U.S. Navy's award winning Super Hornet Program continues to be recognized throughout the Department of Defense and industry as the standard by which all other tactical aviation programs should be evaluated. Since the program's inception, the Super Hornet has met or exceeded all cost, weight and schedule goals and requirements.

The Boeing Corporation, which is the prime contractor, in partnership with the Navy has introduced a 21st Century strike fighter that will ensure the Navy's carrier airwing is more than able to defeat today's threat and the projected threats of the first 30 years of this century. A balanced approach to survivability, revolutionary methods of design and manufacture, and a very cost-conscious approach to achieving and maintaining multi-mission superiority over the threat has given the Navy a new tactical aircraft that supports Navy budget realities.

Mr. President, in addition to affordability, comparable performance, enhanced range, carrier bring back, more weapons stations, future growth and better survivability were major consideration for the next generation of carrier-based strike fighters. The Super Hornet has met the muster in every category.

The Navy has not been shy about its support for this project, and I wholeheartedly agree with my good friend Admiral Jay Johnson, the Chief of Naval Operations, who recently stated: "The F/A-18E/F Super Hornet is the cornerstone of the future of Naval aviation. . . . It will provide twice the sorties, a third the combat losses and forty percent greater range. We can't wait to get it to the fleet!"

This contract is also a testimony to the excellent job the workers of St. Louis do every day. Without their dedication and commitment to quality, the Super Hornet would not be able to win such an important contract.

In conclusion, I thank the people who made this contract a reality—namely the people of St. Louis, the Boeing Corporation, the U.S. Navy, and my fellow Senators who joined me in my support of this wonderful project.

HOURS OF SERVICE PROVISIONS IN H.R. 4475

Mr. CLELAND. Mr. President, I rise today to address the Hours of Service provision in H.R. 4475, the Department of Transportation appropriations bill. As directed by Congress, the Department of Transportation, and most recently the new Federal Motor Carrier