

its share of tragedy and hardship. In the first two years of Chamberlain's existence, the pioneers of the area experienced two of the hardest winters on record. Also, few can forget the typhoid epidemic in 1932. Towns upstream believed an old tale that the water in the river cleansed itself every 20 feet due to its saturation of mud and sand. As a result, many residents diverted their sewage into the river. Unfortunately, this resulted in a widespread typhoid outbreak. In a matter of months, the disease claimed the lives of 33 Chamberlain residents.

Anyone who has traveled the State of South Dakota can attest to the beautiful vistas from the eastern bluffs of the Missouri River. This picture of the river stands as a warm welcome to western South Dakota and is a lasting reminder of the unique treasures and beauty of our State. Perhaps it was this panorama which inspired an early pioneer to write, "I've reached the land of wealth and kine, a home in it may yet be mine."

I take this opportunity to recognize the achievements of the small city of Chamberlain and to congratulate its 2,260 residents as they celebrate their vibrant 125 year history.●

HONORING THE CITY OF MADISON, SOUTH DAKOTA

● Mr. JOHNSON. Mr. President, it is with great honor that I wish today to publicly recognize the 125th anniversary of the founding of the city of Madison, SD. It is at this time I would like to draw my colleagues' attention to the achievements and history of this charming city that stands as an enduring tribute to the moral fortitude and pioneer spirit of the earliest Dakotans.

Located in the eastern part of South Dakota, Madison is one of the oldest towns in Lake County. The present town of Madison is actually the result of the merging of two cities, Madison and Herman. Lake County was established in January of 1873, and in the fall of that year, the county commissioners selected Madison to serve as the county seat. Interestingly, the town of Madison was not platted until July of 1875, 2 years after receiving its county seat title. The nearby town of Herman was founded in 1878 and a rivalry quickly developed between the two communities.

In 1880, the southern Minnesota division of the Milwaukee Railroad decided to extend the rail line through the region. The area chosen for the tracks, however, missed Madison by three miles but passed through Herman. Herman's close proximity to the trains put Madison's status as county seat in jeopardy. Consequently, Madison residents decided to relocate their town to a new 320 acre plot owned by Mr. and Mrs. C.B. Kennedy, which was in the railroad's path. When railroad officials favored Madison over Herman, the two communities decided to merge into one, thus forming the present city of "new" Madison.

Madison grew rapidly. The move to the new town began in August, 1880, when the J.H. Law building was transported from old Madison into new Madison. Dyer Hardware and the P.H. Harth General Store quickly followed. By the end of 1880, Madison boasted two general stores, a drug store, a livery barn, a blacksmith shop, a carpenter shop, three saloons, and a millinery store.

The area's first newspaper, the Lake County Leader, was established by F.C. Stowe in Herman. In 1880, Stowe moved the printing press to Madison, and in the spring of 1881, Stowe sold the Leader. After passing through a few hands, James F. Stahl eventually purchased the paper. Stahl converted the weekly paper into a daily publication in 1890. Madison's second paper, the Madison Sentinel, began in old Madison in April, 1879 by Joe H. Zane and F.L. Fifield. The Leader and Sentinel were competitors until 1937, when the two combined to form the Madison Daily Leader. Since 1947, the Hunter family has published the Madison Daily Leader, and to this day the paper continues to provide residents with accurate and reliable news coverage.

Among Madison's notable attributes is its public library. In 1905, town residents held a meeting and decided to create the facility. Quickly thereafter, the community raised money, donated books, and secured a room in the building of Mr. John Warren's new bank. The Madison Free Public Library opened its doors in December of that year. Meanwhile, George R. Farmer had been working with Andrew Carnegie to secure additional funds for a library. One month after the opening of the Madison Free Public Library, Farmer received word from Carnegie's private secretary that Carnegie would donate \$10,000 to erect a public library if the city would provide and maintain a suitable site for the building. A site was selected and construction quickly began. On Thursday, November 12, 1907, the new Madison Library opened. In 1960 and 1980, improvements were made to the building. Yet these modifications pale in comparison to the major renovations undertaken in 1994, when the size of the library was increased by 400 percent with a striking architecturally compatible addition. The facility now houses 48,055 books and more than 3,500 audiovisual materials.

Like most communities in the Dakotas, Madison's history is not without its share of tragedy and hardship. On July 4, 1919, "The Reliance," a touring boat used to take people around Lake Madison, set out with a group of 32 passengers to view the fireworks from the water. The ship headed across the lake to hug the shoreline as it always did. Sadly, it struck a sunken tree about 80 to 100 feet off shore. The passengers on board panicked and rushed to one side of the vessel, causing it to capsize. Nine people, including the engineer, drowned in that tragic accident.

Similarly, on the night of April 11, 1980, the Hotel Park caught fire and burned for nearly 8 hours, killing four people. The blaze was so difficult to contain that the National Guardsmen, who were on their weekend drill in Madison, were called in to assist the exhausted firefighters the following morning. Despite these adversities, this resilient community has always managed to recover, rebuild and prosper.

Madison is home to Dakota State University, DSU, founded in 1881 by William H. Beadle. DSU is recognized nationally as a leader in computer and information systems. Additionally, Karl Mundt was a notable DSU faculty member. Not only was Mr. Mundt an extraordinary speech and social science teacher, but he also served in Congress longer than any other South Dakotan. Elected to the House of Representatives in 1938, he remained a Congressman until 1948, when he took office as U.S. Senator from South Dakota. Senator Mundt held that post until 1972, having served 34 years in Congress.

The sense of community, moral fortitude, perseverance, and enduring work ethic that is evident in the people and the history of Madison stands as a testament to the integrity of all South Dakotans. It is my honor to acknowledge the proud residents of Madison, as they celebrate 125 years of history.●

TRIBUTE TO CAPTAIN JAMES C. STEIN

● Mr. WARNER. Mr. President, I rise today to recognize and honor Captain James C. Stein, United States Navy, as he retires from the Naval Service. Captain Stein is a Naval Officer of the finest caliber who has established an impeccable reputation in the Navy and with the Senate through his distinguished tour as deputy director of the Navy Senate Liaison Office.

He is a 1982 graduate of the University of Notre Dame. As the midshipman achieving the highest 4-year academic average in the NROTC curriculum, he received the Notre Dame Reverend Hugh J. O'Donnell Award.

A Captain's List flight student, he was designated a Naval Aviator in 1984. His initial squadron tours were with Patrol Squadron 26, Patrol Squadron 30 as a Fleet Replacement Squadron Instructor Pilot, and as a department head with Patrol Squadron 10. He served as the Assistant Navigator in USS *Ranger*, CV-61, during Operation Desert Storm, was selected as the 1991 Pacific Fleet Shiphandler of the Year, and ultimately earned designation as a Surface Warfare Officer.

While ashore, Captain Stein earned a master of arts degree in national security and strategic studies from the Naval War College. He served on the chief of Naval Operations' staff as the

assistant Maritime Patrol Aviation Requirements Officer, and deputy executive assistant to the director, Air Warfare. Selected for the Navy Federal Executive Fellowship program, he attended the Harvard University Center for International Affairs John M. Olin Institute for Strategic Studies.

Captain Stein commanded Patrol Squadron 8, leading the Fighting Tigers on a highly successful Sigonella, Sicily deployment, earning the Naval Air Forces Atlantic Fleet Battle Efficiency Award, Meritorious Unit Citation, and Atlantic Fleet Retention Excellence Award. As commanding officer, Captain Stein was one of four finalists for the prestigious Vice Admiral J. B. Stockdale Leadership Award.

Following command, Captain Stein reported to the Office of Legislative Affairs, where he has served as a valued advisor to the very top echelons of the Navy and Congress. His insight into the legislative process is respected and sought out by all levels of the chain of command. The Department of the Navy, the Congress, and the American people have been served well by this dedicated naval officer. Members of this Congress will not soon forget the leadership, service, and dedication of Captain Jim Stein. He will be missed.

I have had the privilege of working with this outstanding Naval officer and commend him for his dedicated service to our country. We wish Jim, his lovely wife Melissa, and their sons Alexander and William, our very best as they move on to a bright future.●

MESSAGE FROM THE HOUSE

At 12:52 p.m., a message from the House of Representatives, delivered by Mr. Hays, one of its reading clerks, announced the House has passed the following bills, in which it requests the concurrence of the Senate:

H.R. 68. An act to require the Secretary of the Treasury to mint coins in commemoration of the 50th anniversary of the establishment of the National Aeronautics and Space Administration and the Jet Propulsion Laboratory.

H.R. 739. An act to amend the Occupational Safety and Health Act of 1970 to provide for adjudicative flexibility with regard to the filing of a notice of contest by an employer following the issuance of a citation or proposed assessment of a penalty by the Occupational Safety and Health Administration; to provide for greater efficiency at the Occupational Safety and Health Review Commission; to provide for judicial deference to conclusions of law determined by the Occupational Safety and Health Review Commission; and to provide for the award of attorneys' fees and costs to small employers when such employers prevail in litigation prompted by the issuance of a citation by the Occupational Safety and Health Administration.

H.R. 804. An act to exclude from consideration as income certain payments under the national flood insurance program.

MEASURES REFERRED

The following bills were read the first and second times by unanimous consent, and referred as indicated:

H.R. 68. An act to require the Secretary of the Treasury to mint coins in commemoration of the 50th anniversary of the establishment of the National Aeronautics and Space Administration and the Jet Propulsion Laboratory; to the Committee on Banking, Housing, and Urban Affairs.

H.R. 739. An act to amend the Occupational Safety and Health Act of 1970 to provide for adjudicative flexibility with regard to the filing of a notice of contest by an employer following the issuance of a citation or proposed assessment of a penalty by the Occupational Safety and Health Administration; to provide for greater efficiency at the Occupational Safety and Health Review Commission; to provide for judicial deference to conclusions of law determined by the Occupational Safety and Health Review Commission; and to provide for the award of attorneys' fees and costs to small employers when such employers prevail in litigation prompted by the issuance of a citation by the Occupational Safety and Health Administration; to the Committee on Health, Education, Labor, and Pensions.

H.R. 804. An act to exclude from consideration as income certain payments under the national flood insurance program; to the Committee on Banking, Housing, and Urban Affairs.

MEASURES PLACED ON THE CALENDAR

The following bill was read the first and second times by unanimous consent, and placed on the calendar:

S. 1382. A bill to require the Secretary of the Interior to accept the conveyance of certain land, to be held in trust for the benefit of the Puyallup Indian tribe.

MEASURES READ THE FIRST TIME

The following bill was read the first time:

S. 1394. A bill to reform the United Nations, and for other purposes.

EXECUTIVE AND OTHER COMMUNICATIONS

The following communications were laid before the Senate, together with accompanying papers, reports, and documents, and were referred as indicated:

EC-2920. A communication from the Program Analyst, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Amendment to Class E Airspace; Wray, CO" ((RIN2120-AA66)(2005-0133)) received on June 27, 2005; to the Committee on Commerce, Science, and Transportation.

EC-2921. A communication from the Program Analyst, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Establishment of Area Navigation Instrument Flight Rules Terminal Transition Routes; Charlotte, NC" ((RIN2120-AA66)(2005-0135)) received on June 27, 2005; to the Committee on Commerce, Science, and Transportation.

EC-2922. A communication from the Program Analyst, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Amendment to Restricted Area 2211, Blair Lakes, AK" ((RIN2120-AA66)(2005-0132)) received on June 27, 2005; to the Committee on Commerce, Science, and Transportation.

EC-2923. A communication from the Program Analyst, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Modification of Restricted Areas 5103A, 5103B, and 5103C and Revocation of Restricted Area 5103D; McGregor, NM" ((RIN2120-AA66)(2005-0134)) received on June 27, 2005; to the Committee on Commerce, Science, and Transportation.

EC-2924. A communication from the Program Analyst, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives: Boeing Model 747-200F and 400 Series Airplanes; Model 767-400ER Series Airplanes; and Model 777 Series Airplanes" ((RIN2120-AA64)(2005-0282)) received on June 27, 2005; to the Committee on Commerce, Science, and Transportation.

EC-2925. A communication from the Program Analyst, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives: Boeing Model 757-200 Series Airplanes" ((RIN2120-AA64)(2005-0283)) received on June 27, 2005; to the Committee on Commerce, Science, and Transportation.

EC-2926. A communication from the Program Analyst, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives: Bombardier Model DHC 8 400 Series Airplanes" ((RIN2120-AA64)(2005-0285)) received on June 27, 2005; to the Committee on Commerce, Science, and Transportation.

EC-2927. A communication from the Program Analyst, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives: Fokker Model F.28 Mark 100 Airplanes" ((RIN2120-AA64)(2005-0284)) received on June 27, 2005; to the Committee on Commerce, Science, and Transportation.

EC-2928. A communication from the Program Analyst, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives: Airbus Model A319, A320, and A321 Series Airplanes" ((RIN2120-AA64)(2005-0287)) received on June 27, 2005; to the Committee on Commerce, Science, and Transportation.

EC-2929. A communication from the Program Analyst, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives: Boeing Model 767-200, 300, and 400ER Series Airplanes Equipped with Door-Mounted Escape Slides" ((RIN2120-AA64)(2005-0286)) received on June 27, 2005; to the Committee on Commerce, Science, and Transportation.

EC-2930. A communication from the Program Analyst, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives: General Electric Company CF6-45A, CF6-50A, CF6-50C, and CF6-50E Series Turbofan Engines; Correction" ((RIN2120-AA64)(2005-0288)) received on June 27, 2005; to the Committee on Commerce, Science, and Transportation.

EC-2931. A communication from the Program Analyst, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives: Revo, Incorporated Models Colonial C-2, Lake LA-4, Lake LA-4A, Lake LA-4P, and Lake LA-4-200 Airplanes" ((RIN2120-AA64)(2005-0289)) received on June 27, 2005; to the Committee on Commerce, Science, and Transportation.