

the Hammond-Harwood House. While following that passion, he managed to correct the history of one of Annapolis's proudest moments.

In 1783, Maryland's governor commissioned the "Shaw Flag," designed by a local cabinet maker named John Shaw, to fly over the State House when it served as the home to the U.S. Congress. This flag flew over the building when General George Washington resigned his commission as commander of the Continental Army—an unprecedented act of selfless leadership and enduring symbol of democratic government. It was also atop the State House during the signing of the Treaty of Paris. After the Revolutionary War ended and the Congress moved to Trenton, the Shaw Flag was lowered and virtually lost to the history books with no replicas available.

In 1983, a reproduction of the Shaw Flag was designed to celebrate the bicentennial of Annapolis' time as our Nation's capital. The flag had 13 red and white stripes and 13 stars in a blue field in the upper left corner of the flag. Later, Rev. Libby was enjoying a watercolor painting by Cotton Millbourne from 1794 that hangs in the Hammond-Harwood House in Annapolis when he made a surprising discovery. The painting depicted the State House during the same era but the flag in the painting contained a blue field running vertically the entire length of the flag. This discovery prompted Rev. Libby to conduct more thorough research on the Shaw Flag and ultimately resulted in a correction of the reproduction. It was this corrected flag that hung in our State's capitol this Flag Day, June 14.

Madam Speaker, it is an honor to represent Rev. Libby in the U.S. House of Representatives. I appreciate his service to our Nation and the State of Maryland, as well as his keen interest in historic preservation and our national symbols.

HONORING ADMIRAL JAMES G.  
STAVRIDIS OF THE UNITED  
STATES NAVY

**HON. KENDRICK B. MEEK**

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, July 9, 2009*

Mr. MEEK of Florida. Madam Speaker, I would like to take this opportunity to recognize and commend ADM James G. Stavridis of the United States Navy for his leadership of U.S. Southern Command. It has been a privilege to work so closely with Admiral Stavridis over these past few years and I know that many of my colleagues join me in congratulating him on a job well done and in wishing him well as he moves on to his new position as the Commander of U.S. European Command, USEUCOM, and NATO's Supreme Allied Commander Europe, SACEUR.

Admiral Stavridis served as the Commander of SOUTHCOM from October 19, 2006, until June 25, 2009, with distinction. His efforts in SOUTHCOM's area of focus have paid rich dividends in how the United States is viewed by nations in that area, it has greatly enhanced our relationships with military partners in the nations of that region and in how we intertwine our diplomatic, humanitarian, economic and military means to achieve our strategic goals.

As his official biography states, Admiral Stavridis is a 1976 distinguished graduate of the U.S. Naval Academy and a native of south Florida. A Surface Warfare Officer, Admiral Stavridis commanded the Destroyer *USS Barry* DDG-52 from 1993-1995, completing deployments to Haiti, Bosnia, and the Persian Gulf. Barry won the Battenberg Cup as the top ship in the Atlantic Fleet under his command. In 1998, he commanded Destroyer Squadron 21 and deployed to the Persian Gulf, winning the Navy League's John Paul Jones Award for Inspirational Leadership. From 2002-2004, Admiral Stavridis commanded Enterprise Carrier Strike Group, conducting combat operations in the Persian Gulf in support of both Operation Iraqi Freedom and Operation Enduring Freedom. Ashore, Admiral Stavridis has served as a strategic and long-range planner on the staffs of the Chief of Naval Operations and the Chairman of the Joint Chiefs of Staff. At the start of the Global War on Terror, he was selected as the director of the Navy Operations Group, Deep Blue. He has also served as the executive assistant to the Secretary of the Navy and the senior military assistant to the Secretary of Defense. Admiral Stavridis earned a doctorate and a masters degree from the Fletcher School of Law and Diplomacy at Tufts University in International Relations in 1984, where he won the Gullion Prize as outstanding student. He is also a distinguished graduate of both the National and Naval War Colleges.

His background is tailor made for the challenges we currently face and his long record of admirable service and his distinguished command of U.S. Southern Command augur well on the success he will have in his new billet. I believe that at this sensitive juncture in our Nation's history, Admiral Stavridis is just the sort of individual that we should have in place at EUCOM and heading NATO. He is a firm believer in the juxtaposition of military power, economic power and diplomacy that will help implement a more intelligent future and application of 'smart power.'

On a personal note, I have enjoyed tremendously working with Admiral Stavridis especially on our trips to Haiti together, drug interdiction in the Caribbean and also for the efforts he put forth to assisting hurricane victims in Florida. Despite the monumental task of pursuing the strategic goals of the Command, he continually made himself accessible to me and my staff by whatever means were available to him. I am thankful for the support he has offered to me and my staff on these and so many other occasions and I wish him and his family fair winds and following seas as he leaves south Florida.

ENHANCING SMALL BUSINESS RE-  
SEARCH AND INNOVATION ACT  
OF 2009

SPEECH OF

**HON. HARRY TEAGUE**

OF NEW MEXICO

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, July 8, 2009*

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 2965) to amend the Small Business Act with respect to the Small Business Innovation Research Pro-

gram and the Small Business Technology Transfer Program, and for other purposes:

Mr. TEAGUE. Mr. Chair, I rise today to express serious concerns with H.R. 2965, the Enhancing Small Business Research and Innovation Act of 2009. H.R. 2965 is a reauthorization of the Small Business Innovation Research (SBIR) program. SBIR provides \$26 million in research and development funding for companies in my home state of New Mexico every year. Over the past six years, that amounts to over \$160 million in funding, creating jobs and wealth across the state.

Rather than extending a successful program and changing it to fit the shifting needs of American small businesses, however, I worry that the reauthorization proposed in this bill will open the program to businesses that aren't actually so small or actually in need of capital. I hesitate to change a law that is meant to provide an opportunity for small businesses to grow and prosper in such a way that would allow big venture capital firms access to our precious tax dollars. Small businesses are the foundation of our economy, and we should not jeopardize their access to this valuable program.

When this bill was being considered by the Rules Committee, an amendment was offered that would have ensured that the focus of the Small Business Innovation Research (SBIR) program remained on assisting small businesses. The amendment struck a sensible balance between the need to modernize eligibility guidelines for the program and protecting the participation of small businesses. The amendment, however, was not made in order.

Without setting these limits on the participation of venture capital in the SBIR program, small businesses without significant or any venture capital participation could potentially be crowded out of the program. We need to keep the "small business" in SBIR.

HONORING THE LIFE AND ACCOM-  
PLISHMENTS OF ALONZO JOHN  
WEMPLE

**HON. RALPH M. HALL**

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

*Thursday, July 9, 2009*

Mr. HALL of Texas. Madam Speaker, I rise today to honor the life and accomplishments of Alonzo John Wemple, who enjoyed a long and memorable career as a railroad engineer and fireman, much of which was spent in Bonham, Texas.

Alonzo J. Wemple was born in Schenectady, New York on October 1, 1833. He spent his entire professional life as a railroad man, which allowed him to witness some of the most important events of his time. He got his first taste of the railroad at the age of 17, and later became known as one of the "oldest locomotive engineers in America."

One of the most significant events Mr. Wemple witnessed was the funeral procession of President Abraham Lincoln. He was one of the engineers who transported Lincoln's body from Washington D.C., through Maryland, Pennsylvania, New York, Ohio, Indiana, Chicago, and then on to its final resting place in Springfield, Illinois. In addition, he was working as a switch engineer in Chicago when the great fire broke out on October 8, 1871, and

while working for the Central Railroad, he transported captured Confederate soldiers to Union Prison Camps during the Civil War.

After the Civil War, Mr. Wemple moved to Bonham, Texas, where he worked for the Texas and Pacific Railroad as a switch engineer in the Bonham Railroad yards until he retired in 1927. After he retired, he went to live with his son Judie Newton Wemple in Fort Worth, Texas. Mr. Wemple died on January 21, 1929, at the age of 95.

Alonzo J. Wemple's first wife was Charlotte Pennington and their children included Frances, Minnie, Frederick, Mary, Charles, and Charlotte. After Charlotte passed away in 1892, Alonzo Wemple married Pearly Williams, and they had one son, Judie.

Madam Speaker, I rise today to commemorate the life of Alonzo John Wemple and his role in the history of our nation. A perfect way to sum up the life of Alonzo John Wemple is a statement made in the resolution passed by the Texas State Legislature last month: "History is made not only by the deeds of the famous but also by the accumulated experience of countless individuals, and although Alonzo Wemple played only a small part, he was a witness to some of the most important events of his time."

COMMEMORATING THE GREAT LAKES SAINT LAWRENCE SEAWAY SYSTEM'S 50TH ANNIVERSARY

**HON. JOHN M. McHUGH**

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Thursday, July 9, 2009*

Mr. MCHUGH. Madam Speaker, I am proud to rise today to ask my colleagues to join me in commemorating the 50th anniversary of one of the world's great waterways, built and operated by the United States and Canada: the Great Lakes Saint Lawrence Seaway System. On June 26, 1959 in Montreal, President Dwight E. Eisenhower and Her Majesty Queen Elizabeth II officially opened the Seaway, followed the next day by the dedication on U.S. soil in Massena, New York, of the two U.S. locks, Snell and Eisenhower. At that ceremony in Northern New York, Vice President Richard M. Nixon and Queen Elizabeth presided to celebrate the completion of these last two of the seven Montreal-Lake Ontario locks.

This historic anniversary year provides a perfect opportunity to celebrate the beneficial impacts the Seaway System, and its many users, have had on the Great Lakes region. The Seaway links the many cities of North America's heartland to the Atlantic Ocean and to ports across the world, providing a vital trade corridor for business and industry. It directly serves an eight-state, two-province region that accounts for 29 percent of the U.S. gross domestic product (GDP), 60 percent of Canada's GDP, 55 percent of North America's manufacturing and services industries, and is home to one-quarter of the continent's population. At age 50, the Seaway has facilitated the movement of over 2.5 billion metric tons of cargo, valued in excess of \$375 billion. Maritime commerce on the Great Lakes Seaway System impacts 150,000 U.S. jobs, \$12 million per day in wages, \$9 million per day in business revenues, and provides approximately

\$3.6 billion in annual transportation cost savings compared to the next least costly mode of transportation.

At its height, the massive Seaway construction project employed 22,000 workers on both sides of the St. Lawrence River. The undertaking required 210 million cubic yards of excavation, 6.1 million cubic yards of concrete, 45 miles of dikes, 69 miles of channels, the relocation of 9,000 people, the rerouting of 47 miles of highway and 40 miles of double-track railroad. The engineering challenges and magnitude of the work was staggering, not only for its time, but by today's standards as well. The St. Lawrence Seaway/Power project was subsequently recognized as one of the top ten public works projects of the century by the American Public Works Association.

The Seaway has been a shining example of how two nations, the U.S. and Canada, can work together cooperatively to achieve a common goal. The U.S. Saint Lawrence Seaway Development Corporation coordinates its activities with its Canadian counterpart, the St. Lawrence Seaway Management Corporation, particularly with respect to rules and regulations, overall day-to-day operations, traffic management, navigation aids, safety, environmental issues, and trade development programs. The unique binational nature of the Seaway System requires 24-hour, year-round coordination and the two Seaway agencies work hand-in-hand to provide seamless operation and management of this vital U.S. and Canadian asset.

While a lot has changed in 50 years, the Great Lakes Saint Lawrence Seaway System remains the safest, most efficient, environmentally-friendly mode of transportation available for moving cargo in and out of North America's heartland. It has been a model of performance and dependability, achieving a 99 percent reliability rate over its history. It is truly a cornerstone of the region's economy and culture.

This year's 50th anniversary opening ceremony will be held at the Eisenhower Lock Visitors' Center in Massena, New York on Friday, July 10. A number of U.S. and Canadian dignitaries will be speaking at the event, including U.S. Secretary of Transportation Ray LaHood; Canadian Consul General Georges Rioux; Congressman JAMES OBERSTAR (D-MN); Congresswoman MARCY KAPTUR (D-OH); U.S. Seaway Administrator Collister Johnson, Jr.; Canadian Seaway President Dick Corfe; Susan Eisenhower, granddaughter of President Dwight D. Eisenhower and President of the Eisenhower Group; Richard Kessel, President of the New York Power Authority; Karl Weissenbach, Eisenhower Presidential Library and Museum Director; and John B. Adams, former U.S. Army Corps of Engineers Seaway construction project engineer.

Madam Speaker, please join me in congratulating the Seaway on this milestone anniversary and wishing them a memorable celebration weekend and an enduring future.

HONORING MAYOR ED BABBITT

**HON. LEE TERRY**

OF NEBRASKA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, July 9, 2009*

Mr. TERRY. Madam Speaker, I rise today to pay tribute to a great public servant—Belle-

vue, Nebraska Mayor Ed Babbitt. Ed passed away suddenly this week.

Ed was born on a farm near Elliot, Iowa and earned a degree in business administration from what is now the University of Nebraska at Omaha. He received a master's in business administration from Creighton University.

He has four wonderful children and has been married to his devoted wife Barbara since 1962. Robyn and I have Barbara and the family in our thoughts and prayers.

Ed was elected to the Bellevue City Council in 1974; he served for eight years and then returned to the council in 1992. He was elected Mayor in 2006 by defeating a two-term incumbent in one of the year's biggest upsets.

As mayor of Nebraska's third largest city his love for his family, community and the people around him was always evident. He was a dedicated public servant who had big dreams for Bellevue's future.

Over the years he worked hard to make the city of Bellevue what it is today—a city of growth, suburb quality of life and pro business. His work will not be forgotten and his memory shall live on forever. Ed, thanks for your tireless work, Bellevue and all your friends will miss you.

EARMARK DECLARATION

**HON. CATHY McMORRIS RODGERS**

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

*Thursday, July 9, 2009*

Mrs. McMORRIS RODGERS. Madam Speaker, pursuant to the House Republican standards on earmarks, I am submitting the following information regarding earmarks I received as part of H.R. 3082, Military Construction and Veterans Affairs Appropriations Act FY2010.

Requesting Member: Congresswoman CATHY McMORRIS RODGERS

Bill Number: H.R. 3082

Account: Air Force

Legal Name of Requesting Entity: Fairchild Air Force Base, Washington

Address of Requesting Entity: Spokane, WA

Description of Request: The addition of \$4,150,000 for the Refueling Vehicle Maintenance Facility will provide more space, closer proximity, and indoor maintenance for those who service and repair the refueling vehicle fleet in support of the flying mission. Right now, the Fuels Management Flight of 100 personnel rely heavily on 15 maintenance people who service and repair the refueling vehicle fleet in support of the flying mission. These people work in undersized, substandard, environmentally deficient facilities separated from each other. This new facility is a multi-bay, 5,005 square foot building that will accommodate Associate 92d & 141st Air Refueling Wings under Total Force Integration (TFI).

EARMARK DECLARATION

**HON. ED WHITFIELD**

OF KENTUCKY

IN THE HOUSE OF REPRESENTATIVES

*Thursday, July 9, 2009*

Mr. WHITFIELD. Madam Speaker, pursuant to the Republican Leadership standards on