

We must take the necessary steps to create a level playing field for American workers and companies by holding China accountable for unfair devaluation by 40 percent or more of its currency.

By making the Yuan cheaper than it should be, their goods are 40 percent cheaper here and in global markets than American-made products, simply because of that government's actions.

China manipulates its currency by making massive purchases of dollars, Euros, and Yen in the global exchange markets, intervening with tens of billions of purchases of other currencies weekly.

The result: the U.S. GDP drops by 1.4 percentage points annually just because of China's currency manipulation.

Jobs are lost, factories closed, and America's competitiveness weakens.

The U.S. has the following four options:

1. Negotiate with the Chinese to end their currency manipulation. The U.S. has been in such negotiations for 6 years. The talks have failed. That is why the Currency Reform for Fair Trade Act is so important.

2. Intervene in the global currency market by selling massive amounts of dollars. Intervention would result in massive inflation and if the Chinese countered, it would not work.

3. Seek WTO approval of global sanctions. This would take 3–5 years and there is no certainty that Europe or Japan would be supportive.

4. Impose an Adjustable Currency Tariff (ACT). An ACT would be set at exactly the amount that the Yuan is undervalued. Under this proposal, the amount of the undervaluation would be set by some neutral international financial organization such as the IMF. The value of the ACT would be adjusted quarterly. As China changed the value of the Yuan, the value of the ACT tariff would be altered correspondingly. When China ended their manipulation, the ACT would be zero. This is not old-fashioned protectionism, but rather a remedy against such protectionism directed towards American-based production and jobs. The crisis is huge and we must act now.

These corrections, including passage of H.R. 2378, if taken immediately, could create an estimated 500,000 manufacturing jobs here in the United States, helping to put Americans back to work and strengthening our economy.

The Chinese government's currency policy is an impediment to this great Republic of ours. It kills American jobs and weakens our nation in the global markets. It is time that we take action to fix this broken policy and stand up for our nation.

I urge my colleagues to join me in voting yes for this bill.

#### TRIBUTE TO THE CITY OF TAFT

**HON. KEVIN MCCARTHY**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 2010

Mr. MCCARTHY of California. Madam Speaker, I rise today in honor of the city of Taft, California, which is celebrating its 100th

year of incorporation on Thursday, October 14, 2010.

The city of Taft is located in the southwestern part of the San Joaquin Valley, and has quite a unique history. Named after our 27th President, William Howard Taft, starting in the late 1800s oil was discovered in the western San Joaquin Valley and overnight an oil town was born. The oil that was discovered was in the now-famous Midway-Sunset region and Buena Vista Hills, and by 1910 Taft had officially become a fixture within Kern County. Standard Oil was one of Taft's primary employers and helped lay Taft's foundations by building numerous construction businesses, a machine shop, numerous supply shops, bunkhouses for workers, and dozens of company homes for employees. As one of the only towns remaining in the United States which exists solely because of nearby oil reserves, Taft has a rich historical connection to our County and the history of our Nation's domestic natural energy production.

The operational activities within the oil fields surrounding Taft have been the economic lifeblood of the city for over 100 years. From the remnants of old wooden oil derricks, to the historic Taft Fort, Taft has become a hallmark of the prosperity and endurance that has distinguished our County's industries and progress. State Highway 33 is now called the Petroleum Highway because of legislation that I initiated when I was a State Assemblyman representing the 32nd district of California to recognize the national resource that has put Taft on the map. In celebration of its oil heritage, Taft holds an event every 5 years called "Oildorado." This year will be the first Oildorado celebration that will consist of 2 weekends and will include many traditions and activities such as the grand parade, Maids of Petroleum Oildorado Queen Pageant, barbecues, dances, a World War II aircraft exhibit, arts and crafts fair, and oilfield skills contests. Also included in this year's Oildorado celebration will be the unveiling and dedication of the Oil Worker Monument, built to honor all the men and women who have worked in the oilfields over the years.

Taft has truly developed into a wonderful city of progress and yet through the years has still maintained a familiar, rural atmosphere making Taft a unique and enjoyable community to visit. The city of Taft is a vital component of California's 22nd District, and will continue to remain a place of economic importance and growth for the State of California. I recognize Taft and the members of its community in celebration of the city's 100th year of incorporation.

#### RECOGNIZING THE 75TH ANNIVERSARY OF THE PENSACOLA GULF COAST REGIONAL AIRPORT

**HON. JEFF MILLER**

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 2010

Mr. MILLER of Florida. Madam Speaker, I rise to recognize the 75th Anniversary of the Pensacola Gulf Coast Regional Airport and its service to northwest Florida and visitors worldwide.

Established during the Great Depression, the grounds for the new municipal airport for Pensacola, Florida, were purchased for the sum of \$50,000 from Mr. and Mrs. Francis W. Taylor on November 1, 1935. Shortly after, the Works Project Administration authorized several hundred men to clear and grade the heavily-forested property, laying out the strong foundation, which 75 years later supports today's modern airport.

The Works Project Administration approved the construction of three paved runways and the airport's first administration building. In 1937, a Stinson Trimotor airplane of Atlantic and Gulf Coast Airlines landed the first scheduled commercial airline passenger service. During the following year, the runways welcomed the first air mail service upon arrival of a Lockheed Electra from National Airlines.

Throughout World War II, the airport played a supporting role and was leased to the United States Navy. During this time, the military invested more than \$1 million into airport improvements, including paving the way for a fourth runway. The Pensacola Municipal Airport was returned to the city's control in 1945 and transitioned to commercial operations in the 1950s. In 1952, a new administration building at Pensacola Municipal Airport was built and named Hagler Field, honoring Pensacola's beloved mayor, the late Conner L. Hagler.

During the next decade, the Pensacola airport embraced the commercial jet age supporting the landing of an Eastern Air Lines Boeing 727 in 1965, which called for lengthening the airport's runways. As its services continued to grow, the airport was renamed Pensacola Regional Airport in 1972, and in 1978, the increased commercial air traffic led to making arrangements for the airport's first regional airlines. To accommodate the expansion of their operations, the airport further enhanced its physical structure. In the 1990s, a two-story air terminal was built that included the airport's first enclosed jetways, and entering into the new millennium, plans were launched for a multi-million dollar modernization.

In 2008, the Pensacola Regional Airport was renamed the Pensacola Gulf Coast Regional Airport. While over the course of its history, the airport has undergone several name and structural changes, one thing has remained constant—the professionalism and hospitality of all those who have dedicated their time and hard work to maintain the airport's daily operations and who make it all possible.

Madam Speaker, over the last 75 years, the airport has grown and transitioned into one of the largest commercial airports in the Gulf Coast. Whether dropping by for a visit or calling Pensacola or its surrounding areas home, the Pensacola Gulf Coast Regional Airport and its staff provides all those who pass through it a warm welcome to the Emerald Coast. On behalf of the hundreds of thousands of passengers it serves annually and the communities of northwest Florida, my wife Vicki and I would like to congratulate the Pensacola Gulf Coast Regional Airport on their 75th Anniversary and wish its employees all the best for continued success.

HONORING DR. SUSAN REES, RECIPIENT OF THE U.S. ARMY CORPS OF ENGINEERS 2010 CIVILIAN OF THE YEAR AWARD

### HON. JO BONNER

OF ALABAMA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, September 29, 2010*

Mr. BONNER. Madam Speaker, it is a real pleasure to rise today to pay tribute to the outstanding achievements of Dr. Susan Ivester Rees, who was recently recognized for her efforts to protect our Gulf Coast from the devastating impact of future hurricanes.

In the aftermath of Hurricane Katrina—a storm which dealt an unprecedented amount of destruction and loss of life to the Gulf Coast—Congress authorized the U.S. Army Corps of Engineers (USACE) to undertake comprehensive planning to help strengthen the region's ability to withstand the assault of future natural disasters.

One of the studies authorized by Congress was the Mississippi Coastal Improvement Program (MsCIP), undertaken by the Army Corps of Engineers' Mobile District.

Dr. Susan Rees' leadership and active involvement in the project as Program Manager—working with coastal residents and marshalling the best ideas from across government agencies—was instrumental in shaping the final plan which won her praise from the Corps of Engineers, as well as other Federal, State and local leaders for its comprehensive nature.

Dr. Rees' extensive public involvement was pivotal in the formation—and approval—of 15 major construction projects, including the opening of canals to improve water flow, beach reconstruction, and rebuilding the Bay St. Louis seawall.

In recognition of her tremendous efforts and considerable leadership in the Mississippi Coastal Improvement Program, Dr. Rees was presented with the Lt. Gen. John W. Morris 2010 Civilian of the Year Award at the 2010 USACE Summer Leaders Conference in Seattle, Washington on August 2, 2010.

Dr. Rees is also a member of the scientific advisory board of the Alabama Center for Estuarine Studies at the University of South Alabama; a member of the executive committee of the Mobile Bay Estuary Program; and a member of the advisory council for the Mississippi-Alabama Sea Grant Consortium.

I wish to congratulate Dr. Rees—as well as her husband, Fred, who, himself, has dedicated many years in government service, for their exemplary efforts to protect and enhance the quality of life along America's Gulf Coast. Susan is to be commended for her dedication to preserving our environment and making our coastal communities safer.

Madam Speaker, I join my colleagues in wishing Dr. Rees much success in her future endeavors.

IN RECOGNITION OF THE EL PASO SERVICE CHALLENGE

### HON. SILVESTRE REYES

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, September 29, 2010*

Mr. REYES. Madam Speaker, I rise today to recognize those students in my district who

participated in the El Paso Service Challenge. The response was inspiring and impressive. Students performed various forms of community service ranging from painting their schools to volunteering at local police and firefighter stations. I initiated the El Paso Service Challenge this year as a way to encourage middle and high school students to give back to our community during the month of September in remembrance of 9/11. The idea for the El Paso Service Challenge arose from President Obama's call to service after the passage of the "Service America Act."

The Edward M. Kennedy "Serve America Act" is the most sweeping expansion of national service in a generation. Signed by President Obama on April 21, 2009, it established a nationwide "Call to Service Campaign" and designated September 11 as the National Day of Service and Remembrance. The swift bipartisan passage of the legislation reflected a national consensus that service is a powerful response to the economic and social challenges facing America today.

In addition to these students, I would also like to congratulate the members of the El Paso Senior Campaign Program at Centro de Salud Familiar La Fe for their volunteer work. La Fe has operated El Paso's Senior Campaign Program branch since 1988. More than 80 El Paso seniors are currently signed up to volunteer their time and energy to help seniors much like themselves by providing caring home visits and companionship. These seniors were honored last week for performing 73,000 hours of service in 2009, serving as a great example of a lifelong commitment to helping others.

According to the Corporation for National & Community Service, since the "Serve America Act" was passed in 2009, volunteering has increased, momentum is strong, and a new vision for service is taking effect. This is certainly true in my district as evident from both the students who participated in the El Paso Service Challenge and the seniors who participated in the Senior Campaign Program at Centro de Salud Familiar La Fe. Indeed across our nation, Americans have joined with friends and neighbors to replenish food banks, provide health services, support veterans and military families, restore public lands, and more.

At a time of great need, Americans are answering President Obama's call to serve.

Giving back to the community is an important lifelong lesson. I am very proud to recognize the volunteering efforts of all of my constituents, and I hope their work will inspire others to do the same.

IRA BRADFORD MILLER, SR.

### HON. JIM COOPER

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, September 29, 2010*

Mr. COOPER. Madam Speaker, today I rise to pay tribute to Ira Bradford "Brad" Miller, Sr. who passed away on September 4, 2010. He was an outstanding member of the Middle Tennessee community, a leader in the construction industry, and a great friend.

Mr. Miller was a lifelong resident of Rutherford County, where he attended Central High School and received a scholarship to play

football at Middle Tennessee State University. He answered his country's call to serve in the United States Navy during World War II and returned to MTSU to earn his degree after the war ended.

Brad Miller began working as a high school teacher and coach before pursuing his career in the construction industry. He started a water and sewer firm that eventually became Brad Miller Construction Company, Inc. After many successful years of business, Mr. Miller sold his construction company and became president of Tennessee Paving Company, an asphalt paving firm he founded with his brother-in-law.

Mr. Miller served as executive director of the Tennessee Crushed Stone Association until it merged with the Tennessee Asphalt Pavement Association to form The Tennessee Road Builders Association. Mr. Miller was a member and served on the board of directors for all three associations at the same time, and during the merger he acted as the liaison between the three firms. When the associations merged in 1982, he was chosen to be the executive vice president of The Road Builders Association, a position he held until his retirement. Brad transformed The Road Builders into one of the most powerful and respected associations in Tennessee. Later, he was elected chairman of the A-R-T-B-A Council of State Executives.

Brad Miller believed in the importance of having good representation in our Nation's Capitol. Over the course of his career he used his formidable lobbying skills to help influence important legislation. Mr. Miller's success in the construction industry was widely recognized. He received a certificate of special recognition from the National Stone Association, The Tennessee Road Builders Association Lifetime Achievement Award, and the A-R-T-B-A Award, the association's highest honor.

Mr. Miller was married to Betty June Carter Miller for fifty-nine years. The couple met in college and married in 1951. Brad Miller was the proud father of Ira Bradford Miller, Jr., Michael L. Miller, Cindy Miller Smith and Molly Miller Alspaugh. He enjoyed spending time with his children and seven grandchildren.

And so, Madam Speaker, it is my privilege to ask my colleagues to join me in saluting Mr. Miller's life and accomplishments. We are grateful for the contributions he provided to his community and the people of Tennessee.

LANCE CORPORAL CHRISTOPHER  
BLAKE RODGERS

### HON. LYNN A. WESTMORELAND

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, September 29, 2010*

Mr. WESTMORELAND. Madam Speaker, Lance Corporal Christopher Blake Rodgers answered his nation's call of duty by joining the Marines in 2008 after graduating from Spalding County High School; on September 1, 2010 he made the ultimate sacrifice while serving his country and fellow servicemen abroad. He was killed while conducting combat operations in the Helmand Province of Afghanistan.

Lovingly known as Blake to his family and friends, Lance Corporal Rodgers was a man ready to serve his country since the tender