

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 SEA-  
WAY SYSTEM'S 50TH ANNIVER-  
SARY

**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

earmarks, I am submitting the following information regarding earmarks I received as part of the FY2010 Military Construction and Veterans Affairs Appropriations Act.

Requesting Member: Congressman ED WHITFIELD

Bill Number: H.R. 3082, the Military Construction and Veterans Affairs Appropriations Act of Fiscal Year 2010

Account: Army

Legal Name of Requesting Entity: Ft. Campbell, KY

Address of Requesting Entity: Fort Campbell, 39 Normandy Ave, Ft. Campbell, KY 42223

Description of Request: The money (\$900,000) will be used to construct a standard design Medium Physical Fitness Complex. The Physical Fitness Facility is composed of multipurpose physical training and equipment center. Sustainable Design and Development (SDD) and Energy Policy Act of 2005 (EPA05) features will be provided. An upgrade to an existing transformer station is required. Measures in accordance with the Department of Defense (DoD) Minimum Antiterrorism for Buildings standards will be provided. Access for individuals with disabilities will be available. Comprehensive building and furnishings related interior design services are required.

Requesting Member: Congressman ED WHITFIELD

Bill Number: H.R. 3082, the Military Construction and Veterans Affairs Appropriations Act of Fiscal Year 2010

Account: Army

Legal Name of Requesting Entity: Ft. Campbell, KY

Address of Requesting Entity: Fort Campbell, 39 Normandy Ave, Ft. Campbell, KY 42223

Description of Request: The money (\$14,400,000) will be used to construct a 1,200-seat (32,900 SF) chapel/family life multipurpose facility which includes a worship center, activity/fellowship center, chaplain family life and pastoral care center, resource center, multimedia center, multi-purpose education classrooms, kitchen, storage areas, restrooms, and circulation area.

#### HONORING THE LIFE AND ACCOMPLISHMENTS OF LLOYD FRANKLIN PITTS

##### 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 distinguished and productive life of independent oilman Lloyd Franklin Pitts, a dear friend who passed away in March at the age of 98.

Born on October 7, 1910 to Addie Mae Sandifer and John Loyd Pitts in Wesson, Mississippi, Frank graduated from Copiah-Lincoln Community College in Wesson, Mississippi in 1930, and attended Northwestern University in Evanston, Illinois. In 1935, he married Mary Martha McCann of Brookhaven, Mississippi. Married for 58 years, she was Frank's companion, confidante and "sweetheart." She died in 1993.

Recognized by his peers and the major trade organizations in the oil and gas industry

for his leadership over 68 years, Frank began his business career in Chicago with Nu-Enamel Paint Company. He lived in Europe from 1934–37, where he opened paint stores throughout the Continent. His close observation of the rise of fascism in Italy and Germany engendered an intense patriotism and appreciation for the American democratic way of life. At the age of 29, he was elected President of the International Company. Involved in politics from an early age, he was Chairman of Young Democrats for Roosevelt in 1932, and campaigned in seven states on his behalf for President. He maintained a keen interest in current affairs throughout his life.

Frank appreciated his business associates at Pitts Oil Company, where he was actively involved until recently. An independent oil and natural gas producer for almost seven decades, Frank participated in the drilling of more than 3,000 wells in exploration for oil and natural gas. For 12 years, he was Chief Executive Officer of an international geophysical company. Frank was actively involved in a wide range of industry associations and political action groups. He served two terms as President of Texas Independent Producers and Royalty Owners Association (TIPRO). He was a member of the National Petroleum Council, an advisory group to the Secretary of the Department of Energy, and served under every Secretary since the inception of the Department in 1977. He served on the Natural Gas Committee of the Independent Petroleum Association of America (IPAA). He was the 1978–1979 Chairman of the Industry Forum of the American Petroleum Institute. In 1984, Texas Governor Mark White appointed Frank to the Interstate Oil and Gas Compact Commission, an organization headed by the governors of 29 oil and gas producing states, and continuously served under appointment of all the subsequent Texas Governors. In 1988, he became one of the first independent oilmen to serve on the Board of Directors of Gas Research Institute in Chicago, where he served for 10 years. He served as a Trustee of the Southwest Research Institute from 1989 to 2003, and was a founding Trustee of the American Gas Foundation. In 1991, Frank was selected to become a member of All-American Wildcatters.

The many honors awarded him by industry associates include the Chief Roughneck Award presented at the IPAA Annual Meeting in 1979; the 2001 Pioneer of the Year Award presented by the Texas Railroad Commission; the 1993 IPAA Karney Cochran Award to honor a lifetime of distinguished service to community, industry, and country; the 1989 Texas Independent Producers and Royalty Owners' highest honor, the Mr. TIPRO Award; the 1998 Texas Oil & Gas Association's Distinguished Service Award; American Association of Petroleum Landmen's Distinguished Service Award and Special Award for Industry Leadership; and the 1996 Southwestern Legal Foundation's John Rogers Award. In 2006, the Interstate Oil and Gas Compact Commission presented him with the Warwick Downing Award, and on April 25th, Frank was honored with the 2009 Hero of Industry Award presented by the National Stripper Well Association. As a dynamic spokesman for the energy industry in the United States, he was a frequent expert witness and conferee in Washington with members of the Senate, the House of Representatives, and Executive leadership

concerned with oil and natural gas policy. Frank was also active with state government leaders in Austin. In 2003, the Texas Alliance of Energy Producers named Frank as a Legend Award recipient and he was recognized by Governor Rick Perry.

While he was an activist in his industry, Frank also made time for involvement in a significant number of community organizations. He helped found the Dallas Council on World Affairs (now the World Affairs Council of Dallas/Fort Worth) and served as Chairman of the Board and Chairman Emeritus. In 1994 he received the Council's H. Neil Mallon Award for Distinguished Civic Service. He also helped in the formation of the Dallas Opera, serving on various committees and remained a Trustee. He worked with the Baylor University Medical Foundation, serving as Chairman of the Board and a member of the Executive Committee. Frank was a member and past President of Park Cities Rotary Club, a member of Dallas Citizens Council and a lifetime Deacon of Park Cities Baptist Church, where he was a member for 60 years. Copiah-Lincoln Community College honored him as Alumnus of the Year in 1973, and again in 2003, with the Distinguished Alumni Leadership Award. At SMU, where he was a member of the Board of Advisors of the Maguire Energy Institute, he established four endowed Presidential Scholarships, a Scholars Fund and an endowed lecture series in oil and gas.

Known as "Papa" by his family, his wisdom, discipline, perseverance and judgment have been a source of inspiration and guidance in each of their lives. Lloyd is survived by his daughter, Linda, and her husband, William A. Custard, three grandchildren: W. Allen Custard III and his wife, Mason, Martha E. Custard, Laura Custard Hurt and her husband, G. Ellison Hurt III, and four great-grandchildren, all of Dallas; a brother, Troy N. Pitts of Wesson, Mississippi, a sister-in-law, Ida M. Olson of Alexandria, Virginia, a cousin, Dr. Charles L. Lloyd, Jr. and his wife, Sandy, of Dallas and numerous nieces, nephews and cousins. He was preceded in death by his beloved wife, Mary Martha, young son, Lloyd Franklin Pitts, Jr., his great-grandson, Elijah Christian Noel Hurt, and his brother, Shelby D. Pitts, of Dallas.

I count it an honor to have been friends with this great public servant and his wonderful family. What our world needs today are a few more Lloyd Franklin Pitts. Please join me as we honor his memory and celebrate his 98 years of life.

#### ENHANCING SMALL BUSINESS RESEARCH AND INNOVATION ACT OF 2009

SPEECH OF

##### HON. JOHN D. DINGELL

OF MICHIGAN

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

Mr. DINGELL. Mr. Chair, I rise today in support of H.R. 2965, the Enhancing Small Business Research and Innovation Act of 2009.