

cases? I am glad to stay here and go through a whole pile of them. These are examples of what we are talking about. This is what is taking place. The question is whether we are going to do something about it. That is the issue that will be presented to this body tomorrow.

I will take a moment to read into the RECORD the letter from Judy Shepard addressed to the members of the Judiciary Committee:

Thank you for your hard work and commitment to combating hate violence in America. I appreciate the opportunity to testify before your committee last year. As the mother of a hate crime victim, I applaud your interest in trying to address this serious problem that has torn at the very fabric of our nation. However, I do have concerns with your bill (S. 1406) as currently written, and I would like to take this opportunity to discuss them with you.

As I am sure you remember from our visit last fall, two men murdered my son Matthew in Laramie, Wyoming in October 1998 because he was gay. Though your amendment is well intentioned, it fails to address hate crimes based on sexual orientation, nor does it include disability or gender. The time has long passed for halfway measures to address this devastating violence. While I appreciate your efforts, the appropriate and necessary response is the Smith-Kennedy measure (S. 622), and I strongly urge you to support this approach.

Though forty states and the District of Columbia have enacted hate crime statutes, most states do not provide authority for bias crime prosecutions based on sexual orientation, gender, or disability. Including the District of Columbia, only 22 states now include sexual orientation-based crimes in their hate crime statutes, 21 include coverage of gender-based crimes, and 22 include coverage for disability-based crimes.

There is currently no law that allows federal assistance for localities investigating and prosecuting hate crimes based on sexual orientation. As a result, though Matt's killers were brought to justice, the Laramie law enforcement officials told me, as I know they told you last year, that they were forced to furlough five employees to be able to afford to bring the case. The Smith-Kennedy amendment would add sexual orientation, gender and disability to current law, while your amendment would not. I urge you to support the Smith-Kennedy amendment, which is more comprehensive and inclusive.

I know that legislation cannot erase the hate or pain or bring back my son, but I believe that passage of this legislation is an essential step in the healing process and will help allow the federal government to assist in the investigation and prosecution of future hate crimes.

Again, I respect your commitment to making America a more understanding and just country where hate crimes are no longer tolerated. But I urge you to promptly address my concerns that are shared by so many others, so our nation can be safe for all people, including gay people like my son Matthew.

Sincerely,

JUDY SHEPARD.

Mr. President, I yield the floor.

The PRESIDING OFFICER. The Senator from Utah is recognized.

Mr. HATCH. Mr. President, I don't mean to prolong this, but in the handful of cases they don't like what hap-

pened. In that case, I may agree with the Senator that there should have been a verdict against the defendants, but a jury in the United States found otherwise. That doesn't mean we should federalize all hate crimes. That is what I am concerned about.

I will just put forth my offer to work with the Senator to see if we can find some way of bringing everybody together in a way that will not intrude the Federal Government into all the local and State prosecutions in this country, which certainly the Senator's amendment would do. That is what I am concerned about. We will chat overnight and talk about it and see what we can do.

#### MORNING BUSINESS

Mr. HATCH. Mr. President, I ask unanimous consent that the Senate proceed to a period of morning business with Senators permitted to speak therein for up to 10 minutes each.

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

#### 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 slavery, 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 Safety Administration (FMCSA), set out to examine the hours of service standard for motor carrier drivers that had been in effect since the 1930s.

As I stated in the Surface Transportation Subcommittee's hearing in September 1999, I am concerned about fatigued drivers on the road. The fatigue related accident I profiled at this hearing occurred August 31, 1999 in Atlanta, and resulted in deadly consequences for the drivers of the truck. The accident occurred in the early morning hours and thankfully, no other automobiles were directly involved. However, daily commuters felt the effects during morning and afternoon rush hours, and the tragedy and frustration from incidents such as this accident resulted in Congress directing DOT to examine hours of service regulations.

Admittedly, I have concerns about the effects of the proposed rule, but I do not believe that the appropriations bill is the proper vehicle through which to express concerns. I would like to remind my colleagues that the DOT has only issued a proposed rule. DOT is still accepting comments on this rule through October 31, 2000—an extension of the original date—and continues to hold hearings on the issue throughout the country. I believe these hearings have brought, and will continue to bring, potential problems to the attention of DOT officials. For example, dur-

ing emergencies, utility drivers must restore service to customers. How do these rules apply to such drivers in these special situations?

Congress directed DOT to evaluate the hours of service rules. Is this the best proposal? I am not convinced so, but I do believe DOT should be able to move forward with the prescribed process. The American driving public deserves the continuation of the hours of service reform process. The truck drivers want this collaborative process to continue. As this point, why should the Senate attempt to short-circuit the efforts of the FMCSA to reform the hours of service rule as directed by Congress?

I do not support the prohibition on moving forward with the hours of service process, and I urge the conferees on H.R. 4475 to remove the hours of service provision from the final bill. Let's work together in thoroughly considering the best way to ensure the safety of automobile and truck drivers traveling America's roads.

#### ADDITIONAL STATEMENTS

##### NONCOMMISSIONED OFFICER OF THE YEAR AWARD

• Mr. MURKOWSKI. Mr. President, it is with great honor today that I rise to recognize one of the finest men in the Alaska Army National Guard, Sergeant Edwin D. Irizarry. Sergeant Irizarry's hard work and dedication to the Army National Guard in Alaska have earned him the title of the "Noncommissioned Officer of the Year." Mr. President, this is no small award. It is only awarded to those who show outstanding leadership and extraordinary accomplishments in their duty. Sergeant Irizarry epitomizes the commitment and unselfish honor of the men and women in Alaska's Army National Guard.

This is a great honor for Alaska. The commitment to be in the Guard requires an individual to work hard and sacrifice their own personal time to protect the very communities where they live. Sergeant Irizarry lives and works in Ketchikan, with his wife and family. Ketchikan is a beautiful town in southeast Alaska where I was fortunate to have been raised. I know the terrain that the Guard uses is no walk in the park. Mountains and a channel of water hug the town in this great place. To be stationed in Ketchikan one must learn to adapt to the fast changing climate and diverse environment that exists in this region. Ketchikan and Alaska are truly indebted to the many fine soldiers like Sergeant Irizarry who protect and assist in communities throughout the last frontier.

Sergeant Irizarry serves as role model and inspiration to the over 300,000 men and women in our country's