

So I commend the gentlewoman from Florida for her introduction of this legislation and urge its passage.

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

Ms. WASSERMAN SCHULTZ. Madam Speaker, I yield myself such time as I may consume.

In conclusion, I want to thank again Speaker HASTERT and Mr. CANTOR from Virginia for their efforts to help us bring this resolution to the floor. I also want to thank Leader PELOSI and the rest of my colleagues for their assistance.

I do want to recognize Speaker HASTERT in particular, because he has committed to personally contact the President to urge him to take this resolution and to go ahead and create the executive order. So I look forward to working with him towards that end.

Madam Speaker, I have no further requests for time, and I yield back the balance of my time.

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

Madam Speaker, again, I think one of the great things about America and the House floor is we are able to talk about our diverse country and the respect we have for the different organizations, different religions and different groups. Certainly this is another example of this House of Representatives recognizing a very, very important part of our culture and our country and our future.

Again, I urge that all Members support the passage of this particular concurrent resolution.

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

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Nevada (Mr. PORTER) that the House suspend the rules and agree to the concurrent resolution, H. Con. Res. 315.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds of those present have voted in the affirmative.

Ms. WASSERMAN SCHULTZ. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this question will be postponed.

#### CONGRATULATING TONY STEWART ON WINNING THE 2005 NASCAR NEXTEL CUP CHAMPIONSHIP

Mr. PORTER. Madam Speaker, I move to suspend the rules and agree to the resolution (H. Res. 587) congratulating Tony Stewart on winning the 2005 NASCAR Nextel Cup Championship.

The Clerk read as follows:

H. RES. 587

Whereas Tony Stewart won NASCAR's Nextel Cup Championship in 2005, the 57th season of NASCAR's premier series;

Whereas Stewart finished with an amazing 6,533 points, the most for any driver in the 2005 NASCAR series;

Whereas Stewart in the 2005 series won 3 starting pole positions, had 5 wins, 17 top 5 finishes, and 25 top 10 finishes;

Whereas Stewart also won the Gatorade Duel 2, the Dodge/Save Mart 350, the Pepsi 400, the New England 300, and the Sirius Satellite Radio at the Glen;

Whereas Stewart's #20 car started in 22nd position, led the most laps, and also finished first in the Allstate 400 at the Brickyard, continuing Hoosier dominance at the Indianapolis Motor Speedway's only NASCAR Nextel Cup race;

Whereas Stewart is the recipient of Indiana's highest honor, the Sagamore of the Wabash, which was awarded to him by Governor Mitch Daniels on August 29, 2005, after Stewart won the Allstate 400 at the Brickyard;

Whereas Stewart has won 2 NASCAR Nextel Cup Championships in only his 7th year in the NASCAR circuit;

Whereas Stewart has won 8 other auto racing championships in his career including the Indy Racing League;

Whereas Stewart has ranked in the top 10 every season since his 1999 rookie year and has never ranked lower than 7th in the final point standings; and

Whereas Stewart, who began racing in Indiana and excelled at a very young age, was born in Columbus, Indiana, and continues to have close ties with the State of Indiana and the City of Columbus: Now, therefore, be it

*Resolved*, That the House of Representatives congratulates Tony Stewart for winning the 2005 NASCAR Nextel Cup Championship.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Nevada (Mr. PORTER) and the gentleman from Illinois (Mr. DAVIS) each will control 20 minutes.

The Chair recognizes the gentleman from Nevada.

#### GENERAL LEAVE

Mr. PORTER. Madam 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. 587.

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

There was no objection.

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

Madam Speaker, I rise today in support of H. Res. 587, which congratulates Tony Stewart on winning the 2005 NASCAR Nextel Cup Championship.

Madam Speaker, as a NASCAR fan and frequent patron of the Las Vegas Motor Speedway, home of many NASCAR races, I am glad to be speaking on this resolution this evening.

Tony Stewart has become the 14th driver in NASCAR history with more than one championship, despite a 15th place finish at the Homestead-Miami Speedway on November 20. The finish solidified his reign in the NASCAR points chase.

□ 2030

He finished with a 35-point lead over fellow driver Greg Biffle to win the

Cup. This is Stewart's second title in 4 years, and he joins Jeff Gordon as they claim the honor of being the only active full-time drivers with multiple titles.

For Stewart, it was the perfect finish to a near-perfect season as he consistently stayed on top of the points board for 13 of the final 14 weeks. He was on top at the start of the 10 race chase for the championship and fell off the leader board just once, when he dropped to fifth place after round two. Stewart soon found his way back to the top a week later and never looked back.

I urge all Members to come together to congratulate Tony Stewart on an unforgettable season by adopting H. Res. 587.

Madam Speaker, I reserve the balance of my time.

Mr. DAVIS of Illinois. Mr. Speaker, I yield myself such time as I may consume.

I rise in support of H. Res. 587, congratulating Tony Stewart on winning the 2005 NASCAR Nextel Cup Championship.

Mr. Speaker, born in Columbus, Indiana, in 1971, Tony Stewart has been winning races since the age of 16. He grew up racing go-carts and won the world carting championship in 1987. He raced three-quarter midgets for a handful of years and then moved up to the USAC series. Stewart was the USAC rookie of the year in 1991 and the National Midget Series Champion in 1994.

In 1995, Stewart became the first driver to win USAC's version of the triple crown by earning championships in all three USAC major divisions, National Midget, Sprint and Silver Crown. Stewart burst onto the Nextel Cup scene in 1999 with more experience in the big leagues of motor sports than most other rookies. Posting three wins in his rookie season, he laughed off the often-experienced sophomore slump jinx with six more wins in 2000.

Throughout his stellar career, Stewart has never finished a season outside of the top ten in points, including his brilliant 2002 champion-winning season. His 2005 season was magical. In addition to taking his second Nextel Cup title, the 34-year-old realized a lifelong goal by winning the Brickyard 400 as part of an amazing summer that saw Stewart win five races in seven weeks.

Stewart wrapped up his second NASCAR Nextel Cup championship in Sunday's Ford 400 at Homestead-Miami Speedway, the 57th season of NASCAR's premier series. Winning two NASCAR Nextel Cup Championships in only 7 years on the NASCAR circuit is quite an accomplishment. Tony Stewart is deserving of this resolution which recognizes and congratulates him for his accomplishments, and I would urge its passage and support.

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

Mr. PORTER. Mr. Speaker, I yield such time as he may consume to the gentleman from Indiana (Mr. SODREL).

Mr. SODREL. Mr. Speaker, I rise today to speak in support of this resolution. I was happy to offer this resolution honoring a constituent of mine, Tony Stewart, for one of the greatest accomplishments in motor sports, winning the 2005 NASCAR Nextel Cup.

This resolution is co-sponsored by several of my colleagues from Indiana, Mr. PENCE, Mr. BURTON, Mr. SOUDER, Mr. HOSTETTLER and Ms. CARSON. This achievement is even more amazing considering this is Mr. Stewart's second NASCAR Cup win in only his seventh season competing on the NASCAR circuit. Not only has Mr. Stewart won two NASCAR championships, his resume is more impressive when you consider he has also won eight other auto racing championships, including the Indy Racing League.

This season, NASCAR fans and even the casual spectator watching highlights on ESPN SportsCenter all saw Mr. Stewart's number 20 Home Depot/ Joe Gibbs racing car capture the checkered flag in an orange and black blur six times during the season. These victories came at the Gatorade Duel 2, the Dodge Save Mart 350, the Pepsi 400, the New England 300, the Sirius Satellite Radio at the Glen and the All-state 400 at the Brickyard. It was at the Brickyard, Indiana's crown jewel on the NASCAR circuit, where Mr. Stewart started in the 22nd position and worked his way through the pack to lead the most laps on his way to victory.

Mr. Stewart's path to his second championship started in his hometown of Columbus, Indiana. Just outside of Columbus is a town called Westport where he raced go-carts in 1978.

Mr. Speaker, I will be submitting an article from the December 1, 2005, edition of Sports Illustrated which eloquently highlights the career of Mr. Stewart.

Sports Illustrated writer Lars Anderson writes about Mr. Stewart's hard-working Hoosier roots and his entry into the racing world: "Tony Stewart was 22 years old and living rent-free in a friend's house in Rushville, Indiana, when he hit a crossroads. For months, he had been working in a machine shop 8 hours a day, 5 days a week, running a drill press for \$5 an hour and wondering if he had what it took to become a professional racer. Then, one afternoon early in 1993, he asked his boss if he could borrow money for a ticket to Phoenix. The Copper World Classic, a USAC event for open-wheel cars at Phoenix International Raceway, was going to be held in a few days, and Stewart, who raced on the weekends in the Midwest, wanted to test his talent against West Coast drivers. So he asked his boss for a loan, and neither Stewart's life nor American motor sports have been the same since."

Indeed, American motor sports have never been the same since.

Mr. Stewart won three carting championships, four USAC titles and the IRL crown before becoming the

NASCAR Rookie of the Year in 1999 and winning his first NASCAR Winston Cup title in 2002.

Mr. Stewart recalls to Mr. Andrews how he entered the world of professional auto racing. He said, "I got the loan and wound up finishing second in the race, and I made \$3,500." "When I got home from Phoenix, I looked at the paycheck and calculated how long it would take me to make that much in the machine shop. I said to myself, It's now or never, and that's when I decided to go for it."

Mr. Speaker, that is the American dream, going for it; taking the risk; taking advantage of the opportunities. Mr. Stewart's rise to the top is indicative of his Hoosier work ethic and pride in a job well done. But Mr. Stewart should also be recognized for his accomplishments outside of motor sports. His commitment to philanthropy led him to start the Tony Stewart Foundation to help terminally ill children and to aid the families of drivers injured in motor sports.

For his contributions to the State of Indiana, a State rich in motor sports history, Mr. Stewart was awarded the Sagamore of the Wabash, the State of Indiana's highest honor. Governor Mitch Daniels presented the award after Mr. Stewart's number 20 car and his crew won Indiana's only NASCAR Nextel Cup race, the Brickyard 400.

This race is held annually at the most storied of racetracks in the world, the Indianapolis Motor Speedway in Speedway, Indiana. Mr. Stewart is not only held in respect by his fellow Hoosiers but by his fellow racers as well. His colleague Mark Martin said, "Tony Stewart, in my eyes, is the greatest race car driver I have watched drive in this era. A.J. Foyt might have been that when I was a little boy, but Tony Stewart is my driving hero."

Dale Earnhardt, Jr., said, "Tony's as talented as they come. He's also one of the most genuine guys in our sport. He was one of the few people who stepped up for me when my dad died. He's a guy who really cares about his friends, and I guarantee you this won't be the last championship he wins."

Jeff Gordon, a fellow Hoosier and four-time NASCAR Cup champion said, "Tony is a true American racer. You can put him in any car on any track and he'll be fast. He's good on the short tracks, the intermediate tracks, the restrictor-plate tracks and the road courses."

I am proud to honor Mr. Stewart, an American driver at the top of the racing world, a Hoosier, and a Ninth District constituent. I ask for my colleagues to support this resolution to congratulate him on his accomplishments.

[From Sports Illustrated, Dec. 2005]

THE CHAMPION

(By Lars Anderson)

Tony Stewart was 22 years old and living rent-free in a friend's house in Rushville, Ind., when he hit a crossroads. For months he had been working in a machine shop,

eight hours a day, five days a week, running a drill press for \$5 an hour and wondering if he had what it took to become a professional racer. Then, one afternoon early in 1993, he asked his boss if he could borrow money for a ticket to Phoenix. The Copper World Classic, a USAC event for open-wheel cars at Phoenix International Raceway, was going to be held in a few days, and Stewart, who raced on weekends in the Midwest, wanted to test his talent against West Coast drivers. So he asked his boss for a loan, and neither Stewart's life, nor American motor sports, has been the same since.

"I got the loan and wound up finishing second in the race, and I made \$3,500," Stewart recalled as he sat in the back of an Agusta helicopter that was carrying him to Homestead-Miami Speedway on Nov. 17 for the start of what Stewart would later call the most important racing weekend of his life. "When I got home from Phoenix, I looked at the paycheck and calculated how long it would take me to make that much in the machine shop. I said to myself, It's now or never. And that's when I decided to go for it."

In NASCAR's season finale at Homestead, almost 13 years after he made his decision, Stewart solidified his status as one of the top drivers of his generation when he wrapped up his second career Cup championship by coming in 15th in the Ford 400. Stewart, who finished 35 points ahead of Greg Biffle and Carl Edwards in the final standings, joined an exclusive club: He became the 14th driver in NASCAR's 58-year history to win multiple titles. Among current drivers, Stewart is only the second to have won more than one Cup championship. (Jeff Gordon, who has won four, is the other.) Though Stewart didn't win any of the final 10 races of 2005, his average finish of 8.7 during the Chase was second only to Carl Edwards's 8.4. And during the final two thirds of the season, Stewart was as consistent as any NASCAR driver in recent memory: Over the final 22 races of '05 he finished in the top 10 an astonishing 19 times.

"Tony Stewart, in my eyes, is the greatest race car driver I've watched drive in this era," says Mark Martin. "A.J. Foyt might have been that when I was a little boy, but Tony Stewart is my driving hero."

"Tony is a true American racer," says Gordon. "You can put him in any car on any track, and he'll be fast. He's good on the short tracks, the intermediate tracks, the restrictor-plate tracks and the road courses."

"Tony's as talented as they come," says Dale Earnhardt Jr. "He's also one of the most genuine guys in our sport. He was one of the few people who stepped up for me when my dad died. He opened his home to me and offered me his car, his helicopter. He's a guy who really cares about his friends, and I guarantee you this won't be the last championship he wins."

For Stewart, though, it will be a hard one to top in terms of satisfaction. "It's been a very special year," he says of a title run that was far less stormy than his previous one. "This championship means 10 times more than the one I won in 2002. I've had more fun this year than at any time in my life."

All season long Stewart could be seen smiling when he talked to his crew and hamming it up with the media. Which prompts the question: What happened to Tempestuous Tony, the hothead nicknamed Smoke, who infamously shoved a photographer in 2002 and used to challenge other drivers to fights in the garage?

To understand Stewart's dramatic change in demeanor, you must go back to the final race of 2004. Minutes after Stewart hopped out of his Home Depot Chevy at Homestead,

he told friends that he was packing his bags and heading west. For six years he had lived just north of Charlotte, the hub of NASCAR, but now he had decided to move back to his childhood home in Columbus, Ind. The move made Stewart happy, and it transformed his team. "I can hit the reset button here—and nobody bothers me," he said one day last summer. "My neighbors think of me as the same punk kid who smacked baseballs into their aluminum siding."

Relaxed and upbeat, Stewart improved not just his attitude but also his listening skills. The communication between Stewart and his crew in 2005 was as free-flowing as it has ever been in his six-year Cup career. In October '04, in a meeting at Joe Gibbs Racing in Charlotte, several crewmen told Stewart that in the past his heat-of-the-moment tongue-lashings had bruised egos. As a result, some in the crew were reluctant to speak to Stewart when problems arose.

"That meeting really opened my eyes," says Stewart. "I'm only 5'8" and 185 pounds, but I can intimidate people. That had to stop because my guys need to be able to talk to me about anything."

"Tony moving home has meant everything to our team," says shock specialist Ronny Crooks. "Instead of looking at problems, Tony now looks at solutions."

That positive attitude carried the team all year, from the ups and downs of spring, through a red-hot summer (sparked by a test session at Michigan in which Stewart and crew chief Greg Zipadelli hit on a key suspension setup), to a carefully controlled Chase, to the final lap at Homestead, ending a season that will stand out in NASCAR history. "I've never really thought about where my place in the history of the sport will ultimately be," says Stewart. "I've got a lot more to accomplish, and hopefully I'll win a few more championships."

While Stewart is clearly driving toward the pantheon of the alltime great American racers—a place where Earnhardt, Foyt, Pearson and Petty all reside—he already shares one trait with the legends: He likes to give the fans a show. So, late in the evening of Nov. 20, at the urging of a few hundred fans still in the Homestead grandstand an hour after the race, Stewart scaled the catch-fence at the start-finish line. As he triumphantly raised his arm, flashbulbs popped, capturing what surely will be the defining image of NASCAR's 2005 season.

Mr. DAVIS of Illinois. Mr. Speaker, I yield such time as she may consume to the gentlewoman from Texas (Ms. JACKSON-LEE).

Ms. JACKSON-LEE of Texas. Mr. Speaker, I thank the distinguished gentleman for yielding me time.

Coming from Texas, we well know the importance and the excitement around NASCAR drivers and NASCAR participants and those who enjoy the excitement of this sport. And so I rise to briefly salute the sport.

Being from Texas, I can assure you that there are thousands and thousands of fans to pay tribute to Mr. Stewart, who has been winning races since the age of 18. His record of being one of the triple crown winners in all three USAC major divisions, the National Midget, Sprint and Silver Crown, means that he is part of a growing and exciting sport. So it gives me great pleasure to join my colleagues as well and to support this initiative, H. Res. 587, to honor and salute him.

Mr. Speaker, I was unable to join my colleagues on the floor of the House as

the gentlewoman from Florida (Ms. WASSERMAN SCHULTZ) brought forward H. Con. Res. 315, which really speaks to the sensitivities of being an American. And that is the urging of the President to issue a proclamation for the observance of an American Jewish History Month.

I think it makes America better when we understand each other's history. We all come from diverse communities and certainly have grown up understanding the importance of the American Jewish community and also the importance of the relationship between Israel and the United States and the contributions that those who come from throughout Europe and other places around the world of Jewish heritage who have now come to America and made some great contribution, whether it is medicine, politics, academics, science.

We know that the American Jewish community has had an enormous history and impact on America. We also know, as a member of the broad American psyche, that the American Jewish community certainly has been a leader in the civil rights efforts of all Americans. It was very much the American Jewish community that worked alongside Dr. Martin Luther King, who understood the importance of the freedom of speech and the freedom of the first amendment. And so I think that this resolution that Ms. WASSERMAN SCHULTZ offered on the floor of the House, H. Con. Res. 315, should draw the support of all of our colleagues.

It makes America whole. It makes America embracing when we acknowledge and understand the history of all Americans.

Allow me to conclude, as I listened to the debate as I was in another meeting, regarding H. Res. 579, regarding the symbols of Christmas, I do not think there is anything one can say other than we are a great country because we do have diversity and faith, diversity in background. I listened to the debate, although I could not join it as I was in meetings, but I think the simple premise should be that we welcome the freedom to worship and celebrate as our faiths and our cultures dictate.

There are so many good wishes that we could offer during this season. Just a few weeks ago was Ramadan, and certainly, we can wish many others happy Chanukah, and certainly, there are those who celebrate and commemorate and praise the name of Christmas in the spirit of merry Christmas.

I know that some thought H. Res. 579 was a bill that needed to be brought to the floor, but what I want to say, Mr. Speaker, is that none of my constituents has ever approached me to suggest that we should stop saying Merry Christmas or anyone has ever been offended because I might have said happy holidays and they celebrate Christmas.

So why do I not conclude, it seems this may be a vote on the House, to say that I will enthusiastically vote for this bill, but at the same time, I am

going to offer to this body that we should be respecting of the different faiths of many different people. And hopefully, by casting a vote for this initiative, H. Res. 579, we will not be casting a vote for discrimination or offense to anyone, but we really will be saying that however you express yourself, we welcome it.

There should be many more bills like this or it should have been a comprehensive bill. But I simply close my remarks by thanking the gentleman from Illinois (Mr. DAVIS) for his leadership, thanking the sponsor for the original underlying bill honoring Mr. Stewart, H. Res. 587, congratulating the gentlewoman from Florida (Ms. WASSERMAN SCHULTZ) on the urging of the President to issue a proclamation for the observance of American Jewish History Month.

I conclude by saying Merry Christmas, happy holidays and Happy New Year.

□ 2045

Mr. DAVIS of Illinois. Mr. Speaker, I yield myself such time as I may consume.

I do not believe that I am going to have any other requests for time, and so I am prepared to simply close and yield back.

I want to commend the gentleman from Indiana. I come from Chicago where we have the Chicago White Sox and I represent them, and so I know what it feels like to have a champion. I commend him for introducing this resolution.

I also want to take this opportunity, Mr. Speaker, to simply say to the gentleman from Nevada (Mr. PORTER), the chairman of our subcommittee and his staff, that it has indeed been a pleasure working with you and your staff this entire year, and we look forward to coming back at the end of January.

As we go and take all of this time off and be that much away from each other, I certainly want to wish for you and your staff and your family a merry Christmas and a happy holiday season. It has been a pleasure working with you.

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

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

First, my congratulations to the gentlewoman from Florida (Ms. WASSERMAN SCHULTZ). I think it is very appropriate and appreciate her bringing the bill to the floor recognizing such an important part of our culture.

To the gentleman from Illinois (Mr. DAVIS), my ranking member of the subcommittee, I must say I have learned many things from him this year. He truly provides great leadership. He and his staff, too, have been a pleasure to work with, but I say certainly out of all due respect that the gentleman from Illinois (Mr. DAVIS) comes highly thought of to the committee. It has been a pleasure working with him and his professionalism, and I, too, look

forward to 2006 and say that to his staff and to Mr. DAVIS, of course, the best, a happy holiday season, a very special merry Christmas and happy Chanukah and for the kind words mentioned by some of your colleagues.

We live in such a great Nation with a diverse background. We have had many problems through the years, and we still will have problems in the future; but I think that this body shows consistently, and continues to show, respect for that diversity. So I, again, say thank you and ask for Members to support the bill.

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

The SPEAKER pro tempore (Mr. CONAWAY). The question is on the motion offered by the gentleman from Nevada (Mr. PORTER) that the House suspend the rules and agree to the resolution, H. Res. 587.

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.

#### RECOGNIZING COMMODORE JOHN BARRY AS THE FIRST FLAG OFFICER OF THE UNITED STATES NAVY

Mrs. DRAKE. Mr. Speaker, I move to suspend the rules and pass the joint resolution (H.J. Res. 38) recognizing Commodore John Barry as the first flag officer of the United States Navy.

The Clerk read as follows:

H.J. RES. 38

Whereas John Barry, American merchant marine captain and native of County Wexford, Ireland, volunteered his services to the Continental Navy during the American War for Independence and was assigned by the Continental Congress as captain of the Lexington, taking command of that vessel on March 14, 1776, and later participating in the victorious Trenton campaign;

Whereas the quality and effectiveness of Captain John Barry's service to the American war effort was recognized not only by George Washington but also by the enemies of the new Nation;

Whereas Captain John Barry rejected British General Lord Howe's flattering offer to desert Washington and the patriot cause, stating: "Not the value and command of the whole British fleet can lure me from the cause of my country.";

Whereas Captain John Barry, while in command of the frigate Alliance, successfully transported French gold to America to help finance the American War for Independence and also won numerous victories at sea;

Whereas when the First Congress, acting under the new Constitution of the United States, authorized the raising and construction of the United States Navy, it was to Captain John Barry that President George Washington turned to build and lead the new Nation's infant Navy, the successor to the Continental Navy of the War for Independence;

Whereas Captain John Barry supervised the building of his flagship, the U.S.S. United States;

Whereas on February 22, 1797, President Washington personally conferred upon Captain John Barry, by and with the advice and

consent of the Senate, the rank of Captain, with "Commission No. 1", United States Navy, dated June 7, 1794;

Whereas John Barry served as the senior officer of the United States Navy, with the title of "Commodore" (in official correspondence), under Presidents Washington, John Adams, and Jefferson;

Whereas as commander of the first United States naval squadron under the Constitution of the United States, which included the U.S.S. Constitution ("Old Ironsides"), John Barry was a Commodore, with the right to fly a broad pendant, which made him a flag officer; and

Whereas in this sense it can be said that Commodore John Barry was the first flag officer of the United States Navy: Now, therefore, be it

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That Commodore John Barry is recognized, and is hereby honored, as the first flag officer of the United States Navy.*

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from Virginia (Mrs. DRAKE) and the gentleman from North Carolina (Mr. BUTTERFIELD) each will control 20 minutes.

The Chair recognizes the gentlewoman from Virginia.

#### GENERAL LEAVE

Mrs. DRAKE. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on H.J. Res. 38, the resolution under consideration.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from Virginia?

There was no objection.

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

Mr. Speaker, I rise in support of H.J. Res. 38. This resolution recognizes Commodore John Barry as the first flag officer of the United States Navy. Born in 1745, John Barry came to America as a young seaman and became a great American patriot and warrior during the Revolutionary War.

John Barry's contributions during the Revolutionary War were unparalleled. He was the first captain to capture a British vessel on the high seas; and while waiting for a warship to be built, he also fought on the land with a company of marines at the Battles of Trenton and Princeton.

When he assumed command of his favorite ship, the frigate Alliance, he captured two British ships after being severely wounded during a ferocious sea battle. In all, he captured over 20 ships and fought the last sea battle of the war at the helm of the frigate Alliance in 1783.

After the war, he was appointed the head of the United States Navy by President George Washington. He was so highly regarded that his contemporaries labeled him the Father of the American Navy.

Today, with this resolution, we honor Commodore John Barry as the first Navy officer authorized to fly his own pennant.

Mr. Speaker, I particularly want to thank my House colleague, the gentleman from New York (Mr. KING), for introducing this resolution. I urge my colleagues to support it.

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

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

Mr. Speaker, I, too, rise in support of H.J. Res. 38, honoring Commodore John Barry as the first flag officer of the United States Navy. I want to recognize and thank the gentlewoman from Virginia (Mrs. DRAKE), my friend, for her support of this resolution now before the House.

Mr. Speaker, H.J. Res. 38 is a tribute to a man recognized as the Father of the American Navy. Unfortunately, I suspect most Americans today probably do not remember Commodore Barry, let alone his gallant and heroic actions during the American Revolution.

John Barry was born in Wexford, Ireland, in 1745. A son of a poor Irish farmer, young John followed his uncle, Nicholas Barry, to sea, starting out as a ship's cabin boy and ultimately becoming the senior commander of the entire United States fleet.

In 1766, Barry had his first command aboard the schooner Barbadoes, which sailed out of his home port of Philadelphia. Philadelphia became home to John Barry, not only because it was an emerging maritime trade center but because it was also an environment which promoted religious freedom.

Upon his return from a trade voyage to England, John Barry found that the Colonies and Great Britain were at war. As the war for independence began, Barry was given the responsibility for ensuring that all the Continental Navy ships sailing from Philadelphia were outfitted and provisioned appropriately.

For his exemplary service to our young Nation, John Barry was awarded a captain's commission in the Continental Navy on March 14, 1776. With his commission came command of a new 14-gun ship named the Lexington. On April 7, 1776, Captain Barry captured the British ship Edward. It was the first capture of a British warship by a regularly commissioned American cruiser.

In 1777, Mr. Speaker, the British assaulted Philadelphia, and Captain Barry was forced to scuttle his new ship, the Effingham. While the Effingham was under construction, Barry volunteered his service to the Continental Army and served with a company of marines under the command of General John Cadwalader. He fought at the Battles of Trenton and Princeton, but by March 1778, Barry was back on the sea.

His heroic deeds during the American Revolution were remarkable. He is credited with the capture of over 200 British ships. He was known to have