

to the sites of many of the civil rights struggles of the 1950s and 1960s. It was an unforgettable experience. All of the Members of Congress felt as I did, how lucky we were to visit these sites: the Edmund Pettus Bridge, the Dexter Avenue King Memorial Church, the 16th Street Baptist Church, the Civil Rights Institute and the Rosa Parks Museum, with some of the activists who led the movement. To see these places through their eyes, to hear them describe what it was like when the very church we were sitting in was under siege by an angry mob of segregationists, to witness tears come down their cheeks as they thought of where they had been and where we were standing.

As we reflected on the moving events of the pilgrimage, the Members of Congress—many like me, too young to remember well the civil rights movement—kept asking ourselves two questions: What would I have done? Would I have been an activist, or, like so many Americans, simply indifferent? And what about today? What is the contemporary relevance of the civil rights movement?

The more we pondered what we would have done, black or white, had we been born into 1960's Alabama, and the more we asked ourselves about what we could do to advance the civil rights movement today, the more I began to realize that the two questions were really interconnected.

The best window into what we would have done, the best insight into what might have been, can be gleaned from what we do in the future. While America today provides all of its citizens with more opportunities and better protects those most vulnerable, too many still face vestiges of bigotry. We can look to the Civil Rights Movement to inspire us to build a greater and more just society, but we must learn from the example set by Rosa Parks that each of us must take an affirmative step to ensure that our country remains faithful to the ideals of its founding. If we dedicate ourselves to the cause of racial justice, arm ourselves with an appreciation of history, and commit ourselves to the provision of equal opportunity to all, we will stand on the frontier of the new civil rights movement. And that would be the most fitting pilgrimage of all.

THE DEATH OF RICHARD PENN KEMBLE

HON. STEVE ISRAEL

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, October 27, 2005

Mr. ISRAEL. Mr. Speaker, all too seldom we are blessed with a person of extraordinary talent, vision and blinding commitment to social justice who devotes his entire life—selflessly and completely—to the public interest, and to spreading the values of his nation all across the planet. Penn Kemble, who died October 15th after a fierce year long struggle with brain cancer, was that rare kind of American.

Penn devoted his life to ideas. He fought with passion for what he believed, and he sometimes fought alone. He was a college socialist who battled against the Stalinists who led the Soviet Union; a hardliner on defense and foreign policy issues who came to become a leader in the fight to negotiate an end to the war in Vietnam. He was a Scoop Jack-

son Democrat, a Hubert Humphrey Democrat, a Bill Clinton Democrat—always a Democrat working within our Party to make it more committed to social and economic justice and more committed to a strong and realistic national security policy. Some talked change—Penn caused it: a civil rights leader who put his life on the line fighting for racial equality, but confident enough in himself and his values to lead the fight against racial quotas; an internationalist who was not afraid to confront and challenge what he perceived to be dangerous isolationism within his Party. Through the difficult decades of the 1970s and 1980s, some chose to cut and run when they did not have their way. Penn Kemble chose to stay and fight. No one fought harder and with more conviction.

And nothing exemplified his commitment to values, to ideas and to the strength of the American experience more than his work as Deputy Director and Acting Director of the United States Information Agency, where he created and executed the brilliant and unique international CIVITAS program to promote civil society and civic education around the world. Like so many things that Penn developed, he created CIVITAS to break out of the worn mold of traditional West-to-East assistance in democracy building by replacing it with an innovative participatory network to develop civil society and free markets in emerging democracies through civic education and grass roots civic participation. CIVITAS was thinking “outside the box.” It was, in the words of one of its Russian participants, “a unique possibility to see the full context of what we can do to support democracy, in concrete terms, now and in the future.” CIVITAS is an international dialogue, not a monologue by the U.S.

Penn's vision can best be summarized in his own words. In Prague, in 1995, Penn Kemble said that “today there is an emerging recognition that what we usually think of as the civic realm and the economic realm are interlinked, and that when one is strong the other is generally strong, and that when one is weak or broken the other is in danger, too . . . One thing we surely have neglected is education. Education is the principal means for transmitting and strengthening the values and understandings—the subjective element, the culture—on which the institutions of all societies rest. Perhaps democratic society more than any other depends on the quality of its education.”

At USIA Penn Kemble saw that our embassies and public diplomacy posts abroad would work with local NGOs to foster civic education as a transformative element to grow democracy from the grass roots. He understood that a truly international movement for civic education could take an issue and give it life, a place on the international agenda of the community of democratic nations—whether it was human rights, sensible environment policies, or equal protection, treatment and opportunity for women in modern society. He internationalized national issues. He was nobly committed to the globalization of social democracy.

Participants in the most recent gathering of the CIVITAS consortium in Amman, Jordan in June 2005, were struck with the realization that the group that Penn Kemble first convened in Prague 10 years before was still at it, plugging away in the trenches to build support for teaching democracy in schools and building a culture of democracy from the bottom up.

Robert F. Kennedy once said that “the future does not belong to those who are content with today, apathetic toward common problems and their fellow man alike, timid and fearful in the face of new ideas and bold projects. Rather it will belong to those who can blend vision, reason and courage in a personal commitment to the ideals and great enterprises of American Society.”

That future—the future of the universal dream of social justice that should be the dream of all people everywhere—belongs to Penn Kemble. The very definition of CIVITAS is Penn's legacy: “the concepts and values of citizenship that impart shared responsibility, common purpose and a sense of community among citizens.” He will be missed, but the power of his ideas makes him immortal. Time, justice and the forces of history are on Penn's side.

AMERICAN INGENUITY AND ENTREPRENEURSHIP

HON. FORTNEY PETE STARK

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, October 27, 2005

Mr. STARK. Mr. Speaker, I rise with my colleagues Representative BEN CARDIN of the Third Congressional District of Maryland and Representative STENY HOYER of the Fifth Congressional District of Maryland today to bring to our colleagues' attention an excellent article that appeared in the Inside Annapolis Magazine this month about a family business in Galesville, MD. The business, Smith Brothers, Inc., is an excellent example of American ingenuity and entrepreneurship. We are proud to know Kenneth Smith and his son Jeff Smith and would like to congratulate them on the recent acknowledgement of their value to the community. America needs more people like the Smiths, who have a can-do attitude and are willing to work hard to excel. We have attached a copy of the article, which explains some of the history of the company and family and how their attitude has helped them in business and life.

SMITH BROTHERS: BUILDING ON A FIRM FOUNDATION

(By Kathy Bergren Smith)

When the makers of the upcoming romantic comedy starring Matthew MacConaughey and Sarah Jessica Parker came to Maryland scouting locations and resources, one of their first stops was in the quiet village of Galesville; just south of Annapolis. The film includes multiple scenes of frolicking dolphins and the marine coordinators needed a way to transport the radio-controlled “stand-ins” as well as millions of dollars worth of camera and sound equipment around the Bay. They found what they were looking for at Smith Brothers, an eighty-seven-year-old family business that provides tugboat and barge services for customers as diverse as Paramount Pictures, the Lincoln Tunnel and the Calvert Cliffs Nuclear Power Plant. The company's extensive fleet of charter equipment is the largest between Baltimore and Norfolk. Marine contractors rent Smith Brothers equipment to build piers and bulkheads, dredge channels and shoot off fireworks. The story of how Smith Brothers became the “one stop shop” for tugs, barges, cranes, anchors and chains goes back . . . way back . . . and is best told by the company's president, Kenneth Smith, the last of the Smith Brothers.

"Our family had been here in Galesville for several generations when my older brothers began the business in 1918," says Smith. Indeed, an occupancy notice dated 1952 is tacked to the bulletin board in the office on Tenthouse Creek, notes that the premises has been legal since 1862. Back then, the Smiths, like most of their neighbors in southern Anne Arundel County, were oystermen. But they were also entrepreneurs, operating a lime kiln which reduced the oyster shells into fertilizer for other major industry of the area, farming. In 1916, the eldest of the seven Smith Brothers, J. Edward "Eddy" and Nelson began to freight oysters by truck to Washington's dandies.

"Eddy and Nelson made a great team," recalls the much younger Kenneth, who is now ninety. He and his older sister Agnes, are the only siblings of the original nine that remain. Agnes, a former post-mistress in Galesville, at 101 still serves as a social and historical center for the community. Kenneth comes to work each day and remains active in the business.

"After World War I, when Eddy came home, he and Nelson and Captain Oscar Hartge began to build docks around the river, that is how they got started," says Kenneth Smith. As the city dwellers from Washington began to take drives in their new automobiles, the face of bay country began to change. Boarding houses and marinas were built to accommodate the new tourist trade and summer homes with docks sprang up along the West River. Pile driving overtook oystering as the Smiths' primary occupation. Captain Oscar Hartge, a member of a family whose name is synonymous with yachting on the Bay, sold his portion of the business to his friends, the Smiths, for \$1 to take a position as captain aboard a private yacht. Ultimately, six of the seven brothers and one close friend, Robert Leatherbury, became Smith Brothers, Inc. The brothers were very hard-working and quickly built a reputation as high quality contractors. Throughout the 20's and 30's taking meager salaries and putting every spare cent into the business, the brothers grew the company. World War II took Kenneth and many of the workers overseas, but when they returned, the business began to thrive. Crews worked on the land as well as the water, building bridges for the Baltimore Beltway (695), the West Virginia Turnpike and up and down the Eastern Shore.

Many Annapolis waterfront landmarks were built on the firm foundation of Smith Brothers. A railway at Trumphy's was installed by Carroll Smith who forged a long-lasting relationship with the fabled boat builder. On the city dock, pilings under the Marriott were driven by Carroll's crew alongside other larger contractors. Bulkheading was built near what is now Fawcett's by the brothers. Kenneth remembers the unusual payment scheme developed for that project.

"That land was owned by Bert Spriggs (a car dealer) and when we finished up the bulkhead, one of my brothers said to him, 'Say, how about instead of paying us with a check we just pick out some new cars?'" and darned if he didn't go along with that," says Kenneth chuckling at the thought. "Who would go along with that today?"

Today, there is a quiet dignity to Kenneth Smith as he recalls the old times. He is a man who has spent well over half a century both as a crack crane operator and a respected businessman. Kenneth bought out his brothers one by one and today he and his son, Jeff, have moved the company in a new direction.

"Competition for the type of bridge building and pile driving we always did got very stiff in the late 80's," says Jeff Smith. He

and his father made the tough decision to stop bidding and let the crews go. "We had no alternative at the time," he says.

There were also creative ways of dealing with overdue bills that would not fly today . . . like the time that the owner of a large vacation home in south county balked at paying for a pier built by Nelson and his crew. Before taking the rig back to Galesville, Nelson confronted the owner about payment. When the owner refused to pay, Nelson gave the signal to the crane operator to crank up the pile driver. He then positioned the crane to begin tearing out the pier. Kenneth cannot control his laughter as he recalls the man "running down the pier waving a check!"

Instead of doing the contracting themselves, Kenneth and Jeff began to rent equipment to other contractors. Their six-acre construction yard in Galesville has gradually become a "rent it" center for those engaged in heavy construction. Jeff and his father have built an inventory of barges and tugboats and cranes, plus the intangible asset of Kenneth's vast experience.

The tug and barge fleet has grown in size and scope and the Smith Brothers' red and white colors can be found from New York to Florida. Around the Bay, the newest addition to the fleet is the Megalodon, a 50' tugboat named for the prehistoric shark that roamed the local waters. Megalodon was the product of the latest Galesville collaboration between the Smiths and Hartges. Capt. Oscar Hartge's grandson, Preston, is the operations manager at Smith Brothers. When the company decided it was time to build a new tug, Preston took the project on with vigor.

"It has come full circle here, our families have both been part of the maritime history of this county and Jeff and I are both committed to continuing our legacy," says Hartge.

Kenneth is moving into a supporting role at the yard, and he too is pleased to see the company continuing to thrive.

"You know, very few family businesses survive, all too often the hard work of one generation is squandered on young people, but the Smith Brothers philosophy has always been to work hard and not to ask anyone to do something you would not be willing to yourself. I see that same quality today here at the yard when Jeff and Preston are out there together arguing, it reminds me of the old days when the brothers would cuss and fuss and then go out and have dinner together."

REMEMBERING ROSA PARKS

SPEECH OF

HON. ELIJAH E. CUMMINGS

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Wednesday, October 26, 2005

Mr. CUMMINGS. Mr. Speaker, when Mrs. Rosa Parks, "mother of the civil rights movement" died last Monday at the age of 92, she left America an inspiring legacy—a vision that can transform this country if we have the wisdom and courage to grasp it as our own.

December 1 will mark the 50th anniversary of that bus ride in Montgomery when Rosa Parks refused to give up her seat to a white man, as then required by the laws of segregation.

"I felt that I had a right to be treated as any other passenger," Mrs. Parks recalled in 1992. "We had endured that kind of treatment too long."

Rosa Parks was jailed and fined for defying the Jim Crow laws—a principled act of human dignity and determination that sounded an alarm that carried far beyond her home of Montgomery, Alabama.

Rosa Parks' action was the genesis of the Civil Rights Movement. Without Rosa Parks' heroic act of principle, there would have been no Montgomery bus boycott in 1955. A minister named the Rev. Dr. Martin Luther King, Jr., may not have been thrust upon the national stage.

Mr. Speaker, Mrs. Parks, one woman—one demure, diminutive and determined woman altered American history. It is important that we all remember that one person can make a difference during the difficult and dangerous times that we now must face and overcome.

President Clinton affirmed the truth of this proposition when he presented Rosa Parks with the Presidential Medal of Freedom in 1996. The Congress concurred in 1999, when I was proud to join my colleagues in awarding her the Congressional Gold Medal—America's highest civilian honor.

Mr. Speaker, these honors were well-deserved. Yet, a desire for public acclaim was not the foremost objective in Rosa Parks' mind.

"I am leaving this legacy to all of you," she declared during a 1988 celebration in her honor, ". . . to bring peace, justice, equality, love and a fulfillment of what our lives should be."

"Without vision, the people will perish," she continued, quoting Scripture, "and without courage and inspiration, dreams will die—the dreams of freedom and peace."

Rosa Parks was pleading with us to stand up for what is right when we are faced with the challenges to our shared humanity that, all too often, confront us in our daily lives.

To win these struggles, it is readily apparent that we first must address the issue of the continuing disparities that plague our national progress.

Consider the findings of the National Urban League's "State of Black America for 2005," the annual report that so graphically contrasts the health, education and general welfare of African Americans in relationship to the majority Caucasian population of this country.

Fifty years after Rosa Parks boarded that Montgomery bus, African Americans still are twice as likely to die before our time—reflecting the unequal treatment that African Americans receive from this nation's disparate system of health care.

African American unemployment rates remain twice those of White Americans. Our average net worth is ten times less, and our rate of home ownership (a critical component of wealth creation in this country) still lags far behind.

Inexperienced teachers are twice as likely to be teaching our children in minority schools.

We need not belabor the connection between these harsh facts of everyday life for Americans of color and the reality that our voting rights continue to be disproportionately attacked and denied.

For any nation that proclaims "liberty and justice for all," there is something fundamentally wrong with these pictures.

Mr. Speaker, if we are to advance Rosa Parks' vision of justice, equality and opportunity, we must remain vigilant in creating a color-blind level playing field for all Americans.