

Sherman's headquarters during the Battle of Kolb's Farm, which was a resounding victory for the Union Army; but the victory was not without cost. When the smoke cleared, over 350 Union soldiers and over 1,000 Confederate soldiers lay dead.

Five days later, Union General Oliver Howard used the Wallis House as his headquarters and communications center during the Battle of Kennesaw Mountain, one of the bloodiest 1-day battles of the entire war. This was also the last major battle before Atlanta fell to Union forces. While the assault by General Sherman was a tactical failure in its costing the lives of 3,000 of his men, the battle also inflicted heavy losses on the Confederates. After losing another 1,000 men, the Confederate Army could not stop General Sherman on his march to Atlanta.

Adjacent to the Wallis House are 8 acres of land, known as Harriston Hill. This property offers a sweeping view of the valley leading to the Confederate line on top of Kennesaw Mountain, and it was used by the Union as a signaling position during the battle. This location is essential for park visitors to understand the strategic positions taken by the Union and Confederate Armies during the battle.

In addition to being critical sites in Civil War history, the Wallis House and Harriston Hill are two of the few original locations remaining from the Battle of Kennesaw Mountain that are associated with the Union Army. Most of the park's current attractions correspond with Confederate history, so these additions will prove to be major historical acquisitions that will enhance the value of the park and provide insight into the Union's side of the story.

In 2002, the Cobb County Government purchased the Wallis House and Harriston Hill in order to prevent the house from being demolished. Since then, the county has been seeking to transfer the property to the park. My bill simply modifies the boundary of Kennesaw Mountain National Battlefield Park to include the house and the hill, and it authorizes the park to acquire the property by donation. Along with the Cobb County Government, this bill is supported by the National Park Service, by Kennesaw Mountain Park, and by several park volunteer organizations and historical societies in my district.

This legislation is an essential step toward preserving our Nation's heritage, and it is a valuable part of Civil War history. The Wallis House and Harriston Hill will provide tremendous educational and historical value to Kennesaw Mountain Park; and it is my hope that the park will quickly acquire this property and will restore it to its original condition for visitors to enjoy for generations to come.

I urge my colleagues to support this bill.

Ms. TSONGAS. Mr. Speaker, I yield back the balance of my time.

Mr. MCCLINTOCK. Mr. Speaker, I urge the passage of this bill.

I yield back the balance of my time.

The SPEAKER pro tempore (Mr. JODY B. HICE of Georgia). The question is on the motion offered by the gentleman from California (Mr. MCCLINTOCK) that the House suspend the rules and pass the bill, H.R. 3371.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

DELAWARE WATER GAP NATIONAL RECREATION AREA IMPROVEMENT ACT AMENDMENT

Mr. MCCLINTOCK. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3620) to amend the Delaware Water Gap National Recreation Area Improvement Act to provide access to certain vehicles serving residents of municipalities adjacent to the Delaware Water Gap National Recreation Area, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3620

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. VEHICULAR ACCESS AND FEES.

Section 4 of the Delaware Water Gap National Recreation Area Improvement Act (Public Law 109-156) is amended to read as follows:

“SEC. 4. USE OF CERTAIN ROADS WITHIN THE RECREATION AREA.

“(a) IN GENERAL.—Except as otherwise provided in this section, Highway 209, a federally owned road within the boundaries of the Recreation Area, shall be closed to all commercial vehicles.

“(b) EXCEPTION FOR LOCAL BUSINESS USE.—Until September 30, 2020, subsection (a) shall not apply with respect to the use of commercial vehicles that have four or fewer axles and are—

“(1) owned and operated by a business physically located in—

“(A) the Recreation Area; or

“(B) one or more adjacent municipalities; or

“(2) necessary to provide services to businesses or persons located in—

“(A) the Recreation Area; or

“(B) one or more adjacent municipalities.

“(c) FEE.—The Secretary shall establish a fee and permit program for the use by commercial vehicles of Highway 209 under subsection (b). The program shall include an annual fee not to exceed \$200 per vehicle. All fees received under the program shall be set aside in a special account and be available, without further appropriation, to the Secretary for the administration and enforcement of the program, including registering vehicles, issuing permits and vehicle identification stickers, and personnel costs.

“(d) EXCEPTIONS.—The following vehicles may use Highway 209 and shall not be subject to a fee or permit requirement under subsection (c):

“(1) Local school buses.

“(2) Fire, ambulance, and other safety and emergency vehicles.

“(3) Commercial vehicles using Federal Road Route 209, from—

“(A) Milford to the Delaware River Bridge leading to U.S. Route 206 in New Jersey; and

“(B) mile 0 of Federal Road Route 209 to Pennsylvania State Route 2001.”

SEC. 2. DEFINITIONS.

Section 2 of the Delaware Water Gap National Recreation Area Improvement Act (Public Law 109-156) is amended—

(1) by redesignating paragraphs (1) through (5) as paragraphs (2) through (6), respectively; and

(2) by inserting before paragraph (2) (as so redesignated by paragraph (1) of this section) the following:

“(1) ADJACENT MUNICIPALITIES.—The term ‘adjacent municipalities’ means Delaware Township, Dingman Township, Lehman Township, Matamoras Borough, Middle Smithfield Township, Milford Borough, Milford Township, Smithfield Township and Westfall Township, in Pennsylvania.”

SEC. 3. CONFORMING AMENDMENT.

Section 702 of the Omnibus Parks and Public Lands Management Act of 1996 (Public Law 104-333) is repealed.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from California (Mr. MCCLINTOCK) and the gentlewoman from Massachusetts (Ms. TSONGAS) each will control 20 minutes.

The Chair recognizes the gentleman from California.

GENERAL LEAVE

Mr. MCCLINTOCK. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and to include extraneous materials on the bill under consideration.

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

There was no objection.

Mr. MCCLINTOCK. Mr. Speaker, I yield myself such time as I may consume.

H.R. 3620, introduced by Congressman TOM MARINO, amends the Delaware Water Gap National Recreation Area Improvement Act to allow a road in the recreation area to continue to be used by commercial vehicles that serve the local communities adjoining this federally designated land. It is entirely in keeping with one of our principal objectives for Federal land use policy: to restore the Federal Government as a good neighbor to the communities impacted by the Federal lands.

Before the Federal Government took control of 70,000 acres of land adjacent to the Delaware River in Pennsylvania and New Jersey, highway 209 served as a major trucking route for commerce. Legislation that created the recreation area and implemented it sought to prohibit commercial vehicles from using this public highway, promising to establish alternate routes. Yet, despite three extensions of the deadline, local residents and businesses in the communities of Delaware Township, Dingman Township, Lehman Township, Metamoras Borough, Middle Smithfield Township, Milford Borough, Milford Township, Smithfield Township, and Westfall Township in Pennsylvania are directly threatened by the impending limitation.

H.R. 3620 would protect the people of these communities from this unnecessary disruption and inconvenience by

allowing commercial vehicles serving these communities to continue to use this long-established highway. Specifically, it directs the Department of the Interior to establish a fee and permit program for commercial vehicles serving these communities.

This bill enjoys broad support in the affected communities, and Congressman MARINO should be commended for his efforts to resolve this vexing issue for his constituents.

I urge the passage of the bill, and I reserve the balance of my time.

Ms. TSONGAS. Mr. Speaker, I yield myself such time as I may consume.

This bill amends the Delaware Water Gap National Recreation Area Improvement Act to extend the authorization of a waiver for certain commercial traffic on U.S. Route 209, a federally owned highway that runs through the Delaware Water Gap National Recreation Area.

When Congress decided to restrict commercial traffic on the portion of the highway that runs through the recreation area, the law included an exemption for certain vehicles that belong to nearby businesses and municipal governments. This bill provides a 5-year extension of that exemption in order to facilitate continued access for local residents.

It is supported by the National Park Service, and I urge my colleagues to support its adoption.

I reserve the balance of my time.

Mr. MCCLINTOCK. Mr. Speaker, I yield such time as he may consume to the author of this measure, the gentleman from Pennsylvania (Mr. MARINO).

Mr. MARINO. I thank the chairman.

Mr. Speaker, I rise in support of my bill to reauthorize commercial traffic along Route 209 through the Delaware Water Gap National Recreation Area.

For nearly 5 months now, uncertainty has reigned over this 21-mile stretch of road that is running through my district. Over 30 years ago, the Commonwealth of Pennsylvania—as the chairman so eloquently stated—transferred Route 209, then a State road, to the National Park Service.

As commercial thru traffic is banned on roads within our national parks, it would also be so on this stretch of Route 209; but, at that time, a 10-year exemption was made to support the local freight transportation industry and because acceptable alternative routes were unavailable. After multiple extensions, the most recent commercial vehicle authorization expired at the end of September of 2015.

To address the problem, county and township officials from the surrounding areas met with the National Park Service and my staff to negotiate a new plan. They recognized the continued need to allow some commercial vehicle access, and they settled on the carefully crafted language we are considering today.

The work to produce this extension acknowledges the continued need of

employers, businesses, and homeowners I represent in Pike and Monroe Counties. The expiration in September cast a cloud on the local business community and put countless jobs in jeopardy. Passing this bill so that it can be swiftly considered by the Senate is imperative as the weather warms and business activity increases through the region.

I thank Chairman BISHOP for his support and assistance in bringing this bill to the floor as quickly as possible. I urge my colleagues to support this bill.

Ms. TSONGAS. Mr. Speaker, I yield back the balance of my time.

Mr. MCCLINTOCK. Mr. Speaker, I urge passage of the bill.

I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from California (Mr. MCCLINTOCK) that the House suspend the rules and pass the bill, H.R. 3620.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

HONORING PENN STATE'S MIKE HERR, "MIKE THE MAILMAN"

(Mr. THOMPSON of Pennsylvania asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. THOMPSON of Pennsylvania. Mr. Speaker, I rise to congratulate Mike Herr on his retirement from the United States Postal Service. For generations of students at Penn State University, Mike is lovingly known as "Mike the Mailman."

Mike's first day with the Postal Service was April 1, 1968—48 years to the day of his expected retirement this year. In his nearly five decades of working at the university's main campus in State College, he has formed bonds with countless students and has become a fixture at the school's annual dance marathon, also known as THON—the largest student-run philanthropy in the world. In fact, Mike has become known for delivering Mack Trucks that are full of letters and packages for dancers who are participating in the event.

When asked about becoming a Penn State campus institution, Mike said: "My secret is fairly simple: kindness matters; humor always helps; staying enthusiastic about the big and little things and showing compassion to every single person that I meet."

Mr. Speaker, these are words that we can all live by, and I wish "Mike the Mailman" the best of luck in his retirement.

THE GENOCIDE OF CHRISTIANS AND OTHER RELIGIOUS MINORITIES

The SPEAKER pro tempore. Under the Speaker's announced policy of January 6, 2015, the gentleman from Ne-

braska (Mr. FORTENBERRY) is recognized for 60 minutes as the designee of the majority leader.

GENERAL LEAVE

Mr. FORTENBERRY. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and to include extraneous materials on the subject of this Special Order.

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

There was no objection.

Mr. FORTENBERRY. Mr. Speaker, I had the extraordinary privilege of being in the room when Pope Francis was given a small cross, a crucifix. This crucifix belonged to a young Syrian man who had been captured by the jihadis and then given a choice—convert or die—and he chose. He chose his ancient faith tradition.

He chose Christ.

And he was beheaded.

His mother was able to recover his body and the crucifix that he wore and bury him, and then she subsequently made her way to Austria by which this cross came into the possession of the Holy Father.

This type of incident—the killings, the beheadings, the crucifixions, the immolations—occurs day, after day, after day to the beleaguered religious minorities of the Middle East—the Christians, the Yazidis, and others—who have ancient faith traditions, who have every right to be in their ancient homelands as does anyone else.

□ 1515

This is a genocide. This is a deliberate attempt to exterminate an entire set of peoples based upon their faith.

Mr. Speaker, in the year 2004, then-Secretary of State Colin Powell came to the United States Congress and in a committee hearing—the Senate Foreign Relations Committee—he declared what was happening in Darfur in Sudan a genocide. In making that simple declaration, using that powerful word, he helped put an end to that grim reality.

Thankfully, what is happening now that should give the beleaguered communities of the Middle East some hope is that there is an international coalition developing that has recognized the fact that this is a genocide being committed.

Nearly 200 Members of the United States Congress, this body, have signed on and are cosponsoring a resolution that declares this a genocide. The International Association of Genocide Scholars has stated it as such.

Others, including the Yazidi community, the United States Catholic bishops, Pope Francis himself, Hillary Clinton and MARCO RUBIO, both Presidential candidates, have declared this to be a genocide.

Genocide is a powerful word. It evokes special meaning. It creates the conditions for when there hopefully is inevitably and perhaps miraculously