

that must be made to the Transportation, Treasury, and Independent Agencies Appropriations Act for Fiscal Year 2004. This change pertains to the administration of the Federal Aid Highway Program and corrects a technical drafting error in the original bill. This technical correction must be enacted soon so as not to create unnecessary confusion as to how the program is to be administered.

It was my expectation and that of several of my colleagues that this technical correction would be included as part of the temporary extension bill that was to be adopted today to extend the Federal Aid Highway Program for an additional 2 months. However, since it is the desire of the majority leader to have the Senate pass the House-passed bill that was adopted last evening, we are not in a position to have the technical correction included in the bill at this time. It is essential that this correction be enacted into law at the earliest possible date. It must be enacted into law during the next few weeks so that the intent of the appropriations act can be carried out as intended.

Mr. BYRD. I share the concern of my chairman, Senator STEVENS, on this matter and join with him in insisting that the Senate attend to this matter on a legislative vehicle that will be enacted into law very soon. This matter is of the utmost urgency, if we are not to create confusion at the Federal Highway Administration as to how this program is to be implemented.

Mr. SHELBY. As the chairman of the Transportation, Treasury and General Government Appropriations Subcommittee, I, too, wish to echo the adamant view of Chairman STEVENS that this provision must be enacted into law in the next few weeks.

Mrs. MURRAY. As the ranking member of the Appropriations Subcommittee on Transportation, Treasury and General Government, I also must insist that this technical correction be adopted immediately. The provision in question simply ensures that the program will be administered in the same manner as it has been in previous years. It must be enacted into law at the earliest possible date.

Mr. FRIST. I thank my colleagues for bringing this matter to my attention. As the bipartisan leaders of the full Appropriations Committee and its Transportation Subcommittee, they have all been unified and consistent in their view as to the legislative intent of the 2004 appropriations act. They have been equally unified in their insistence that this matter be fixed as quickly as possible.

Given the fact that the other body has now adjourned, we are required to pass a bill without this technical correction in order to keep the highway program operating beyond its expiration date of this Sunday, February 29. I give my personal assurance to my colleagues that, in the coming few weeks, I will work with my Senate col-

leagues as well as with the House leadership to ensure that the necessary technical correction is incorporated in a legislative vehicle that the President will sign in the very near future. I share their hope that this can be accomplished prior to the expiration of the short term highway extension bill that we will be adopting today.

Mr. BOND. Mr. President, I have the pleasure of serving both as chairman of the Transportation and Infrastructure Subcommittee of the Environment and Public Works Committee and a member of the Transportation/Treasury Appropriations Committee. I want to join with my colleagues on the Appropriations Committee in emphasizing the urgency of adopting this technical correction as soon as possible. I also want to join with the majority leader and commit myself to seeing to it that this correction is enacted into law in the next few weeks.

Mr. REID. I serve as the ranking member of Transportation and Infrastructure Subcommittee and I, like Chairman BOND, also serve on the Transportation/Treasury Appropriations Subcommittee. In both of those capacities, I want to commit myself to getting this important technical correction enacted into law at the earliest possible date.

SURFACE TRANSPORTATION EXTENSION ACT OF 2004

Mr. FRIST. Mr. President, I ask unanimous consent that the Senate now proceed to the consideration of H.R. 3850, the highway program extension bill, which is at the desk. I further ask unanimous consent that the bill be read a third time and passed, and the motion to reconsider be laid upon the table.

The PRESIDENT pro tempore. Is there objection?

Without objection, it is so ordered.

The bill (H.R. 3850) was read a third time and passed.

Mr. FRIST. Mr. President, before making further remarks, I wanted to make sure that was done.

As we started about 7 hours ago, we had two issues. One was the extension which we passed.

There have been a lot of people over the course of the day who have wondered whether they were going to get paychecks on Monday and whether they would show up for work on Monday. After all of this, we have settled pretty much both issues in terms of moving forward. The highway extension has just been passed. So for those people who were on furlough and wondering what was going on today, they are going to be OK on Monday.

BLACK HISTORY MONTH

Mr. REID. Mr. President, in 1926, historian Carter G. Woodson designated the second week of February as "Negro History Week," an opportunity for America to recognize the achievements

and contributions made by African Americans.

As a result of promoting our Nation's history of diversity, and advancing tolerance and civil rights, this week was extended into a month in 1976.

Today, Black History Month serves as more than just a reminder of African American culture. It serves as a reminder of how far America has come in the areas of tolerance, civil rights, and diversity and far we have yet to go.

Black History Month conjures up familiar heroes for all of us: Rosa Parks and her legendary defiance; Dr. Martin Luther King, Jr. and his historic leadership; Supreme Court Justice Thurgood Marshall and his equitable judgment.

There are also inventors and physicians who may be less familiar to some of us: Granville Woods, who was granted more than 60 patents for inventions including steam-driven engines and a telephone transmitter; and Dr. Charles Drew, a medical professor at Howard University who, among other things, developed a way to extend the storage life of blood from two days to 1 week.

Interestingly, Elijah McCoy, the developer of the locomotive lubricator, is responsible for one of the most familiar expressions in the English language. Mr. McCoy, in an attempt to promote his product, coined a catchy slogan to remind railroad engineers that his original invention was the best: "The Real McCoy."

These are just some of our national heroes and heroines who achieved social, political, economic, and scientific goals. By reaching their own goals, they also contributed their strength and innovation to the collective American thought.

While the southern United States is the birthplace of many significant achievements in African American history, there are also accomplishments of note in western States, including my native Nevada.

Among the African American men and women who hailed from or made significant contributions to Nevada, there are a few pioneers I want to introduce to you.

At a time when black people were not invited to participate in the political process or the business world, there was a group of ranchers in Nevada who thought differently.

Ben Palmer, who was noted as "one of the heaviest taxpayers in Douglas County," was a hugely successful rancher and businessman.

This may seem commonplace today. But at the time when he was prospering, blacks couldn't even vote, serve on a jury, testify against whites, send their children to public school, or marry whites.

Mr. Palmer lived in Carson Valley, NE, which is not only one of the most beautiful parts of the State, but also served as an early route for the migration to California.

It didn't take long for him and his sister to deduce that, by establishing