

yes, we have come a long, long way, but there are still many miles to go.

In his historic speech following the march to Selma, the great Dr. King told his fellow freedom marchers and, I should add, generations to follow:

We must come to see that the end we seek is a society at peace with itself, a society that can live with its conscience. And that will be a day not of the white man, not of the black man. That will be the day of man as man.

I would like to close with a wonderful account that I think does underscore the universality and great achievement of the civil rights movement. It also underscores the truth that all it takes is one person and one act of courage to inspire millions.

The following is an account by the historian Douglas Brinkley. The year is 1990. Nelson Mandela is arriving in Detroit, MI, where Rosa Parks awaits on the tarmac. The passage reads:

"He won't know me," Parks kept repeating, embarrassed that she had come.

Moments later the airplane's door opened and Nelson Mandela accompanied by his then-wife Winnie appeared to the enthusiastic crowd, shouting "Viva Nelson!" and "Amandala!" the Swahili word for power. Slowly he made his way down the steps and toward the receiving line. Suddenly he froze, staring openmouthed in wonder. Tears filled his eyes as he walked up to the small old woman with her hair in two silver braids crossed atop her head.

And in a low, melodious tone, Nelson Mandela began to chant, "Ro-sa Parks. Ro-sa Parks. Ro-sa Parks," until his voice crescendoed into a rapturous shout, "Ro-sa Parks!"

Then the two brave old souls, their lives so distant yet their dreams so close, fell into each other's arms, rocking back and forth in a long, joyful embrace. And in that poignant, redemptive moment, the enduring dignity of the undaunted afforded mankind rare proof of its own progress.

Mr. President, I suggest the absence of a quorum.

The PRESIDENT pro tempore. The clerk will call the roll.

The assistant journal clerk proceeded to call the roll.

Mr. McCAIN. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDENT pro tempore. Without objection, it is so ordered.

THE HIGHWAY BILL AND 9/11 COMMISSION EXTENSION

Mr. McCAIN. Mr. President, in regards to the issue which has been holding up the proceedings of the Senate, that is the extension of the highway bill and the issue tied to it, which is the charter of the 9/11 Commission chaired by Governor Keane and former Congressman Lee Hamilton, we have been in extensive discussions all day long. I would like to begin by thanking the majority leader as well as the Senator from Nevada for their patience, but also their involvement in trying to help bring about a resolution to this issue. They have certainly done everything in their power.

The upshot of it is that the Senator from Connecticut and I have been in

conversations with former Congressman Hamilton and Governor Keane. As we understand from our conversations with them, they are scheduled to meet with the Speaker on Tuesday, this coming Tuesday, and that their chief of staff, the general counsel of the Commission, has been assured by the chief of staff of the Speaker that at that time the Speaker will agree to an additional 30 days in addition to the 60 days that the Commission will need to operate, and will be then given an additional 30 days in which to wrap up their report. That is satisfactory to Congressman Hamilton and Governor Keane. Both of them have personally assured me that is satisfactory to them. They will be proceeding on the assumption that they will receive an additional 30 days, as well as the 60-day extension.

I hope, as a result of this, that the House will take up and pass the bill reported out of the Senate Intelligence Committee which the Senate majority leader had approved by a voice vote earlier today. It seems to me that is the most reasonable resolution.

I thank the majority leader again for his patience and hard work in this effort, including visits over on the other side of the Capitol. He certainly performed above and beyond.

May I finally say I believe that the Commission will now receive an additional 60 days of work plus 30 days to wrap up, and hopefully this issue will be resolved.

I thank my friend from Connecticut who has always done such great work.

I yield the floor.

The PRESIDENT pro tempore. The Senator from Connecticut.

Mr. LIEBERMAN. Mr. President, very briefly, let me join the Senator from Arizona in thanking the majority leader, the Senator from Nevada, and our colleagues for working together. We have, in fact, in the words of Scripture, "reasoned together," have we not? It may have taken longer than it should have, which is not unusual for the Congress, but we have reached a just result. I am grateful to the Speaker for having agreed to the extension of the deadline during which the Commission investigating September 11 will have to report by the 2 months that the Commission itself, the bipartisan Commission, requested and now having apparently indicated to at least staff of the Commission that he is prepared, in addition to the 2-month extension for the report to be completed, to have an additional 30 days for a winddown period. But this will be worked out in detail.

As Senator McCAIN said, the easiest way to do this is the way we all started today, which was with the Senate bill adopted that, in fact, does this 2-month extension for the report, 30 days for winding down of the Commission.

The basic principle is the enormity of what happened, the horror of what happened on September 11, 2001, that none of us want to ever happen again. That

is what this Commission was created to investigate, and then advise us how to avoid.

There never should have been on the question of the search for truth about September 11 a time deadline which the Commission itself believed was too short to complete their work. I think we have now opened a path—a door—to give it the time it needs to complete its work, which is going to be critical to us as we continue to protect the security of the American people at home.

Again, I thank everybody for being part of it.

Once again, it reminds me of the truth of what I said a short while ago. It is good to be back in the Senate where sometimes it takes a little longer but good things actually get done. This is one of them.

I thank my colleagues, and I thank my friend from Arizona. He is a great and principled fighter for what is right.

The majority leader is bipartisan.

I thank the Chair.

I yield the floor.

The PRESIDENT pro tempore. The Senator from Nevada.

Mr. REID. Mr. President, I want to say on behalf of the minority leader that we certainly thank Senator McCAIN and Senator LIEBERMAN for their persistence in accomplishing something that is important.

I extend my appreciation to the majority leader for his patience. His job is a difficult job. He has 99 of us to put up with. Even though we are the most reasonable people in the world most of the time, once in a while it happens that we are not, and that makes his life more difficult. Having been involved in working with leaders for a while now, I appreciate his patience. It is an admirable quality.

Having worked with the very patient Senator LIEBERMAN since he came to the Senate, I have such great admiration for him. I am personally disappointed that it didn't work out better for him on the campaign trail. But we are really happy to have him back. He is such a great addition to the Senate.

My friend from Arizona is one peg ahead of me in seniority. I am No. 1778 and he is No. 1777 as far as the number of Senators coming here. Senator McCAIN is a unique individual. Every day, serving with him is an experience. The vast majority of those experiences are extremely good.

(Laughter.)

The PRESIDENT pro tempore. The majority leader is recognized.

Mr. FRIST. It is an experience, Mr. President.

TRANSPORTATION, TREASURY, AND INDEPENDENT AGENCIES APPROPRIATIONS ACT, 2004

TECHNICAL CORRECTION TO PUBLIC LAW 108-199

Mr. STEVENS. Mr. President, I and my colleagues would like to engage my friend, the majority leader, in a colloquy regarding a necessary change

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