

in Honduras want. You can stimulate chaos if you pay enough money and bring enough people in to do that, which was the intent of President Zelaya.

My hope is that we will slow down, that we will use caution at every turn as we interface with the situation. The Honduran people have the right to have their Constitution followed. That is what they did when they executed the imposition of removal of the President of Honduras. They followed their own law, their own Constitution. They don't have the right of impeachment, but they do have the right of carrying out the orders of the supreme court, which were given. For us to take this position—and this strong of a position—on what I feel has been a diplomatic lack of information of what is truth in Honduras speaks poorly for us as a nation and, most importantly, undermines the hopes of the people from Honduras.

With that, I yield the floor and note the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. MERKLEY. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

#### MORNING BUSINESS

Mr. MERKLEY. Mr. President, I ask unanimous consent that the Senate proceed to a period of morning business, with Senators permitted to speak for up to 10 minutes each.

The PRESIDING OFFICER. Without objection, it is so ordered.

#### DISCLOSURE OF CONGRESSIONALLY DIRECTED SPENDING ITEMS

Mr. INOUE. Mr. President, I submit pursuant to Senate rules a report, and I ask unanimous consent that it be printed in the RECORD.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

##### DISCLOSURE OF CONGRESSIONALLY DIRECTED SPENDING ITEMS

I certify that the information required by rule XLIV of the Standing Rules of the Senate related to congressionally directed spending items has been identified in the committee report which accompanies S. 1294 and that the required information has been available on a publicly accessible congressional website at least 48 hours before a vote on the pending bill.

#### PROMOTING U.S.-GERMAN FRIENDSHIP

Mr. BENNETT. Mr. President, I rise today to honor Dr. Georg Schulze Zumkley and members of his team at the German Information Center USA for their dedication in promoting

friendship between the United States and Germany. Dr. Zumkley's work to commemorate the 60th anniversary of the Berlin Airlift is truly appreciated.

In the spring of 1948, Berlin was isolated within the Soviet occupation zone and had only 35 days' worth of food and 45 days' worth of coal remaining for the city. A massive American, British, and French airlift mounted to save the city and provide supplies necessary to sustain life in Berlin. Mr. President, 2008 marked the 60th anniversary of the Berlin Airlift, one of the largest and longest running humanitarian airlift operations in history.

Dr. Zumkley's group was given the mission to commemorate the 60th anniversary of the Berlin Airlift, honor Airlift veterans, and tell the story of this great humanitarian effort. They planned and implemented the successful "Friends-Always: 60 Years After the Berlin Airlift" outreach program, and designed, produced and managed "The Berlin Airlift—A Legacy of Friendship" exhibit at more than 25 venues across the United States. It is estimated that more than 150,000 people will have visited the exhibit personally and learned about the legacy of the Berlin Airlift during its tour of the United States. Dr. Zumkley ensured that Airlift veterans personally received the German-American Friendship award as an expression of appreciation and gratitude from the German people. Additionally, Dr. Zumkley has worked far above and beyond his duties and displayed outstanding leadership qualities in the fulfillment of the team's mission.

I know my fellow Senators join me in thanking Dr. Zumkley and his team for their endeavors to promote U.S.-German friendship and to honor and celebrate the 60th anniversary of the Berlin Airlift.

#### COMMENDING JANIS LAZDA

Mr. BAUCUS. Mr. President, today I recognize one of the most dedicated members of my staff, Janis Lazda. Janis joined the Senate Finance Committee in 2005 to work on international trade matters, and today he leaves us to become senior policy adviser to the Deputy U.S. Trade Representative. USTR's gain truly is our loss.

For the past 5 years, Janis has demonstrated a quiet intelligence, unquestionable loyalty, and an unwavering commitment to the great State of Montana and this great country. He has worked hard to keep U.S. relations with Asia strong during these challenging economic times, and focused on improving America's competitiveness around the globe. He has spearheaded policies to increase U.S. exports to the world, and brainstormed ways to make international institutions more meaningful.

He has performed all of these tasks diligently and with careful thought. And he has put the needs of Montanans and the American people first. Janis

has witnessed the majestic mountains of Missoula, the bucolic beauty of the Big Hole Valley, and the memorable music of Molt. He met with hard-working people in all of these areas, and across Montana, to hear their thoughts and understand their needs. And he used these experiences to ensure that the policies crafted in Washington are meaningful for folks across America.

Janis has been a sound and knowledgeable adviser. His experience and analysis have been critical to many of the trade policies formulated by the Finance Committee. I thank Janis for his hard work, and wish him well as he takes the next step to what I am sure will be a brilliant future.

#### ADDITIONAL STATEMENTS

##### COMMENDING VICE ADMIRAL BRUCE E. MACDONALD

• Ms. CANTWELL. Mr. President, today I honor VADM Bruce E. MacDonald, Judge Advocate General's Corps, U.S. Navy, who is retiring after more than 31 years of faithful service to our Nation, culminating in his service as the Judge Advocate General of the Navy.

VADM Bruce MacDonald was born in 1956 in Cincinnati, OH. He graduated from the College of the Holy Cross in 1978 with a bachelor of arts degree in English, and entered the Navy in May of that year.

Vice Admiral MacDonald was commissioned an ensign in the unrestricted line through the Naval Reserve Officer Training Corps. Following surface warfare training, he reported to the USS Hepburn, FF 1055, in October 1979, where he served as the Main Propulsion Assistant and Navigator. After a 2-year tour at Fleet Combat Training Center, Pacific, where he served as Intermediate Combat Systems Team Training and Advanced Multi-Threat Team Training Course Director, he was selected for the Navy's Law Education Program in 1984. He received his degree of Juris Doctor from California Western School of Law in 1987.

In 1987, Vice Admiral MacDonald reported to Naval Legal Service Office, San Diego, where he served as Senior Defense Counsel, Trial Counsel, and Medical Care Recovery Act claims officer. In 1990, he reported aboard USS Independence, CV 62, as the Command Judge Advocate. After receiving a master of laws degree from Harvard Law School in 1992, he was transferred to Seoul, Republic of Korea, where he served as Chief, Operational Law Division, on the staffs of United Nations Command, Combined Forces Command and United States Forces Korea. He also served as Staff Judge Advocate on the staff of U.S. Naval Forces Korea.

In August 1994, Vice Admiral MacDonald reported aboard Naval Legal Service Office Northwest as its executive officer. In November 1996, he became the Officer-in-Charge of Trial

Service Office West Detachment, Bremerton, WA. In July 1997, he reported to Commander Seventh Fleet in Yokosuka, Japan, as the Fleet Judge Advocate. Vice Admiral MacDonald assumed command of Naval Legal Service Office, Northwest, in August 1999, serving as commanding officer until June 2002. He was assigned to the Pentagon as the Special Counsel to the Chief of Naval Operations from June 2002 through October 2004. In November 2004, Vice Admiral MacDonald became the Deputy Judge Advocate General of the Navy and Commander, Naval Legal Service Command. In July 2006, Vice Admiral MacDonald assumed his current position as Judge Advocate General of the Navy.

Vice Admiral MacDonald is admitted to practice before the courts of the State of California and the U.S. District Court for the Southern District of California. His military decorations include the Navy Distinguished Service Medal, the Legion of Merit with two Gold Stars, the Defense Meritorious Service Medal, the Navy Meritorious Service Medal with Gold Star, the Navy Commendation Medal with Gold Star, and the Navy Achievement Medal with Gold Star.

It is through the commitment and sacrifice of Americans such as Vice Admiral MacDonald that our Nation is able to continue upon the path of democracy and strive for the betterment of mankind. I am proud to thank him, his wife Karen, and daughter Erin for his honorable service to our nation in the U.S. Navy. I wish him fair winds and following seas as he concludes a distinguished naval career.●

#### COMMENDING VINCE NESCI

● Mr. CARPER. Mr. President, today I recognize Vince Nesci who, in a few months, will retire from Amtrak after 33 years as its chief mechanical officer. Vince has dedicated his adult life to improving passenger rail transportation in America, and I wish him the very best in retirement.

Railroaders are not employed; they serve, and Vince's retirement will culminate a lifetime of service to the railroad and country. He began his service in the Air Force as a flight engineer, flying on the remarkably durable C-130 Hercules transports. He performed aerial delivery missions of every kind—paratroop drops, low altitude equipment and cargo drops, and heavy equipment drops.

After leaving the Air Force, Vince went to work on the Penn Central Railroad in 1974. Since that day, he has never drawn a paycheck that wasn't issued by a railroad. He began in the traditional way, as a laborer in the mechanical department, working on the famous GG-1 class electric engines that Penn Central had inherited from its 1930s-era predecessor, the Pennsylvania Railroad. He qualified as an electrician and a machinist, putting his natural engineering aptitude to the task of

learning the tics and tricks of 40-year-old locomotives with millions of miles on them.

His skill was rewarded, and he rose through the ranks. Promotion followed promotion, and he soon became a foreman and then a general foreman with Penn Central. When Amtrak took over its labor force from the freight railroads, Vince continued the unforgiving job of making sure that engines and cars would be ready to roll when the minute hand touched the top of the hour in Washington, Boston, or New York each day. He was there to work on each generation of new engines and to supervise the men and women who were working on them. He witnessed the end of the GG-1s and saw three new generations of locomotives emerge for Northeast Corridor service.

When the time came to rebuild the 20-year-old AEM-7 locomotives in 2001, Vince took on the job as the company's chief mechanical officer. This was a demanding job, and the shops accomplished it in large part because Vince was there to keep the process moving, to wade into a problem on the shop floor, and to figure out the answers to tough technical questions that manuals and instructions couldn't answer. He was no mere manager—he was that very traditional combination of expert practical mechanic, engineer, and operating man that railroad chief mechanical officers have always had to be. And through some of the toughest times Amtrak has ever faced, when money to keep the trains on the road was scarce, he kept things moving. He was famous on the railroad for his good humor, his skill, and his understanding of how locomotives worked. He was liked, but more importantly, he was respected, and his opinion carried weight in both the board room and on the shop floor.

Vince begins almost every day of his work with a smile. There is hardly ever a time that, when you talk to Vince, he does not greet your questions or begin his answers without a smile. When he talks about the cars and locomotives in his care, he speaks quickly because he is enthusiastic and wants you to feel the enthusiasm he has for the work he does. Whether the temperature is 100 degrees or 10 below zero, Vince always wears a short-sleeved white cotton shirt. If one asks him why he only wears a short-sleeved shirt, he will tell you without a moment's hesitation that when you wear short sleeves, you don't have to roll up your sleeves when you get to work.

People like Vince Nesci don't come along very often, and when they do, we should be thankful that we get to spend time with them and learn from them. The railroad is a better and safer place because of Vince, and the good news is that he has helped train a cadre of people who will be there after he leaves to carry on the work that needs to be done.

Now he has come to the end of his long career, and will soon depart into a well-earned retirement. His working

life has encompassed the transformation of the Northeast Corridor, from a tentative experiment to a modern, high-speed intercity passenger rail system. Nobody has worked harder than Vince to build the railroad that may one day become a model for transportation in our country, and no one can take more justified pride in the safe, reliable, and frequent passenger rail service that travelers enjoy today than Vince Nesci.

I thank Vince for the warm friendship that we share, and I congratulate him on a truly remarkable and distinguished career. I wish him, his wife Donna, and their family the very best in all that lies ahead for each of them. As we say in the Navy on occasions like this, "fair winds and a following sea."●

#### 150TH ANNIVERSARY OF JEFFERSON, SOUTH DAKOTA

● Mr. JOHNSON. Mr. President, today I pay tribute to the 150th anniversary of the founding of Jefferson, SD. This community in southeastern South Dakota has a rich heritage, as well as a promising future.

Jefferson was first settled in 1859 by three families on the site of Lewis and Clark's first settlement in South Dakota. Its original name was Adelescat after young girl, Adele, lost her cat and all the settlers joined together to find it. In 1876, the town built their Grasshopper Cross to keep their crops safe after 2 particularly hard years. The town was formally organized in 1885 after the arrival of the railroad and renamed for President Thomas Jefferson.

The people of Jefferson celebrate this momentous occasion on the weekend of July 10-12, 2009. South Dakota's small communities are the bedrock of our economy and vital to the future of our State. One hundred and fifty years after its founding, Jefferson remains a progressive community and a great asset to the wonderful State of South Dakota. I am proud to honor Jefferson on this historic milestone.●

#### REMEMBERING MARIA CAROLINA HINESTROSA

● Ms. MIKULSKI. Mr. President, on behalf of the people of Maryland, and breast cancer fighters worldwide, I wish to express my heartfelt condolences to the family and friends of Ms. Carolina Hinestrota, who passed away last week after battling soft tissue sarcoma, a side effect of past breast cancer treatment. Ms. Hinestrota served for 5 years as the executive vice president of the National Breast Cancer Coalition, in which capacity she fought passionately for the coalition's work to eradicate breast cancer. My thoughts and prayers are with Ms. Hinestrota's family and friends during this difficult time.

After a 1994 breast cancer diagnosis, Ms. Hinestrota turned her suffering into an opportunity when she joined