

changing the boundary would "contribute to enhancement of public service as well as more efficient administration of Federal lands and would be of benefit to the landowner in that it would eliminate the necessity of dealing with two separate Federal agencies with different congressional mandates and administrative procedures."

Mr. Speaker, Mr. Wall's property lies beside Lake Chelan, and the current border cuts through the lake and directly through his property. In order to adjust the border in the most efficient manner, H.R. 3520 would adjust the line starting on the opposite side of the lake toward the northern point of Mr. Wall's land. From there, the new border would wrap around Mr. Wall's property and back to the current border. This change would mean that 65 acres of the lake and 23 acres of Mr. Wall's property would now be outside the Lake Chelan National Recreation Area. All told, 88 acres would be transferred to the Wenatchee National Forest. I might point out that the 65 acres of Lake Chelan that will hereinafter be within the National Forest system will not affect the recreational use of the area.

Mr. Speaker, Mr. Wall has waited for nearly three decades for the Federal Government to address this situation.

□ 1545

He is now in poor health, and his family has asked that we might make this adjustment as quickly as possible. I urge my colleagues to support this legislation and uphold the original commitment made to Mr. Wall when the boundary was drawn in 1968, 30 years ago.

Mrs. CHENOWETH. Mr. Speaker, I reserve the balance of my time.

Mr. FALEOMAVAEGA. Mr. Speaker, I yield myself such time as I may consume.

(Mr. FALEOMAVAEGA asked and was given permission to revise and extend his remarks.)

Mr. FALEOMAVAEGA. Mr. Speaker, this legislation proposes to adjust the boundaries of the Lake Chelan National Recreation Area in the State of Washington to exclude 88 acres. Currently a private landowner is subject to dual jurisdiction by the National Park Service and the U.S. Forest Service. This bill in effect would place the lands in the Wenatchee National Forest, which is solely administered by the U.S. Forest Service. Both the National Park Service and the U.S. Forest Service support this legislation.

Mr. Speaker, I want to thank the gentleman from Washington (Mr. HASTINGS) as the chief sponsor of this legislation and for bringing this matter to the attention of the House, and I do urge the adoption of this bill.

Mr. Speaker, I reserve the balance of my time.

Mrs. CHENOWETH. Mr. Speaker, I have no more requests for time, and I yield back the balance of my time.

Mr. FALEOMAVAEGA. Mr. Speaker, I have no additional speakers, but I do

want to commend the gentlewoman from Idaho for her management of this legislation.

Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore (Mr. UPTON). The question is on the motion offered by the gentlewoman from Utah (Mrs. CHENOWETH) that the House suspend the rules and pass the bill, H.R. 3520.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

GENERAL LEAVE

Mrs. CHENOWETH. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on H.R. 3520, the bill just passed.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Utah?

There was no objection.

NATIONAL UNDERGROUND RAILROAD NETWORK TO FREEDOM ACT OF 1998

Mr. HANSEN. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1635) to establish within the United States National Park Service the National Underground Railroad Network to Freedom program, and for other purposes, as amended.

The Clerk read as follows:

H.R. 1635

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "National Underground Railroad Network to Freedom Act of 1998".

SEC. 2. FINDINGS AND PURPOSES.

(a) FINDINGS.—The Congress finds the following:

(1) The Underground Railroad, which flourished from the end of the 18th century to the end of the Civil War, was one of the most significant expressions of the American civil rights movement during its evolution over more than 3 centuries.

(2) The Underground Railroad bridged the divides of race, religion, sectional differences, and nationality; spanned State lines and international borders; and joined the American ideals of liberty and freedom expressed in the Declaration of Independence and the Constitution to the extraordinary actions of ordinary men and women working in common purpose to free a people.

(3) Pursuant to title VI of Public Law 101-628 (16 U.S.C. 1a-5 note; 104 Stat. 4495), the Underground Railroad Advisory Committee conducted a study of the appropriate means of establishing an enduring national commemorative Underground Railroad program of education, example, reflection, and reconciliation.

(4) The Underground Railroad Advisory Committee found that—

(A) although a few elements of the Underground Railroad story are represented in existing National Park Service units and other sites,

many sites are in imminent danger of being lost or destroyed, and many important resource types are not adequately represented and protected;

(B) there are many important sites which have high potential for preservation and visitor use in 29 States, the District of Columbia, and the Virgin Islands;

(C) no single site or route completely reflects and characterizes the Underground Railroad, since its story and associated resources involve networks and regions of the country rather than individual sites and trails; and

(D) establishment of a variety of partnerships between the Federal Government and other levels of government and the private sector would be most appropriate for the protection and interpretation of the Underground Railroad.

(5) The National Park Service can play a vital role in facilitating the national commemoration of the Underground Railroad.

(6) The story and significance of the Underground Railroad can best engage the American people through a national program of the National Park Service that links historic buildings, structures, and sites; routes, geographic areas, and corridors; interpretive centers, museums, and institutions; and programs, activities, community projects, exhibits, and multimedia materials, in a manner that is both unified and flexible.

(b) PURPOSES.—The purposes of this Act are the following:

(1) To recognize the importance of the Underground Railroad, the sacrifices made by those who used the Underground Railroad in search of freedom from tyranny and oppression, and the sacrifices made by the people who helped them.

(2) To authorize the National Park Service to coordinate and facilitate Federal and non-Federal activities to commemorate, honor, and interpret the history of the Underground Railroad, its significance as a crucial element in the evolution of the national civil rights movement, and its relevance in fostering the spirit of racial harmony and national reconciliation.

SEC. 3. NATIONAL UNDERGROUND RAILROAD NETWORK TO FREEDOM PROGRAM.

(a) IN GENERAL.—The Secretary of the Interior (in this Act referred to as the "Secretary") shall establish in the National Park Service a program to be known as the "National Underground Railroad Network to Freedom" (in this Act referred to as the "national network"). Under the program, the Secretary shall—

(1) produce and disseminate appropriate educational materials, such as handbooks, maps, interpretive guides, or electronic information;

(2) enter into appropriate cooperative agreements and memoranda of understanding to provide technical assistance under subsection (c); and

(3) create and adopt an official, uniform symbol or device for the national network and issue regulations for its use.

(b) ELEMENTS.—The national network shall encompass the following elements:

(1) All units and programs of the National Park Service determined by the Secretary to pertain to the Underground Railroad.

(2) Other Federal, State, local, and privately owned properties pertaining to the Underground Railroad that have a verifiable connection to the Underground Railroad and that are included on, or determined by the Secretary to be eligible for inclusion on, the National Register of Historic Places.

(3) Other governmental and nongovernmental facilities and programs of an educational, research, or interpretive nature that are directly related to the Underground Railroad.

(c) COOPERATIVE AGREEMENTS AND MEMORANDA OF UNDERSTANDING.—To achieve the purposes of this Act and to ensure effective coordination of the Federal and non-Federal elements of the national network referred to in subsection (b) with National Park Service units and programs, the Secretary may enter into cooperative

agreements and memoranda of understanding with, and provide technical assistance to—

(1) the heads of other Federal agencies, States, localities, regional governmental bodies, and private entities; and

(2) in cooperation with the Secretary of State, the governments of Canada, Mexico, and any appropriate country in the Caribbean.

(d) APPROPRIATIONS.—There are authorized to be appropriated to carry out this Act not more than \$500,000 for each fiscal year. No amounts may be appropriated for the purposes of this Act except to the Secretary for carrying out the responsibilities of the Secretary as set forth in section 3(a).

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Utah (Mr. HANSEN) and the gentleman from American Samoa (Mr. FALEOMAVAEGA) each will control 20 minutes.

The Chair recognizes the gentleman from Utah (Mr. HANSEN).

Mr. HANSEN. Mr. Speaker, I yield myself such time as I may consume.

H.R. 1635, as amended, is a bill introduced by the gentleman from Ohio (Mr. STOKES), my colleague. Mr. Stokes and the gentleman from Ohio (Mr. PORTMAN) are to be congratulated on working very hard on this bill which would establish the National Underground Railroad Network to Freedom Program within the National Park Service. This program facilitates partnerships among the Federal, State and local governments and the private sector to assist in interpreting and commemorating the network of buildings, museums and routes that portray the movement to resist slavery in the United States in the decades prior to the Civil War. H.R. 1635 does not create any new units of the National Park system and caps appropriation at 500,000 per year to staff and to coordinate this program.

Commemorating the Underground Railroad Network, as H.R. 165 will do, is well-deserved and will help every American understand what the Underground Railroad was and how it helped thousands of slaves to secure their freedom and their place in history.

Mr. Speaker, this is a completely bipartisan measure that is also supported by the administration, and I urge my colleagues to support H.R. 1635.

Mr. Speaker, I reserve the balance of my time.

Mr. FALEOMAVAEGA. Mr. Speaker, I yield myself such time as I may consume.

(Mr. FALEOMAVAEGA asked and was given permission to revise and extend his remarks.)

Mr. MILLER of California. Mr. Speaker, as a cosponsor of H.R. 1635, I am pleased that this legislation has finally come to the floor of the House of Representatives for consideration. Although it has been a long and overdue process, I am happy to note that H.R. 1635 now has the bipartisan support of 148 cosponsors.

This bill will establish a National Underground Railroad Network to Freedom program within the National Park Service, to facilitate partnerships among Federal, state and local governments and the private sector to identify and commemorate the Underground Railroad.

This bill comes at a time when divisiveness among our Nation's races and cultures seems to be on the rise. Through the program, structures, routes, and sites which were significant to the Underground Railroad will be identified. The National Park Service will create a logo to identify these sites and distribute interpretive information for visitors to understand the use of the Railroad.

The uplifting stories of the risks taken by all involved with the Underground Railroad put against the stark reality of our past with slavery, will provide visitors with powerful examples of the precious value of freedom and the strengthen of cooperation.

Mr. Speaker, the Underground Railroad is probably the best example of successful civil disobedience this nation has ever seen and the stories must be told. I commend our colleague, Mr. STOKES, for all his hard work on this legislation and I urge my colleagues on both sides of the aisle to vote for H.R. 1635 so that this powerful story may be preserved for generations to come.

Mr. FALEOMAVAEGA. Mr. Speaker, I am proud that the House of Representatives is finally considering legislation to honor the Underground Railroad. This bill, H.R. 1635, introduced by our highly respected colleague, the gentleman from Ohio (Mr. STOKES), would establish the National Underground Railroad Network to Freedom Program under the National Park Service. Mr. STOKES and my friend and colleague, the gentleman from Ohio (Mr. PORTMAN), worked together to establish this program to identify sites and areas important to the struggle for freedom known as the Underground Railroad. This bill is without a doubt a long and overdue recognition of an important piece of American history.

Mr. Speaker, the program will incorporate Underground Railroad routes and sites with interpretive information about the railroad and the people involved. The National Park Service will work in cooperation with State and local governments and the private sector to develop a comprehensive written history.

The Underground Railroad stretched for thousands of miles from Kentucky and Virginia across Ohio and Indiana. In a northerly direction it stretched from Maryland across Pennsylvania and through New York and through New England. This was not just a route north though, and the network this legislation establishes will link numerous locations and landmarks within the United States as well the Caribbean, Mexico and Canada.

It is estimated that in the decade before the Civil War, the Underground Railroad movement was responsible for helping approximately 70,000 slaves escape and journey safely to freedom. Many never made it to freedom, dying along the way or caught and forced to endure unspeakable punishments and torture. Attempts made through the Underground Railroad were made at tremendous risk for those fleeing slavery and anyone who helped along the way.

The movement involved Americans of many different backgrounds. Bringing its experience and lessons to bear on the present, it is inherently a multi-racial process. Each generically different experience is grounded in race and personal wealth, but together they shared much in this experience of the freedom story that transcended race and echoed common commitments among fellow human beings.

Mr. Speaker, I wholeheartedly support the intention of this legislation, but as I mentioned throughout consideration of this bill, I am deeply concerned that a \$500,000 authorization will not cover the costs of this most important program. I understand that the majority Members feel that this is all that would be acceptable to their leadership, and therefore I will not fight it. But I would be remiss if I did not raise my belief that it would be a terrible disservice to the memory of the tens of thousands who suffered and braved so much to be involved with the Underground Railroad if this Nation does not adequately fund this important endeavor.

Mr. Speaker, I urge my colleagues to pass this important legislation.

Mr. Speaker, I reserve the balance of my time.

Mr. HANSEN. Mr. Speaker, the gentleman from Ohio (Mr. STOKES) and the gentleman from Ohio (Mr. PORTMAN) worked diligently on this piece of legislation, and I yield 5 minutes to the gentleman from Ohio (Mr. PORTMAN).

Mr. PORTMAN. Mr. Speaker, I thank the gentleman for yielding this time to me and mostly for all the help he has given us to this point. We would not be here this afternoon on the floor if not for the subcommittee Chairman's willingness to hold a hearing and then mark up this legislation, and I want him to know that both the gentleman from Ohio (Mr. STOKES) and I greatly appreciate that and moving it through the process.

I, of course, rise in very strong support of this historic legislation that will help preserve this powerful and often untold chapter in our Nation's history. I want to thank my colleague, the gentleman from Ohio (Mr. STOKES), who is seated on the other side of the aisle, for his leadership on this project. We have worked for the last few years on putting this legislation together and making this a reality. In addition to the gentleman from Utah (Mr. HANSEN), I also want to thank the gentleman from Alaska (Mr. YOUNG), the gentleman from California (Mr. MILLER), and the gentleman from American Samoa (Mr. FALEOMAVAEGA), who just spoke a moment ago, and the 150 other bipartisan cosponsors of this legislation.

Specifically the bill does three things. First it creates within the National Park Service a National Underground Railroad Network for the first time of all the existing sites, historic buildings, interpretive centers, research facilities, community projects

and activities directly related to the Underground Railroad. The purpose is to commemorate and retell the future generations the important story of the Underground Railroad. So much of what we know, of course, about the Underground Railroad today has been handed down through oral traditions, and over the years as a result, as a recent Park Service study has told us, a lot of that tangible evidence is now in danger of being lost forever. So this bill will help collect, preserve and integrate all the pieces of this fascinating and important part of our history.

Second, it will require the Park Service to produce and disseminate educational materials, maps, handbooks, interpretive guides, electronic information; enter into cooperative agreements to help technical assistance facilities around the country that have a verifiable connection to the Underground Railroad; and will create a uniform official symbol for the national network and issue regulations for how that symbol can be used.

Third, and I think very importantly, it requires appropriate public-private partnerships so that we can facilitate strong private support for this important part of our history. I think this is perhaps one of the most significant parts of the legislation because it represents a way for us to maximize and leverage the resources from the private sector to enhance a national public network.

One brief example the gentleman from American Samoa (Mr. FALEOMAVAEGA) talked about, the funding in the bill, there is some funding in the bill, but in our own area of Cincinnati that I represent, we hope to raise up to \$80 million for a National Freedom Center, which would be part of this linkage, and with those kinds of private sector funds we can do much more with regard to commemorating this part of our history.

The legislation, I think, really can foster a sense of racial harmony, and just as the Underground Railroad itself bridged a divide of race and religion and nationality, joined people together in common purpose, so has this bill. The powerful and largely untold stories of the brave men and women of the Underground Railroad can inspire us even today, and must, about racial cooperation, about reconciliation, about determination and about courage. In a very real sense this act, I think, is a tangible effort that is bringing together people of different races today that helps to advance our ongoing national dialogue we must have about race relations in this great country.

Like so many other people in this Chamber and around this country, I have a personal connection to the Underground Railroad. I knew about it before this project got started, but I learned a lot more about it. The family home of my namesake and grandfather, whose name was Robert Jones, was a stop on the railroad. His great-grandparents and grandparents were Quakers

and abolitionists who lived in a farmhouse near West Milton, Ohio, just north of Dayton. In fact, I visited their home a couple of weeks ago with my family and was able to show my three children the attic above the kitchen where my grandfather told me that, in fact, slaves were harbored as they sought freedom.

Many of the prominent figures of the Underground Railroad, it turns out, lived and worked in the district I represent. Levi Coffin, considered by many to be the president of Underground Railroad, worked for most of the time out of Cincinnati, also a Quaker. Harriet Beecher Stowe was a native of Cincinnati who wrote portions of Uncle Tom's Cabin, which helped in Cincinnati, and of course that book help galvanize antislavery forces in the 1850s and 1860s.

John Parker of Ripley, Ohio, in my district was a former slave who bought his freedom, was a successful inventor and foundry owner and entrepreneur, and became a major conductor on the Underground Railroad. We are now trying to restore his home in Ripley, Ohio.

The Reverend John Rankin, also of Ripley, sheltered over a thousand people fleeing slavery. His home is restored. It is a site that sits on the hill above Ripley, Ohio, and one of the people who he saved was the character of Eliza actually in Uncle Tom's Cabin.

Another town in my district, Springboro, Ohio, has a number of stations, they think 15 or 16 stops, on the Underground Railroad, and they are now doing more work to uncover and authenticate those sites.

One of the very exciting aspects of this bill is its encouragement of public-private partnerships. In the greater Cincinnati region I represent, a national Underground Railroad Freedom Center, which expects to raise about, as I said, \$70 million of private sector money, has been started. The freedom center is expected to open in the year 2003 on the banks of the Ohio River, an appropriate place, the dividing line between free and slave States. It will employ state-of-the-art technology and advance interdisciplinary education to commemorate, educate, and inspire and promote reconciliation, assisted by a national advisory board of distinguished leaders in their number. I will just list a few: Desmond Tutu; Rosa Parks; Dick Cheney, a former Member of this Chamber, and others.

This center will be an international resource for scholarship, human relations education and genealogical study. It will be one of the first distributive museums around the country, meaning it will be in contact with this linkage that we are setting up through this legislation, the networking, and it will also be the first major museum focused exclusively on the Underground Railroad experience. The center will create cooperative programming and educational opportunities across the continent. It has already attracted substantial private sector support, and

again it should be a critical and leading link in the network envisioned by the legislation.

I would like to give special thanks today to a friend and a fellow Cincinnati, Ed Rigaud, who is leading that effort in Cincinnati and has taught me a lot about the national significance of the Underground Railroad. Also, Iantha Gantt-Wright is with the National Parks and Conservation Association, and that group has worked with the gentleman from Ohio (Mr. STOKES) and myself over the last couple of years, gave us a lot of input in the process of putting together the legislation.

□ 1600

Finally, I want to single out Jan Oliver of my staff and the staff of the House Committee on Resources for all their good work on the legislation. I urge bipartisan support of this important and I think landmark legislation, to preserve the story of the Underground Railroad, the lessons of which can guide us in our quest for racial cooperation and understanding even today.

Mr. FALEOMAVAEGA. Mr. Speaker, I certainly want to compliment the gentleman from Ohio (Mr. PORTMAN), the cosponsor of this legislation, for his eloquent remarks.

Mr. Speaker, I yield 2 minutes to the gentleman from Ohio (Mr. BROWN).

Mr. BROWN of Ohio. Mr. Speaker, I thank my friend from American Samoa for yielding me time.

Mr. Speaker, I rise in support of H.R. 1635, the National Underground Railroad Network to Freedom Act of 1998. As an original cosponsor, I am pleased the House is considering this important legislation today.

Mr. Speaker, I would like to take this opportunity to talk about the important role that Oberlin, Ohio in my district played in this struggle for freedom. Oberlin is probably best known as the site of an historic uprising in which 300 residents of Oberlin and neighboring Wellington rescued John Price, an escaped slave from Kentucky, from arrest by a determined group of slave catchers led by a U.S. marshal in September 1858. This incident drew international attention to the plight of American slaves, contributing to an increasing awareness of the abolitionist movement. The participants in the rescue included students, freed slaves and townspeople of all classes. The open defiance of the residents of Oberlin led to the nickname "The town that started the Civil War."

In April, I was pleased to join Interior Secretary Bruce Babbitt in Oberlin to designate the Wilson Bruce Evans House as a National Historic Landmark which was home to Wilson and Henry Evans, two of the leaders in this historic uprising.

Additionally, the City of Oberlin is home to several other sites which played prominent roles in the Underground Railroad movement. First

Church in Oberlin served as a meeting site for the Oberlin Anti-Slavery Society.

Erected in Martin Luther King Park are several monuments, including a memorial to the three African-American men, Shields Green, John Copeland and Lewis Sheridan Leary, who died with John Brown during his march on Harper's Ferry, Virginia, which served as a prelude to the Civil War. Additionally, several other homes of prominent abolitionists, including James Monroe and John Mercer Langston, still stand in Oberlin.

Mr. Speaker, we must ensure that future generations learn about the role that brave and righteous women and men in communities like Oberlin played in establishing and running the Underground Railroad and how their actions led to the end of slavery in the United States and the beginning of the civil rights movement.

Mr. Speaker, I add my support to H.R. 1635, thanking especially the gentleman from Ohio (Mr. PORTMAN) and the gentleman from Ohio (Mr. STOKES) for their leadership.

Mr. FALEOMAVAEGA. Mr. Speaker, I yield 5 minutes to the distinguished gentleman from Ohio, (Mr. STOKES), a cosponsor of this legislation.

Mr. STOKES. Mr. Speaker, I want to thank the distinguished ranking member, the gentleman from American Samoa (Mr. FALEOMAVAEGA), for yielding me time.

Mr. Speaker, I rise in support of H.R. 1635, the National Underground Railroad Network to Freedom Act. I am proud to share authorship of this legislation with my friend and colleague, the gentleman from Ohio (Mr. PORTMAN). It has been a pleasure to work with him and his able staff in bringing this historic legislation to the floor.

I want to express my appreciation to the chairman of the full committee, the gentleman from Alaska (Mr. YOUNG), for his support and interest in this legislation. I also wanted to thank my good friend, the gentleman from Utah (Mr. HANSEN), chairman of the subcommittee, for his cooperation in conducting an excellent and outstanding hearing on this legislation and for also marking it up in the subcommittee.

Since its introduction, the Underground Railroad bill has enjoyed broad bipartisan support. We are pleased to bring this bill to the floor with 156 cosponsors from both sides of the aisle and congressional districts across America. I must also acknowledge the significant role that the National Park Service provided in working with me and the gentleman from Ohio (Mr. PORTMAN) at all stages of this legislative process. Their assistance has been invaluable.

Mr. Speaker, second only to the protests and martyrdom of abolitionists, the Underground Railroad was the most dramatic protest against slavery in the history of America. The Under-

ground Railroad, which reached its peak from 1830 to 1865, spanned more than 22 States, crossed the Mexican and Canadian borders, and thrived in the District of Columbia and the Caribbean. The railways were back roads, waterways, mountains, forests and swamps. Its conveyances were mules, wagons and boats. In short, the railroad was every route escaped slaves took or attempted to take to freedom.

Last year when we introduced the National Underground Network to Freedom Act, we did so in memory of the contributions made by our ancestors, black and white, Quaker and Protestant, Native American and many others who played key roles in the quest of American slaves for freedom. As we debate this issue today, we realize that regardless of whether we trace our ancestry to those who were enslaved, those who were slave owners, or those who were abolitionists and freedom fighters, the Underground Railroad bill will allow us to engage in constructive dialogue and memorialize an important period in American history.

Mr. Speaker, I am proud to have authored, along with the gentleman from Ohio (Mr. PORTMAN), this significant legislation, which will enable the National Park Service to identify routes, geographic areas and corridors associated with the Underground Railroad. The Park Service will also be charged with linking historic buildings and structures relating to the Underground Railroad. Lastly, the National Park Service will provide technical assistance and support to museums, institutions and centers to facilitate the telling of the story of the Underground Railroad.

This bill also encourages the Secretary of the Interior to enter into cooperative agreements with the governments of Canada, Mexico and appropriate countries in the Caribbean.

Mr. Speaker, before closing, I want to commend two members of my staff for their work on this bill, Joyce Larkin and Minnie Kenney. Their service has been outstanding.

Mr. Speaker, H.R. 1635 is a good bill that each of us should be proud to support. I urge my colleagues to vote in its favor.

Mr. FALEOMAVAEGA. Mr. Speaker, I thank the gentleman from Ohio for his most comprehensive and eloquent remarks concerning this legislation.

Mr. Speaker, I yield 3 minutes to my good friend, the gentleman from Maine (Mr. ALLEN).

Mr. ALLEN. Mr. Speaker, I thank the gentleman for yielding me time.

Mr. Speaker, I rise today as a cosponsor and supporter of H.R. 1635, the National Underground Railroad Network to Freedom Act. The act has 156 cosponsors and enjoys substantial bipartisan support. The act requires the Secretary of the Interior to establish a nationwide network of historic sites and museums dedicated to preserving the legacy of the Underground Railroad.

Mr. Speaker, the Underground Railroad was used during the 18th and first half of the 19th century to smuggle African-American slaves to freedom. Maine's citizens were active participants in the Underground Railroad. There are 59 possible Underground Railroad sites across the State of Maine. These safe havens were used to harbor runaway slaves and are located in or near towns like Portland, Biddeford, Kennebunkport, Machias, and Waterboro.

In particular, the Abyssian Meetinghouse in Portland was an important link in the Underground Railroad. Oral history verifies that the site functioned as a way station for slaves on their way to freedom.

Oral history is a useful tool to help determine what buildings were part of the Underground Railroad. Someone's grandmother may remember hearing stories about how slaves were hidden in the town church. Organizations in Maine are working to recover these oral histories in order to identify additional Underground Railroad sites. As people age and die, the stories and information they carry with them die as well. The National Underground Railroad Network to Freedom Act will ensure the preservation of this aspect of American history so that future generations can learn and benefit from it.

Mr. Speaker, I am proud that Maine people were an important part of the national effort to help slaves attain their freedom. Maine served as a final link between the United States and freedom in Canada. The people that comprised the Underground Railroad were motivated by the principles on which our Nation's democracy rests, that all men and all women are created free and equal.

Mr. Speaker, I urge my colleagues to support this legislation.

Mr. FALEOMAVAEGA. Mr. Speaker, I yield 3 minutes to the gentleman from Michigan (Mr. BONIOR), the distinguished minority whip.

Mr. BONIOR. Mr. Speaker, I thank my colleague for yielding me time and for the support.

Mr. Speaker, I want to take this time also to congratulate the gentleman from Ohio (Mr. STOKES) and the gentleman from Ohio (Mr. PORTMAN) on bringing this legislation to the floor. I also want to thank the gentleman from Utah (Mr. HANSEN) and the gentleman from Alaska (Mr. YOUNG) for being cooperative and supportive of this piece of legislation in the committee.

My interest, Mr. Speaker, on this issue revolves around the great history and the struggle that is part of the Underground Railroad and the cooperation to make it happen, but also because I have in my district a place called the Spring Hill Farm. It is located in Shelby Township, and from 1850 to 1865 this farm served as a place where runaway slaves could come and get shelter.

This was out in the middle of the country. The slaves would see this

huge cedar tree, over 100 feet tall. They would know that the spring-in-the-hill cave on this farm was a place where they could get refuge. They would go there, and within the cave by the spring in the hill would be food and blankets and necessities to keep them going on their journey. The farm was owned by Peter and Sarah Lerich. They had 10 children, and they were able to even keep the secrecy of this facility from their children for many, many, many, many years.

The significance of this particular farm revolves around a couple of things. Number one, the owners and their agents trying to intercept the slaves would often go to the Detroit River, thinking the slaves would cross over to Windsor. But what actually was happening, they would go to this farm and then move up throughout my county of Macomb and into Saint Clair County and cross up at the Saint Clair River into Canada, which was 30 or 40 miles north of the Detroit crossing, thereby avoiding the agents and owners.

Interestingly enough, this farm was purchased by the late and great humanitarian and heavyweight boxer, Joe Louis, years later in my district, before he sold the property. It is a wonderful memorial to bravery and to cooperation and to reconciliation.

The Underground Railroad is a story of great courage and determination and the struggle for freedom in this country. It is an American story, but it is a universal story in its relevance. It teaches us the important lessons about liberty, understanding, cooperation and reconciliation.

So it is with great pride that I rise this afternoon to support this wonderful idea, so that we can memorialize and understand and pass on to our children and our grandchildren the great struggle that ensued in this country, so that they will never, ever forget the sacrifices that were made and, of course, the cooperation and help that was given.

Mr. FALEOMAVAEGA. Mr. Speaker, I yield 3 minutes to the distinguished gentlewoman from the U.S. Virgin Islands (Ms. CHRISTIAN-GREEN).

Ms. CHRISTIAN-GREEN. Mr. Speaker, I thank my colleague for yielding me time.

Mr. Speaker, I rise today, delighted that we finally have the opportunity to consider this bill on the floor of the House. I am especially pleased because H.R. 1635 is a fitting tribute to its sponsor, the gentleman from Ohio (Mr. STOKES), and I am honored to be among the 156 Members of the House who have joined our esteemed colleagues, the gentleman from Ohio (Mr. STOKES) and the gentleman from Ohio (Mr. PORTMAN) as cosponsors.

Mr. Speaker, the Underground Railroad network is an important part of our Nation's diverse history and deserves to be celebrated. I am particularly pleased to note that the borders of the network went beyond the North

American Continent to the Caribbean. I trust that when the program which will be established by this bill is completed, it will include the escape routes to freedom which my ancestors from the Virgin Islands used to nearby Puerto Rico.

I urge all of my colleagues to unanimously support this bill. Because of H.R. 1635, we will come to know the many heretofore nameless individuals and groups who made the Underground Railroad route come alive and the traditions that created its culture. As we continue the ongoing national dialogue on race and its impact on our past, present and future, the memorializing of this testament to the courage and sacrifice of many people of all persuasions and to the spirit, strength and determination of the Africans who had been forced into brutal slavery will be an important legacy.

The Underground Railroad Network to Freedom Program will have an unlimited potential to be a part of the education process in our country, and it will also be a source to further inspire and promote the healing of our diverse community, as well as serve as a source of strength, direction and hope for our children. I urge its passage.

Mr. FALEOMAVAEGA. Mr. Speaker, I yield 3 minutes to the distinguished gentlewoman from Texas (Ms. JACKSON-LEE).

□ 1615

Ms. JACKSON-LEE of Texas. Mr. Speaker, I could not help but listen to the passion and compassion of the gentleman from Ohio (Mr. PORTMAN) for this very important bill, and we thank him not only for his collaboration but the history of his family. He has joined with someone that we hold in such high respect, the gentleman from Ohio (Mr. STOKES).

We know that the gentleman will not be in the Congress in the next session, but we are gratified of his vision and his ability to collaborate and to represent, as the Portman and Stokes H.R. 1635 I hope passes unanimously in this House, what America is all about.

The Underground Railroad should be commemorated and celebrated, for it is the recognition of what volunteerism in the face of adversity can bring about. It did not single out any culture or race, any religion. Everyone who was concerned about the degradation and the tragedy in this Nation were able to participate. Up south, north, down south, south, all parts of this Nation could in some way contribute either in spirit or in actuality.

I am proud of the many midwestern States and cities whose people rose to the occasion; the Eastern Seaboard who, along that route, that was not pretty and attractive and well focused. There were no nice railroad beds. There was no stopping for refreshments, where you would stop in some lovely train station. It was, in fact, the Underground Railroad, unpleasant, but yet spirited.

Harriet Tubman, who was called General Moses, had her own way of taking tickets, for if you felt a little fearful and were about to turn around, the story tells us that Harriet Tubman had a way of saying, "if you turn around, you will not live; if you go forward, you can go and live with me."

So this was a challenging time. But the most important aspect of this whole Underground Railroad was a collaboration of Americans, people who came together for good, who did not ask of your background, who did not ask what color you were, but believed in freedom, and believed that this country would be better when slavery was eliminated and helped those who wanted to seek freedom, to work for freedom to be able to go safely into the night and to go into the free North.

So I want to thank the cosponsors of this legislation and particularly would like to acknowledge those who did not survive, all of those heroes and sheros who provided the food and the support that we may not even have in our history books, all the religious leaders.

In Philadelphia, in fact, the AME Church was noted as one that took in the freed slaves from the Underground Railroad, providing them with clothes, food, and support and providing them work. Everyone who became free wanted to work, wanted to contribute to America, wanted to make it better and great. So this is befitting.

We thank the gentleman from Ohio (Mr. PORTMAN) and the gentleman from Ohio (Mr. STOKES) for their vision on this. To those who are not here to hear their stories being told in the United States Congress, you are great Americans, you are great heroes and sheros; and for this, we salute you. The National Underground Network to Freedom Act will forever put in the annals to history our tribute to the Underground Railroad.

Mr. FALEOMAVAEGA. Mr. Speaker, how much time do I have remaining?

The SPEAKER pro tempore (Mr. STEARNS). The gentleman from American Samoa (Mr. FALEOMAVAEGA) has 1 minute remaining.

Mr. FALEOMAVAEGA. Mr. Speaker, I would like to ask my good friend, the gentleman from Utah (Mr. HANSEN) if I could indulge in his acceptance of my request for 2 additional minutes from his time.

Mr. HANSEN. Mr. Speaker, I am happy to yield 2 minutes to the gentleman from American Samoa or to one of his speakers.

Mr. FALEOMAVAEGA. I thank the gentleman.

The SPEAKER pro tempore. Without objection, the gentleman from American Samoa is recognized for an additional 2 minutes.

There was no objection.

Mr. FALEOMAVAEGA. Mr. Speaker, I yield 3 minutes to the distinguished gentlewoman from California (Ms. WATERS).

Ms. WATERS. Mr. Speaker, I am pleased to speak today on this bill,

H.R. 1635. This bill requests the National Park Service, number one, to produce and disseminate appropriate educational materials to inform people about the Underground Railroad, provide technical assistance to the Underground Railroad Partnership, which includes individuals, Federal, State, and local governments, and the private sector to ensure coordination.

Thirdly, to create and adopt a symbol to be placed at all sites designated along the network known as the Underground Railroad.

During perhaps the worst period in American history, the Underground Railroad emerged, an important historic coalition of black and white, religious and concerned citizens joined together to form the abolitionists movement.

Many of the people involved in the Underground Railroad were called conductors. Many of them were former slaves. The conductors led other slaves out of bondage to freedom.

They developed their own terminology to protect those persons involved in helping to secure freedom as well as the slaves. The slaves were known as packages or freight. The route from one safehouse to the next was called the line. The safehouses were called stations. Those who aided the fugitive slaves were conductors.

The most famous of these conductors was Harriet Tubman. It is said that she personally conducted approximately 300 persons to freedom in the North. Reportedly, she even threatened to shoot any of her charges who wanted to turn back. She felt that moving forward or death was the only way to keep the locations of the stations secret.

Without fear for her personal safety, Harriet Tubman would disappear for weeks at a time to provide safety for her passengers on the Underground Railroad. She did so even though she was hunted by slaveholders and slave hunters.

Harriet Tubman worked closely with abolitionists such as John Brown and Germain Logan, Frederick Douglas, and countless other named and unnamed Underground Railroad supporters.

After the outbreak of the Civil War, Harriet Tubman also served as a soldier, a spy, and a nurse. During the war, with her keen knowledge of the route from the south to Canada, she served as a guide to many black soldiers.

The importance of our debate here today is to begin a coordinated effort to mark some of the many sites along the route of the Underground Railroad for generations to come. The work of assisting fugitive slaves along the Underground Railroad is a critical piece of our collective history.

Before the Civil War, it is estimated that approximately 70,000 slaves escaped and made the journey safely to northern States and Canada and subsequent freedom through the Underground Railroad.

It is my hope that the designation of the sites along the Underground Railroad, along with the educational programs and information that follows, will allow Americans of all walks of life to understand the important contribution to the history of the Underground Railroad.

I would like to thank my colleague, the gentleman from Ohio (Mr. STOKES) and everybody that has been involved in making this a possibility.

Mr. FALEOMAVAEGA. Mr. Speaker, I would like to ask my good friend, the gentleman from Utah (Mr. HANSEN) for 1 additional minute.

Mr. HANSEN. Mr. Speaker, I yield 1 minute to the gentleman from American Samoa.

The SPEAKER pro tempore. Without objection, the gentleman from American Samoa is yielded 1 additional minute.

There was no objection.

Mr. FALEOMAVAEGA. Mr. Speaker, I yield myself such time as I may consume.

I would just like to say again to the eloquence of my two good friends as co-sponsors of this legislation, the gentleman from Ohio (Mr. PORTMAN) and the gentleman from Ohio (Mr. STOKES) for bringing this piece of legislation to the floor for consideration and to commend them both for the spirit of bipartisanship that we have this legislation, understanding the spirit behind it, the intention. Hopefully this will be one of those remarkable pieces of history that will be helpful not only for our generation but for future generations to appreciate what these people did as they participated in the Underground Railroad system.

Mr. Speaker, I also would like to say my personal tribute to my good friend and colleague who has certainly been an inspiration to me over the years that I have served in the House, my good friend, the gentleman from Ohio (Mr. STOKES), who will not be here since he is retiring, but just to let him know how much we really appreciate the service that he has rendered, not only to this body, to his district, and certainly to the American people.

Ms. CHRISTIAN-GREEN. Mr. Speaker, I rise today delighted, that we finally have the opportunity to consider this bill on the floor of the House, and I am honored to be among the 150 members of the House who have joined our esteemed colleague, Mr. STOKES and Mr. POSTMAN, as cosponsors.

Since he has announced that he will be leaving us when his term expires at the end of the Congress, it would be a fitting tribute for this House which Congressman STOKES has served so admirably, to pass H.R. 1635 unanimously.

I want to personally take this opportunity to publicly thank Congressman STOKES for taking me under his wing, as he has done for countless other new members, and guiding me through the complexities of this body, and to commend him for his leadership, not only on this issue before us today, but especially on health care and other matters importantly to the integrity of the Nation.

My colleagues H.R. 1635 is the result a Congressional study, mandated in 1990, which required the National Park Service to look at how best to interpret and commemorate the Underground Railroad. The bill before us would establish a program in the National Park Service to be known as the National Underground Railroad Network to Freedom.

Once established, the Secretary of Interior will produce and disseminate educational materials about the railroad and provide technical assistance to other governmental agencies, private entities or Governments of Canada, Mexico and the Caribbean to ensure coordination of the network.

As my district is located in the Caribbean, I am particularly pleased to note that the borders of the network will extend beyond the North American continent to the Caribbean.

I trust when the program which will be established by this bill is completed, it will include the escape routes to freedom which my ancestors used from the Virgin Islands to nearby Puerto Rico.

My colleagues the Underground Railroad Network is an important part of our nation's diverse history and deserves to be celebrated.

As we continue with the ongoing national dialog on race and its impact on our past, present and future, the memorializing of this testament to the courage and sacrifice of many people of all persuasions, and to the spirit, strength and determination of the Africans who had been forced into brutal slavery, will be an important legacy.

I urge all of my colleagues to unanimously support this bill. Because of H.R. 1635 we will come to know the many heretofore nameless individuals and groups who made the Underground Railroad route come alive and the traditions which created its culture.

In addition, The Underground Railroad Network to Freedom Network Program will have the unlimited potential to be a part of the education process in our country and to further inspire and promote the healing of our diverse community, as well as serve as a source of strength, direction and hope for our children.

Mr. POSHARD. Mr. Speaker, I rise today to register my strong support for H.R. 1635, the "National Underground Railroad Network to Freedom Act." This measure authorizes the National Park Service (NPS) to facilitate and coordinate federal and non-federal activities that honor and help people learn about the Underground Railroad. The bill establishes within the NPS the means to link Underground Railroad sites, produce educational materials and provide technical assistance to local organizations. In addition, H.R. 1365 encourages the Secretary of the Interior to enter into innovative public and private partnerships to tell the story of the Underground Railroad.

I am proud to count myself among the original co-sponsors of this important legislation. The Underground Railroad is one of the most significant events of the American civil rights movement, and although more than a century has passed since its inception, I feel that the stories of those who participated in the Underground Railroad remain vital sources of inspiration and can help promote racial understanding and cooperation. In my own congressional district, there is a building known as the "Old Slave House," which was built in 1834 and has served as a meaningful history lesson to those who have been fortunate enough to visit it. The Old Slave House is unique in that

it is the only known remaining structure to have been used by kidnappers operating a kind of "reverse" Underground Railroad, and it is considered a key site by researchers and historians seeking to preserve relics of this critical time in American history.

Mr. Speaker, I am committed to ensuring that the Old Slave House and other sites receive the recognition and protection necessary for their preservation, so that future generations may benefit from the lessons they have to offer. The "National Underground Railroad Network to Freedom Act" represents a critical step in this process, and I urge my colleagues to vote for its passage today.

Mr. RUSH. Mr. Speaker, I rise today in support of an effort in the Senate to amend the Higher Education Bill. This amendment would give the Secretary of Education, in consultation with the Secretary of the Interior, the authority to provide grant money to create an educational center to research and celebrate the history of the Underground Railroad.

The Underground Railroad story is unique in American history. Tens of thousands of enslaved Black men and women risked their lives to pursue freedom. The common bond that led free Blacks, Whites, Native Americans and others to help secure safe passage for the fugitives was the firmly held belief that all human beings have an inalienable right to freedom.

Under the proposed Senate amendment, which may be considered in the next few weeks, the Department of Education would be authorized to evaluate proposals put forward by non-profit educational groups and select one that meets certain criteria, including the utilization of an existing public-private partnership and an on-going endowment to sustain the facility in the future.

In 1990, the Congress directed the National Park Service to conduct a study of alternatives for commemorating and interpreting the Underground Railroad. The Park Service found that there were numerous sites in several states involved in the Underground Railroad and, therefore, could not recommend a single site for an Underground Railroad memorial.

The effort in the Senate resolves the matter by providing funds for the development of a major "hub" site and the creation of satellite centers all across the country—as was the actual Underground Railroad operation. Including this bill in the Higher Education Bill also creates more than a historical monument; it provides an educational program dedicated to preserving, displaying and disseminating the history of the Underground Railroad.

Mr. Speaker, I hope the Senate will include this amendment and I encourage the House conferees to accept the language of the amendment in conference.

Mr. PAYNE. Mr. Speaker, I rise in strong support of H.R. 1635 the Underground Railroad Network to Freedom Act of 1998. With the passage of this legislation, which promotes the interpretation and commemoration of the path to freedom for escaped slaves, we will ensure that one of the most important stories in American history is told. It is a real-life drama, with all of the elements which make a compelling story—danger, courage, sacrifice and an undeniable longing for freedom which led to the establishment of the Underground Railroad. It is also a story which illustrates humanity at its best and worst, holding enduring lessons for present and future generations.

I am proud that the Underground Railroad's most famous conductor, Harriet Tubman, spent time in my home state of New Jersey carrying out her momentous mission. This brave African-American heroine, who was a fugitive slave, nurse, abolitionist, and social worker, risked her own life to lead hundreds of slaves to freedom.

Documented as an Underground Railroad Station is a home in Salem, New Jersey, which belonged to Abigail Goodwin, a Quaker and outspoken abolitionist, and her sister, Elizabeth. Under the initiative we are considering today, attention will be given to the stories of people like the Goodwin sisters and those they helped usher to freedom. As we continue a national dialogue on race, we cannot fail to remember such a critical period in our history and its impact on the development of our nation.

Mr. Speaker, as a former educator, I firmly believe in this effort to educate the public about the movement to resist slavery in the United States in the decades leading up to the Civil War. I commend my friend and colleague, Congressman LOUIS STOKES, for introducing this legislation and I look forward to working with the National Park Service and others to successfully implement this effort to facilitate partnerships among federal, state and local governments and the private sector to highlight the Underground Railroad.

Mr. FALEOMAVAEGA. Mr. Speaker, I yield back the balance of my time.

Mr. HANSEN. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Utah (Mr. HANSEN) that the House suspend the rules and pass the bill, H.R. 1635, as amended.

The question was taken.

Mr. FALEOMAVAEGA. Mr. Speaker, on that, I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 5 of rule I and the Chair's prior announcement, further proceedings on this motion will be postponed.

GENERAL LEAVE

Mr. HANSEN. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on H.R. 1635, the bill just considered.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Utah?

There was no objection.

ESTABLISHING MEMORIAL TO HONOR GEORGE MASON

Mr. HANSEN. Mr. Speaker, I move to suspend the rules and pass the Senate bill (S. 423) to extend the legislative authority for the Board of Regents of Gunston Hall to establish a memorial to honor George Mason.

The Clerk read as follows:

S. 423

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. EXTENSION OF LEGISLATIVE AUTHORITY FOR MEMORIAL ESTABLISHMENT.

The legislative authority for the Board of Regents of Gunston Hall to establish a commemorative work (as defined by section 2 of the Commemorative Works Act (40 U.S.C. 1002)) shall expire August 10, 2000, notwithstanding the time period limitation specified in section 10(b) of the Commemorative Works Act (40 U.S.C. 1010(b)).

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Utah (Mr. HANSEN) and the gentleman from American Samoa (Mr. FALEOMAVAEGA) each will control 20 minutes.

The Chair recognizes the gentleman from Utah (Mr. HANSEN).

Mr. HANSEN. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of S. 423 and urge its adoption. The bill grants a 3-year extension for the Board of Regents of Gunston Hall to construct a memorial to honor George Mason on Federal land within the District of Columbia.

In 1990, Congress passed public law 101-358 authorizing the Board of Regents of Gunston Hall to construct a memorial to George Mason, the American patriot who was the author of the Virginia Declaration of Rights that later served as the model for the Bill of Rights in the U.S. Constitution.

George Mason was a contemporary of George Washington, Thomas Jefferson, and James Madison. However, he died in 1792, years before his colleagues; and his contributions to the drafting of the U.S. Constitution are sometimes overlooked.

Mr. Speaker, section 10(b) of the Commemorative Works Act of 1986 provides that the legislative authorization to construct a memorial expires 7 years after the date the memorial was authorized by Congress. The date for the George Mason Memorial expired on August 10, 1997. This bill extends the legislative authority for the George Mason Memorial until August 10, 2000.

The Board of Regents of Gunston Hall, George Mason's historic ancestral home, have committed to raising the estimated \$1 million necessary to construct this memorial and endow a maintenance fund.

The National Park Service has approved a site for this memorial garden on Federal land within the District of Columbia, adjacent to the span on the 14th Street Bridge, which has been named in George Mason's honor, and within site of the memorial dedicated to his renowned colleague, Thomas Jefferson.

Mr. Speaker, I urge my colleagues to support passage of S. 423.

Mr. Speaker, I reserve the balance of my time.

Mr. FALEOMAVAEGA. Mr. Speaker, I yield myself such time as I may consume.

(Mr. FALEOMAVAEGA asked and was given permission to revise and extend his remarks.)

Mr. FALEOMAVAEGA. Mr. Speaker, Senate bill 423 is a noncontroversial