

Breast & Cervical Cancer Prevention and Treatment Act.

Internet Alcohol.

TREAD bill.

Rural Schools and Community Self-Determination Act.

Strengthening Abuse and Neglect Courts Act.

Intercountry Adoption Act.

Aimee's Law (state can lose law enforcement funds if release convict early who commits crime in another state).

Violence Against Women Act.

Sex Trafficking.

Victims of Terrorism.

Water Resources Development Act (including the Everglades).

CARA provisions of Interior.

Wildland Fire Management (part of Interior).

Intelligence Authorization.

NASA Authorization.

DOD Authorization (including help for workers at nuclear plants like Paducah, KY).

Appropriations: Interior Conference Report; Transportation Conference Report; Energy & Water Conference Report Post-Veto Bill; Treasury/Postal Conference Report; Legislative Branch Conference Report; VA/ HUD Senate Bill (may face conference with House).

3 Continuing resolutions.

FINAL WEEK EXPECTATIONS

Restoration of payments to medicare providers so seniors—especially in rural areas—will continue to have a choice of medicare plans.

Appropriations remaining: Agriculture Conference Report; DC Conference Report; Labor/HHS; Foreign Operations; Commerce/ State/Justice.

ADDITIONAL STATEMENTS

THE 25TH ANNIVERSARY OF THE WRECK OF THE EDMUND FITZGERALD

• Mr. ABRAHAM. Mr. President, on the morning of November 11, 1975, the Mariners' Church of Detroit sat empty save for its Reverend, Richard Ingalls, who prayed alone in the sanctuary, ringing the church bell 29 times as he did so. Rev. Ingalls rang the bell in tribute to the crew of the *Edmund Fitzgerald*, who had lost their lives the previous evening when the legendary ship sank during one of the fiercest storms Lake Superior has ever produced. November 10, 2000, marks the 25th Anniversary of this tragic event, and I rise today not only in recognition of this anniversary, but also in memory and in honor of those 29 brave men, as well as the thousands of other mariners who have lost their lives on the Great Lakes.

Mr. President, few states have as rich or as successful a maritime tradition as does the State of Michigan. Michiganders initiated the iron ore trade 150 years ago, and men and women of the State continue to be leaders in Great Lakes trade. Virtually every region in the Nation benefits from this shipping. More than 70 percent of the Nation's steelmaking ca-

capacity is located in the Great Lakes basin. Coal from as far away as Montana and Wyoming moves across the Lakes on a daily basis. This year alone, ships bearing the United States flag will haul more than 125 million tons of cargo across the Great Lakes.

Amidst this success, it is unfortunately all too easy to overlook the tragic losses that have occurred throughout the maritime history of the Great Lakes. Over 6,000 shipwrecks have occurred on the Great Lakes, and over 30,000 lives have been lost. Many of these shipwrecks have occurred in November, the Month of Storms on the Great Lakes. In November of 1913, 12 ships were lost and 254 people killed during the Great Storm. In November of 1958, 33 men died when the *Carl D. Bradley* sank on Lake Michigan. And in November of 1966, the *Daniel J. Morrell* sank in Lake Huron, killing 28 members of her crew.

The wreck of the *Edmund Fitzgerald*, though, remains the most remembered tragedy in Great Lakes maritime lore. Built in River Rouge, Michigan in 1957 and 1958, the *Edmund Fitzgerald*, at 729 feet long, was the largest ship on the Great Lakes until 1971. She was nicknamed "The Pride of the American Side," and was the first ship to carry one million tons of ore through the Soo Locks in one year. The *Edmund Fitzgerald* also set the record for a single trip tonnage, carrying over 27 tons of ore on one excursion. Unfortunately, the ship is best remembered for what happened to her on the night of November 10, 1975.

This is in part because it remains unclear precisely what forces caused the *Edmund Fitzgerald* to sink that evening. The boat departed from Superior, Wisconsin, headed for Detroit, on the afternoon of November 9th, and was joined shortly thereafter by the *Arthur M. Anderson*. The two boats quickly ran into wicked seas, and Captain McSorley of the *Edmund Fitzgerald* and Captain Cooper of the *Arthur M. Anderson* agreed to take the northerly course, where they would be protected by the highlands of the Canadian shore, across Lake Superior.

By the morning of November 10th, gale warnings had been increased to storm warnings, and by early evening the two boats were facing 25-30 foot waves, brought about by nearly 100 mile per hour winds. The *Edmund Fitzgerald* experienced difficulties throughout the day, and in a communication with Cpt. Cooper, Cpt. McSorley reported that he had "a fence rail down, two vents lost or damaged, and a list." The two captains agreed to seek protection and safety in Whitefish Bay, located just off the coast of Michigan's Upper Peninsula. At 7:10 p.m., as the ships neared Whitefish Point, Cpt. McSorley, in a conversation with Cpt. Cooper, said this of he and his crew: "We are holding our own." Approxi-

mately five minutes later, for reasons still unknown, the *Edmund Fitzgerald*, without so much as a cry for help, sank to the floor of Lake Superior. She remains there today, 535 feet below the surface of the great lake, and only 17 miles from the relative safety of Whitefish Point.

Mr. President, proper closure does not exist in a situation like that of the wreck of the *Edmund Fitzgerald*. The event lingers on not only in the memories of the families of crew members but in the memories of all Michiganders. In recognition of the 25th Anniversary of the sinking, the Great Lakes Shipwreck Museum at Whitefish Point will hold a ceremony during which the ship's original bell, recovered on July 4, 1995, will be rung 29 times for each member of her crew, and a 30th time for the many other men and women who have lost their lives on the Great Lakes. And, on November 12, 2000, for the 25th time, the Rev. Ingalls will ring the bell of the Mariners' Church of Detroit in tribute to the men of the *Edmund Fitzgerald*.

What this clearly illustrates, Mr. President, is that the spirit of these men still lives on in Michiganders, and particularly in those involved in the maritime industry. Perhaps, then, in a situation where closure is so difficult to find, recognition, at least to some degree, can be an adequate substitute. To know that the lives of these men have not been forgotten but are still cherished, lives unfortunately cut short but with spirits that remain, spirits that continue to live on in all of our lives. •

TRIBUTE TO THE MIDGARDEN FAMILY

• Mr. DORGAN. Mr. President, I pay tribute today to a North Dakota family whose heritage not only spans the history of our state—and then some—but which also exemplifies the spirit of rural life and all that it contributes to our Nation.

Nils and Inger Midgarden started their family as homesteaders in North Dakota in 1874. That was 15 years before North Dakota became a state. They raised seven children, built a successful family farm, and just like thousands of other North Dakotans at that time, did the hard work that carved hardy communities and, eventually, a state from the prairie.

I have a letter I would like to share with my colleagues, written by one of Nils and Inger's great-grandchildren. It tells us a great deal about the founders of this family. It says:

Nils was a successful farmer and his sons greatly expanded the farming operation. When his children married, they built farms within sight of the homestead. Each one of those farms are today owned and occupied by the grandchildren and great-grandchildren of Nils and Inger Midgarden.