

AT&T and Verizon both gave \$50,000. Sprint, a Missouri company, a Kansas City area-based company, gave \$100,000.

TAMKO gave \$1 million. Their headquarters are in Joplin. Their headquarters were not affected, but many of their employees were.

Loves Travel Shop gave \$150,000.

Great Southern and Southwest Missouri Bank both donated \$10,000.

The Girl Scouts in Houston, MO, were collecting toys for the children of Joplin who had lost their toys.

The University of Missouri produced a tornado relief t-shirt with the slogan "One State. One Spirit. One Mizzou."

The Mizzou football team and D. Rowe's Restaurant partnered to fill a semi truck of groceries and other items to send to the location.

The American Red Cross, the Harvesters Community Food Network, sent 14,000 ready-to-eat meals.

The Kansas Speedway and the Highway Roadhouse and Kitchen collected items for victims.

The Ozarks Technical Community College is collecting funds to help people.

The students in a high school in St. Louis, which had its own tornado, sent things to Joplin as well.

FEMA is doing what it can.

We need to prioritize spending.

As I reach the conclusion of my remarks and mention the people who need to be mentioned—I sent President Obama a letter. I spoke with Secretary Napolitano shortly after this disaster insisting that the Federal Government do what we did in Katrina and reimburse taxpayers for their expenses at the 100-percent level. We have gone from 75 to 90, so only 10 percent more, and I will be happy with that number. Mr. President, 75 percent was the first number discussed, but we are at 90 now. The Federal Government needs to do this. And local utility companies need to get the same kind of assistance others have had in similar disasters.

In all cases, the first responders were people's neighbors. Their neighbors will still be there 6 months later when people are still struggling.

But with thanks to everyone who has helped, with appreciation for the Federal employees who have been there and absolute insistence that we do everything we need to do to treat this disaster as it needs to be treated because it truly is a disaster, I will be working with everything we can find to make this situation a challenge the community can meet.

I yield the floor.

The PRESIDING OFFICER. The senior Senator from Rhode Island.

Mr. REED. Mr. President, I ask unanimous consent that after I am recognized, Senator WHITEHOUSE be recognized—we are speaking on the same topic—for up to 10 minutes and, at the conclusion of that time, Senator ALEXANDER from Tennessee be recognized.

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

350TH ANNIVERSARY OF BLOCK ISLAND, RHODE ISLAND

Mr. REED. Mr. President, I am pleased to rise today along with my colleague, Senator WHITEHOUSE, to help mark the 350th anniversary of the settlement of Block Island, RI.

Block Island sits 12 miles south of coastal Rhode Island, and for over three centuries has contributed to the economic and ecological vitality of my home State. It has a rich history.

In 1614, the Dutch merchant and explorer Adriaen Block charted the Island, which is named for him.

In 1661 colonists from Massachusetts sailed to Block Island and established a community that would later become the town of New Shoreham.

During the Revolutionary War, Block Islanders warned American soldiers of approaching British ships by lighting fires on Beacon Hill, the island's highest point. And, over the past 200 years, Block Island has constructed two lighthouses that have provided safe passage for countless sailors and travelers.

Today, Block Island is home to over 1,000 permanent residents and welcomes up to 20,000 visitors each day during tourist season.

Block Island has been graced by visits by two sitting Presidents—President Ulysses S. Grant in 1875 and in 1999 by President William Jefferson Clinton. I was pleased to have guided President Clinton as well as First Lady Hillary Clinton, who is now Secretary of State, around the Mohegan Bluffs and the historic Southeast Lighthouse, which overlooks the Atlantic Ocean, during their visit.

Throughout the years, the local community has worked hard to preserve the Island's natural beauty and landmarks. In the 1980s and early 1990s Captain John R. Lewis, a Block Island resident known to all as Rob, spearheaded a campaign to save the Southeast Lighthouse, which was threatened by an eroding shoreline. With a coalition of friends and local residents, Rob worked to secure nearly \$1 million in Federal funding and he persuaded Block Islanders to help raise \$270,000 through donations.

I must also applaud the efforts of John Chafee and Claiborne Pell, my predecessors—particularly Senator Chafee—who worked hard to ensure support for the movement of the Southeast Lighthouse. Their efforts, in conjunction with Federal and State leaders, saved this historic landmark, which still stands today.

Over 40 percent of the Island is now preserved land. The Island boasts dramatic bluffs, pristine beaches, and 25 miles of public hiking trails. Over 40 kinds of endangered species call Block Island home and thousands of migratory birds pass through each year making this a truly exceptional place.

Indeed, Block Island was included on the Nature Conservancy's list of "Last Great Places." This honor identifies sites in the Western Hemisphere with significant biodiversity and ecosystems with rare or endangered species.

Block Island is not only unique for its rich history; it also has a beautiful landscape.

Generations of Block Islanders have preserved what the Narragansett Indian tribe called "God's Little Island." As we celebrate the 350th anniversary of Block Island's settlement, it is fitting that we recognize and congratulate Block Islanders for all of their efforts to preserve one of our country's most treasured places.

I yield to Senator WHITEHOUSE.

Mr. WHITEHOUSE. Mr. President, I rise today to join my colleague Senator REED in commemorating the 350th anniversary of Block Island and thank him for his leadership in this moment of recognition.

Every Rhode Islander can recall their first trip to Block Island. For most it starts with a drive down to Galilee where countless visitors have boarded the Block Island ferries—the Carol Jean, the Block Island, and the Anna C. The ride from Galilee lasts about an hour, winding out of the Pt. Judith harbor of refuge and into the open ocean. And as the mainland—with all its cares and concerns—slips away off the stern a small speck on the horizon ahead grows larger with each passing minute. Soon the great bluffs of the island come into view, followed by the friendly hustle and bustle of Old Harbor.

As the ferry pulls into dock, the full scene unfolds: the National Hotel, Ballard's Inn, the docks and moorings, and all the shops and restaurants along Water Street. As you step ashore, you can't help but feel enchanted by the scene. A mere 12 miles separate the island from the mainland of our Ocean State, but it can easily seem a world away.

Generations of young Rhode Islanders have made that trip, and most of them will continue returning, year after year, only to find with a sigh of relief that the scene is just as they left it. It is no wonder that the Nature Conservancy has named Block Island as one of the Earth's "Last Great Places."

Formed by a receding glacier thousands of years ago, the land was first inhabited by the Narragansett Indians, who named their home "Island of the Little God." It took its modern name from Adrian Block, a Dutch explorer who charted the island in 1614. It was later settled by a group of families from Massachusetts in 1661—350 years ago this year. In the centuries since, Block Island has been occupied by British Redcoats during the War of 1812, served as home to artillery spotters in World War II, and become a favorite destination for sailors, fishermen, and families across the region.

Today the island is a mainstay of Rhode Island's tourism industry. The Southeast Lighthouse is one of the many "must-see's" for Ocean State tourists, right up there with historic Newport and Slater Mill. And the jobs generated by Block Island—from the ferry workers to the shop owners—are

a real help to our economy in these tough times.

Today I join with Senator REED to commemorate 350 years of history for the people of New Shoreham. Congratulations on this historic milestone.

The PRESIDING OFFICER. The Senator from Tennessee is recognized.

RIGHT-TO-WORK LAW

Mr. ALEXANDER. Mr. President, next Tuesday, the Nation's largest exporter and employer of more than 150,000 Americans will be appearing before an administrative judge in Seattle to defend itself against a claim brought by the acting general counsel of the National Labor Relations Board, NLRB. The claim is that a corporate decision to expand production of its next generation airliner in South Carolina, a right-to-work State, was a violation of Federal labor law.

Since 1947, Federal law has affirmed the right of States to enact what we call right-to-work laws, which prevent unions and employers from requiring employees to join a union, as well as pay dues or fees, in order to obtain or keep their job.

In Tennessee, for example, manufacturers such as Nissan, Volkswagen, and General Motors have built factories and increased their production of cars made and sold in the United States, in large part due to the environment offered by Tennessee's right-to-work law.

The President recently visited a Chrysler plant in Toledo, OH, where he stated that the auto bailout helped to restore the American automobile industry. I respectfully disagree. I think that what restored the American automobile industry was the right-to-work laws in 22 States, by creating a more competitive environment in those 22 States, as well as in the Midwest and other States where the laws don't exist, and permitting manufacturers to be able to make the cars and trucks in the United States that they sell in the United States.

Unfortunately, American companies and our 22 right-to-work States are under assault from a government agency that is driven by an antibusiness, antigrowth, and antijobs agenda. This may be the most important battle over labor laws in the United States today. That is why Senator GRAHAM, Senator DEMINT, and I—actually, we have 35 Senators cosponsoring the bill—introduced legislation to preserve the law's current protection of state right-to-work laws and prevent the NLRB from moving forward in their case against this company and others.

The Job Protection Act will prevent the NLRB from ordering a company to relocate jobs, will guarantee employer rights to decide where to do business, and will protect employer free speech associated with the costs and benefits of a unionized workforce.

The company that will be tried on Tuesday is Boeing—a solid and upstanding American success story. Over

the last century, Boeing has built the passenger planes that allow Americans to travel the world; built the warplanes and weaponry that enable our soldiers, sailors, marines, and airmen to defend freedom; built the spacecrafts that send our astronauts into orbit and to the Moon; and built the satellites that deliver communications around the globe.

Boeing's newest commercial passenger airliner is the 787 Dreamliner. It is a shining example of American innovation and entrepreneurship. It has been designed with a paramount focus on efficiency and performance, to allow a mid-sized aircraft to travel as far as a jumbo jet, while using 20 percent less fuel and producing 20 percent less emissions than today's similarly sized aircraft, and while traveling at roughly the same speed as a 747 or 777.

It has also been a tremendous commercial success despite these difficult economic times. Since 2004, 56 customers, spanning 6 continents, have placed orders for 835 Dreamliners, valued at \$162 billion.

President Obama has recognized the leadership of this company. He named the chief executive officer of Boeing, Mr. Jim McNerney, as cochairman of the President's Export Council. And more recently, he nominated Mr. John Bryson, who serves on the Boeing Board of Directors, to be the Nation's Commerce Secretary.

The Dreamliner's success prompted Boeing to decide in 2009—2 years ago—to establish a second assembly line for the airliner in South Carolina. This is in addition to its current assembly line in Washington State. South Carolina is a right-to-work State and Washington is not.

On Tuesday, the NLRB acting general counsel will ask an administrative judge in Seattle to stop Boeing from expanding production in South Carolina, arguing that the decision was made in retaliation for past strikes by union employees in Washington. That claim ignores these facts: No union jobs are being lost here; nobody is being demoted; no personnel are being moved; and no benefits, salaries, or work hours are being cut back as a result of this expansion. It further ignores the fact that Boeing's decision was announced, as I have said, nearly 2 years ago.

Down in South Carolina, 1,200 construction jobs have been created and over 500 new workers have been hired by Boeing to work at this assembly plant, which is supposed to open next month, in July. At the same time, Boeing has actually added 2,000 new jobs in Washington State since the announced expansion in South Carolina. That is 2,000 new union jobs in Washington State.

South Carolina, of course, is a right-to-work State, where employees may choose to join or not join the union. Suspending Boeing's expansion will result in billions of dollars of lost economic development and jobs to that

State. But, the NLRB's acting general counsel doesn't seem to care about these facts, or the impact of this case on those jobs. Recently, several Boeing employees in South Carolina, whose jobs are hanging in the balance, asked to intervene in the case. The acting general counsel opposed the request, stating that "these Boeing employees in South Carolina have no cognizable interest in participating in the proceeding sufficient to justify their intervention."

It is hard to imagine anybody with a more direct interest in this than the Boeing workers in South Carolina.

Facts like these don't seem to matter when you have an agenda. This case is about more than airplanes, more than Boeing, and more than South Carolina. This case is about the future of our economy and our competitiveness as a nation. It is the latest attempt by this administration to chip away at right-to-work laws, to change the rules and give unions more leverage over employers, and to allow politically influenced bureaucrats in Washington determine the means of production for private industry in the United States.

If the acting general counsel's request is affirmed following next week's hearing, it will be prima facie illegal for a company that has experienced repeated strikes to move production to a State with a right-to-work law. The CEO of Boeing pointed out that this will not only hurt the 22 right-to-work States. It will also hurt States that do not have right-to-work laws. Those non-right-to-work States will suffer because a company that operates in their State and is unionized will effectively be prevented from growing or expanding to a right-to-work State, therefore hindering the ability of any State to attract new manufacturers and create new jobs.

So, instead of making it easier and cheaper to create jobs in the United States, manufacturers will be further incentivized to expand or open new facilities in Mexico, China, or India to meet their growing needs. Boeing and its 787 Dreamliner are shining examples of what is right in America and what is necessary to rebuild and grow our country's economy.

This new jetliner assembly plant in South Carolina is the first one to be built in the U.S. in 40 years. We need to remember that Boeing sells airplanes everywhere in the world and it can make airplanes anywhere in the world. But, we would like for Boeing and other manufacturers to make in the United States what they sell in the United States, so that jobs can stay and grow in this country, instead of moving overseas.

As this Administration's Commerce Secretary, Gary Locke, correctly observed in his March testimony before the Senate Committee on Commerce, Science, and Transportation:

Manufacturing is essential to America's economic competitiveness. . . . [it] is a vital source of good middle-class jobs. It is a key driver of innovation.