

HONORING THE LIFE OF DURWARD
WARREN OWEN

HON. H. MORGAN GRIFFITH

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Friday, August 1, 2025

Mr. GRIFFITH. Mr. Speaker, I offer these remarks in honor of Mr. Durward W. Owen, a beloved member of Pi Kappa Phi Fraternity and a giant in the interfraternal world, who passed away on Easter Sunday April 20th at the age of 94.

A native of Roanoke, Virginia, Mr. Owen was born on August 30, 1930. His roots in the Roanoke Valley and love for that part of Virginia remained for years, no matter where he and his family lived. As a young, promising talent in baseball, Mr. Owen received a scholarship to play catcher at Roanoke College in Salem, Virginia where he was initiated into the Xi Chapter of Pi Kappa Phi Fraternity.

Through Mr. Owen's time at Roanoke College, he grew as a young adult and matured. Around this time in 1952, he married the love of his life, Hazel Claudine "Connie" Manning. He also served his country in the U.S. Army and U.S. Air Force. Following his military service, Mr. Owen returned to Roanoke College to finish his studies before graduating in 1955.

An integral part of Mr. Owen's college life and later his adult life was the Pi Kappa Phi Fraternity. The organization helped shape Mr. Owen and provided him and opportunity to foster lifelong friendship and a commitment consistent with the mission, vision and values of the Fraternity. Shortly after his graduation from Roanoke College, Mr. Owen was recruited to begin his career with the organization, working first in South Carolina before relocating to North Carolina.

His service to Pi Kappa Phi included his role as National Executive Secretary, later renamed Executive Director. In a span of 35 years, Mr. Owen's disciplined leadership and unique vision resulted in the Fraternity's growth from 46 chapters to 136 chapters nationally and led to Pi Kappa Phi being recognized among the country's most important Greek organizations.

Other significant accomplishments and pursuits of Mr. Owen included the creation of a national philanthropic organization, PUSH, Inc., for Pi Kappa Phi. PUSH, now known as the Ability Experience, which strives to instill a passion for lifelong service in fraternity members while helping to empower people living with disabilities. Mr. Owen also developed the Pi Kappa Phi Foundation, an educational foundation of the fraternity and provides funding for the educational and leadership programs of the Greater Fraternity.

Thanks to Mr. Owen's exceptional work, Pi Kappa Phi's direction has positively impacted the lives of more than 160,000 young men. I know this, because I myself am a member of Pi Kappa Phi Fraternity. I was invited to membership in 2013, well after my undergraduate experience at Emory & Henry College. The invitation to membership came from Roanoke-area friends who were active alumni in the Fraternity's chapter at Roanoke College.

I am thankful for the opportunity to become a member of Pi Kappa Phi and to witness the important role the organization has in creating an uncommon and lifelong brotherhood that develops leaders and encourages service to

others for the betterment of our communities. I, along with all members of Pi Kappa Phi, owe Mr. Owen a debt of gratitude for his help in making shaping this organization that has impacted me and thousands of other men.

Roanoke College later recognized Mr. Owen for his outstanding qualities of integrity, leadership and citizenship that Maroons hold dear. In 2020, Roanoke awarded Mr. Owen its highest honor for alumni, the Roanoke College Medal. A scholarship was also created in Mr. Owen's honor to recognize an exemplary Roanoke College student and Fraternity member who has exhibited superior leadership skills.

Durward is survived by three children—Melissa Luer (Bill) of New Orleans, Louisiana, David Owen (Leigh Ann) of Greenville, South Carolina and Sally Jackson (Bill) of Huntersville, North Carolina. He is also survived by eight grandchildren, 10 great grandchildren and numerous nieces and nephews.

Mr. Owen's ceaseless dedication and service to Pi Kappa Phi Fraternity and to his community will be missed by many. He will be remembered by the brotherhood as a visionary, a leader and a dear friend.

HONORING THE LIFE AND SERVICE
OF JAMES MILTON HAWKINS

HON. BENNIE G. THOMPSON

OF MISSISSIPPI

IN THE HOUSE OF REPRESENTATIVES

Friday, August 1, 2025

Mr. THOMPSON of Mississippi. Mr. Speaker, I rise today to honor the remarkable life and enduring legacy of Mr. James Milton Hawkins of Bolton, Mississippi—a gifted musician, devoted educator, and man of deep faith. Mr. Hawkins served his community, his students, and his church with unwavering passion and humility for more than four decades.

Born on August 12, 1950, in Bolton, Mississippi, James was the son of Mae Lillie Atkinson Hawkins and Eldridge Hawkins, Sr. He was a 1968 graduate of Sumner Hill High School and went on to earn both his bachelor's and master's degrees in music, with a concentration in voice and performance, from Jackson State University. A product of Mississippi's rich musical and spiritual traditions, James dedicated his life to uplifting others through song, mentorship, and education.

Mr. Hawkins was best known as the long-time choral director at Jim Hill High School in Jackson, where he built one of the most respected public school choir programs in the country. Under his leadership, the Jim Hill Choir earned national and international acclaim, performing at Carnegie Hall, the Mormon Tabernacle, the White House, and internationally in Vienna, Italy, Great Britain, and Canada. His students sang for presidents, dignitaries, and at major festivals, consistently earning top honors and recognition.

Beyond his classroom, Mr. Hawkins was a devoted church musician at Orange Hill and Rose Hill M.B. Churches, where he led choirs and inspired generations with his spiritual gifts. He also served as music director for the General Missionary Baptist State Convention of Mississippi and was a longtime supporter of youth and music ministries across the state. In 2023, he founded the Sumner Hill Alumni Choir—one of his final gifts to the community he cherished.

He is remembered lovingly by his devoted wife, Barbara Ann Thurman Hawkins; his cherished grandsons, James Hyche and Jason Butler, his siblings, extended family, and the countless students, friends, and church members whose lives he enriched. His legacy is found in the voices he trained, the dreams he nurtured, and the faith he lived daily.

Mr. Speaker, Mr. James Milton Hawkins was a true servant of the people—a Mississippi treasure whose influence reached far beyond any stage. His life was a symphony of purpose, faith, and excellence. On behalf of Mississippi's Second Congressional District, I honor his memory and extend my heartfelt condolences to all who loved him.

HONORING THE LIFE OF SHIRLEY
BAILEY

HON. RASHIDA TLAIB

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Friday, August 1, 2025

Ms. TLAIB. Mr. Speaker, today, the 12th Congressional District celebrates the incredible life of Shirley Bailey, a beloved wife, mother, grandmother, sister, and friend. Shirley was born on December 12, 1936, in New Orleans, Louisiana, to the late Clent and Beulah Cook. Her family moved to Detroit when she was a toddler. On May 22, 2025, Shirley peacefully made her transition, leaving behind a legacy of grace, kindness, and devotion to family and faith.

She met her husband Kenneth at Northeastern High School; their 70-year marriage brought forth Kenneth Jr., Robert, and Traci. Shirley was known for her warm smile, legendary meals, and dedication to St. Charles Borromeo Catholic Church.

She is survived by her husband Kenneth Sr., her children, a special daughter Barbara Cook-Dent, sister Elaine Williamson, sister-in-law Gloria Peters, 12 grandchildren, 10 great-grandchildren, and many loved ones. Shirley Bailey will be deeply missed, but her spirit lives on in the lives she touched.

CELEBRATING A CENTURY OF
SUCCESS AS CREIGHTON BROTHERS
LLC TURNS 100

HON. RUDY YAKYM III

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Friday, August 1, 2025

Mr. YAKYM. Mr. Speaker, I rise today to recognize a remarkable milestone for a family-run business that has been a cornerstone of Indiana agriculture for a century, Creighton Brothers LLC.

This year, Creighton Brothers is celebrating 100 years in business, a legacy that began in 1925 when Hobart and Russell Creighton started a modest egg operation with just 2,500 hens.

Over the last century, this operation has grown into one of the most respected and vertically integrated egg producers in the country, with more than 3 million laying hens, feed production on 10,000 acres of farmland, and distribution to customers nationwide.

What makes this story truly special isn't just the scale of their growth, but the fact that

Creighton Brothers is still proudly family-owned. Today, over 180 family members are connected to the business; such a level of generational commitment is rare, and it speaks volumes about the values on which this company was built.

Over the years, Creighton Brothers has faced its fair share of challenges. Still, through it all, they've stuck to their principles: producing safe, high-quality food, caring for their employees, and supporting the local community.

Just last month, the town of Mentone honored Creighton Brothers as the Grand Marshal of the Egg Festival Parade, celebrating "100 Years of Egg-celence." It's clear how deeply rooted this business is in our community, and we take immense pride in their success.

As we reflect on what it takes to keep a business running strong for 100 years, we see that it requires hard work, innovation, and an unshakable commitment to people. I want to congratulate everyone at Creighton Brothers on achieving this remarkable milestone.

Here's to the next 100 years of continued success.

INTRODUCTION OF THE MERCHANT MARINE ALLIES PARTNERSHIP ACT

HON. ED CASE

OF HAWAII

IN THE HOUSE OF REPRESENTATIVES

Friday, August 1, 2025

Mr. CASE. Mr. Speaker, I rise today to join my colleague Congressman JIM MOYLAN of Guam, in highlighting the urgent need to modernize U.S. maritime policy through our Merchant Marine Allies Partnership Act, which we have introduced to realign federal incentives in our domestic shipping industry away from adversaries, such as the People's Republic of China (PRC), and toward our trusted allies with proven mainline capacity, such as Japan and South Korea.

Our measure directly responds to the real-world consequences of gaping loopholes in the Merchant Marine Act of 1920, better known as the Jones Act, which restricts domestic shipping including routes between the U.S. West Coast and Hawaii to vessels that are U.S.-built, U.S.-flagged, U.S.-owned and U.S.-crewed. The rationale for this ancient and outdated restriction has always been argued as national security, to maintain a strong U.S. shipbuilding industry and merchant fleet capable of supporting the military in times of conflict.

But today that argument, if it has any merit at all, is being dangerously undermined, and not by our adversaries, but by the very companies benefiting from the monopolistic protections of the Jones Act.

Specifically, Jones Act loopholes allow for supposedly minor parts fabrication and supposedly minor repairs to be conducted in foreign shipyards using foreign workers with no condition or restriction as to country. But these are not minor parts but whole sections, and not minor repairs but full retrofits. And the preferred source of this fabrication and these repairs in the People's Republic of China (PRC).

Jones Act vessels such as the Daniel K. Inouye, Kaimana Hila and Manukai have undergone major structural conversions, includ-

ing liquefied natural gas (LNG) engine retrofits, at PRC-based shipyards like COSCO's Nantong facility, which has known ties to the Chinese government and military-industrial complex. These modifications are frequently reclassified as mere "major modifications" to avoid triggering the 50 percent U.S. import duty intended to disincentivize foreign work. But AIS data, company filings, U.S. Coast Guard correspondence and even photographs confirm that these are anything but routine.

This poses a significant and immediate national security concern. First, by enabling vessels critical to U.S. domestic supply chains to undergo major upgrades in foreign-controlled shipyards of adversaries, we introduce unnecessary strategic risk. These ships support domestic commerce, but they also arguably constitute the backbone of sealift capacity that would be required during any military mobilization. Second, the continued outsourcing of vessel modification and construction undermines the U.S. shipbuilding and repair base, leaving us with fewer than 100 Jones Act-compliant vessels in active service nationwide, many of which are aging or specialized. And third, it sends U.S. dollars, jobs and technological investments directly into the hands of a strategic competitor identified by our National Defense Strategy as the most significant long-term challenge to U.S. interests.

Nowhere are the consequences of this policy failure more acute or more strategically dangerous than in my home state of Hawaii. Located in the middle of the Indo-Pacific, Hawaii is not just a remote island economy dependent on maritime commerce. It is the linchpin of U.S. power projection and force posture across the Indo-Pacific. Any disruption to Hawaii's shipping system is not only an economic risk to our residents but a direct vulnerability in America's strategic readiness.

Moreover, while Jones Act supporters continue to claim the law protects U.S. jobs, the evidence says otherwise. According to the Grassroot Institute of Hawaii, maritime employment in the U.S. shipbuilding and repair sector has declined by 15 percent over the past 23 years. This steady erosion is not due to foreign competition alone, but to deliberate business decisions by Jones Act carriers who choose to take advantage of legal loopholes that let them outsource high-value work overseas while still reaping the benefits of domestic protectionism.

Despite these clear defects in the law, Hawaii and other islands and noncontiguous parts of our country remain a fully captive market, with no viable alternatives to a Jones Act duopoly that prioritizes profit over preparedness. We see no meaningful return on this federal maritime policy. The economic burden of this broken system, including inflated shipping costs driven by duopoly protections and foreign outsourcing, is borne daily by Hawaii's families and businesses. We have previously introduced three separate measures to address these specific consequences.

The overall answer for our country to this national security risk is not to force any and all fabrication, repair and operation exclusively into our country since that just compounds a problem we can't effectively fix. It is instead to cease rewarding our adversaries and start incentivizing our international friends and allies to assist us with our domestic merchant marine and related defense sealift needs.

Our Merchant Marine Allies Partnership Act addresses these problems through a targeted,

security-conscious realignment of incentives. Specifically, the bill exempts the current 50 percent import duty on major vessel modifications only if the work is performed in shipyards located in allied or partner countries, such as Japan and South Korea—nations with world-class maritime industries and deep national security alignment with the United States. It allows ships constructed in those allied countries to qualify for the U.S. domestic (coastwise) trade under a limited Jones Act exemption, thereby expanding access to modern, secure and cost-effective vessels without subsidizing adversarial economies. Finally, the legislation establishes a regulated pathway for foreign-built, foreign-crewed vessels operated by companies from allied nations to participate in the U.S. coastwise trade under clearly defined national security safeguards.

This legislation does not repeal or abandon the Jones Act. It restores the law to its intended purpose—to serve as a foundation for national resilience, industrial strength and strategic security, rather than being hijacked by the hypocritical umbrella of national defense at the expense of increased costs of consumer goods across the country. It recognizes that modern maritime commerce is global, but that global alignment must be rooted in trust, shared values and common defense. By partnering with our allies and closing loopholes that empower our adversaries, this bill protects the U.S. supply chain, reduces security vulnerabilities and ensures that the Jones Act serves our people, our economy, and our military, not just corporate bottom lines.

Mr. Speaker, we cannot afford to continue defending a system that fails to defend us. The Merchant Marine Allies Partnership Act is a bipartisan, commonsense step toward maritime policy that reflects 21st-century challenges and opportunities. I urge my colleagues to support this legislation and update our maritime policy to modern world reality.

HONORING THE LEGACY OF BETTY J. HOWARD, MSN, RN

HON. RASHIDA TLAIB

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Friday, August 1, 2025

Ms. TLAIB. Mr. Speaker, today, the 12th Congressional District recognizes the incredible contributions of Betty J. Howard, a native Detroit and leader in the field of public health.

Beginning her career at Critten Hospital as a staff nurse, Betty's dedication led her to hold several administrative positions. In 1987, she was promoted to Maternal Child Health Consultant for the City of Detroit Health Department where she co-authored several government-funded grants and devoted her time to advancing maternal and adolescent health services.

Betty's impactful career has led her to receive numerous outstanding service awards and certificates of recognition for her work. In addition to her service in the health industry, Betty is deeply connected to the Detroit community through her membership in organizations including Alpha Kappa Alpha Sorority, Inc., Chi Eta Phi Sorority, Inc., and lifelong membership of the NAACP.