

From the Des Moines Register, this headline, from a northern small community of Iowa: At the Whittemore Golf Club, the golf course is going to be plowed up and planted with corn. There are some extreme measures that will be taken here to respond to the demand for food or fiber or fuel.

Just remember, agriculture in America has the capability—the demonstrated capability to produce it all. We don't grow crops just for food. We have always grown for food and fiber, and for the last 30 years, food, fiber, and fuel. We can continue to do it, and we are going to do it successfully, and the consumers of America are not going to pay for it. In fact, if we do not continue to do that and keep the family farmer of the United States healthy and strong—and ethanol is a contribution to that—then we are not going to be able to meet the needs of our society.

I yield the floor.

TRIBUTE TO ROBERT CVAR

Mr. REID. Mr. President, today we congratulate an important Senate employee on retiring after 34 years of dedicated service. Robert Cvar started working at the Senate Recording Studio on August 1, 1977, as a film technician. He worked his way up the ladder to become a broadcast production director. In addition to television studio production, Bob directs the very proceedings that many Americans are watching now on the Senate floor.

Bob plans to spend his retirement with his wife Rocio and their daughter Veronica, who turns 3 years old this week. As a native of Minnesota, Bob is a diehard Minnesota Vikings fan. This year, one of his lifelong dreams came true when the University of Minnesota at Duluth won the national championship for men's hockey.

I am proud of the many dedicated employees like Bob that help this Chamber function. The entire Senate family extends our best wishes to Bob Cvar in his future endeavors.

REMEMBERING SALLY BROWN

Mr. McCONNELL. Mr. President, it is with great sadness that I rise today to pay tribute and bid a fond farewell to a remarkable philanthropist, a proud Louisvillian, a great-grandmother of 29, and a dear friend. Sadly, Sara Shallenberger Brown—known by her friends as “Sally”—passed away this April 30 in Louisville, just after celebrating her 100th birthday on April 14.

Sally was more than just a leading citizen of Louisville and of Kentucky—she was a driving force of nature. Through her energy, spirit, and great generosity, she made our city and our Commonwealth better places to live.

Sally led a life that would not seem out of place in an epic movie or novel. Born in Valdez, AK, in 1911, her father was a brigadier general who fought in France during World War I and served

with generals Pershing and Patton. In 1931, Sally visited a friend from college in Louisville, and here she met her future husband, W.L. Lyons Brown. When Lyons soon after wrote Sally's parents to tell them he was naming a race horse “Sally Shall,” they knew it had been love at first sight.

The couple made their home in Louisville, where he was the president and chairman of Brown-Forman Corp., a Louisville-based company for over 140 years and one of the largest American-owned spirits and wine companies. Sally became a generous benefactor to Louisville institutions such as the Speed Museum, Locust Grove, the Actors Theatre of Louisville and Waterfront Park.

She was instrumental in preserving Locust Grove, the final home of Louisville founder George Rogers Clark. Where the home had once been abandoned and in ill repair, today it is a museum and National Historic Landmark.

Sally cared deeply and throughout her long life for conservation and preservation. She founded a conservation program to preserve the natural beauty of the Kentucky River. She advocated for the preservation of federal national wildlife refuges, and was present at the bill signing by President Jimmy Carter that saw the culmination of her efforts. She was a delegate to U.N. conferences, and traveled internationally to promote wildlife conservation.

But most of all, Sally will be remembered for her enjoyment of life. She loved to be outdoors, working on her farm. Even in her later years you could often see her riding around on top of her tractor. She was an artist, designer, and breeder of cattle, thoroughbreds and Cavalier King Charles spaniels.

Sally inspired her family, friends and all who knew her as she forged ahead with her many philanthropic and intellectual interests, all while setting the example as the matriarch of the Brown family since her husband's passing in 1973. Together they had four children, 12 grandchildren, and 29 great-grandchildren, and I want to express my condolences to them and other family members at this great woman's passing.

Mr. President, the Louisville Courier-Journal recently published an editorial celebrating the life of Sally Brown. I ask unanimous consent that the full article be printed in the RECORD.

There being no objection, the article was printed as follows:

[From the Louisville Courier-Journal, May 2, 2011]

SALLY BROWN: A FORCE OF NATURE

Five years ago, when Kentucky Educational Television produced a documentary about her life, Sara Shallenberger Brown was called “a force of nature.”

For most of the century through which she lived, she was precisely that. And with her death on Saturday, the environmental movement and the community have lost a remarkable leader.

The daughter of an Army general who fought alongside George Patton in World

War II, Mrs. Brown witnessed important events in history at close range. Born in Valdez, Alaska, in 1911, decades later she would become a leader in the drive to save the Arctic National Wildlife Refuge in Alaska and stood beside President Jimmy Carter when he signed the act protecting it in 1980.

Widowed for almost 40 years from distillery executive W.L. Lyons Brown, Sr., she rejected a comfortable, quiet life and became an advocate for all sorts of causes related to the environment. She traveled to Frankfort to testify about the perils of strip mining and always came armed with a battery of facts, which she eloquently expressed in precise terms.

She often said that to succeed as an advocate on political issues a woman needs to “act like a lady, look like a girl, think like a man, and work like a dog.”

Besides her crusades, Sally Brown enjoyed life. She loved to ride, shoot and take care of her farm. She was as much at home on her tractor as she was in the corridors of power. She took pleasure in the accomplishments of her children and grandchildren and always challenged those she knew to push harder.

She lived well on a grand stage, and with her departure, our city has lost one of its visionary leaders.

TRIBUTE TO DAVID AND IRENE MORRIS

Mr. McCONNELL. Mr. President, I rise today to honor the extraordinary accomplishments of two of the most dedicated and hard-working citizens of the Commonwealth, David and Irene Morris of Hager Hill, KY. Working as a team of husband and wife, David and Irene have worked tirelessly over the years to strengthen and improve the manufacturing industry in Johnson County and throughout the State through their work at the Atlantic India Rubber Company.

Although Irene and David's native roots are in Michigan, the couple moved to Kentucky when the Atlantic India Rubber Company, a 92-year-old company, moved its operations here from Illinois and Ohio in 2003. David and Irene were hired to oversee the day-to-day operations of the facility. Their son and one other employee joined them on their move, and the rest of their employees were hired locally.

David and Irene's decision to take on their responsibilities as manager and executive came at a time when the State's manufacturing job rate was on a steady decline. In recent years, Kentucky has lost too many of its manufacturing jobs, with some especially hard-hit counties losing as many as one-third of their manufacturing employers. But thanks to David and Irene, this was not to be in Johnson County. The couple lived in their warehouse while trying to establish the business, and had to have machines shipped from other locations since the local business community was geared more towards the coal industry than manufacturing, but they succeeded. As only one of nine manufacturing employers in the county, they have raised the local area's manufacturing employment rate, and have helped keep jobs from drifting overseas.

Last spring, after the couple had poured nearly 10 years of their lives into building the company, then-owner Jim Green announced that he would be retiring. With none of the interested buyers having ties to Johnson County, David and Irene knew what they had to do. Later that fall the couple announced they were the new owners of the Atlantic India Rubber Company.

Because of their purchase, the rubber parts used on Harley Davidson motorcycles, Arctic Cat snowmobiles, and Boeing jets would still be made in the heart of the Commonwealth, and eight hardworking people would still have their jobs. With combined help from the Southeast Kentucky Economic Development Corporation and the Mountain Association for Community Economic Development, David and Irene secured a \$1.3-million loan to buy the company and the location.

Irene once said that at first she was hesitant to take on her responsibilities at Atlantic India Rubber Company for fear of failure. Well, as she discovered, along with her employees and the residents of Johnson County, failure was simply not in the cards for the Morrisses. It is people like them, who have extraordinary aspirations and faith in themselves and in Kentucky, that continue to make the Commonwealth a thriving and positive place to work and live.

Mr. President, the Lexington Herald-Leader recently published an article highlighting the impressive careers of David and Irene, and I ask unanimous consent that the full article be printed in the RECORD.

There being no objection, the article was printed as follows:

[From Kentucky.com, Jan. 29, 2011]

JOHNSON COUNTY COUPLE BUYS OUT
EMPLOYER, KEEPS JOBS IN KENTUCKY
(By Dori Hjalmarson)

KY. MANUFACTURING EMPLOYMENT WOES
Percent Change in Employment, 2005-2009
United States—16.8
Kentucky—18.6
Johnson Co.—11.6
—Kentucky Office of Employment and Training

HAGER HILL.—Irene and David Morris could have packed up and taken jobs elsewhere, maybe back home in Ohio or Michigan, when the owner of the manufacturing company retired and sold out. If that had happened, Atlantic India Rubber Co. grommets and parts might be made in China now.

But the Morrisses—working as manager and executive—decided they'd poured nearly 10 years of their life into building the factory in Johnson County.

They cared about their employees, all hired locally when the 92-year-old company moved from Illinois and Ohio in 2003. They cared that the rubber parts used on Harley Davidson motorcycles and Arctic Cat snowmobiles and Boeing jets are made in the U.S.A. They wanted to save their jobs. And ultimately, Irene Morris said, the company survived "one of the toughest years ever" for manufacturers, so "we knew the business was sound."

So the couple, whose children are grown and whose only debt was a mortgage and a car loan, borrowed nearly \$1.3 million to buy out their employer last summer.

"When we came on board here, we ran it like it was ours. We put a lot of ourselves into it," Irene Morris said.

"I think we're proud of what we do here."

KENTUCKY'S MANUFACTURING SLIDE

Many manufacturers haven't fared so well. Since 2005, Kentucky has lost more than 18 percent of its manufacturing jobs. Some counties have lost as many as a third of their manufacturing employers and more than 60 percent of manufacturing jobs, according to the Kentucky Office of Employment and Training. The Morrisses' purchase of Atlantic India Rubber helped Johnson County buck that trend.

The company is one of nine manufacturing employers in the county. Atlantic India's eight employees count for less than 10 percent of the 135-strong manufacturing labor force in the county.

But since 2005, Johnson County's manufacturing employment has grown by nearly 12 percent.

The rubber company has an old brand name, but before it moved to Johnson County, it was really just a distributor. Contractors made all the parts, Irene Morris said.

"We were a start-up in the sense that for probably 30 or maybe more years, it was maybe just a distribution center," she said. "Distribution isn't all that much cost to set up; manufacturing is because you've got all your presses."

"Coming into this area, that was probably one of the biggest challenges we've had. No one in this area had experience."

They brought two employees from Michigan, including their son, who now manages a restaurant in Paintsville. But they hired the rest of their employees locally.

The Morrisses worked to improve the quality of their products and relationships with customers. Atlantic India's owner, Jim Green, was a former Johnson Countian who knew the area but lived in Florida. He trusted Irene and David Morris to run the business as though it were their own.

Irene Morris said her husband, who had served in Germany and Spain in the Army, was the one who talked her into pulling up her Michigan roots to move to Johnson County in the first place.

"I didn't have a lot of faith in my ability," Irene Morris said.

She had gone to college to be a social worker but got a job as a trimmer at another rubber company. She has learned the business from the ground up over 20 years. She and David met working for the same rubber company, before they were hired by Atlantic India.

There were advantages to working in Johnson County: Their boss knew the area and wanted to move; costs were lower than those in factory-saturated Ohio and Michigan; the small-town atmosphere and cost of living appealed to the couple.

But there were problems, too. The local business community isn't geared toward manufacturing.

"In Michigan," David Morris said, parts makers used to be so plentiful "you could just go around the corner and find what you need."

Now, the Morrisses need a tool-and-die maker, for example, but the market is so geared toward the coal industry, they aren't sure where to start looking locally. Also, they are pleased that one of their Oregon contractors might be opening up facilities in Ohio, cutting travel and distribution costs.

When they first moved to Hager Hill, Irene and David Morris lived in their warehouse while trying to establish the business. They had to have machines shipped in and find workers they could train to run them.

They still feel like outsiders in Johnson County, but local leaders have welcomed

them, Irene Morris said. She has a relationship with the local chamber of commerce, the judge-executive, state representatives. She said she personally knows the local UPS and FedEx workers, as well as bankers and suppliers.

"They made us feel like a big deal, even though we were small," Irene Morris said.

HANDS-ON MANAGERS

The Morrisses were managers, but they knew every job in the business and were hands-on. They filled in for their workers, and they trained a press operator to fill in for them. They bought a house and two cars, and their son eventually moved on to other jobs.

"We're just ordinary people," Irene Morris said. She didn't have aspirations to "get rich" or even to own her own business until a couple of years ago, when her boss decided to retire and sell.

There were interested buyers, but none with ties to Johnson County. The economy was starting to slide, manufacturing jobs nationwide were disappearing, and the Atlantic India brand might have been valuable enough to those outside buyers without keeping the manufacturing in Kentucky.

A few years earlier, a major Johnson County manufacturer, American Standard plumbing parts, had sent hundreds of jobs to Mexico. The Morrisses feared Atlantic India would have had a similar fate.

The couple made contacts with local government and non-profit groups, as well as the state Cabinet for Economic Development.

The Morrisses are part of a trend, said Economic Development Commissioner Erik Dunnigan.

In 2010, 84 percent of job growth and investment growth came from existing local companies, as opposed to companies new to Kentucky: "That's redirecting our efforts," Dunnigan said.

In September 2009, Atlantic India started talking with Mountain Association for Community Economic Development, a Berea non-profit. MACED and Southeast Kentucky Economic Development, a London non-profit, began the year-long process to help Atlantic India secure nearly \$1.3 million in financing to buy the company and the building they were leasing.

Irene Morris had to write an application for the loan, a three-year forecast, growth projections and a business plan.

She said she knew the manufacturing side of her work, but she had to learn quickly about the financial side.

Half of the loan came from a federal Small Business Administration program handled by SKED; the other half came from MACED. If the couple defaults, the organizations would seize the business and property.

The feeling, when they signed their names to the loan, was both empowerment and trepidation.

"We've never been that far ever in debt," David Morris said.

But he believed in his wife. Irene Morris is officially the 51 percent owner, which gives the company a leg up in some contracts because it can call itself a "woman-owned" business.

The fact that the Morrisses know the business so well made them good candidates for a loan, said Justin Maxson, president of MACED.

Irene Morris said she might have given up trying to get the loan if not for such encouragement from MACED and Southeast Kentucky Economic Development.

When she's ready to retire in 20 years, Morris said, "I would like to see a couple of our employees be able to buy the business."

HONORING OUR ARMED FORCES

LIEUTENANT MATTHEW IRA LOWE AND LIEUTENANT NATHAN HOLLINGSWORTH WILLIAMS

Mrs. BOXER. Mr. President, today I ask my colleagues to join me in paying tribute to two dedicated Navy officers who were tragically killed in a training accident in my home State of California.

LT Matthew Ira Lowe and LT Nathan Hollingsworth Williams died on April 6, 2011, after their F/A-18F Super Hornet crashed near the Lemoore Naval Air Station in central California. Lieutenants Lowe and Williams were assigned to Strike Fighter Squadron VFA-122, based at Lemoore Naval Air Station.

LT Matthew Ira Lowe of Plantation, FL, had a lifelong passion for flying. He received an engineering degree from the University of Central Florida in 2001. While in college, he also earned his pilot's license. He later joined the Navy and received his commission through Officer Candidate School in February 2003. Most recently, Lieutenant Lowe served as an instructor, and had been training to become a pilot for the elite Blue Angels exhibition team.

A decorated pilot who earned the Navy/Marine Corps Achievement Medal and the National Defense Service Medal, Lieutenant Lowe will be remembered by those who served with him for his sense of humor and outgoing personality. Lieutenant Lowe is survived by his parents Ira and Pamela Lowe, and two elder siblings. He was 33 years old.

A native of Oswego, NY, LT Nathan Hollingsworth Williams attended the University of Rochester on a Navy Reserve Officer Training Corps scholarship. Upon graduating with honors in mathematics in 2004, he reported for duty at Naval Air Station Pensacola for flight training where he earned his naval flight officer wings. Lieutenant Williams was deployed to Afghanistan, where he served aboard the U.S.S. Theodore Roosevelt, providing air support for U.S. ground troops. After returning from Afghanistan, Lieutenant Williams was chosen as a flight instructor at Lemoore Naval Air Station.

For his service, Lieutenant Williams received a number of awards including two Presidential Air Medals, the Afghanistan Campaign Medal with Star, Global War on Terrorism Service Medal, Pistol Marksmanship Medal, and Sea Service Deployment Ribbon. A dedicated Buffalo Bills fan, he will be remembered as a kind and caring person who was always willing to lend a hand to those in need. Lieutenant Williams is survived by his wife Meredith; his parents Alan and Gay Williams; and his brothers Jeffrey and Seth. He was 28 years old.

Nothing can fully account for the loss suffered by the families of Lieutenants Lowe and Williams, and all those who loved them. But I hope they can take comfort in the knowledge that they will be forever honored and remembered by a grateful Nation.

ARMENIAN GENOCIDE
REMEMBRANCE DAY, 2011

Mr. LEVIN. Mr. President, each year we commemorate Armenian Genocide Remembrance Day. April 24 came during our recess this year and marked the 96th anniversary of the date in 1915 when Turkish Ottoman authorities ordered the rounding up and detention of hundreds of Armenian intellectual leaders, civic leaders, writers, priests, teachers, and doctors. Many of these leaders would eventually be executed. What followed between 1915 and 1923 was an organized campaign of deportation, expropriation, conscription, starvation, and other atrocities that resulted in the deaths of over 1.5 million Armenians. Large numbers of Armenians fled their homeland to seek safety elsewhere, including in Michigan and other communities in the United States. We remember the tragic events of this period to honor those who died and to show our respect and solace for those who survived the suffering inflicted on the Armenian people.

We also remember the Armenian Genocide to remind ourselves of the evil which mankind is capable of and to reaffirm our collective commitment to a future in which such mass atrocities will not be repeated. While the horrific abuses suffered by the Armenians have been described as the first genocide of the 20th century, they were soon followed by other genocides and mass atrocities, including the Holocaust, which Hitler said could be pursued because "Who, after all, speaks today of the annihilation of the Armenians?" As the tragedies in Rwanda, Bosnia, Darfur and elsewhere show, when mankind turns a blind eye to an unfolding massacre, those who would use wholesale violence against others are emboldened to believe they can act with impunity.

More recently, the international community has come together to prevent a massacre of civilians from occurring in Libya. The memory of the tragic consequences of mankind's collective failure to act in the past has helped to motivate world leaders to commit at the United Nations to the protection of the Libyan people against the murderous threats of the Qadhafi regime.

It is also important to remember the events of 1915-1923 with honesty and integrity for reconciliation and healing to occur. Some have sought to deny that these events constituted genocide. But the devastating effects of the Ottoman Turkish regime's systematic engagement in the killing and deportation of the Armenian community cannot be denied. The consequences of these acts are with us today among the Armenian diaspora living and thriving throughout the world and in the tensions within the Caucasus region. The costs of these violent acts to the victims and the survivors must not be discounted through denial.

These acts were not committed by the present day Republic of Turkey.

Over the last few years, Armenia and Turkey have engaged in an important dialogue on normalizing relations. This process has unfortunately stalled, and should be reinvigorated to remove barriers and promote reconciliation between the two countries. In addition, Turkey, as a NATO ally, has played an important role in the enforcement of the U.N. resolutions regarding Libya and the protection of the Libyan people from brutal attacks by the Qadhafi regime.

So in honor of the 97th anniversary of Armenian Genocide Remembrance Day, let us rededicate ourselves to the prevention of mass atrocities and the principles of justice and understanding, which are essential for the promotion of human dignity.

REMEMBERING CONGRESSMAN
ROBERT DUNCAN

Mr. WYDEN. Mr. President, I rise today to recognize a man who deserves his own branch on the tree of Oregon politics.

Former Congressman Robert B. Duncan, died Friday in Portland at the age of 90. He will long be remembered for what he achieved in reviving the Oregon Democratic Party in the years after World War II and being elected to represent two of Oregon's congressional districts during the 1960s and 1970s where he championed such great causes as civil rights and the war on poverty.

He will also be remembered as someone who bravely took on two of Oregon's iconic figures. Bob Duncan ran unsuccessfully for the U.S. Senate three times, narrowly losing to names that are familiar to everyone in this room—Wayne Morse and Mark Hatfield.

On a personal note, I might also add that Bob Duncan was the incumbent and my opponent in the 1980 primary race for Oregon's 3rd Congressional District. When I won that race I was afraid that I had made an enemy for life out of someone who was revered in State Democratic circles. I couldn't have been more wrong. He reached out to me and became both a friend and a supporter.

Throughout his life, Bob Duncan was a major force in Oregon politics, shaping the state through his various roles as speaker of the Oregon House to influential member of the House appropriations subcommittee on transportation where he played a key role in bringing light rail to the streets of Portland. His public life ended in 1987 when he stepped down as chairman of the Northwest Power Planning Council.

Bob's service in Congress covered a pivotal time in American politics the war in Vietnam. In 1966, at the urging of President Lyndon Johnson, Bob gave up his congressional seat from southern Oregon to run for the Senate against then-Governor Mark Hatfield. It was a nationally watched race pitting Duncan, a proponent of the war,