

addition to showing us the importance of family, friendship, happiness and history. Buck taught us about baseball. But more importantly, Buck taught us about life. He is a wonderful role model, and I thank him for his contributions to the Kansas City metropolitan region and to our United States of America. As Kansas City, Missouri, Mayor Kay Barnes was quoted as saying in this morning's Kansas City Star, "I'm terribly disappointed. I think it was a mistake that he has not been chosen. However, we all love him in Kansas City, and I believe that all around the country people recognize the contribution he has made to baseball in general and to the Negro Baseball League history."

Buck O'Neill, you will always be a charter member of the Kansas City Hall of Fame.

**AUTHORIZING THE PRESIDENT TO
AWARD A CONGRESSIONAL GOLD
MEDAL TO THE TUSKEGEE AIR-
MEN**

SPEECH OF

HON. ADAM B. SCHIFF

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 28, 2006

Mr. SCHIFF. Mr. Speaker, I rise today in support of H. Res. 1259, a resolution to honor the Tuskegee Airmen. I would also like to express my appreciation for their heroism and bravery. These men deserve the Nation's highest honor for their courage and patriotism.

In July 1941, 13 young Americans began military flight training at the Tuskegee Army Air Field in Tuskegee, AL. Five of those 13 young men completed training and received their Army Air Corps silver pilot wings, becoming our Nation's first African-American military fighter pilots. They would later be known as the Tuskegee Airmen.

Between 1941 and 1946, 1992 pilots graduated at Tuskegee Army Air Field, with 450 of those serving during World War II in either the famed 99th Fighter Squadron or the 332nd Fighter Group. Both units, heralded for their bravery and tenacity, received more than one Presidential Unit Citation for exemplary tactical air support and aerial combat. The group also felt the price of war, losing 150 pilots while in training or on combat flights.

It has been said that the Tuskegee Airmen faced two wars—one against a military force overseas and the other against racism and bigotry at home and abroad. Yet, in the face of these challenges, they accepted their country's call to service and fought heroically in great battles for freedom.

I am honored to represent 3 of these courageous individuals: Mr. O. Oliver Goodall of Alhambra, CA; Mr. Andrew Jack Simon of South Pasadena, CA; and Mr. LeRoy Criss of Pasadena, CA. They received their training and joined the ranks of Tuskegee Airmen in 1942 and 1943. Today, I honor Mr. Goodall, Mr. Simon, Mr. Criss, and all other Tuskegee Airmen who served our country with valor and distinction.

**HONORING THE CANADIAN AMBASSADOR TO THE UNITED STATES,
FRANK MCKENNA**

HON. LOUISE McINTOSH SLAUGHTER

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 1, 2006

Ms. SLAUGHTER. Mr. Speaker, today I rise to honor the outgoing Canadian Ambassador to the United States, Frank McKenna. After a successful tenure in office, the Ambassador is returning home to New Brunswick.

Due to his commitment to solving problems and his indefatigable energy, Ambassador McKenna has presided over a number of important achievements during his time in Washington. I have had the opportunity to work closely with Ambassador McKenna in the last year on issues important to both our countries. We have agreed that the longest undefended border in the world must remain strong and secure, but not become a barrier to travelers, businesses, and border communities in both of our great nations.

Mr. Speaker, Canada is our Nation's largest trading partner, with some \$1.2 billion worth of goods and services crossing the border between our two countries each day. Ambassador McKenna and I have worked together to strengthen this relationship, and to advocate for commonsense solutions that both improve border security while also facilitating trade and travel.

Indeed, through his successful careers in public life, law, business, and in diplomacy, Ambassador McKenna has understood the depth and breadth of relations between Canadians and Americans. He has employed his experience, tact and plain-spoken pragmatism to ensure that the occasional difference in priorities of our two governments does not get in the way of this friendship.

Mr. Speaker, I would like to thank Ambassador McKenna for his friendship, and his service to Canada and the U.S. I wish him well on his future endeavors, and hope that we will get together again soon over a meal of fried chicken and rice pudding.

**CONGRATULATING MY FRIEND
RAUL VARGAS ON HIS RETIREMENT
FROM OVER 30 YEARS OF
SERVICE TO OUR NATION'S
LATINO STUDENTS**

HON. ED PASTOR

OF ARIZONA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 1, 2006

Mr. PASTOR. Mr. Speaker, it is with great pleasure that I rise today to honor an old friend and fellow educator, Mr. Raul Vargas, on the occasion of his retirement. For over three decades, Raul has guided young men and women in realizing their academic goals through his pioneering efforts in higher education accessibility for Latino students in southern California and across the country.

Born in Lordsburg, New Mexico, Raul moved with his family to Miami, Arizona after his father's death. It was in this small mining town that I first met Raul, and can recall many fond memories growing up with Raul and his siblings, Felipa, Alfredo, Alfonso, Elvia, and

Elisa. At Miami High I learned of Raul's ability as a basketball player and a student.

During the summer of 1964, I was again reacquainted with Raul at Arizona State University. We decided to become roommates and moved in with Leo Gutierrez and Bob Venegas to Contempo West, a.k.a., sin city. It was during this time that I assisted Raul with his study habits and he assisted me with my social life. During this time he met a young lady from Wickenburg, Arizona who would later become his wife. We remained roommates until December 1965 when I left to marry Verma.

In 1972, Raul accepted a position at the University of Southern California (USC) as Executive Director of the Office for Mexican American Programs, marking the beginning of over thirty years as a leading administrator as part of the USC family. It was there that Raul and eight other USC alumni founded the USC Mexican American Alumni Association (MAAA) in 1974. The MAAA was established to be a vehicle of support for higher Latino enrollment at USC, providing tuition assistance to undergraduate, graduate, medical, dental, and law school students. The overwhelming success of the program under Raul's leadership, is evident not only in its more than 5800 scholarships awarded totaling \$11.1 million, but also in its program being replicated in institutes of higher learning across the country, including ASU.

When ASU joined the PAC-10, the ASU Hispanic Alumni began a rivalry with USC's MAAA. We commissioned a "menu pot" that would go to the winning alumni association after the ASU/USC football game. As the ASU Hispanics learned of the USC MAAA program, they invited Raul to meet with Dr. Russell Nelson, the ASU President, to assist in organizing a Hispanic scholarship program similar to USC MAAA. With Dr. Nelson's agreement, the Los Diablos, an ASU Hispanic scholarship program, was born. To date, the ASU Los Diablos Scholarship continues to assist Latino students at ASU. After seeing the USC Hispanic Convocation organized by USC MAAA during a visit to USC, the ASU Hispanic students also organized a similar Hispanic Convocation honoring ASU Hispanic graduates.

Mr. Speaker, it is with immense admiration and privilege that I ask my colleagues to join Raul's many friends and family in recognizing my dear friend in his lifetime of unwavering service to our nation's Latino students. We hope that Raul will enjoy this well-deserved retirement, to play golf and travel with his wife Marcia. He will also be able to spend more time with his son Cesar, daughter Tracey, and granddaughter Alexis. Raul, thank you and congratulations my friend!

**DEDICATION OF THE ST. PETERSBURG
PARKWAY/WILLIAM C.
CRAMER MEMORIAL HIGHWAY**

HON. JOHN L. MICA

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 1, 2006

Mr. MICA. Mr. Speaker, today the St. Petersburg Parkway/William C. Cramer Memorial Highway will be dedicated in St. Petersburg, Florida. Bill became a trusted friend to many

while serving in this House and today's celebration is a reflection of his service to the State of Florida.

The Honorable William C. Cramer served in the U.S. House of Representatives for sixteen years, from 1955 to 1971, representing the St. Petersburg/Tampa area. During his service in Congress, Bill Cramer became the ranking minority member of the House Public Works Committee and he co-authored the 1956 Interstate and Defense Highway Act. That Act was the catalyst for the nation's interstate highway system, setting the authorized mileage at 41,000 miles and establishing the highway trust fund to pay for construction of the system.

Those 41,000 miles, however, did not include an interstate link from Tampa around (I-75) and through St. Petersburg (I-275), down the west coast of Florida (I-75) to Alligator Alley and across to Miami. During his tenure in Congress, Cramer labored tirelessly to add this "missing link" to the interstate highway system, and he succeeded in that effort in his final term as a capstone to his congressional service. In the Howard-Cramer Amendment of 1968 and the 1968 Federal Aid Highway Act, Cramer was able to add the mileage needed to build Florida's missing interstate links, and he also secured final approval to construct those links from two successive administrations.

Former Congressman Cramer passed away in October of 2003. Late in April of 2004, the Florida Legislature enacted HB 9, and on May 13, 2004, the Governor signed that Act into law. HB 9 designated the portion of I-275 between the Howard Frankland Bridge and the Sunshine Skyway as the "St. Petersburg/William C. Cramer Parkway," upon approval of the affected local governments. In 2005, the Florida Legislature enacted, and the Governor signed into law, HB 385 that changed the designation to the "St. Petersburg Parkway/William C. Cramer Memorial Highway." This honor is an appropriate and well-deserved recognition of Bill Cramer's pivotal role as the ranking minority member of the House Public Works Committee in authorizing and securing the funding for not only I-275 through St. Petersburg, but also the other critical west coast sections of Florida's Interstate Highway system.

Bill Cramer came from humble beginnings, his family moving to St. Petersburg before he and his brother and sisters entered the public schools. He sold fruit on street corners and was an usher at the Florida Theatre as a youngster to raise money, and he graduated from St. Petersburg High School, serving as student council president. He went on to graduate from St. Petersburg Junior College, where he also served as class president. As did so many men and women, he left his hometown to serve his country as an officer in the U.S. Navy during World War II. Cramer then finished college, and after graduating from Harvard Law School he returned home to St. Petersburg to practice law. Almost immediately he jumped into public service, being appointed Pinellas County attorney before his election to the Florida Legislature and subsequently his election to the U.S. Congress. While in Congress, he dedicated his career to building the basic infrastructure of the county, the roads, harbors, airports and public buildings that are crucial to the growth of our nation's economy. In particular, he focused on

bringing the economic benefits of the interstate highway system to the Tampa-St. Petersburg and southwest Florida areas.

After retiring from his active law practice, Cramer returned to St. Petersburg College and the University of South Florida to teach courses in Government. He strove to instill in his young students his passion for service and his conviction that through hard work and perseverance everyone, no matter their circumstances, has a chance to help build a better and more promising future for their community, state and nation. Bill Cramer's was a life well lived, and there is no more fitting memorial for him that to have the highway he built for his hometown named in his honor.

What follows is a brief outline of how Bill Cramer led Congress and two administrations to authorize and fund Florida's interstate "missing links"

From his position as the ranking minority member of the House Public Works Committee and its Roads Subcommittee, Cramer worked for years to try and add the west coast Florida "missing links" to the interstate system. In introducing a bill early in 1967 to designate this route as an interstate, Cramer stated on the House Floor on January 16, 1967, that "this missing link is one of the most obvious inadequacies in the interstate system." He went on to note "it is essential that a new interstate highway be constructed so that interstate traffic presently terminating in the Tampa-St. Petersburg area can be funneled down the lower west coast to the Ft. Lauderdale-Miami area."

Although this specific designation bill was not enacted, Cramer persisted and he and Congressman James Howard (D-N.J.) introduced H.R. 13933 in November of 1967. This bill addressed the practical problem that almost no interstate mileage remained to be designated from the 41,000 miles originally authorized by the 1956 Interstate and Defense Highway Act. H.R. 13933, which became known as the Howard-Cramer Act, added 200 miles to the 41,000-mile interstate system, to be applied for by various states to fill in missing links and gaps. The law stipulated that priority consideration should be given to extension of routes that terminated in a municipality, a condition then existing in the Tampa-St. Petersburg area. The President signed the Howard-Cramer Act on January 2, 1968.

Cramer understood that the 200 new interstate miles in the Howard-Cramer Act would be aggressively pursued by states across the nation, and that additional mileage was needed to achieve his dream of completing Florida's missing links. The 1968 Federal Aid Highway bill provided the ideal opportunity to accomplish this goal.

As ranking minority member of the Committee, Cramer crafted this bill that reauthorized the interstate highway program, provided for beautification of the nation's highways and established new rights and benefits for those displaced by highway construction, among many other important milestones. Of central importance to Cramer was a further expansion of the authorized mileage in the interstate system to accommodate construction of Florida's missing links. The House-Senate Conference Committee approved adding an additional 1,500 miles to the interstate system. His leadership ensured that both the House Public Works Committee Report (H. Rept. 1584) and the Conference Committee Report (Conf.

Rept. 1799) specifically identified the Tampa/St. Petersburg to Miami missing link as the type of route that should be approved by the U.S. Department of Transportation from this new mileage. President Johnson signed the 1968 Federal Aid Highway Act into law late in the summer of that year.

Bill Cramer managed the floor debate on the 1968 Federal Aid Highway bill, which was the capstone of his service on the Public Works Committee. During the July 3, 1968 debate on the bill, one of his colleagues, Congressman Don Clausen, remarked:

"I believe, in all sincerity, that the gentleman from Florida (CRAMER) is respected by members of the subcommittee as much or possibly more than any other Member on either side of the aisle. Certainly, no one has been a better student, become more knowledgeable, or demonstrated the ability to articulate our road and highway message to the Congress or the Nation, than the ranking Republican on the Public Works Committee—Bill Cramer. I am sure that future generations of Americans will come to appreciate the work he has done and the contributions he has made to our nation's road and highway system."

In fact, during debate on the bill, Speaker of the House, John McCormack, came down from his rostrum to personally congratulate Cramer and the Speaker was quoted as saying: "Bill, this has been one of the most statesmanlike presentations that I have observed since coming to the Congress."

From his position in Congress, Cramer continued thereafter to pursue the matter aggressively with the Secretary of Transportation, Alan Boyd, until Boyd approved the 252-mile missing link on December 13, 1968. The approved route ran through Pinellas County (St. Petersburg), over the Sunshine Skyway, a toll bridge, and Alligator Alley, a toll road across the Everglades, and on to Miami. Florida clearly received the lion's share of the additional 1,500 miles authorized, far more than any other state, in what the St. Petersburg Times characterized in its December 14, 1968 edition as a "legislative coup" for Cramer.

This 252-mile route, however, did not include mileage that Cramer had requested by-passing Tampa to the east and connecting with the interstate now approved through St. Petersburg and crossing the Sunshine Skyway. When Secretary of Transportation John Volpe took over under President Nixon (after January 20, 1969), Cramer asked for an additional 32 miles for a Tampa Bypass for I-75. It was subsequently approved as part of the additional interstate mileage provided for in the Howard-Cramer Act passed in January of 1968.

Construction on the entire 284-mile (I-75 and I-275 St. Petersburg bypass) project was completed many years ago and now serves the fast growing area of southwest Florida, connecting it with Miami and the nation's interstate highway system. Prior to 1967, the State of Florida, under Governor Claude Kirk's leadership, was promoting constructing the missing link as a toll road. Cramer, however, from his influential congressional position championed an interstate route that would be free to travelers, and he prevailed.

Cramer's leadership and tenacity in getting the approval—by Congress and two administrations—of Florida's 284-mile missing link is fully documented. Designation of a portion of this missing link, I-275 through his hometown

of St. Petersburg, as the St. Petersburg Parkway/William C. Cramer Memorial Highway has appropriately and justly recognized Cramer's life-long dedication to St. Petersburg and his outstanding leadership in helping to build the Nation's interstate highway system. In enacting HB 9 and HB 385, the Florida Legislature has acknowledged the pivotal role that Bill Cramer played in securing authorization and funding for Florida's interstate highway missing links that have been so vital to the economic well being of St. Petersburg and all of southwest Florida.

Cramer's congressional district included Pinellas County from 1955 to 1971, and it also included Hillsborough County from 1955 to 1963, prior to redistricting. He was devoted to the goal of including that area and the lower west coast of Florida as the first major addition to the nation's initial 41,000 mile interstate system. The Howard-Cramer Act and the 1968 Federal Aid Highway Act made this a possibility, and Cramer's persistence made it a reality.

HONORING LANCE CORPORAL
MARIO ATRIAN, JR.

HON. HILDA L. SOLIS

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 1, 2006

Ms. SOLIS. Mr. Speaker, I rise to pay tribute to one of our Nation's young heroes, Lance Corporal Mario Atrian, Jr.

Lance Corporal Mario Atrian joined the United States Marine Corps at the age of 17 and served two tours of duty in Iraq. On April 9, 2004, during his second tour of duty, LCpl. Atrian was injured while bravely fighting to protect a friendly unit from an enemy ambush. Despite bleeding profusely from both his right and left arms, and his driver being killed, LCpl. Atrian continued to defend his comrades and relinquished his position to receive medical attention only after the enemy ambush had been broken and his fellow wounded Marines were away from enemy fire. Today, LCpl. Atrian will receive one of our Nation's highest awards, the Silver Star for his leadership, his loyalty, and his courage.

Lance Corporal Mario Atrian is from Los Angeles and is a resident of my district. Our community is blessed to have such a distinguished, brave, young man. I encourage him to continue to fight for that which he believes with such courage and dignity throughout the rest of his life.

HONORING BLACK HISTORY
MONTH

SPEECH OF

HON. CHARLES B. RANGEL

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 28, 2006

Mr. RANGEL. Mr. Speaker, I rise today to honor and pay tribute to the many Black Fraternal, Social and Civic Institutions which have had such a tremendous impact and overall positive effect on African American life and history.

Established in an age when racial segregation and disenfranchisement plagued African

Americans, the rise of each of the black fraternities and sororities bore witness to the fact that despite hardships, African Americans refused to conform to a status of inferiority.

These organizations, some which have been in existence since the early 1900s, have cut across racial, national, physical and social barriers, in order to make a difference educationally, socially, economically, and politically. They have proven to be an effective channel for social change and a recognized force in the struggle for civil and human rights.

Serving more than just their immediate members, these black fraternities and sororities known as the "Divine Nine" joined with other civic associations such as the Urban League, the National Association of Colored Women's Clubs, the Prince Hall Masons, the Eastern Stars, and so many others to provide service to the entire black community. It wasn't just the "church" that addressed the needs and answered the call of the black community, but it was these fraternal organizations that stepped up and took on that role as well.

Just who are the "Divine Nine"? They are Alpha Kappa Alpha Sorority, Inc. Alpha Phi Alpha Fraternity, Inc., Delta Sigma Theta Sorority, Inc., Zeta Phi Beta Sorority, Inc., Iota Phi Theta Fraternity, Inc., Kappa Alpha Psi Fraternity, Inc., Sigma Gamma Rho Sorority, Inc. Phi Beta Sigma Fraternity, Inc. and Omega Psi Phi Fraternity, Inc.

Nine strong, they promote interaction through forums, meetings and other mediums in order to exchange information and engage in cooperative programming and initiatives through various activities.

Other black social organizations also took the helm in addressing the concerns of the black community and like the fraternal organizations, represent the aspirations of many African Americans. They are The Links, Jack and Jill, 100 Black Men, and Rainbow/PUSH Coalition.

We look to and thank all of these organizations for striving to improve the quality of life within our communities, and enhance educational and economic opportunities for all African Americans. Their leadership and steadfast commitment to the betterment of our young people and our communities, has been and continues to be a tremendous success and of great inspiration.

May all of these fine and outstanding organizations continue to carry on their good work knowing that they have the admiration and support of the U.S. Congress.

TRIBUTE TO LEROY RICHARDSON:
A LIFE OF SERVICE

HON. KENDRICK B. MEEK

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 1, 2006

Mr. MEEK of Florida. Mr. Speaker, I rise to pay tribute to one of our community's genuine unsung leaders, the late Leroy Richardson. His untimely passing on December 22, 2005 has truly left a deep void in our midst.

In many ways, this quiet but dignified leader represented the best and the noblest of our community. He was a man of strong faith who was known for his remarkable generosity. He was a dedicated member of the New Shiloh

Baptist Church, where he faithfully worshipped and served under the late Rev. Dr. Arthur Jackson, Jr. and under its current pastor, the Rev. D.L. Powell.

Known as a man of limitless passion and dedication to the well-being of his fellow men, Mr. Richardson was a leader who went out of his way to focus on the socioeconomic well-being of countless families that came to know of his caring and compassion. Aside from his interest in the funeral industry, he founded a very successful business known today as the Richardson-Jackson Removal Service, Inc.

He served for many years as President of the #3 Usher Ministry and he was also a member of the Trustee Ministry, Assistant Lead-Servant of the Couples Ministry and the Assistant Director of Operations for the New Shiloh Baptist Church. Though a highly private individual, he dedicated his life to the service of others. In so doing, he symbolized everything that is good and noble about the American spirit of idealism and optimism in serving his fellowmen. Our community truly feels the loss of a decent and caring man in the late Leroy Richardson, and I know my colleagues join with me in celebrating his life and his many good works on behalf of our community.

TRIBUTE TO G. SCOTT HUBBARD

HON. ANNA G. ESHOO

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 1, 2006

Ms. ESHOO. Mr. Speaker, I rise today to honor Mr. G. Scott Hubbard, who recently stepped down as Director of NASA Ames Research Center in Mountain View, California to become the Carl Sagan Chair for Study of Life in the Universe at the SETI Institute.

Mr. Hubbard began his career at NASA Ames Research Center in 1987, becoming Center Director in 2002. I have had the pleasure of working closely with Mr. Hubbard on many issues since he assumed the Directorship. He has been an invaluable public servant, guiding NASA Ames through difficult times and inspiring confidence throughout the organization. I'm proud of our work together on many of the new endeavors at NASA Ames, as well as the work to ensure the long-term future of NASA Ames and Moffett Federal Airfield. Mr. Hubbard has always been a thorough professional . . . responsive, efficient and effective.

NASA Ames Research Center is in the heart of Silicon Valley and has played a crucial role in Silicon Valley's success. Director Hubbard demonstrated an unparalleled ability to use NASA Ames' unique position in the high-end research and development community to forge groundbreaking public-private R&D collaborations. Under his leadership, NASA Ames successfully partnered with Silicon Graphics and Intel Corporation to develop the fastest operational supercomputer in the world, and created the Center for Nanotechnology to lead federal research in this revolutionary technology. Mr. Hubbard was integral to the creation of the NASA Ames Research Park, a world-class R&D and education campus with industry, universities and non-profits all taking part. Today, more than thirty small R&D companies and fourteen universities are on-site. Because of his tireless