

and special exhibits through grants and donations from local and regional sponsors to commemorate the theme, "Westward Expansion as seen through National Parks," including:

Farm and Ranch Museum is hosting westward expansion orientation films and an interactive exhibit of westward expansion transportation methods.

Midwest Theater is hosting both the premiere of a new documentary film on the Pony Express and a film by Ken Burns on America's National Parks.

North Platte Valley Museum is hosting a westward expansion map exhibit.

Western Nebraska Community College is hosting a seminar, "Recognizing and Preserving Westward Expansion," with speakers who are all nationally recognized in their fields.

Western Nebraska Community College sponsored a summer youth camp that developed posters to help promote these commemorative events.

Again, on behalf of the people of Nebraska, we offer our congratulations to Scotts Bluff National Monument on its Kick-Off Ceremony and the National Park Service on its 95th anniversary.

IN REMEMBRANCE OF BOB
MOWBRAY

HON. AARON SCHOCK

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 28, 2011

Mr. SCHOCK. Mr. Speaker, the small town of Bradford, Illinois this month lost one of its most beloved residents. Bob Mowbray dedicated his life to actually living the words we utter so frequently about loving God and country. He first served his country in his youth, as a corporal in the Marines during the Korean conflict. After he returned home, he served his community in Bradford as the Postmaster for 36 years. He also was a loyal and active member for 58 years of the American Legion, Post #445.

When he was drafted by the Marines, he left behind a promising possible career as a big league pitcher. Even though he chose to return home instead of pursuing his baseball dreams, he never lost his passion for America's pastime.

Anyone who knew Bob knew about his unabashed love for sports, especially the Bears, the Bulls, and the White Sox. But what very few people knew—including those closest to him—was that he acted out his faith in God through his quiet charity. Bob wouldn't talk about it, but he was extremely generous, even giving money to support those he had never met.

Although he never had children of his own, all the children of Bradford—and even many in the surrounding towns—knew about Postmaster Mowbray. Bob brought in countless bags of candy over the years, always having a treat ready to slide over the counter to every kid who came in. And with that piece of candy would come a gentle nod and a warm smile.

Bob Mowbray was a man of few words, but he left a deep impression on many. He will be missed.

IN CELEBRATION OF THE 90TH
BIRTHDAY OF BERNICE FRIED-
LANDER

HON. AL GREEN

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 28, 2011

Mr. AL GREEN of Texas. Mr. Speaker, today it is my honor to pay tribute to Bernice Friedlander, who will mark her 90th birthday on Saturday, July 30, 2011, in Houston, Texas. On this special day we will all look back and see the hallmarks of a life well lived. Her quiet determination, unflinching kindness, and unyielding spirit have made her a pillar not only of a proud and loving family, but of all that have come to know her.

Beneath a humble and quiet exterior lies a generous and kind soul. She is beloved not for a litany of accomplishments, but simply for who she is. With such an uplifting and giving nature it is easy to see why she inspires so much love and warmth in others.

For decades she was the dedicated wife of her beloved husband, the late Silas Friedlander. She has been a wonderful mother to her adoring daughters Nancy and Susie, and a generous and doting grandmother to Kevin, Nick, Tyler, and Ashley.

We throw modesty aside today so that we can give the heartfelt thanks that Bernice is long overdue. Her unending love and devotion to those who have the privilege of calling her family have made their lives so much richer for having had her there. Happy birthday Bernice, may you enjoy yourself in happiness and good health for many years to come.

INTRODUCTION OF THE RUNAWAY
REPORTING IMPROVEMENT ACT
OF 2011

HON. CAROLYN B. MALONEY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 28, 2011

Mrs. MALONEY. Mr. Speaker, today I am proud to introduce bipartisan legislation, the Runaway Reporting and Improvement Act of 2011, along with my friend and colleague Mr. SMITH of New Jersey. I am also pleased to be joined by Representatives KAREN BASS, GWEN MOORE, and PETE STARK.

The estimated number of youth that runaway or are 'thrown away' in the U.S. each year is between 1 and 1.7 million. While the reasons youth run away from home vary, the heightened risk for exploitation and victimization are the same for all of them.

One of the risks for runaway girls and young women is an increased risk for sex trafficking. Young girls who runaway or have been 'thrown away' from home are usually propositioned for sex within 24 hours of leaving home. Many runaway youth engage in 'survival sex' in exchange for food and shelter. Other risks include exposure to drugs and alcohol and violence.

One of the few things more terrible than learning a child is missing would be to learn that everything possible isn't being done to find him or her. The National Crime Information Center (NCIC) database is designed to help make information sharing easier so that

missing children can be found and provided with any needed services.

According to a New York Times' series, 'Running in the Shadows', as many as 16 percent of reported runaways are never entered in to the National Crime Information Center (NCIC) database.

The Runaway Reporting Improvement Act of 2011 would help solve this problem and protect missing children by making two small but useful changes to the Crime Control Act of 1990. First, the bill would require law enforcement agencies to certify that they comply with Federal law by entering all missing children into the NCIC database. Second, it would require that law enforcement officers provide the reporter of a missing child with information about the services of the National Center for Missing and Exploited Children and the National Runaway Switchboard, as well as 24-hour, toll-free contact information for those resources. NCMEC and NRS have a long and successful history of helping parents and law enforcement agencies work together to find and protect missing kids. Parents and guardians with missing children need to be given information so they are not isolated during this time of crisis.

Mr. Speaker, we simply must do better for our children. The necessary resources are in place but they are not being used to their full potential. The Runaway Improvement Act of 2011 will help ensure that these existing resources are used to find and protect the families that need them the most.

IN MEMORY OF MR. A.J. LEGER,
LOCAL ENTREPRENEUR, DEDI-
CATED VOLUNTEER TO SOUTH-
EAST TEXAS COMMUNITY

HON. KEVIN BRADY

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 28, 2011

Mr. BRADY of Texas. Mr. Speaker, I rise today in memory of Mr. A.J. Leger, a dedicated community volunteer, a veteran of the Marine Corp, and a shining example of a successful entrepreneur here in America. Growing up in Lafayette, Louisiana, Mr. Leger had a jump start on his career in the restaurant business back in 1952 at the ripe age of 12 years old working as a busboy at Don's Seafood and Steakhouse in his hometown. Who would have thought nearly 16 years later he would own his own restaurant employing his own busboys. His is a story familiar to all of us, as this is the story of America and the opportunities afforded to its citizens.

Soon after his graduation, Mr. Leger married his high school sweetheart, Patricia, before spending 6 years in the Marine Corps. After being honorably discharged, Mr. Leger picked up where he left off on his restaurant career becoming kitchen manager at Don's Seafood in both Baton Rouge and Shreveport locations. In 1968, Mr. Leger decided to cross the Sabine River, and open up with his two business partners one of the longest running and most successful restaurants in Beaumont, Texas, Don's Seafood located right off Interstate 10.

Mr. Leger served for over 40 years as an active member of the Sabine Area Restaurant Association, was awarded Outstanding Restaurateur Sabine Area Chapter by the Texas

Restaurant Association and in 1997 the association selected him for their highest honor by induction to the TRA's Hall of Fame.

In his free time, Mr. Leger could be found cooking for local fundraisers and charitable organizations such as the Young Mens Business League, Greater Beaumont Chamber of Commerce, City of Beaumont, Texas Fire Museum, Boys Haven, and at the Texas State Capitol. Best known for his gumbo, Mr. Leger once said he had "cooked enough gumbo to float a battleship, over 12,000 lobsters, and millions of pounds of crawfish".

On Tuesday, May 31, 2011, Mr. Leger went to be with our Lord but he will always be remembered and highly thought of by the many lives he touched and the countless hours he devoted giving back to the community he called home. Mr. Leger leaves behind his high school sweetheart, Patricia, to whom he was married for 52 years and three loving daughters, Rhonda, Angie, and Jodie with families of their own, including five grandchildren.

Mr. Speaker, stories like A.J. Leger's remind us of what truly makes America a great Nation. It is an honor to join with the Southeast Texas community in honoring the life of Mr. A.J. Leger.

HONORING ANTHONY "SONNY"
BERTONE

HON. PETER WELCH

OF VERMONT

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 28, 2011

Mr. WELCH. Mr. Speaker, I rise today to honor a Vermont veteran on his 90th birthday, Anthony "Sonny" Bertone.

A resident of Bennington, Vermont, Mr. Bertone served his country with bravery and honor in the United States Army during the Second World War. Mr. Bertone was assigned to Company "C" of the 634th Tank Destroyer Battalion, a Company that at many times was assigned to campaigns under General George S. Patton.

Mr. Bertone fought in some of the most important campaigns throughout the war, including Normandy and the Battle of the Bulge. Mr. Bertone also fought to secure the Ludendorff Bridge at Remagen, Germany and concluded his service in Czechoslovakia.

Mr. Bertone was honorably discharged from the Army in 1945 and received the Croix De Guerre. Upon leaving the Army, Mr. Bertone went on to raise his family in New Jersey before moving to Vermont.

As Vermont's Representative in this Congress, I ask that Mr. Bertone be recognized for his accomplishments and applauded for his service to the state of Vermont and the United States of America.

46TH ANNIVERSARY OF THE
CREATION OF MEDICARE

HON. EDOLPHUS TOWNS

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 28, 2011

Mr. TOWNS. Mr. Speaker, today, Congressman ED TOWNS joined millions of grateful recipients in celebrating the 46th anniversary of

the enactment of Medicare, signed into law on July 30, 1965 by President Lyndon Johnson. Today, Medicare provides comprehensive health care coverage to 47 million Americans, including 39 million seniors and eight million people with disabilities under the age of 65 years old. Many consider Medicare one of the crowning achievements of the Democratic Party.

"On the 46th anniversary of Medicare it is important to recognize the profound impact it has had on American families. Slightly more than half of Americans over the age of 65 years had health coverage in 1964. Today coverage is virtually universal," stated TOWNS. "Because of Medicare, millions of Americans enjoy guaranteed benefits and affordable premiums for health care at a time in their lives when they need it most."

Medicare is arguably the best anti-poverty program to ever come out of Congress. Nearly 30 percent of seniors lived below the poverty line in 1964. Since Medicare was signed into law that number has dropped to 7.5 percent. Recent studies have shown, the average Medicare beneficiary saves hundreds of dollars per year in premiums because of Medicare. Most Americans believe Medicare must be preserved, regardless of age.

"Support for Medicare is nearly universal among Americans across the political spectrum, yet we have heard recently proposals that would end the program as we know it," TOWNS stated. Some of my colleagues passed a budget that would replace Medicare with a voucher system where seniors would be forced to spend \$6,000 on average to purchase private insurance. I have made a commitment to vigorously fight any policies that would change Medicare. Medicare is a program that has worked well for millions of Americans and their families and I will do all I can to preserve it."

PERSONAL EXPLANATION

HON. STEVE KING

OF IOWA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 28, 2011

Mr. KING of Iowa. Mr. Speaker, on rollcall No. 308, I was delayed in leaving a meeting with a constituent off the House floor during this two-minute votes series and was unable to cast my vote before the vote was closed.

Had I been present, I would have voted "no."

INTRODUCTION OF THE BILL TO PROVIDE FOR AN ANNUAL AUDIT OF THE UNION STATION REDEVELOPMENT CORPORATION

HON. ELEANOR HOLMES NORTON

OF THE DISTRICT OF COLUMBIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 28, 2011

Ms. NORTON. Mr. Speaker, today I introduce a bill to require greater accountability for a prized federal asset, Union Station in Washington, D.C. My bill would require an annual audit by the Department of Transportation Inspector General of the Union Station Redevelopment Corporation, USRC, and Union Sta-

tion, which is owned by the Department of Transportation. For decades, no official audit has been performed and, increasingly, questions have been raised about the management and condition of the facility.

Commissioned by Congress, Union Station first opened in 1907 as a train facility for the nation's capital, with a much heralded design by the famous architect Daniel Burnham. The station once was the largest building in the nation's capital. However, Union Station deteriorated from a bustling transportation hub and commercial center as rail use declined in the 1950s. Following a long series of failed ideas, wasted federal funds, cost overruns, major utility needs and mismanagement, Congress passed the Union Station Redevelopment Act (P.L. 97-125) in 1981, authorizing the Secretary of Transportation to create USRC, a non-profit corporation, to spearhead the redevelopment of Union Station into a modern facility, to maintain and expand it into a great intermodal facility, and to protect the federal government's interest in the station. In 1988, Union Station, which had become a neglected, boarded up wasteland hardly fit for trains, reopened after a multi-million dollar renovation with federal funds as a beautiful historically restored facility, shopping mall, and major multi-modal transit hub and tourist destination.

When I chaired the Subcommittee on Economic Development, Public Buildings and Emergency Management, we held what likely were the first hearings on Union Station since the USRC was formed and the renovations were completed. I was astonished to find that there was no master plan to account for the major renovations and modernizations planned for inside and outside of the station, including reconstruction of Columbus Circle, expanded Metro access for the busiest Metrorail station in the region, development of Burnham Place, a three-million square foot mixed-use development project over the rail tracks, and indispensable expansion of the concourse and waiting areas for Amtrak, the Maryland Rail Commuter Service, MARC, and the Virginia Railway Express, VRE. Today, the various components of Union Station have developed a master plan for the station, including a separate Amtrak master plan that currently is being developed because of the urgent need to improve capacity and service along the Northeast Corridor. Yet both the Transportation and Infrastructure Committee and the Subcommittee on Economic Development, Public Buildings and Emergency Management have met significant resistance as we continue to press USRC to create an intercity bus deck in its existing space, in accordance with its mission to develop and maintain a true intermodal facility. It was only after two hearings and letters from the committee and from me that USRC developed a "pilot" intercity bus deck. Even so, after failed negotiations with intercity bus companies, it has required many meetings between USRC and me and my staff, a meeting with Chairman MICA and me, and the inclusion of the Department of Transportation, which, by statute, chairs the USRC Board of Directors, to finally jumpstart meaningful discussions on a permanent intercity bus program.

The audit is particularly essential now because of increasing evidence that USRC may not be able to meet its mandate to be self-supporting. For example, Union Station contains the kind of popular retail shops and restaurants that pay significant taxes everywhere