were on a mission to desegregate the library system in Jackson, Mississippi. As part of their effort they courageously staged a sit-in on March 27, 1961 at the Jackson Public Library in Jackson, MS. This sit-in was initiated after the students recognized the lack of books at the George Washington Branch Library (colored). Prior to their ''read-in'' the students had been trained by the president of the Jackson Branch of the National Association for the Advancement of Colored People (NAACP). The nine students were all members of the Jackson Council of the NAACP. As a result of their historic impact in integrating the public library system in Mississippi, they will be forever known as ''The Tougaloo Nine''.

The nine students were arrested and after being released from jail Mr. Anding joined the Air Force, due to losing his private loan to continue his studies at Tougaloo College. Mr. Anding would serve four years in the Air Force and later return to Tougaloo in 1969 to finish his degree. Mr. Anding moved to Buffalo, New York, to attend the University of Buffalo and earned his master's degree in Mathematics. He met his wife of 50 years, Mrs. Maurice Anding. He taught at the State University of New York and Niagara University until his retirement in 2007.

Mr. Anding and his wife eventually moved back to Mississippi to be close to family. Anding was involved in the Tougaloo community and he also attended the 50th anniversary of the protest in 2017.

Madam Speaker, I ask my colleagues to join me in recognizing the late Mr. Meredith Anding Jr.

FEDERAL RISK AND AUTHORIZATION MANAGEMENT PROGRAM AUTHORIZATION ACT OF 2021

SPEECH OF

HON. JODY B. HICE

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, January 5, 2021

Mr. HICE of Georgia. Mr. Speaker, I rise today in support of H.R. 21, the FedRAMP Authorization Act.

As Ranking Member of the Government Operations Subcommittee, it's my focus to ensure the American taxpayer enjoys the benefit of efficient, effective, user-friendly I.T. systems.

We all know the appropriate use of cloud computing technologies can help achieve all of those goals, and I thank Subcommittee Chairman CONNOLLY for his work on this legislation.

As we work to understand and respond to the recently discovered SUNBURST cyberattack, the underlying purpose of the FedRAMP program—the security of cloud operations—has never been more important.

But as we also continue to respond to the ongoing pandemic, the demand for constituents and federal employees to interact remotely has never been greater. Thus, the flexibility that comes with cloud technologies has also never been more important.

I am pleased the FedRAMP authorization includes provisions that will reduce the time required for companies to be certified as FedRAMP compliant at a given agency after they have already been certified elsewhere in the federal government. This provision will go a long way towards giving agencies the cloud-based tools they need in these trying times.

Codifying FedRAMP is an important step in realizing the savings offered by cloud adoption and the savings offered by a more efficient security authorization process.

I urge my colleagues to support the bill and look forward to continuing to work to improve government services for the American people.

IN MEMORY OF HAZEL F. WILSON

HON. MARC A. VEASEY

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, January 13, 2021

Mr. VEASEY. Madam Speaker, Hazel F. Wilson taught school in Houston Independent School District from 1954 until 1968 and in Fort Worth from 1969 until 1990. She earned two degrees from Texas Southern and remained an active alumnus of both TSU and Jack Yates High School. She was a board member of the South East Areas Churches (S.E.A.R.C.H) and volunteered for Sickle Cell Anemia Association, Cook Children's Medical Center and the Susan G. Kamen Cancer Center. Most of her time was divided between St. Mark Cumberland Presbyterian Church, NAACP, Greater Fort Worth Area Negro Business and Professional Women's Club and Zeta Phi Sorority, Psi Zeta Chapter.

She was an ordained Elder of her church since 1984, a Southern Region Director for Zeta Phi Beta from 1965 to 1972, President of the Greater Fort Worth Area Negro Business and Professional Women's Club and has won countless honors and awards which include 1000 Volunteer Hours Pin from Cook Children's Medical Center. She was recognized as Outstanding Women of Zeta in 1980 and African American Legislative Summit Public Service Award in 2017.

Hazel F. Wilson was founder of the Zeta Amicae Auxiliary of Fort Worth, Texas (Friends of Zeta Phi Beta Sorority) and Sponsor of the Amicae Auxiliary since its' inception in 1975. She was also the Co-Founder of the Greater Fort Worth Area Negro BPW Club which started in August 1975. She worked within her community through several organizations, held many offices and received numerous awards and recognitions for her volunteerism, community involvement and activism.

Her favorite quote was ''Do all the good you can, by all the means you can, in all the ways you can, in all the places you can, at all the times you can, to all the people you can, as long as ever you can.''—John Wesley

HONORING THE 100TH ANNIVERSARY OF THE KIWANIS CLUB OF FAYETTEVILLE

HON. RICHARD HUDSON

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, January 13, 2021

Mr. HUDSON. Madam Speaker, I rise today to honor the 100th anniversary of the Kiwanis Club of Fayetteville, located in North Carolina's Eighth Congressional District. Since a small group of businessmen met with Kiwanis International on November 10, 1920, the Kiwanis Club of Fayetteville has made countless contributions to our community.

Over the years, the Kiwanis Club of Fayetteville has embodied its motto of ''Serving the Children of the World.'' As a fierce advocate for our children and youth, the organization has supported clinics for disabled infants, driving instruction for teenagers, and the construction of an athletic facility at Fayetteville High School, now Terry Sanford High School.

I know I speak for our entire community in offering my most heartfelt gratitude to the Kiwanis Club of Fayetteville for their century of service. These exemplary men and women are the heart and soul of our community and I wish them continued success as they serve our community.

Madam Speaker, please join me today in honoring the 100th anniversary of the Kiwanis Club of Fayetteville.

HONORING RELIGIOUS FREEDOM DAY

HON. JARED HUFFMAN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, January 13, 2021

Mr. HUFFMAN. Madam Speaker, since 1993, every year on January 16th, our nation commemorates the 1786 passage of the Virginia Statute of Religious Freedom, authored by Thomas Jefferson. That landmark statute would go on to serve as the framework of the establishment clause of the First Amendment to the United States Constitution, providing the foundation for religious freedom here in our great nation.

The past four years have made clear that there are those who would choose to distort the true definition of religious freedom, in order to allow the proliferation of discrimination under the guise of what they refer to as ''religious liberty''. The result of this callous and malignant effort culminated a week and a half ago with the storming of the United States Capitol building by White Christian Nationalist groups allied with the President, and the deaths of five Americans. The evidence of this fact is made clear by the thousands of ''Jesus'' signs, banners, and flags that flew beside those bearing the President's name, and those representing the White Supremacist movement.

From the erosion of the Johnson Amendment, to the numerous executive orders issued which have served to undermine the rights of women and workers, the damage done to true religious freedom by a malicious administration, is drastic and undeniable. However, I stand before you today to pledge that with the aid of this body, my colleagues and I in the Congressional Freethought Caucus will do everything within our Constitutional powers to correct this distortion of America's ''first freedom''.

It is a new day for our nation. The discriminating policies of the last four years are no more. I look forward to working with President-elect Biden, Vice President-elect HARRIS to correct the harmful policies enacted by the Trump administration. On this Religious Freedom Day, I call upon my colleagues in the House and Senate to pass the Do No Harm

Act, end discrimination under the guise of ''religious liberty'' once and for all, and reestablish our ''first freedom'' to its Constitutional founding.

SHELDON ADELSON APPRECIATED

HON. JOE WILSON

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, January 13, 2021

Mr. WILSON of South Carolina. Madam Speaker, my wife Roxanne and I will always be appreciative of Sheldon and Miriam Adelson who hosted us on a visit to Israel with a boat ride on a first century replica fishing boat on the Sea of Galilee. I am grateful to serve as a co-chair of the Israel Caucus, Sheldon Adelson was a valued Friend of Israel.

He is honored by Jonathan Garber of Fox Business with an obituary upon his death and our family extends our deepest sympathy to the Adelson Family.

Sheldon Adelson, [Las Vegas Sands CEO] . . . has died following a battle with cancer. He was 87.

Adelson was diagnosed with non-Hodgkin's lymphoma in 2019 and recently stepped away from the company to resume his treatment, the company said on Jan 7.

'Mr. Adelson was the first employee of Las Vegas Sands—''Team Member Number One'' he liked to say. Today, more than 50,000 Sands team members have Dr. Adelson and the entire Adelson family in their thoughts and prayers and are grateful to have had their lives touched by a true force of nature,' according to a statement from Las Vegas Sands.

Adelson, who is survived by his wife Dr. Miriam Adelson and five children, had a net worth of $35.6 billion as of Jan. 11, according to Forbes.

A funeral will be held in Israel, the birthplace of Miriam Adelson, with plans for a memorial service held in Las Vegas to be announced at a later date, according to the company.

He entered the casino business in 1989 when he purchased the Sands Hotel and Casino in Las Vegas for $128 million and is credited with helping transform Las Vegas into the top U.S. destination for conventions and exhibitions.

Adelson in 2007 opened Venetian Macao on the Cotai Strip, helping recreate the Las Vegas Strip in an autonomous region of the People's Republic of China. Three years later, he opened the $6 billion Marina Bay Sands resort in Singapore.

In conclusion, God Bless our Troops and we will never forget September 11th in the Global War on Terrorism.

INTRODUCTION OF JONES ACT MODERNIZATION BILLS

HON. ED CASE

OF HAWAII

IN THE HOUSE OF REPRESENTATIVES

Wednesday, January 13, 2021

Mr. CASE. Madam Speaker, today I introduce three bills to end a century of monopolistic closed market domestic cargo shipping to and from my isolated home state of Hawaii as well as the other island and separated jurisdictions of our country not part of the continental United States. In doing so, we will break the stranglehold on the peoples and economies of these exposed communities and their resulting sky-high costs of living which results from just a few domestic shipping companies controlling the lifeline of commerce upon which we absolutely depend.

These bills all amend the Merchant Marine Act of 1920, also known as the Jones Act. That federal law mandates that all cargo shipping between U.S. ports occur exclusively on U.S., not foreign, flagged vessels. Additionally, the law requires that these vessels are built in the U.S. and owned and crewed by U.S. citizens.

The Jones Act was enacted in a protectionist era under the guise of preserving a strong national merchant marine. But today it is just an anachronism: most of the world's shipping is by way of an international merchant marine functioning in an open, competitive market. And those few U.S. flag cargo lines that remain have maneuvered the Jones Act to develop virtual monopolies over domestic cargo shipping to, from and within our most isolated and exposed locales—our island and offshore states and territories—that have no alternative modes of transportation such as trucking or rail.

My Hawaii is a classic example. Located almost 2,500 miles off the West Coast, we import well over 90 percent of our life necessities by ocean cargo. There are plenty of international cargo lines who could and would compete for a share of that market. Yet only two U.S. flag domestic cargo lines—Matson Navigation and Pasha Hawaii—operate a virtual duopoly over our lifeline.

While they are nominally subject to federal regulation, the fact of the matter is that cargo prices have gone in only one direction—up, fast and repeatedly, despite a surplus of international shipping—and it is indisputable that there is no downward market pressure which would otherwise result from meaningful competition. These accelerating cargo prices are not absorbed by the shipping lines, but passed through all the way down the chain, to the transporters, wholesalers, retailers, small businesses, mom-n-pops and ultimately consumers, of all of the elementals of life, from food to medical supplies, clothes, housing and virtually all other goods. The result is a crippling drag on an already-challenged economy and the very quality of life in Hawaii.

The broadest, deepest effects of the Jones Act on Hawaii result from its impact on westbound imports from the continental United States to Hawaii. But Hawaii is an export location as well, in key products such as agriculture and livestock. Here the Jones Act also effectively stifles meaningful competition in getting those products to their primary markets on the U.S. Mainland. Because the producers of these products and all that rely for their own livelihood on their successful export have to eat inflated shipping costs, these export industries, which any economist knows are the ultimate key to any economy's prosperity, are also crippled.

Let's take a concrete example: Hawaii's once-prosperous ranching/cattle industry, which is so key to the economic health and the very lifestyle of so much of areas like the rural Big Island, where I was born and raised. That industry depends on getting its product, young cattle, to West Coast pens and transportation hubs in a cost-efficient manner.

There are foreign cargo carriers that specialize, through custom cattle ships and overall sensitivity and adjustment to rancher timetables and needs, in such transport, but the Jones Act outright excludes them from the Hawaii-Mainland market. As a result, Hawaii's ranchers are reduced to two crippling, cost magnifying options.

The first is to ship their cargo by foreign carriers to Canada, where they have to go through a myriad of bureaucratic, cost-magnifying gyrations to get their product eventually to their U.S. markets. The second is to beg for the goodwill of the domestic carriers, to whom this is simply a hindrance rather than a major commitment, to ship directly to the West Coast.

And it shows: most of the cattle are first shipped from Hawaii's Neighbor Islands, where the bulk of the cattle industry is located, to O'ahu, in small ''cow-tainers,'' where they sit for days in Honolulu Harbor awaiting the return to the Mainland of one of the massive cargo ships designed and utilized for quite another purpose. The result (besides associated higher costs) is in-harbor cattle waste disposal challenges, higher in-transit cattle mortality and lower-weight cattle delivery to market. That's what happens when you try to squeeze a square peg into a round hole.

More broadly, there is much evidence about the direct impact of the Jones Act on shipping prices to noncontiguous areas. At a basic level, the everyday goods that we rely on in Hawaii cost much more than on the Mainland, a difference which largely cannot be attributed to anything other than shipping costs.

Last year, the Grassroot Institute of Hawaii published a thorough and first-of-it-kind report, ''Quantifying the Cost of the Jones Act to Hawaii.'' The report found that:

The median annual cost of the Jones Act to the Hawaii economy is $1.2 billion.

The annual cost of shipping to Hawaii is estimated to be $654 million higher and prices $916 million higher.

The Jones Act annually costs each Hawaii resident more than $645.

Thanks to the Jones Act, Hawaii has approximately 9,100 fewer jobs, representing $404 million in wages.

Hawaii families across all income groups would benefit from Jones Act reform. In the absence of Jones Act restrictions, those making between $15,000 and $70,000 annually would see an annual across-the-board economic benefit ranging from $78 million to $154 million.

Annual tax revenues would be $148.2 million higher.

Focusing solely on the Jones Act requirement that vessels be built in the United States, they found that the build provision results in a 1.2 percent shipping cost increase for Hawaii. This translates annually to an added cost of $531.7 million to the state's economy, or about $296 per resident. It also means a loss of 3,860 jobs, and $30.8 million less in state and local tax revenues.

In 2012, the Federal Reserve Bank of New York studied Puerto Rico's economy and found that ''the high cost of shipping is a substantial burden on the Island's productivity.'' The New York Fed found that, ''[i]t costs an estimated $3,063 to ship a twenty-foot container of household and commercial goods from the East Coast of the United States to Puerto Rico; the same shipment costs $1,504 to nearby Santo Domingo (Dominican Republic) and $1,687 to Kingston (Jamaica)—destinations that are not subject to Jones Act restrictions.'' There is only one reason why costs