

their lives, these children are at a much greater risk for heart disease, type 2 diabetes, stroke, cancer, and social and psychological problems. Enabling children to make healthy choices is a smart down payment on supporting healthy future generations.

I commend the President, and I commend the First Lady and USDA Secretary Tom Vilsack for continuing to champion a strong investment in our children's nutrition programs and working with me to ensure that the only foods in schools will be healthy foods based on current nutrition science, and that only healthy foods are sold in the schools throughout the day.

Madam Speaker, it is time to update our nutrition standards for food sold in vending machines—

The SPEAKER pro tempore. The time of the gentlewoman has expired.

Ms. CASTOR of Florida. I yield the gentlewoman an additional 1 minute.

Ms. WOOLSEY. Because those standards haven't changed for the last 30 years, standards for a la carte lines for school snacks and for outside vending machines.

□ 1600

All of this has to do with meeting obesity head on.

Recognizing the month of March as National Nutrition Month will shine a light on the problems of obesity and poor nutrition in this country. So I thank my colleague, Congresswoman CASTOR, for introducing this important resolution, and I urge my colleagues to join me in passing it today.

Mr. TERRY. I continue to reserve.

Ms. CASTOR of Florida. Madam Speaker, at this time, I am pleased to yield 2 minutes to one of the experts on nutrition in the Congress, Congresswoman DAHLKEMPER from Pennsylvania.

Mrs. DAHLKEMPER. Madam Speaker, I rise in support of House Resolution 274, supporting March as National Nutrition Month.

Madam Speaker, for over 25 years I served as a clinical dietitian helping hospitals, schools, and other organizations prepare healthy menus and emphasizing good nutrition, good diet and long-term wellness.

National Nutrition Month is an important tool for health and wellness advocates across the country. Every year, we as dietitians and those in the health care field use this designation to promote nutritious diets and to educate people about healthy eating habits. Proper nutrition and healthy eating are essential to improving our Nation's long-term health and to lowering the rate of chronic diseases such as heart disease, diabetes and cancer.

Madam Speaker, I call upon my colleagues to support House Resolution 274 to help make healthy living a national priority.

Mr. TERRY. Madam Speaker, I yield back the balance of my time.

Ms. CASTOR of Florida. Madam Speaker, I would like to thank my col-

league, Congressman TERRY from the Energy and Commerce Committee, and urge my colleagues to support this House resolution designating March as National Nutrition Month.

Ms. JACKSON LEE of Texas. Madam Speaker, I stand before you today in support of H. Res. 274 "Expressing support for designation of March as National Nutrition Month."

I would like to begin by thanking my colleague Representative KATHY CASTOR for introducing this resolution in the House of Representatives, as it is important that we acknowledge and recognize the importance of good nutrition toward maintaining a healthy and productive nation.

Furthermore, it is important that we continue to educate and encourage our local communities to raise their awareness of nutritional health and encourage an expanded knowledge within the community regarding the benefits of proper nutrition. By improving nutrition standards within our communities we can help support people in their efforts toward living a long, healthy and productive life.

Unfortunately, obesity and poor nutrition among citizens is especially prevalent in my home city of Houston, Texas. For years Houston has been consistently rated as the "fattest city in America." Currently, 58 percent of adults and 39 percent of children are classified as overweight or obese in the Greater Houston community. This resolution would also seek to help the people of my district in Houston by raising the awareness of nutritional health issues.

It is estimated that since 1980, obesity rates for adults have doubled and obesity rates for children have nearly tripled due to poor nutrition and sedentary lifestyles in the United States. Furthermore, four of the top ten causes of death including heart disease, cancer, stroke and diabetes have been attributed to factors surrounding a person's nutrition and diet. These four health conditions are estimated to cost the United States over \$600 billion each year in medical expenses and lost productivity.

These are several of the major factors highlighting the importance of good nutrition in our nation. It also shows the importance of making informed food choices and developing sound eating and physical activity habits. In conjunction with good nutrition, it is also important that citizens take on healthy physical activity on a regular basis to maintain good health.

These health and nutrition factors take an even greater level of importance when we discuss the effects of nutrition on our nation's children. Poor nutrition and lack of exercise in school-age children has been shown to cause a decrease in academic performance in addition to behavioral problems. In younger children, poor nutrition can manifest itself in more severe ways. Lack of proper nutrition also makes young children more prone to illness and disease and inhibits children's cognitive development.

Furthermore it is important that we recognize the gaps in school lunch programs at public schools. The National School Lunch Program was designed to provide low cost or free school lunch meals to qualified students through subsidies given to schools. In many school districts however, this poses a problem as children are only in school around 180 days out of the year. How is this federally

mandated program supposed to adequately provide for and supplement children's diets when it is only available to them for half of the year?

It is vitally important that we work together as a nation to improve nutrition standards across the board; particularly for children and the elderly. It is appalling to me that children still go hungry in this great nation and it is our duty to ensure that all children receive proper nutrition in addition to great physical education in schools.

Officially establishing the month of March as "National Nutrition Month" would seek to improve the lives of our citizens as well as increase our citizen's awareness of the importance of good nutrition in living a healthy and productive life. Furthermore, by providing education and instruction to adults and children alike, we can help to ensure that the United States continues to serve as a model of balanced nutrition to the world.

I ask my colleagues for their support of this legislation as well as their support for the improving nutrition across our country. I strongly urge you to support this resolution.

Ms. CASTOR of Florida. Madam Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from Florida (Ms. CASTOR) that the House suspend the rules and agree to the resolution, H. Res. 274.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the resolution was agreed to.

A motion to reconsider was laid on the table.

HONORING THE CONTRIBUTIONS OF AFRICAN AMERICANS TO THE TRANSPORTATION AND INFRASTRUCTURE OF THE UNITED STATES

Ms. CORRINE BROWN of Florida. Madam Speaker, I move to suspend the rules and agree to the resolution (H. Res. 1085) honoring and celebrating the contributions of African-Americans to the transportation and infrastructure of the United States.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

H. RES. 1085

Whereas African-Americans have played an instrumental role in developing and improving the transportation and infrastructure of the United States through leadership, design, and innovation;

Whereas the contributions of African-Americans have had significant and far-reaching impacts on modern transportation systems, including airways, highways, and railways, and have led to momentous improvements to transportation safety and security;

Whereas, in aviation, for example, Elizabeth "Bessie" Coleman, a daring stunt pilot known as "Queen Bess", was the first African-American woman to become a licensed airplane pilot in 1921 and the first United States citizen of any race or gender to hold an international aviation license from the Federation Aeronautique Internationale;

Whereas Eugene Jaques Bullard was the first African-American military pilot in history, serving as a United States volunteer in the French army during World War I;

Whereas Cornelius R. Coffey established the Coffey School of Aeronautics at Harlem Airport in Chicago, where more than 1,500 African-American students trained as pilots and mechanics from 1938 to 1945, including many who would later become Tuskegee Airmen;

Whereas Willa Beatrice Brown, the first African-American woman to receive a United States private pilot license in 1938, helped found the National Airmen's Association of America in 1939, later became the coordinator of war-training service for the Civil Aeronautics Authority, and served as the first African-American female officer in the Civil Air Patrol;

Whereas Neil V. Loving helped form an all African-American Civil Air Patrol Squadron in Detroit, established the Wayne School of Aeronautics in 1946, designed and built several experimental aircraft, and performed critical research as an aerospace engineer for the United States Air Force;

Whereas Marlon Green became the first African-American pilot for a major airline in 1965 after winning a landmark racial discrimination employment case in the Supreme Court of the United States, and served earlier in his career as a Captain in the United States Air Force for 9 years;

Whereas the Tuskegee Airmen were the first African-American airmen, aircraft and engine mechanics, armament specialists, radio repairmen, parachute riggers, control tower operators, policemen, and administrative clerks during World War II, and whose service and performance were instrumental in ending segregation in the United States military;

Whereas Dr. Lewis A. Jackson, an aviation pioneer and educator, was the director of training at the Army Air Force 66th Flight Training Detachment at Moton Field, the primary flight training site for the Tuskegee Airmen, and also pursued designing an experimental aircraft called a roadable airplane;

Whereas Elinor Williams became the first African-American woman to be an air traffic controller in 1968 and the first African-American woman to manage an Air Route Traffic Control Center, who then went on to become the regional administrator of the Great Lakes Region for the Federal Aviation Administration;

Whereas LeRoy Wilton Homer, Jr., courageously served as the first officer of United Airlines Flight 93, which was overtaken by terrorists on September 11, 2001, and previously served in the United States Air Force in the Persian Gulf War;

Whereas Barrington Irving became the first African-American and youngest individual at 23 to fly solo around-the-world in his custom-built Columbia 400 named Inspiration in June 2007, and founded the non-profit organization Experience Aviation, Inc. to introduce youth to aviation and aerospace and to address the shortage of young people pursuing careers in those fields;

Whereas African-Americans have also played important roles in shaping the Nation's highways, bridges, and transit and rail systems throughout the country's history through innovation, pioneering new technologies, and building the infrastructure that connects the Nation and enables economic growth and prosperity;

Whereas Garrett A. Morgan invented the Automatic Traffic Signal, a precursor to the modern traffic light;

Whereas Horace King became known as "The Bridge Builder" for his work rebuilding bridges throughout Georgia, Mississippi, South Carolina, Alabama, New York, and

many other States and passed on his legacy to his children through the family business, the Bridge Company;

Whereas Archibald Alexander placed his mark on the Nation's capital by designing the Tidal Basin Bridge and the Whitehurst Freeway in Washington, DC;

Whereas the all African-American 93rd, 95th, and 97th Army Engineer General Service Regiments overcame harsh environmental conditions and racial discrimination to help build the most difficult and hazardous portion of the Alaska Highway;

Whereas Frederick M. Jones patented the air-conditioning controlling device to enable the transportation of perishable food using trucks and rail cars, and also patented the gas engine starter and a control device for internal combustion engines;

Whereas Richard Spikes is credited with the invention of such advancements as the automatic car washer, automobile directional signs, the automatic gear shift and transmission, and the automatic safety brake system;

Whereas M.A. Cherry invented a device known as the Velocipede, a precursor to the bicycle, and the streetcar fender, designed to prevent collisions with debris on streetcar tracks;

Whereas Issac R. Johnson invented the bicycle frame in 1899;

Whereas Humphrey Reynolds invented the safety gate for bridges to prevent cars and pedestrians from entering the tracks at the same time a train is approaching;

Whereas Benjamin Banneker, an astronomer, surveyor, almanac author, and farmer, helped survey the boundaries of what became the District of Columbia;

Whereas Walter McClennan invented the automatic railway car door in 1920;

Whereas Elijah McCoy, a fireman and oiler for the Michigan Central Railroad, developed a "lubricating cup" in 1872 to automatically oil steam engines on trains, which dramatically improved efficiency by eliminating the frequent stopping necessary for lubrication of the engine;

Whereas other inventors attempted to sell their own versions of the "lubricating cup" but most companies wanted the authentic device for their trains, requesting "the Real McCoy";

Whereas according to Booker T. Washington, McCoy had produced more patents than any other African-American inventor of his time, many of which contributed to the railroad industry;

Whereas McCoy was inducted into the National Inventors Hall of Fame in Akron, Ohio, in 2001;

Whereas Granville T. Woods invented over a dozen devices to improve the railroad system including his most notable invention in 1887, the Synchronous Multiplex Railway Telegraph, which enabled communications between moving and stationary trains creating a system that enabled a railroad engineer to determine the distance between trains to help improve accidents and collisions;

Whereas Woods also founded the Woods Railway Telegraph Company and is credited with the development of a system for overhead electrified railroads, patented several overhead wire and third rail transmissions systems, and made improvements to the steam-boiler furnace;

Whereas Andrew Beard, an ex-railroad worker who lost his leg in a car coupling accident, invented a device in 1897 that automatically performs the dangerous job of linking rail cars together, commonly called the Jenny Coupler, the device served as the precursor for the modern system;

Whereas Lewis Howard Latimer, who drafted the patent drawings for Alexander

Graham Bell's patent application for the telephone and established public lighting systems for entire cities like New York City, Montreal, Paris, and London, invented a flushing water closet for trains in 1874;

Whereas, A.B. Blackburn patented a railway signal in 1888 designed to be operated by the wheels of a train;

Whereas W.F. Burr invented a railway switching device in 1899;

Whereas Elbert R. Robinson invented the electric railway trolley in 1893;

Whereas the work of many influential African-Americans through the civil rights movement and other social and political movements in the United States led to desegregation in transportation as well as significant improvements to the working conditions and rights of transportation workers throughout the United States;

Whereas Rosa Parks, Homer Plessy, and many other civil rights activists insisted on equitable access to public transportation;

Whereas Pullman Porters, which provided service to and attended to the needs of passengers on board trains, became leaders in the civil rights movement and formed the Brotherhood of Sleeping Car Porters in 1925, under the leadership of civil rights leader A. Philip Randolph, who fought tirelessly to improve the working conditions and pay for the Pullman Porters;

Whereas the Brotherhood of Sleeping Car Porters was the first African-American labor union to sign a collective bargaining agreement with a major United States corporation on August 25, 1937; and

Whereas National African American History Month is celebrated in February 2010: Now, therefore, be it

Resolved, That the House of Representatives—

(1) supports the goals and ideals of National African American History Month;

(2) honors and celebrates the important contributions that African-Americans have made throughout history to the transportation and infrastructure of the United States; and

(3) urges citizens and communities throughout the United States to join with representatives of the Federal Government to recognize the substantial contributions that African-Americans have made and continue to make to the Nation's transportation and infrastructure systems.

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from Florida (Ms. CORRINE BROWN) and the gentleman from Louisiana (Mr. CAO) each will control 20 minutes.

The Chair recognizes the gentlewoman from Florida.

GENERAL LEAVE

Ms. CORRINE BROWN of Florida. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include additional materials on House Resolution 1085.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from Florida?

There was no objection.

Ms. CORRINE BROWN of Florida. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, it is a privilege to offer this resolution during Black History Month honoring African Americans' contributions to transportation and infrastructure in America.

African Americans have played an instrumental role in developing and improving the transportation and infrastructure of the United States. African Americans have had significant and far-reaching influence on all modes of transportation, leading to major improvements in operations, safety, and security on our railways, airways, and highways.

Because of the contributions of these pioneering African Americans, thousands of young people have been inspired to a higher calling. Without their contributions, we wouldn't have the bicycle, safety gates on bridges, turning signals, automatic traffic signals, air-conditioned trucks and rail cars, automatic transmissions, and hundreds of other inventions that make transportation safer and more efficient for everyone.

Transportation also has a storied history in the civil rights movement. Everyone knows that Rosa Park's refusal to move to the back of the bus was one of the defining moments in the fight for equal rights for people of color.

When I was elected to Congress in 1992, I, along with Congressman ALCEE HASTINGS and Congresswoman CARRIE MEEK, were the first African Americans to serve in the House of Representatives from Florida since Reconstruction. From the moment I was elected, I fought for a seat on the Transportation and Infrastructure Committee, and I am honored to serve as Chair of the Subcommittee on Railroads, Pipelines, and Hazardous Materials.

Serving on the Transportation and Infrastructure Committee has allowed me to provide good jobs and expand economic development and new transportation options for the people of my district, my State, and throughout the United States.

Today on the Transportation and Infrastructure Committee, African Americans serve four Chairs in six subcommittees, and along with Chairman OBERSTAR and other Members, we are working to restore fairness for minorities and women in all aspects of our Nation's transportation system. We all do our part to support the Nation's transportation system, and we all deserve a seat at the table so we can build and design the systems of the future. I often compare it to my grandmother's delicious sweet potato pie: We all pay for the ingredients, and we all deserve a slice of the pie. I believe it is our duty to ensure that minorities and women-owned businesses are able to compete for contracts as we spend billions of Federal dollars on transportation projects.

The tragedies in Haiti and the Gulf Coast show just how critical our transportation systems are to protecting our citizens; without it, we are often helpless. Too often we take our infrastructure for granted, but it is truly what separates a superpower from a Third World country.

Lastly, I would like to talk about the importance of transportation to our

economy. Transportation projects put people to work, create economic development, and provide a better community. Nothing creates jobs better than infrastructure projects. In fact, the \$34.3 billion in the Recovery Act for transportation projects created 250,000 direct jobs and 760,000 indirect jobs.

Today we are standing on the shoulders of those pioneering giants that came before us. As we make bigger strides each day to improve transportation, we must not forget the "never give up" attitude that made these inventions and milestones possible. I would encourage all Members to vote "yes" on this resolution and show their support for the brave men and women who against all odds made America a better place to live.

Madam Speaker, I reserve the balance of my time.

Mr. CAO. Madam Speaker, I rise today in support of H. Res. 1085 and yield myself such time as I may consume.

Madam Speaker, I rise in support of H. Res. 1085, a resolution to honor and celebrate the contributions of African Americans to the transportation infrastructure of the United States. Our transportation systems are an everyday part of both our business and our social lives. We take advantage of transportation infrastructure every day and think little about what it has taken over history to put these modern systems in place.

Today, as we celebrate African American History Month, it is fitting that this House should pay special honor to those African Americans who have contributed to the creation of the modern transportation system on which our economy depends.

African Americans have been instrumental in the development of transportation infrastructure in many ways. They have been pioneers of aviation; they were dedicated railroad Pullman Porters who saw to the safety and comfort of passengers; they have been bridge architects and engineers; and they have been inventors, developers, and manufacturers of such transportation innovations as devices to make refrigerated trucks and railcars possible, automatic traffic signals, automatic coupling devices for railcars, the electric railway trolley, railway switching devices, automatic transmissions, and safety gates for bridges. In addition, while making these achievements, these men and women had to overcome the racial discrimination of their day. I am pleased to rise today in recognition of their remarkable achievements and urge all Members to support the resolution.

Madam Speaker, I yield back the balance of my time.

Mr. OBERSTAR. Madam Speaker, I rise today in strong support of H. Res. 1085, introduced by the gentlewoman from Florida (Ms. BROWN), which honors and celebrates the numerous contributions of African-Americans to the transportation and infrastructure of the United States.

As we celebrate National African American History Month this February, we recognize the contributions that African-Americans have made to American history through art, politics, business, and science. Today, we are taking time to recognize the significant and extensive contributions African-Americans have made to the transportation systems that connect our nation, bringing communities together and enabling economic growth and prosperity across the country.

Whether we are talking about the development of our world class aviation system, or our highways or railways, African-Americans have played an important role in the development of our nation's transportation systems throughout history.

In aviation, as a result of the leadership of Cornelius R. Coffey in establishing the Coffey School of Aeronautics at Harlem Airport in Chicago, more than 1,500 African-American students were trained as pilots and mechanics from 1938 and 1945. Many of the students of the Coffey School of Aeronautics went on to become Tuskegee Airmen. The Tuskegee Airmen were the first African-American airmen, aircraft and engine mechanics, armament specialists, radio repairmen, parachute riggers, control tower operators, policemen and administrative clerks during World War II. The service and performance of the Tuskegee Airmen was instrumental in ending segregation in the United States military.

Benjamin Banneker, a self-educated scientist, astronomer, surveyor, almanac author, writer and farmer, is known for many things including helping to survey the boundaries of what is now the District of Columbia. In addition, the precursor to the modern day traffic light was invented by Garret A. Morgan, who is credited with the design of the Automatic Traffic Signal.

Through innovation and invention, African-Americans have had a profound impact on the development of our world class railway system. One of the most notable inventors, Granville T. Woods, patented dozens of devices during his life to improve the railroad system, including one very notable invention that has improved railway safety by reducing accidents and collisions. In 1887, Mr. Woods invented the Synchronous Multiplex Railway Telegraph that enabled communications between moving and stationary trains, helping railroad engineers to determine the distance between trains for the first time, and thereby substantially enhancing safety.

Through the Civil Rights movement, many influential African-Americans, such as Rosa Parks and Homer Plessy, were leaders in social and political movements to desegregate transportation, while other African-American leaders worked to make significant improvements to the working conditions and rights of transportation workers throughout the nation.

I note the significant contributions of the Pullman Porters, who worked on board passenger trains and who became leaders in the civil rights and labor movements when they formed the Brotherhood of Sleeping Car Porters in 1925, under the leadership of civil rights leader A. Philip Randolph. The Brotherhood of Sleeping Car Porters was the first African-American labor union to sign a collective bargaining agreement with a major U.S. corporation. The Brotherhood literally paved the way for union labor throughout this country, and fought tirelessly to improve the often

harsh working conditions and low pay that Pullman Porters and others received.

I urge my colleagues to join me in celebrating and honoring these African Americans and their important contributions to our nation's transportation and infrastructure systems by supporting H. Res. 1085.

Ms. CORRINE BROWN of Florida. Madam Speaker, I yield back the balance of my time.

The SPEAKER pro tempore (Ms. RICHARDSON). The question is on the motion offered by the gentlewoman from Florida (Ms. CORRINE BROWN) that the House suspend the rules and agree to the resolution, H. Res. 1085.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the yeas have it.

Ms. CORRINE BROWN of Florida. Madam Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

CONTINUATION OF THE NATIONAL EMERGENCY RELATING TO CUBA AND OF THE EMERGENCY AUTHORITY RELATING TO THE REGULATION OF THE ANCHORAGE AND MOVEMENT OF VESSELS—MESSAGE FROM THE PRESIDENT OF THE UNITED STATES (H. DOC. NO. 111-94)

The SPEAKER pro tempore laid before the House the following message from the President of the United States; which was read and, together with the accompanying papers, referred to the Committee on Foreign Affairs and ordered to be printed:

To the Congress of the United States:

Section 202(d) of the National Emergencies Act (50 U.S.C. 1622(d)) provides for the automatic termination of a national emergency unless, prior to the anniversary date of its declaration, the President publishes in the Federal Register and transmits to the Congress a notice stating that the emergency is to continue in effect beyond the anniversary date. In accordance with this provision, I have sent the enclosed notice to the Federal Register for publication, stating that the national emergency declared with respect to the Government of Cuba's destruction of two unarmed U.S.-registered civilian aircraft in international airspace north of Cuba on February 24, 1996, as amended and expanded on February 26, 2004, is to continue in effect beyond March 1, 2010.

BARACK OBAMA.

THE WHITE HOUSE, February 23, 2010.

PROVIDING FOR CONSIDERATION OF H.R. 2314, NATIVE HAWAIIAN GOVERNMENT REORGANIZATION ACT OF 2009

Mr. POLIS. Madam Speaker, by direction of the Committee on Rules, I

call up House Resolution 1083 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 1083

Resolved, That upon the adoption of this resolution it shall be in order to consider in the House the bill (H.R. 2314) to express the policy of the United States regarding the United States relationship with Native Hawaiians and to provide a process for the recognition by the United States of the Native Hawaiian governing entity. All points of order against consideration of the bill are waived except those arising under clause 9 or 10 of rule XXI. The bill shall be considered as read. All points of order against provisions of the bill are waived. The previous question shall be considered as ordered on the bill and on any amendment thereto to final passage without intervening motion except: (1) one hour of debate equally divided and controlled by the chair and ranking minority member of the Committee on Natural Resources; (2) the amendment in the nature of a substitute printed in part A of the report of the Committee on Rules accompanying this resolution, if offered by Representative Abercrombie of Hawaii or his designee, which shall be in order without intervention of any point of order except those arising under clause 9 or 10 of rule XXI, shall be considered as read, and shall be separately debatable for 30 minutes equally divided and controlled by the proponent and an opponent; (3) the amendments to the amendment in the nature of a substitute printed in part B of the report of the Committee on Rules, each of which may be offered only by a Member designed in the report, shall be in order without intervention of any point of order except those arising under clause 10 of rule XXI, shall be considered as read, and shall be separately debatable for 10 minutes equally divided and controlled by the proponent and an opponent; and (4) one motion to recommit with or without instructions.

SEC. 2. During consideration of an amendment printed in part B of the report of the Committee on Rules accompanying this resolution, the Chair may postpone the question of adoption as though under clause 8 of rule XX.

□ 1615

The SPEAKER pro tempore. The gentleman from Colorado is recognized for 1 hour.

Mr. POLIS. For the purpose of debate only, I yield the customary 30 minutes to the gentleman from Florida (Mr. DIAZ-BALART). All time yielded during consideration of the rule is for debate only. I yield myself such time as I may consume.

GENERAL LEAVE

Mr. POLIS. I also ask unanimous consent that all Members be given 5 legislative days in which to revise and extend their remarks on House Resolution 1083.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Colorado?

There was no objection.

Mr. POLIS. Madam Speaker, House Resolution 1083 provides for consideration of H.R. 2314, the Native Hawaiian Government Reorganization Act of 2009, under a structured rule. The rule provides for 1 hour of debate in the House, controlled by the Committee on Natural Resources. The rule waives all

points of order against consideration of the bill, except for clauses 9 and 10 of rule XXI. The rule makes in order an amendment in the nature of a substitute by Representative ABERCROMBIE, which is debatable for 30 minutes. The rule also makes in order two second-degree amendments to the substitute. The amendments are to be offered by Representative HASTINGS of Washington and by Representative FLAKE of Arizona. The amendments are each debatable for 10 minutes. Finally, the rule provides one motion to recommit, with or without instructions.

Madam Speaker, I want to thank Chairman RAHALL and the hardworking staff of the Natural Resources Committee for their dedication to the health and welfare of the many native peoples of this country and particularly for their work on this important legislation.

I also want to thank my colleagues from Hawaii, Congressman ABERCROMBIE and Congresswoman HIRONO, for bringing this legislation forward in the House, as well as the bill's original author, Senator AKAKA, for his tireless work on behalf of the people of Hawaii in the Senate.

Our diversity is not only what makes us great but also what makes us American. My home State of Colorado is a beautiful land with awe-inspiring mountains and rugged landscapes, but the people are who make it truly beautiful. Colorado's rich history and diverse culture is interwoven with the Apache, Arapaho, Cheyenne, Pueblo, Shoshone, and Ute peoples, who helped found our State and who continue to play such an important role in our vibrant diversity today.

While Hawaiians celebrate the sun and while Coloradans treasure the snow, the same connection between land and people can be found in the unique beauty of Hawaii.

As we have seen in Colorado, with the Southern Ute and Ute Mountain Ute and across the country, the U.S. has a longstanding policy of providing its indigenous people—those who exercised sovereignty until the United States expanded its borders into their homeland—with an opportunity to organize, to protect and to perpetuate their cultures and traditions and to look out for their interests. It is only right that all indigenous people should have a right to determine how they should interact with our government. This bill merely brings about parity in the U.S. treatment of its indigenous people—American Indians, Alaska natives and Native Hawaiians.

H.R. 2314 would establish a Native Hawaiian interim governing council to develop elements of the organic governing documents and other criteria for the Native Hawaiian governing entity. These documents would detail the powers and authorities of the governing entity, but they would also include membership criteria as well as requirements for the election of government officials.