

Garland said he missed the students terribly for a while after he left the classroom, as well as the good people he worked with at the central office and the school system in general.

"I worked with a lot of good people," he said. "We had a great team. I give any credit due to my family, my church and all the people I worked with. Also, I think we all owe a debt of gratitude to our current board members and to all who have ever served in that role."

MONTANA TAA

Mr. BAUCUS. Mr. President, I want to thank all those Montanans who have participated in TAA and have shared their stories with me. They include Jerry Ann Ross, Wilfred Johnson, Daryl Blasing, Larry Netzel, Albert Drebes, and Kris Allen.

These Montanans embody the ideals of the TAA Program, which encourages people to keep trying, even when they have been let down or let go. Their hard work and perseverance led them to their success today.

I also want to thank a few more Montanans. These folks work tirelessly to deliver the TAA program and to help people like Jerry Ann and Larry get good-paying jobs. I want to recognize and thank the following: Kathy Yankoff, Elaine Eidum, Laura Gardner, and Wolf Ametsbichler.

And I want to thank the educational institutions that have helped to train these workers to find good-paying jobs. These include Flathead Valley Community College, University of Montana, especially the College of Technology; and Helena College of Technology.

I know these names are just a few of the many American success stories across the country.

For those Americans who have good paying jobs, keep at it. And for those of you who are looking for a job, help is on the way.

I am proud to support these Montanans. I am proud to support TAA.

HISPANIC HERITAGE MONTH

Mrs. FEINSTEIN. Mr. President, I rise today to join in the celebration of Hispanic Heritage Month and to recognize the many invaluable contributions that have been made by the Hispanic-American community.

For generations, a vibrant Hispanic community has worked tirelessly to enrich and strengthen our Nation.

With ancestors coming to the U.S. from Spain, Mexico, the Caribbean, and Central and South America, the Hispanic community's rich culture has enhanced the great diversity of the United States.

According to the latest census numbers, there are more than 54 million people of Hispanic heritage living in the United States, including 4 million in Puerto Rico alone.

All across America, a vibrant Hispanic-American community is contributing to all sectors of our economy and is playing a key role as small business

entrepreneurs and government leaders on the Federal, State and local levels.

This is especially true in California, my home State, which boasts over 1,000 publicly elected officials of Hispanic heritage. These dedicated public officials serve as Members of the U.S. Congress, the California State Legislature, and hold numerous positions on the city and county levels of government.

This year, I was proud to support the nomination of Yvonne Gonzalez Rogers to serve as a U.S. District Judge for the Northern District of California. Her nomination is historic, as she would be the first Latina judge to serve on that court.

Judge Gonzalez represents an American success story, as her path in life has been extraordinary. Of her parents, her sixteen aunts and uncles, and their children, Judge Gonzalez Rogers is one of only three family members to attend college.

She has been able to rise from modest beginnings to graduate from two of the best universities in the country.

It is my hope that many more young people will follow Judge Gonzalez's journey. That is why I believe it is in America's best interest to give talented young adults who have good moral character and are dedicated to serving the United States the opportunity to succeed. The DREAM Act embodies the values of hard work that make this country great and I will continue to support this important legislation.

I believe it is also important to recognize the 1.1 million Hispanic Americans 18 years or older who are veterans of the U.S. Armed Forces. Americans of Hispanic descent have defended and served our country with valor in every conflict since the Revolutionary War.

Forty-one Hispanic Americans have received the Congressional Medal of Honor, the highest military award presented by the United States.

I commend our Hispanic-American veterans, as well as those on active duty, who have risked and given their lives for the safety and well-being of our Nation.

It is my hope that more of today's young people, including those of Hispanic heritage, will soon have the opportunity to pursue their dreams of obtaining a higher education degree or serving in the U.S. military.

On the larger front, we must continue to strive towards reforming our broken immigration system, which is crucial to the future success of the Nation's economy.

This country was built by people who risked everything because they believed in the promise and opportunities available in America. Part of the American dream is that anyone with a desire and a will to work can make a life for themselves here.

As the current generation of Hispanic Americans continues to strive to fulfill the American dream, I am pleased to celebrate their past accomplishments as well as their future achievements

that will continue to make this country great.

TRIBUTE TO LAWRENCE H. LEE AND GERALD GRINSTEIN

Mr. HATCH. Mr. President, I rise today to pay tribute to two men whose influence has greatly benefitted my State.

My good friend Lawrence H. Lee was, at one time, the CEO of Western Airlines. As you may know, before merging with Delta Air Lines in 1986, Western was one of the largest airlines serving the western U.S.

In 1982, as an executive at Western Airlines, Lawrence was responsible for establishing a hub for the airline in Salt Lake City, UT. This would prove to be a consequential decision, both for the airline and, most especially, for the economic future of the State of Utah.

In the early 1980s, Western Airlines was on the verge of bankruptcy. Lawrence was appointed CEO in 1983 and tasked with the job of turning the airline around. Under his leadership, they were able to reduce costs and return Western to profitability. Ultimately, this success led to Western's merger with Delta Air Lines.

During his tenure as CEO of Western Airlines, Lawrence's right-hand man was none other than Gerald Grinstein, Delta's future CEO. An excerpt from Lawrence's journal gives an account of Mr. Grinstein's efforts to save Delta Air Lines and preserve its Salt Lake hub.

It is important to note that Delta's Salt Lake hub, which exists as a direct result of my friend Lawrence's decision to create a hub there for Western Airlines, is vital to Utah's economy. Salt Lake City is small relative to other major airline hubs in the U.S. Therefore, the city and its surrounding community receive an almost inordinate economic benefit from the presence of the Delta hub. Delta's Salt Lake hub attracts untold amounts of business to Utah. It was cited as a reason that Utah was able to secure the Winter Olympics in 2002. All told, Utah receives nearly \$18 billion every year from commercial aviation, most of which is derived from Delta's presence in the market.

I thank my good friend Lawrence Lee for his contribution to Utah's growth and development. In his journal, Lawrence states that Gerald Grinstein should be considered a "Giant of Salt Lake City." I certainly agree. But, I believe much the same could be said about Lawrence Lee.

Mr. President, as testimony to the importance of Lawrence Lee and Gerald Grinstein to Utah's economic growth, I ask unanimous consent that an excerpt from the Personal Journal of Lawrence H. Lee be printed in the RECORD.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

EXCERPT FROM THE PERSONAL JOURNAL OF
LAWRENCE H. LEE—2011

When an “unfriendly takeover” of a public transportation company occurs, one of the most important events to transpire is the testimony of each of the two Chief Executive Officers before the United States Senate Commerce Committee. The answer to each of the Senator’s questions, and the way each Senator reacts to that answer, can pretty well predict whether or not they will bless the takeover.

This event took place between US Airways and Delta Air Lines. US Air had offered between eight and ten billion dollars to purchase Delta Air Lines while Delta was in bankruptcy. They had the financing arranged to buy Delta and it was apparent the Creditor’s Committee was in favor of their purchase arrangement.

Had you been given the job to select a candidate who would ultimately become Delta Air Lines’ CEO to testify at this hearing, what array of education, talent and experience might be included in your list of credentials? The future of thousands of employees and the financial health of at least one state’s economy would most likely hang in the balance of this person’s success in giving convincing testimony at this Senate hearing.

If I had been given that job, this is what I might have submitted as requirements to assure victory.

Graduate from the law school of an acclaimed university.

Be the Chief of Staff to an influential United States Senator.

Practice law as Chief Counsel to the Commerce Committee of the U.S. Senate.

Be Counsel to the Senate Merchant Marine and Transportation Subcommittee. Serve on a major airline’s board of directors.

Ultimately be appointed Chief Executive Officer of that company.

Merge the airline with a partner who would keep the airline’s current hub operations in place.

Be appointed to the merged airline’s board of directors and so impress the others on the board that they would extend the person’s tenure beyond the mandatory age for leaving the board.

Take over the leadership of that airline when it is financially crippled and then take it through bankruptcy.

SO BEGINS MY ACCOUNT OF GERALD GRINSTEIN’S
RESCUE OF DELTA AIR LINES AND THE SALT
LAKE AIRLINE HUB

One must look at Grinstein’s post-graduate history in order to understand how decades later he arrived at a point where his actions, while the airline was in bankruptcy, were crucial to the future economy of Utah.

Not long after Jerry graduated from Harvard Law School and entered the political arena, he obtained a position in Washington as Chief Counsel to the U.S. Senate Commerce Committee and Counsel to the Merchant Marine & Transportation Subcommittee. This put him in touch with some very important Senators; several who were still serving when he was CEO of Delta Air Lines.

Grinstein was introduced to Western Airlines by Neil Stewart, Western’s Vice President Governmental Affairs. Neil knew him when he was Administrative Assistant to the Senator from the State of Washington, Warren G. Magnuson.

Dominic P. Renda, then CEO of Western, was seeking a replacement for a retiring board member from Seattle. He asked Stewart for a suggestion and Neil recommended Gerald Grinstein who was then elected to the Board of Directors in 1977. During a later discussion with an influential member of Western Airline’s board of directors, Bishop Vic-

tor Brown, I discovered that we both had the feeling that there was something special about Jerry. Although he had never held an executive position in a corporation, we felt he had un-tapped potential.

In the 1980’s, Salt Lake City seemed ready to do what was necessary to become a greater draw for new industry. To have this happen, the right people were in place; especially the new Mayor, Ted Wilson. He had based his campaign on the expansion of the Salt Lake Airport. When I arrived in February, 1982 with the news that Salt Lake City was to be Western’s main hub operation, it was as though Mayor Wilson had been awaiting our arrival. He welcomed us with open arms.

With the successful completion of the Salt Lake hub, and subsequent building of the “D” concourse, Western Airlines was in the position to meet the new deregulated marketplace; however, our cost structure was still too high to fight off the new low-cost carriers. This led to continued losses.

By April 1, 1983 I was asked to take on the chore of turning Western around. I knew I would need someone at my side who was a good communicator with fresh views; someone who was strong and yet sufficiently flexible to step into a new career.

Western was on the edge of bankruptcy, so the changes required had to be made quickly. From the moment I was asked to be the CEO I knew Jerry Grinstein was the man that could fill this position. In January, 1984, he accepted the position of President and Chief Operating Officer.

We at Western Airlines were successful in lowering costs, showing a record annual profit; and a potential groom, Delta Air Lines, had proposed marriage. In their proposal, Delta offered Western two seats on their board of directors. Jerry, then the CEO, took one of them. Later his experience and performance was deemed so valuable that the Delta board waived the “age 70 and out” rule so Jerry could stay on the board.

When Leo Mullin, Delta’s CEO, resigned, Jerry was asked to be the President and CEO. Delta was in grave financial condition. Grinstein did everything in his power to keep Delta out of bankruptcy, but the pilot’s cooperation did not come early enough to keep this from happening. Therefore, on September 14, 2005, Delta and its subsidiaries filed a petition for bankruptcy protection.

During this bankruptcy, US Airways, Inc. made an unsolicited eight-billion dollar offer to buy Delta Air Lines. Their plan was filed and was being evaluated by the Creditors Committee. Grinstein had submitted Delta’s plan for recovery to this same group and one was being weighed against the other.

The Creditors Committee knew that the merging of Delta with US Airways would require government approvals. There was a strong employee program mounted at Delta to fight off this takeover. Nevertheless, in spite of their efforts, rumors persisted that the Creditors Committee felt US Airways offer was best and that they could get the government approval necessary to allow it to go forward; that is, until Jerry Grinstein appeared before the Senate.

Jerry, and Doug Parker, CEO of US Airways, were asked to testify before the Senate Transportation Sub-Committee; the same august body to whom Jerry had once served as counsel. Grinstein was in his favorite element. He was calm, collected and totally prepared to defend his plan to exit bankruptcy over Parker’s plan to purchase Delta.

There was standing room only and the public area was filled with uniformed personnel from Delta Air Lines. Pilots in their full regalia were lining the walls. Those who had initially resisted Grinstein’s attempts to cut costs were now on his side and cheering him on.

At one critical point of the long examination, Parker made a speech on how he was going to maximize profits from his proposed venture and a Senator asked where he was going to get the aircraft to accomplish this feat. His quick answer was, “From Delta.” The pilots along the wall went ballistic. Jerry handled this well and the meeting soon ended.

Following this session, it was obvious to the Creditors Committee that approval from the government now looked risky and not long after, Delta’s plan was accepted. Grinstein’s testimony was the linchpin in blocking US Airways’ effort. No one else in the world could come close to accomplishing what Jerry did in that Senate Chamber. Jerry was at the right place at the right time to preserve the transportation service that Western Airlines established in May, 1982; the Salt Lake City Hub.

One might wonder why I place so much emphasis on this particular hub. I’ll explain this as briefly as I can. It is because, in ratio to population, Delta Air Lines brings to Utah an inordinate amount of employment and revenue, as compared to other major airline hubs in America.

In 2006 Campbell Hill was engaged by the Air Transport Association to survey all 50 States in the Union to see what percentage of their economy was derived from commercial aviation. Their study indicates that Utah is receiving close to eighteen-billion dollars a year from commercial aviation. The only States higher than Utah in percentage of employment from commercial aviation are Hawaii and Nevada; no surprise, considering their heavy tourist trade. This is why the Salt Lake City aviation hub is so vital to Utah’s financial system.

Another point to consider is that many of the companies that have opened businesses in Utah have stated that a major factor in their decision is the superior air transportation service available to them.

One other detail, the hub offers an immeasurable prestige to Utah by attracting many events that would otherwise book elsewhere. The greatest example of this is the 2002 Winter Olympics. To quote Kern Gardner, the man credited for recruiting Mitt Romney to organize those Olympics, “Without the Delta Air Lines hub we would never have been successful in bringing the Winter Olympics to Salt Lake City.” A point of interest, Kern was Chairman of the Airport Commission when Western decided to bring the hub to Utah. He was a great help to us at that time.

To me, the most significant contribution of the airline hub in Salt Lake City is the service it performs for the Church of Jesus Christ of Latter-day Saints who has its headquarters in Salt Lake City. The LDS Church has become a strong-worldwide entity and, with its large missionary program, books more travel than most big corporations. Recently there were non-stop flights added from Salt Lake City to Paris and to Tokyo. When this hub was formed by Western Airlines, we could only dream of such a local achievement. Without the LDS Church Headquarters in SLC it is doubtful one could support this direct-flight convenience.

By any measure, Grinstein should be considered “A Giant of Salt Lake City.” Through his efforts he helped preserve the “economic structure” of which I have spoken. Had US Airways been successful in their attempt to purchase Delta Air Lines, the multi-billion dollar a year contribution to Utah’s economy from the Salt Lake City aviation hub could have been severely disrupted.

Utah enjoys a finely-tuned transportation service and we owe Gerald Grinstein a debt of gratitude for helping to keep it in place.

RECOGNIZING THE ANTI- DEFAMATION LEAGUE

Ms. COLLINS. Mr. President, in the aftermath of September 11, Americans found strength in each other and in our common values. At a time when polarization and division seem to characterize the public debate on many of the important issues confronting our Nation, including terrorism and border security, the 10th anniversary of September 11 has been an occasion for us to reflect and refocus on the core values that unite us as Americans, including the belief that each person should be free to live without persecution, regardless of race, religion, or ethnicity.

It is in that spirit that I wish today to recognize the work of the Anti-Defamation League; which has carried out important work in opposition to the anti-Semitic sentiments of those promoting September 11 conspiracy theories. As we mark the 10th anniversary of September 11, we must strongly condemn the anti-Semitic conspiracy theories that blame Jews or Israel for carrying out the September 11 terrorist attacks that continue to this day.

The ADL also plays an important role in addressing the consequences of hate and fostering a dialog through its recent work with a broad coalition of groups. In its retrospective, "9/11 Ten Years Later: The Changing Face of Hate, Terrorism and Democracy in America," the ADL assesses the proliferation of anti-Semitic conspiracy theories related to the September 11 terrorist attacks, the nature and magnitude of homegrown extremism and terrorism, the growing problem of anti-Muslim bigotry, and the recalibration of the balance between security and individual rights. The ADL also has been a leader in promoting police-community partnerships and expanding training for law enforcement.

We face serious challenges in the fight against terrorism and violent extremism. In meeting those challenges, we as lawmakers should be inspired by efforts like those of the ADL to transcend division and differences.

On the occasion of the 10th anniversary of September 11, it is an honor for me to recognize the work of the ADL and underscore the importance of their message.

RECOGNIZING THE FREEPORT FLAG LADIES

Ms. SNOWE. Mr. President, today I wish to pay tribute to three truly remarkable Mainers—Elaine Greene, Carmen Footer and JoAnn Miller, affectionately known as, The Freeport Flag Ladies. It has been said that great things come in threes. That adage applies many, many times over for my friends and phenomenal Mainers, all retired and residing together in Elaine's home on School Street in Freeport. I am in awe of them and their story which is one of unabashed patriotism, limitless inspiration, and a

love of country that makes us all inex-
cessibly proud.

Every Tuesday morning from 8 to 9 a.m., regardless of weather and irrespective of season, these renowned Flag Ladies have stood not far from another icon in Maine, L.L. Bean, with the presence and exuberance of not one, but three Statues of Liberty having come to life for the single purpose of paying rightful homage to those who have sacrificed for all of us—our brave service men and women and our first responders.

And incredibly, they have never, ever missed a Tuesday—not once. They have given up vacations and used the money they saved for this and other endeavors, including sending care packages to those fighting in Iraq and Afghanistan. They travel to Bangor International Airport two to three times a week to join the Maine Troop Greeters, or to Pease International in New Hampshire, they attend numerous troop send-off or welcome-home ceremonies, and Elaine estimates she has taken 1 million photos of the troops when they greet them at various locations.

These women project the inescapable belief that our strength and resolve as a State and a nation have always emanated not from Augusta, not from Washington, but from the people themselves—from tireless patriots of their own volition performing the most extraordinary of deeds. I well recall when we stood shoulder to shoulder as the steel beams from the Twin Towers—bequeathed by officials at Ground Zero to the town of Freeport—journeyed this past May from their hallowed home in New York to be enshrined in a 9/11 Memorial. Elaine, Carmen, and JoAnn's leadership in bringing the steel to Maine was instrumental.

How fitting it is that this massive steel beam that once undergirded the World Trade Center now undergird our spirits, our hearts, and our memories in Freeport. After all, there are only a finite number of steel pieces that remain from the Twin Towers, and the requests for them within America and around the world far exceed what is available. To have the proud distinction of displaying this beam—in which so much meaning is infused—defies description. But behind Maine's selection was the knowledge that we would be more than custodians of this patriotic emblem—that we would in fact be its steward. What better stewards than the Freeport Flag Ladies.

The words are difficult to find to adequately convey the height of my admiration, not to mention the sense of privilege I have felt when joining them on Main Street to wave American flags. People honk as they drive by, they wave, they stop and thank them—it really is something. Let me just say, it was the highest of honors to join Elaine, Carmen, and JoAnn on the 10th anniversary of the September 11 attacks in Freeport.

Ever since I learned of their exceptional response to the horrific events of

9/11, Tuesdays have never been the same for me, for my staff, and for the countless individuals who have encountered them in Freeport or heard about them in the news. Indeed, after the heinous acts that occurred that Tuesday morning on September 11, 2001, when President Bush asked us all, as Americans, to walk outside and light a candle in remembrance of those individuals taken tragically from us too soon, Elaine, Carmen, and JoAnn did just that. But they also kindled a deeper flame in all of us by bringing American flags with them to wave on Main Street in Freeport. And for that we are so very grateful.

It is fitting that these three women with backgrounds in health care have taken it upon themselves—one Tuesday at a time, one greeting at a time, one photo at a time, and one good word at a time—to help heal our Nation by harnessing the best of who we are and what we stand for, whether in the best of times or when facing adversity.

When considering their stalwart dedication to our country and those who serve her, I cannot help but recall one of Maine's giants and America's military heroes, GEN Joshua Chamberlain, who once said, "I long to be in the field again, doing my part to keep the old flag up, with all its stars." The Freeport Flag Ladies, by being civilian sentinels of freedom have indeed been doing their part for 10 years. Thank you Elaine, Carmen, and JoAnn.

ADDITIONAL STATEMENTS

TRIBUTE TO DR. C. PAT TAYLOR

• Mr. BLUNT. Mr. President, today I pay tribute to Dr. C. Pat Taylor, who has served as president of Southwest Baptist University in Bolivar, MO, for the last 15 years, making him the longest serving president in the 133-year history of the school. Dr. Taylor already had an impressive record in higher education before coming to SBU in 1996. In the last 15 years he has added to that record of accomplishment and earned respect for his leadership and dedication to the students and community at Southwest Baptist University.

Southwest Baptist University is a very special place to me. I earned my undergraduate degree there and 20 years later served 4 years as its President. Dr. Taylor is my successor, and I have enjoyed watching the university grow and get even better under his leadership.

During his remarkable tenure at SBU:

Dr. Taylor has presented a record 11,881 degrees since 1996.

SBU has Missouri's third largest nursing degree program on its Springfield campus.

The number of student missionaries sent out in North American has doubled to more than 400 in the last decade, and Dr. Taylor hopes to see that continue to increase.