

history, and many groups continue to face these attitudes today. I chose to focus on Chinese-Americans today only because the survey so surprised and concerned me.

Chinese immigrants began entering the country in large numbers in the 1850's. They were initially welcomed in the tight labor market of the rapidly expanding West. In fact, American industry brought many of the immigrants from China as contract laborers. Some of these immigrants toiled in gold mines and on the transcontinental railroad. Others worked in vegetable and fruit farms in California or on sugar plantations in Hawaii. Still others opened grocery stores, laundries, and other businesses.

But as labor became more plentiful and the gold rush petered out, public sentiment toward these new Americans turned. A campaign to drive the Chinese out of the country was fueled by racist slogans and developed, at times, into all-out hysteria. Discriminatory laws and boycotts against Chinese labor resulted, along with lynchings and beatings. In 1882, the federal government put an official stamp on this racism by passing the Chinese Exclusion Act, which made it illegal for Chinese people to emigrate to this country. This unprecedented and embarrassing law stayed on the books until 1943.

Another indignity that immigrants faced was the system of "anti-miscegenation" laws against intermarriage. In 1880, California passed a statute forbidding marriage of a white person to a "Negro, Mulatto, or Mongolian." The federal government passed the Cable Act in 1922, revoking the citizenship of any American woman who married an Asian man. It wasn't until 1967 that the Supreme Court struck down these laws.

I am sorry to report that my own state of Montana was not immune to anti-immigrant action. Census data show that in 1870, the Chinese accounted for the largest foreign-born population in the state—larger even than the Irish. Chinese workers made a particularly significant contribution to the mining town of Butte, but by the 1880's they faced discrimination and hate attacks. Ads in newspapers appeared with the slogan "Chinese need not apply." Anti-peddling ordinances were enacted against Chinese grocers. In fact, the town's fourth mayor rode to victory on the slogan "The Chinese must go."

There is no single description of a Chinese-American. Some Chinese-Americans were already wealthy and well-educated when they arrived here. Others arrived in penury and followed the American path to education and success. Some Chinese-Americans continue to celebrate their Chinese origin. Others deny, or have forgotten completely, the cultural heritage of their ancestors. Yet all are Americans.

Cruz Reynoso, the first Mexican-American to serve on California's Supreme Court, put it this way:

Americans are not now, and never have been, one people linguistically or ethnically. America is a political union—not a cultural, linguistic, religious, or racial union. It is acceptance of our constitutional ideals of democracy, equality, and freedom which acts as a unifier for us as Americans.

Political scientist Carl Friedrich made a similar point when he wrote in 1935: "To be an American is an ideal, while to be a Frenchman is a fact." An individual is an American if he or she embraces the founding political ideals of our Nation.

It is the responsibility of all of us, as the elected representatives of the American people, to combat racism in our society, to raise awareness of how racism damages our nation and our society, to point to the ideals that bind us together as citizens of this great nation. Thank you.

SUPPORT FOR THE U.S. COAST GUARD

Mr. DEWINE. Mr. President, I rise today to thank the chairman and ranking member of the Appropriations Committee, Senators BYRD and STEVENS, for working with me and so many others in support of the \$92 million for the U.S. Coast Guard. This funding was included in the 2001 Emergency Supplemental Appropriations bill we recently passed.

The Coast Guard needs this assistance to meet basic operational expenses and fund unexpected fiscal year 2001 budget requirements. We must support the critical services that the Coast Guard performs across the country. By passing this bill, we have demonstrated our strong support for its missions and will help it stay in the business of saving lives.

Known as "the rescue expert," our Coast Guard responds to 40,000 search and rescue cases each year, saving 3,800 lives. And, though it is the rescue and response missions that get the headlines, the Coast Guard also is very dedicated to preventing emergencies. The Coast Guard inspects all commercial ships—including cargo ships, tankers, and cruise ships.

There are many other ways that the Coast Guard protects our citizens. One major component of Coast Guard operations is drug interdiction. Last year, the Coast Guard seized more than 66 tons of cocaine, with a street value of \$4 billion—that's more than the total operating cost of the entire Coast Guard.

Perhaps one of the Coast Guard's toughest jobs is the day to day enforcement of U.S. immigration law. Coast Guard men and women are challenged daily to carry out their responsibilities with due regard for the law, human dignity, and above all, the safety of human life. It is a tough job, and each case is unique. But day in and day out, the Coast Guard continues to carry out its duties with professionalism and a never-ending commitment to those it serves.

These are just some of the vital missions the Coast Guard conducts. But the Coast Guard is reaching the point where it is stretched so thin and the condition of its equipment is so poor that I fear it will no longer be able to sustain daily operations.

When compared to 41 other maritime agencies around the world, the ships that make up our Coast Guard fleet of cutters are the 38th oldest. Because the fleet is so old, the Coast Guard has had to spend twice as much money to fix equipment and hull problems. This is a very serious problem, Mr. President. It is a problem that does not result from mismanagement, but rather, it is a problem that has resulted from a continual lack of adequate funding for our Coast Guard.

We need to provide the Coast Guard with the resources necessary so the American people can have the services that they require and deserve. The funding included in the 2001 Emergency Supplemental Appropriations bill certainly will help keep our Coast Guard afloat. And, we must remain committed to ensuring that our Coast Guard has adequate resources not just now, but well into the future.

I look forward to continuing to work with my colleagues on this vital issue.

LOCAL LAW ENFORCEMENT ACT OF 2001

Mr. SMITH of Oregon. Mr. President, I rise today to speak about hate crimes legislation I introduced with Senator KENNEDY in March of this year. The Local Law Enforcement Act of 2001 would add new categories to current hate crimes legislation sending a signal that violence of any kind is unacceptable in our society.

I would like to describe a terrible crime that occurred March 13, 1998 in San Francisco, California. A gay man, Brian Wilmes, 45, was beaten to death allegedly by another man who yelled anti-gay epithets and then fled with a woman. Edgar Mora, 25, was charged with murder.

I believe that government's first duty is to defend its citizens, to defend them against the harms that come out of hate. The Local Law Enforcement Enhancement Act of 2001 is now a symbol that can become substance. I believe that by passing this legislation, we can change hearts and minds as well.

RURAL TRANSPORTATION

Mrs. CARNAHAN. Mr. President, I rise today to acknowledge a group of courageous young men and women from Canton, MO. They are visiting the Nation's capital this week.

The group's journey began more than a year ago on a two-lane road in northeast Missouri. Seventeen-year-old Kristin Hendrickson was killed on Highway 61 when her car struck another vehicle head on. A four-lane road with a divider might have saved her life.

Kristin was just a few months away from graduation at Canton R-5 High

School. Her unused prom dress hung in her closet, a reminder of how full of life she had been.

Kristin's friends tried to make sense of what happened.

Determined to make something positive out of this terrible loss, they started a grassroots movement: Students of Missouri Assisting Rural & Urban Transportation, or SMART. Their goal was to "promote and ensure the safety of rural transportation needs in the State of Missouri."

Many of the students who created SMART graduated a few weeks later, but younger students carried on the work. And those who graduated stayed involved as advisors.

The group developed four objectives:

First, to educate the public on the need to improve local transportation;

Second, to grow into other local districts, and then move statewide;

Third, to lobby legislators for funding to improve rural transportation; and

Fourth, to contact candidates for statewide office for their position on transportation, and use this information to educate the public.

SMART has already become a powerful advocacy group in Missouri. Just 2 months after the organization was founded, the nonpartisan group made a presentation at a meeting of the Missouri Highway and Transportation Commission. Their members have also addressed the Missouri Governor's Conference on Transportation. Representatives of the group have met personally with Missouri Governor Bob Holden and members of the Missouri General Assembly to encourage additional funding for rural transportation projects.

But their greatest victory to date came in January when the Missouri Department of Transportation announced that it would upgrade more than 10 miles of highway 61 between Canton and LaGrange to a four-lane road.

Although the victory came too late for Kristin, there is no way to know how many lives it will save in the years to come. It would not have happened without the forceful activism of these young people.

I am extremely proud of these young people. Not only because of what they accomplished, but because of what they still intend to accomplish. They are not yet satisfied, and we have not heard the last of them.

The group continues to organize similar groups throughout Missouri. They have come to Washington this week to encourage Members of Congress to support highway safety and to advocate for additional federal resources for transportation infrastructure.

These committed young people can teach us all a lesson about how to get things done. The example they have set is not just valuable for other young people, but also for adults who have grown cynical about the political proc-

ess. These young leaders have shown that you can make a difference—through action and determination. And I intend to work with them to increase the Federal Government's investment in our Nation's highways.

THE VERY BAD DEBT BOXSCORE

Mr. HELMS. Mr. President, at the close of business yesterday, Wednesday, July 11, 2001, the Federal debt stood at \$5,709,374,137,996.57, five trillion, seven hundred nine billion, three hundred seventy-four million, one hundred thirty-seven thousand, nine hundred ninety-six dollars and fifty-seven cents.

One year ago, July 11, 2000, the Federal debt stood at \$5,665,065,000,000, five trillion, six hundred sixty-five billion, six hundred forty million.

Five years ago, July 11, 1996, the Federal debt stood at \$5,152,640,000,000, five trillion, one hundred fifty-two billion, six hundred forty million.

Ten years ago, July 11, 1991, the Federal debt stood at \$3,536,904,000,000, three trillion, five hundred thirty-six billion, nine hundred four million.

Fifteen years ago, July 11, 1986, the Federal debt stood at \$2,068,672,000,000, two trillion, sixty-eight billion, six hundred seventy-two million, which reflects a debt increase of more than \$3.5 trillion, \$3,640,702,137,996.57, three trillion, six hundred forty billion, seven hundred two million, one hundred thirty-seven thousand, nine hundred ninety-six dollars and fifty-seven cents during the past 15 years.

ADDITIONAL STATEMENTS

TRIBUTE TO KNIGHTS OF COLUMBUS ROCHESTER COUNCIL NO. 2048

• Mr. SMITH of New Hampshire. Mr. President, I rise today to pay tribute to the Knights of Columbus Council No. 2048 of Rochester, NH, on the creation of the successful Future Unlimited Banquet Program. Future Unlimited is an annual event which recognizes the Valedictorians and Salutatorians from eight high schools in the Seacoast region of New Hampshire.

The eight high schools represented in the program include: St. Thomas Aquinas High School, Berwick, ME, Dover High School, Somersworth High School, Farmington High School, Nute High School, Alton High School, Kingswood Regional High School and Spaulding High School.

I commend the Knights of Columbus Rochester Council for their recognition of the scholastic achievements of the high school seniors in the Seacoast region. As a former schoolteacher, I applaud the efforts of the Knights of Columbus for rewarding students who have established goals and high standards of excellence in their academic, extracurricular and civic endeavors.

The Knights of Columbus Rochester Council No. 2048 have served the citizens of Rochester and our state with pride and honor. The young men and women in the Seacoast region are blessed to have the encouragement and support of an organization which recognizes the qualities of hard work, perseverance and dedication. It is truly an honor and a privilege to represent them in the U.S. Senate.●

TRIBUTE TO LES AND MARILYN GORDON

• Mr. SMITH of New Hampshire. Mr. President, I rise today to pay tribute to Les and Marilyn Gordon, owners of The Candlelite Inn in Bradford, NH, on being named as Inn of the Year by the Complete Guide to Bed & Breakfast Inns and Guesthouses in the United States, Canada and Worldwide.

Built in 1897, The Candlelite Inn has provided a relaxing atmosphere for visiting guests for over 100 years. The Gordons purchased the Inn in 1993, and have successfully continued the tradition of accommodating the needs of discriminating travelers touring the Lake Sunapee Region.

Throughout the year The Candlelite Inn hosts special weeks for their guests to enjoy including: Currier & Ives Maple Sugar Weekend in March, Old Glory Heritage Tours in July, August and September, Foliage Midweek Getaways in September and October, and Murder Mystery Parties throughout the year.

I commend Les and Marilyn for the economic contributions they have made to the hospitality and tourism industries in our state. The citizens of Bradford, and New Hampshire, have benefitted from their dedication to quality and service at The Candlelite Inn. It is truly an honor and a privilege to represent them in the U.S. Senate.●

FORD MOTOR COMPANY'S LIVING LEGENDS TOUR

• Mrs. CARNAHAN. Mr. President, I would like to take this opportunity to recognize Ford Motor Company's Living Legend Tour featuring the new 2002 Thunderbird and the Mustang Bullitt GT. These Ford vehicles will drive across Missouri from July 18-20, allowing Missourians to view them. Ford Motor Company and its employees, including the men and women of the United Auto Workers, have been instrumental in keeping Missouri's economy strong and our communities prosperous. More than 8,000 Missourians are employed in Ford assembly plants, credit locations, and dealerships across the state. We are gifted with a strong automotive industry in both the Kansas City and St. Louis areas.

In addition, at each stop along this tour, Ford is raising money for the Missouri Children's Trust Fund, which is a nonprofit organization started by the state legislature in 1983. This organization provides education and training to reduce abusive situations for