

demanding job, I want to congratulate and thank him for all that he has given to the Social Security Administration and his community.●

KANSAS CITY SESQUICENTENNIAL

● Mr. ASHCROFT. Mr. President, I rise to honor one of the great cities in Missouri: Kansas City. On June 3, 1850, the Town of Kansas was incorporated. Three years later, the town was reincorporated as the City of Kansas and renamed Kansas City in 1889. Today, Kansas Citians are celebrating the sesquicentennial of Kansas City, Missouri.

Kansas City is situated at the point of entry at the confluence of the Missouri and Kansas Rivers. In the beginning, Kansas City was known as the last point of civilization before venturing into the untamed West. The settlement quickly prospered as an outfitting post for gold prospectors and homesteaders who were moving west.

Because of its geographical location in the middle of the United States, Kansas City was destined to develop into one of our nation's most important trading markets and distribution hubs for goods and services.

As Kansas City began to grow and prosper it became a major region for raising and sending cattle to market. Kansas City quickly emerged as the largest cattle market in the world. Since that time, each Fall, the American Royal Festival is held to pay tribute to this rich cultural heritage.

Two words come to mind when people talk about Kansas City. Those two words are Jazz and Barbecue. Kansas City is world renowned for both. One also must not forget the grandeur of the Christmas lights that adorn Country Club Plaza, viewed annually by thousands.

Kansas City is home to the Liberty Memorial which honors America's sons and daughters who defended liberty and our country through their service in World War I. This Memorial serves as a tribute to ensure that the sacrifices made by those brave men and women are not forgotten.

Union Station was the gateway for many World War II service men and women passing through Kansas City on their way to service. Now newly refurbished it still stands tall and stately as a major tourist attraction.

In the 1960s, Kansas City emerged as a powerhouse in professional sports. Lamar Hunt brought the Chiefs NFL football team to Kansas City, and Ewing Kauffman was awarded a major league baseball franchise. The Kansas City Chiefs and the Kansas City Royals have both captured world pennants.

From its vibrant past to its glowing future, Kansas City is a community that remains on the cutting edge of technology, industry, medical research, manufacturing, and sports. At the dawn of a new century, Kansas City will continue to grow and prosper and rise to her highest and best.

Mr. President, it is a distinct privilege to represent this great city in the

United States Senate. I request that my colleagues join me in recognizing Kansas City for its 150 years of contributions to our great land and paying tribute to the KC150 celebration, Kansas City's sesquicentennial.

CONGRATULATIONS TO CHARLIE HOWELL

● Mr. COVERDELL. Mr. President, I am pleased to inform my colleagues that a young man from my state, Charlie Howell, won the individual National Collegiate Athletic Association golf championship this past weekend. Charlie hails from Augusta, home of the Masters Golf Tournament, and his achievement marks the beginning of another chapter in the great golf tradition of the Augusta area.

Charlie, a junior at Oklahoma State University, finished the event with a final score of 265, a full 23 strokes under par. His score shattered the previous championship record of 17 under. Given the number of talented players who have won the title, including Tiger Woods, Charlie's accomplishment is nothing short of phenomenal.

Along with his win in the individual tournament, Charlie helped the Oklahoma State team win the National Championship as well. This marks the first time since 1990 that the individual champion was also apart of a national championship team.

While success on the professional golf circuit almost certainly awaits Charlie, he has decided that his future can wait. Charlie will return to OSU for his senior year, helping to lead his team in defense of their title, and more importantly, to complete his college education.

Charlie's hard work and dedication to the sport have paid off handsomely. He now joins an elite group of golfers that can call themselves NCAA champions. I commend Charlie for his tremendous accomplishment, and wish him well in all of his future endeavors.●

HONORING STUDENTS FROM GREEN RIVER HIGH SCHOOL

● Mr. THOMAS. Mr. President, on May 6-8, 2000, more than 1200 students from across the United States came to Washington, D.C. to compete in the national finals of the We the People . . . The Citizen and the Constitution program. I am proud to announce that the class from Green River High School in Green River, Wyoming, represented my state in this national event. These young scholars worked diligently to reach the national finals and through their experience have gained a deep knowledge and understanding of the fundamental principles and values of our constitutional democracy.

The participating students were Richard Baxter, Natalie Binder, Katharine Bracken, Cameron Kelsey, Sandra Newton, Jacque Owen, Jeremy Pitts, Benjamin Potmesil, Meagan Reese, Rachel Ryckman, Ryan Stew-

art, and Steven Ujvary. I also want to recognize their teacher, Dennis Johnson, who deserves much of the credit for the success of the team.

The We the People . . . The Citizen and the Constitution program is the most extensive educational program in the country developed specifically to educate young people about the Constitution and the Bill of Rights. The three-day national competition is modeled after hearings in the United States Congress, during which a panel of judges from a variety of appropriate professional fields probes the students for their depth of understanding and ability to apply their constitutional knowledge.

The class from Green River represented the state of Wyoming well during the finals, and I wish these "constitutional experts" the best of luck as they continue to cultivate their interest in the principles upon which our great country was founded.●

REGARDING THE IMPORTANCE OF OUR CONSTITUTION

● Mr. ENZI. Mr. President, I want to take a moment to recognize some special students from my home state of Wyoming, Green River to be specific, who have been spending a lot of their time studying our Constitution. They got so good at it, in fact, that they entered a national competition here in Washington to test their knowledge against the best of their peers and had a remarkable result.

Earlier this month students from around the country came to the nation's capital to compete on their understanding of our Constitution and our American Government. The students of Green River High School did very well in that event. In fact, their understanding and grasp of the fundamental principles of our Democracy and the meaning of our Constitution was judged to be among the best of the 50 teams that participated.

Programs like the one the students of Green River participated in are vital if we are to ensure that our future leaders have an understanding of the principles of our Constitution and the beliefs and values our Founding Fathers brought to the creation of our government. Such an understanding is an important part of our children's education for it will help them understand that the rights and freedoms afforded by our Constitution bring with them certain duties and responsibilities - the duties and responsibilities of citizenship. That will help them understand their role as they become our local, state and national leaders and face the challenges of the new millennium.

Good work, Green River High School! Led by their teacher, Dennis Johnson, and supported by their State Coordinator, Dick Kean, and their District Coordinator, Matt Strannigan, they did a great job and made Wyoming proud.

I would also like to congratulate each member of the team, which includes: Richard Baxter, Natalie Binder, Katharine Bracken, Cameron Kelsey, Sandra Newton, Jacque Owen, Jeremy Pitts, Benjamin Potmesil, Meagan Reese, Rachel Ryckman, Ryan Stewart and Steven Ujvary.●

RECOGNITION OF WHITE PASS & YUKON RAILROAD'S 100TH ANNIVERSARY

● Mr. MURKOWSKI. Mr. President, I rise today to recognize an Alaskan institution as it nears its 100th birthday.

It is a major tourist attraction in Alaska, the eighth most popular in the state in 1998, boosting ridership in 1999 to about 274,000 passengers. It is an engineering marvel, having been named an International Historic Civil Engineering Landmark in 1994, such as the Panama Canal, Eiffel Tower, and the Statue of Liberty. It is an historic institution, its history tied directly to that of the Territory and State of Alaska. It got its start because of the famed Klondike Gold Rush of 1898—the last great Gold Rush in North American history. But it is more.

The White Pass & Yukon narrow-gauge Railroad is a lasting monument to the power of a dream, and to the ability of this country to mobilize technology. And it is proof positive that if you never give up, you can accomplish any worthwhile task, no matter how difficult the challenge. That lesson is as important today, as it was in 1900, at the line's completion.

It was early in 1898 when two men came north intent upon solving a transportation dilemma—intent upon moving men and supplies across the daunting Coast Mountains of Southeast Alaska, so they could reach the gold fields of the Yukon to forge national wealth for both Canada and America from the virgin wilderness. Sir Thomas Tancrede, a representative of a group of British financiers and Michael J. Heney, a Canadian railway contractor, by chance met one night at a hotel bar in Skagway, Alaska.

Tancrede, after detailed surveys, had concluded that it was impossible to build a railroad through the rugged St. Elias Mountains that separate the interior of the Yukon from Alaska at the northern end of the Alaska Panhandle. But Heney had just the opposite view. After an all-night "discussion," one of the world's great railroad projects was no longer a dream, but an accepted challenge.

On May 28, 1898, construction began on the White Pass & Yukon Route. Utilizing tons of black powder and thousands of workers the project began. Two months later the railroad's first engine pulled an excursion train from Skagway north over the first four miles of completed track, making the WP&YR, the northernmost railroad in the Western Hemisphere—the first built above 60 degrees north latitude.

From there on, the going got tough. The railroad, truly an international

undertaking, climbed from sea level at the docks in Skagway through sheer mountains to 2,865 feet at the summit of the White Pass. It faces grades as steep as 3.9 percent. Heney's workers hung suspended by ropes from the vertical granite cliffs, chipping away with picks and planting black powder to blast a right-of-way through the mountains. Heavy snow and temperatures as low as -60 °F hampered the work. And the mere whisper of a new gold find sent workers scurrying off in droves.

With all odds against it, the track reached the summit of White Pass on Feb. 20, 1899 and by July 6, construction reached the headwaters of the great Yukon River at Lake Bennett. While southern gangs blasted their way through the pass, a northern crew worked toward Whitehorse, later the capital of the Yukon Territory. On July 29, 1900, the 110-miles of rails met at Carcross, where a ceremonial spike was driven by Samuel H. Graves, the company's first president. It is that anniversary—the Golden Spike Centennial Celebration—that will take place in Carcross, Yukon Territory, on Saturday, July 29 that is a reason for this statement.

Another reason, however, is simply to honor the White Pass, one of the most historic and quaint railroads in the world. Through the years when Alaska was a territory and later a state, the railroad enjoyed a rich and colorful history. It hauled passengers and freight to the Yukon; was a chief supplier for the U.S. Army's Alaska Highway construction project during World War II; and later was a basic freight railroad, hauling metal from the mines of the Yukon to tidewater in Alaska. The company after WWII began modernizing itself, retiring the last of its stream engines in 1964, switching to diesel locomotives. It became a fully-integrated transportation system, carrying freight (containers and highway tractor-trailer units) and passengers from Alaska to Canada's Interior.

In 1982, however, world metal prices plummeted and the major mines in the Yukon shut down—metals being the most dependable freight during its first 82 years of service—causing the railroad's operations to be suspended. It was six long years later that the railroad reopened to provide tourist excursions for the 20.4 mile trip from tidewater to the summit of the White Pass and back to Skagway. It also picks up hikers who trek the famed Chilkoot Trail that ends at Lake Bennett and brings them to the Klondike Highway for road transport home.

The railroad along the way paid homage to its heritage by saving old steam engine No. 73, a 1947, 2-8-2 Mikado class steam locomotive, and later restoring her for ceremonial service, so that passengers can venture from the docks in historic downtown Skagway—center of the Klondike Gold Rush National Historic Park—toward the old Gold Rush cemetery, just 1.5 miles away. In those

few miles, tourists can feel the rumble, hear the noise and experience the romance of historic American train travel.

The White Pass embodies Alaska's "boom-and-bust" history, being born as a result of the Klondike Gold Rush. It is the direct result of the spirit and economic boom started in August 1896 when George Washington Carmack and his two Indian companions, Skookum Jim and Tagish Charlie, found gold in a tributary of the Klondike, later named Bonanza Creek outside of Dawson. The railroad experienced the territory's malaise in the early 20th Century, until World War II reinvigorated it. It survived the downturn in North American mining industry and is now benefiting from the growth of the nation's tourism industry and America's renewed interest in its history.

All of America is better off for the railroad's presence. It today is a slice of living history that helps fuel the imagination of Americans and a love for our nation's past. It is a national treasure that we all need to protect and preserve. Happy Golden Anniversary to all the employees of the railroad and may you have a second great century of exciting and historic travel.●

MESSAGE FROM THE HOUSE

At 10:47 a.m., a message from the House of Representatives, delivered by Ms. Niland, one of its reading clerks, announced that the House agrees to the amendments of the Senate to the bill (H.R. 3642) an act to authorize the President to award a gold medal on behalf of the Congress to Charles M. Schulz in recognition of his lasting artistic contributions to the Nation and the world.

The message also announced that the House agrees to the amendment of the Senate to the amendments of the House to the bill (S. 777) an act to require the Department of Agriculture to establish an electronic filing and retrieval system to enable the public to file all required paperwork electronically with the Department and to have access to public information on farm programs, quarterly trade, economic, and production reports, and other similar information.

The message further announced that the House has passed the following bills, in which it requests the concurrence of the Senate:

H.R. 3030. An act to designate the facility of the United States Postal Service located at 757 Warren Road in Ithaca, New York, as the "Matthew F. McHugh Post Office."

H.R. 3535. An act to amend the Magnuson-Stevens Fishery Conservation and Management Act to eliminate the wasteful and unsportsmanlike practice of shark finning.

H.R. 4241. An act to designate the facility of the United States Postal Service located at 1818 Milton Avenue in Janesville, Wisconsin, as the "Les Aspin Post Office Building."

H.R. 4542. An act to designate the Washington Opera in Washington, D.C., as the National Opera.