

Mr. Speaker, as a member of the House Committee on Government Reform, I am pleased to join with my colleagues in the consideration of S. 2693, legislation designating the postal facility in Albany, New York, after Lieutenant John F. Finn.

□ 1445

This measure, which was sponsored by Senator CHARLES SCHUMER, passed the Senate unanimously on October 10, 2004. S. 2693 is identical to H.R. 5053 which passed the House by a voice vote on October 6, 2004.

A 12-year veteran of the Albany, New York, Police Department, Lieutenant John F. Finn was shot while pursuing a robbery suspect. Sadly, Lieutenant Finn passed away last year from his wounds.

Mr. Speaker, we appreciate the enormous sacrifice paid by Lieutenant Finn for protecting his community. Therefore, I join with all of those who would seek to honor his life, his work and his memory and urge swift passage of this bill.

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

Mr. PLATTS. Mr. Speaker, I again urge support for passage of Senate 2693. We are blessed by the courageous service of individuals such as Lieutenant Finn who went into harm's way for the safety and security of all of us fellow citizens.

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

The SPEAKER pro tempore (Mr. PETRI). The question is on the motion offered by the gentleman from Pennsylvania (Mr. PLATTS) that the House suspend the rules and pass the Senate bill, S. 2693.

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

A motion to reconsider was laid on the table.

RECOGNIZING 130TH ANNIVERSARY OF CREATION OF LIFESAVING STATIONS ON THE GREAT LAKES

Mr. SIMMONS. Mr. Speaker, I move to suspend the rules and agree to the resolution (H. Res. 750) recognizing the 130th anniversary of the creation of lifesaving stations on the Great Lakes, which became part of the United States Life-Saving Service, and for other purposes.

The Clerk read as follows:

H. RES. 750

Whereas in 1871 Sumner Increase Kimball was appointed as the Chief of the Revenue Marine Division of the Department of the Treasury;

Whereas in overhauling the Revenue Marine Division and decentralizing the system of lifesaving stations, Mr. Kimball recommended the establishment of lifesaving stations on the Great Lakes;

Whereas in 1874 Congress authorized the organization of the Life-Saving Service into 12 districts, including 3 on the Great Lakes;

Whereas the 8th district consisted of Lakes Erie and Ontario, the 9th district consisted

of Lakes Huron and Superior, and the 10th district consisted of Lake Michigan;

Whereas in 1878 these lifesaving stations were organized with others around the Nation as a separate agency of the Department of the Treasury known as the United States Life-Saving Service;

Whereas in 1854 at the direction of the Secretary of the Treasury, lifesaving capabilities were first introduced to the Great Lakes with 9 lifeboats placed on Lake Ontario, 14 lifeboats placed on Lake Erie, 23 lifeboats placed on Lake Michigan, and 1 lifeboat placed on Lake Superior;

Whereas the forgotten heroes who served at lifesaving stations contended with giant squalls, wrecked vessels, and low pay;

Whereas these men performed amazing rescues, but by far the largest amount of work for the crews revolved around drilling with the rescue equipment, patrol and lookout duty, and general station upkeep;

Whereas the United States Life-Saving Service enabled the shipping industry to rapidly grow on the Great Lakes;

Whereas when the United States Life-Saving Service ended in 1915, 63 Great Lakes stations were in operation, including one on the Mississippi River in Louisville, Kentucky;

Whereas during the years of its operation, the Great Lakes Life-Saving Service contended with 9,763 disasters, saving 55,639 people and \$110,038,860 in property;

Whereas over the course of the United States Life-Saving Service, 20 brave employees gave their lives while performing their duties;

Whereas the organization that Mr. Kimball formed provided the basis for the new search and rescue organization of the Coast Guard; and

Whereas the constant attention to practice with rescue equipment and inspections employed by the United States Life-Saving Service is still in use today: Now, therefore, be it

Resolved, That the House of Representatives—

(1) recognizes the 130th anniversary of the creation of lifesaving stations on the Great Lakes, which became part of the United States Life-Saving Service;

(2) commends the personnel of the United States Life-Saving Service whose efforts saved lives and property on the Great Lakes; and

(3) acknowledges Sumner Increase Kimball for his foresight in the field of marine safety and commitment to maritime safety on the Great Lakes.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Connecticut (Mr. SIMMONS) and the gentleman from Minnesota (Mr. OBERSTAR) each will control 20 minutes.

The Chair recognizes the gentleman from Connecticut (Mr. SIMMONS).

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

Mr. Speaker, H. Res. 750, which was introduced by the gentleman from Michigan (Mr. McCOTTER), recognizes the 130th anniversary of the creation of life-saving stations on the Great Lakes. It commends the personnel of the United States Life-Saving Service for their efforts to save lives and property on the Great Lakes and acknowledges the leadership of Sumner Increase Kimball in protecting maritime safety.

The United States Life-Saving Service was established in 1874. The Life-Saving Service operated as an inde-

pendent agency within the Department of the Treasury before these operations were transferred to the newly established United States Coast Guard in 1915. The efforts by the brave heroes of the Life-Saving Service formed the basis for the Coast Guard's search and rescue functions that continue to this very day.

As part of the service, numerous life-saving and lifeboat stations were built on the Atlantic, Pacific and Gulf coasts and along the shores of the Great Lakes. Over a period of 40 years, the men of the Life-Saving Service saved the lives of more than 55,000 people, and they saved more than \$110 million in property in the Great Lakes region alone. These rescues were often made in the face of dangerous storms and under treacherous conditions. Twenty brave men gave their lives while performing their duties as employees of the Life-Saving Service, and we honor their service and their sacrifice with this resolution here today.

I certainly commend my colleague, the gentleman from Michigan (Mr. McCOTTER), for introducing this legislation, and I urge my colleagues to join me in recognizing the anniversary of the creation of life-saving stations on the Great Lakes.

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

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

Those of us who live on or along the Great Lakes or within the Great Lakes basin know what a great resource this extraordinary collection of individual bodies of fresh water is. It is 20 percent of the fresh water on the face of the earth. We think of it as a great fresh water resource, but it is also a highway of commerce, and we recognize today that in this highway of commerce there are dangers for those who ply the waterways.

The story of today's legislation begins in 1871, when a young lawyer from Maine named Sumner Kimball was appointed chief of the Treasury Department's Revenue Marine Division.

Not many people know, or if they knew recall, that the Coast Guard we know today started out as a revenue cutter service. It was the main source of revenue for the fledgling U.S. government. So the Revenue Marine Division leader began a review of the Department's life-saving network. He found equipment old, rusty, in need of replacement and that the Department's lifesaver employees were too old for life-saving missions, few were competent, and that their selection depended more on politics than qualifications in handling boats.

It was indeed a very dark time for life-saving, especially on the treacherous waters of the Great Lakes, whether it is Superior, Michigan, Huron, Erie or Ontario.

Kimball went to Congress to ask for and was successful in getting an appropriation of \$200,000 to hire the necessary life-saving personnel. He instituted six-man boat crews at all stations, built new stations, set performance standards, physical standards for crews and also schedules for the life-saving stations.

Within 3 years, by 1874, Mr. Kimball's life-saving stations had been established not only across the Great Lakes but all across the country, three of those in particular on key points on the Great Lakes.

By 1878, the life-saving mission within the Department of Treasury was split off as a separate organization, named the U.S. Life-Saving Service. Sumner Kimball would be named superintendent of this service and remain there until his civilian service was merged with the revenue cutter service that I mentioned a moment ago in 1915 to create what we know today as the U.S. Coast Guard.

For over 10 years, the Life-Saving Service and the Coast Guard operating the Great Lakes have encountered over 10,000 disasters, saved 55,000 people, and over \$110 million in property damage protected. Over 40 life-saving and Coast Guard personnel have sacrificed their lives in the pursuit of this service and their duties.

The legacy of Sumner Kimball and the Life-Saving Service continues in the Great Lakes. The Great Lakes region is part of the 9th Coast Guard District, with two air stations, two air facilities, five group offices, eight marine safety offices, 10 cutters and 46 small boat stations, protecting more than 6,700 miles of coastline in the eight States in the 9th Coast Guard District.

We talk a great deal about homeland security in this post-9/11 era, and that certainly is one of the missions of the Coast Guard, but far predating homeland security was that of life security, and there is no organization in the Federal Government better suited to saving lives than the U.S. Coast Guard. Its personnel are rigorously trained, highly skilled, a great sense of mission, and today we recognize a great sense of history in the carrying out of their life-saving responsibilities that we know today as the search and rescue service of the U.S. Coast Guard.

With great pleasure, we bring to the House floor from our Committee on Transportation and Infrastructure H. Res. 750 recognizing the extraordinary and valiant service of the men and women of the Life-Saving Service and the U.S. Coast Guard on our Great Lakes.

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

Mr. STUPAK. Mr. Speaker, I rise today to commemorate the 130th anniversary of the creation of life-saving stations on the Great Lakes.

Congressman MCCOTTER and I recently introduced House resolution 750 to recognize the heroes who paved the way in improving modern maritime safety and enabling the

Great Lakes shipping industry to take hold and expand in the early part of the 20th century.

Despite facing long hours and low pay, these individuals risked their lives—tackling giant squalls and wrecked vessels to ensure the safety of individuals and property traveling on the Great Lakes. In all, the Great Lakes Life-Saving Service saved over 55,000 people and \$110 million in property.

In the late 1870s while Chief of the Revenue Marine Division of the Department of Treasury, Sumner Increase Kimball played a key role in redesigning the network of life-saving stations around the country and championed the idea of establishing stations on the Great Lakes.

These life-saving stations, which became part of the United States Life-Saving Service, combined with the Revenue Cutter Service in 1915 to form the United States Coast Guard.

The organization provided in these units serving the Great Lakes provided a basis for the new United States Coast Guard's search and rescue organization for years to come.

I would like to thank Congressman MCCOTTER for his efforts to acknowledge the heroic performance of the Life-Saving Service on the Great Lakes.

Please join me in recognizing the personnel of the United States Life-Saving Service, especially the 20 brave rescuers who gave their lives in duty during the Services' existence, and Mr. Kimball for his commitment to marine safety on the Great Lakes, by supporting this resolution.

Mr. SIMMONS. Mr. Speaker, seeing that there are no more speakers on this side, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Connecticut (Mr. SIMMONS) that the House suspend the rules and agree to the resolution, H. Res. 750.

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

A motion to reconsider was laid on the table.

GENERAL LEAVE

Mr. SIMMONS. 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. Res. 750.

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

There was no objection.

RECOGNIZING THE 60TH ANNIVERSARY OF THE BATTLE OF THE BULGE DURING WORLD WAR II

Mr. KING of New York. Mr. Speaker, I move to suspend the rules and pass the joint resolution (H.J. Res. 110) recognizing the 60th anniversary of the Battle of the Bulge during World War II.

The Clerk read as follows:

H.J. RES. 110

Whereas the battle in the European theater of operations during World War II

known as the Battle of the Bulge was fought from December 16, 1944, to January 25, 1945;

Whereas the Battle of the Bulge was a major German offensive in the Ardennes forest region of Belgium and Luxembourg which took Allied forces by surprise and was intended to split the Allied forces in Europe by breaking through the Allied lines, crippling the Allied fuel supply lines, and exacerbating tensions within the alliance;

Whereas 600,000 American troops, joined by 55,000 British, Belgian, Canadian, and other soldiers, participated in the Battle of the Bulge, overcoming numerous disadvantages in the early days of the battle that included fewer numbers, treacherous terrain, and bitter weather conditions;

Whereas the Battle of the Bulge resulted in 81,000 American and 1,400 British casualties, of whom approximately 19,000 American and 200 British soldiers were killed, with the remainder wounded, captured, or listed as missing in action;

Whereas the worst atrocity involving Americans in the European theater during World War II, known as the Malmédy Massacre, occurred on December 17, 1944, when 86 unarmed American prisoners of war were gunned down by elements of the German 1st SS Panzer Division;

Whereas American, British, Belgian, Canadian, and other forces overcame great odds throughout the battle, including most famously the action of the 101st Airborne Division in holding back German forces at the key Belgian crossroads town of Bastogne, thereby preventing German forces from achieving their main objective of reaching Antwerp as well as the Meuse River line;

Whereas the success of American, British, Belgian, Canadian, and other forces in defeating the German attack made possible the defeat of Nazi Germany four months later in April 1945;

Whereas thousands of United States veterans of the Battle of the Bulge have traveled to Belgium and Luxembourg in the years since the battle to honor their fallen comrades who died during the battle;

Whereas the peoples of Belgium and Luxembourg, symbolizing their friendship and gratitude toward the American soldiers who fought to secure their freedom, have graciously hosted countless veterans groups over the years;

Whereas Luxembourg has erected over 90 monuments and plaques commemorating the liberation of Luxembourg by United States Armed Forces during World War II;

Whereas the 60th anniversary of the Battle of the Bulge in 2004 will be marked by many commemorative events by citizens of the United States, Belgium, Luxembourg, and many other nations;

Whereas the friendship between the United States and both Belgium and Luxembourg is strong today in part because of the Battle of the Bulge; and

Whereas section 204 of the Veterans Benefits Act of 2002 (38 U.S.C. 2409 note) authorized the Secretary of the Army to place in Arlington National Cemetery a memorial marker honoring those who fought in the Battle of the Bulge: Now, therefore, be it:

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That Congress—

(1) recognizes the 60th anniversary of the battle in the European theater of operations during World War II known as the Battle of the Bulge, which began with a German surprise attack in the Ardennes forest region of Belgium and Luxembourg and ended with an Allied victory that made possible the defeat of Nazi Germany four months later;

(2) honors those who gave their lives during the Battle of the Bulge;