

Mr. GUTHRIE. Mr. Speaker, while recent weeks have brought about serious challenges here at home, we must not allow them to distract our thoughts and prayers from the brave men and women fighting the war on terrorism around the world. These men and women are proudly serving our country, and are facing challenges far greater than most of us could ever imagine.

I rise today to pay tribute to Sergeant Scott B. Stream, 39. Sergeant Stream was killed on February 24, 2009, in Kandahar, Afghanistan, in support of Operation Enduring Freedom.

I had the honor of attending the funeral for Sergeant Stream. As I walked in, they handed me a program of events for the funeral. Inside was an insert of an e-mail that Sergeant Stream had sent home to his family on December 31, 2008.

As I sat there, waiting for the funeral to begin, I read it over and over, and I decided that I needed to share this with our grateful Nation because it says a lot about Sergeant Stream. Also, I think it says a lot about the men and women we have serving us overseas. I would like to read this e-mail and enter it into the RECORD.

This is Sergeant Stream's e-mail:

"When I think about what surrounds me—the institutional corruption, the random violence, the fear and desperation—I feel the reasons why I'm here more and more sharply.

"As we grow in our soldier skills, surviving by finding the hidden dangers, seeing the secret motives in the shifting politics, we grow a set of skills that is unique and powerful in this situation.

"We also see what you cannot see in the States. You are surrounded by the love of Christ and faith in freedom and humanity. Like a fish, you think water is a 'puff of air' because it is always there. You do not notice it. We who are out of water look back and see the world we love surrounded by enemies, poison and envy, that wants to fall on you like a storm of ruin. We who joined with vague notions of protecting our country see how desperate the peril, how hungry the enemy and how frail the security we have for you.

"The more I love and long for home the more right I feel here on the front lines standing between you and the seething madness that wants to suck the life and love out of our land. Does that mean I cannot go home? I hope not, because I want this just to be the postponement of the joy of life, not the sacrifice of mine. If it costs me my life to protect our land and people then that is a small thing. I just hope that fate lets me return to the promised land and remind people just how great our land is.

"War is a young man's game, and I am getting an old man's head. It's a strange thing. I just hope that I am not changed so that I cannot take joy in the land inside the wire when I make it home. I want to be with you all again

and let my gun sit in the rack and float on my back in a tube down a lazy river."

Sergeant Stream didn't make it home, but he left behind a family. And I would like to read their names and let him know that we're all praying for him: His wife Rasa, his daughters Megan and Laura, his parents Sherman and Gayle Stream, his siblings and their mates, Shawn and Michelle Stream, and Shannon and Michael Pape and his grandmother Vera.

When I read that e-mail, it so reminded me of the dedication and the love that these young men and women had for this country. Their willingness to fight, their willingness to sacrifice. And what struck me the most he says, "If this cost me my life, that is a small gift." That is someone of maturity. That is someone of patriotism. And that is a hero.

□ 1830

The SPEAKER pro tempore. Under a previous order of the House, the gentlewoman from California (Ms. WOOLSEY) is recognized for 5 minutes.

(Ms. WOOLSEY addressed the House. Her remarks will appear hereafter in the Extensions of Remarks.)

ELMO D. ROEBUCK

The SPEAKER pro tempore. Under a previous order of the House, the gentlewoman from the Virgin Islands (Mrs. CHRISTENSEN) is recognized for 5 minutes.

Mrs. CHRISTENSEN. Mr. Speaker, this week in my district, the U.S. Virgin Islands, the people are gathering to bid farewell to one of our native sons, the honorable Elmo D. Roebuck. After having lived a life of public service, community activism, and cultural promotion, Roebuck passed away last week at the age of 74.

A political mover and shaker, Roebuck was one of the men who led and molded the U.S. Virgin Islands in its formative years. He, along with others, was responsible for the early successes of the territory on its road to self-governance. He was a mentor, a strategist, and a fervent fighter for the cause of the people of the Virgin Islands.

He was born in 1934 to Ector and Nathalia Roebuck and graduated valedictorian of the class of 1952 at the Charlotte Amalie High School in St. Thomas, U.S. Virgin Islands. In 1956, he graduated from what is now Hampton University in Virginia with a bachelor of arts degree in business administration. Returning to the Virgin Islands, Roebuck taught at the Charlotte Amalie High School and held several government posts before becoming the youngest Virgin Islander to hold a Cabinet-level post in 1964, when he was named by the late Governor Ralph Paiewonsky to head the Department of Housing and Community Renewal.

He later joined the Unity Party and then became one of the organizers of

the new Democratic Party of the Virgin Islands in the 1970s, running as a candidate for Lieutenant Governor with the late Alexander Farrelly. The team lost that election, but he entered politics once again in 1972, becoming the highest vote-getter in the St. Thomas-St. John district in the race for a seat in the Virgin Islands Legislature.

Roebuck went on to serve six consecutive terms in that body, becoming chair of the finance committee in the 10th and 14th legislatures, and the President of that body in the 11th, 12th and 15th legislatures.

Mr. Roebuck is most remembered for his leadership in transforming housing in the territory. As commissioner of Housing Community Renewal, he was responsible for the formulation of an aggressive plan that provided a safe, decent home for every Virgin Islander. He oversaw the clearance of blighted, slum areas and the creation of modern neighborhoods across the Virgin Islands.

In 2005 in an interview with the online newspaper the VI Source, Mr. Roebuck recounted that his biggest accomplishment was the "shepherding through of the Coastal Zone Management Commission," the body that oversees the development and preservation of one of the Virgin Islands most treasured resources, its coastal areas.

During his tenure in the VI Legislature, he was responsible for the creation of the Post Audit Division, which improved that body's ability to track government finances and advise senators on critical issues before that body.

Roebuck was also a Virgin Islands tradition bearer. Having learned the art of telling folktales with music and humor from his father Ector, he would share them with schoolchildren and anyone who wanted to enjoy the rich history and culture of the Virgin Islands people.

Mr. Speaker, the people of the U.S. Virgin Islands are saddened by the loss of Elmo Roebuck, whose community spirit was well noted in his legislative and administrative accomplishments; his service to his church and service organizations; and his sharing of Virgin Islands stories with young and old.

During his lifetime, he was knighted by the Queen of Denmark and honored by the Virgin Islands Legislature in 2003. This week he is being remembered for his cultural contributions with a storytelling wake at the Virgin Islands Legislature, and on Thursday, he will be laid to rest in a final goodbye by the people who served and loved him well.

I would like to express my condolences to his wife and his children and grandchildren. May they be comforted at this difficult time with the knowledge that his life was a life well lived.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from North Carolina (Mr. JONES) is recognized for 5 minutes.

(Mr. JONES addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

THE DEBT ON OUR CHILDREN'S GENERATION

(Mr. GUTHRIE asked and was given permission to address the House for 1 minute.)

Mr. GUTHRIE. Mr. Speaker, last year when I began deciding whether or not I wanted to serve in Congress or run for Congress, my wife and I were talking quite a bit about it, and our big concern was our children. I have a 15, 13, and 11-year-old girl/boy/girl, and our biggest concern was, what would campaigning and being in Washington and commuting do to our children? And as my wife and I began discussing that even further, it wasn't even what this was going to do to our children but what could our service or my service do here in Washington for our children and our children's generation.

And that has been the concern as we go into this week, and we are beginning to look at the budget that's being proposed, the debt that we're going to put on our children. That's what drove me to run for office. And I was really concerned about the debt that was going to be moving forward, the debt that we had and here we are increasing and increasing the debt and the burden on our children. And that is a concern that I have.

I have a great love for my children and their generation. I believe that we need to be very careful about any debt that we put on our children or their generation.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Indiana (Mr. BURTON) is recognized for 5 minutes.

(Mr. BURTON of Indiana addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Oregon (Mr. DEFAZIO) is recognized for 5 minutes.

(Mr. DEFAZIO addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

OUR AUTO INDUSTRY NEEDS HELP

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Ohio (Ms. KAPTUR) is recognized for 5 minutes.

Ms. KAPTUR. Mr. Speaker, these are daunting times for communities in the Great Lake States. Our region's communities have served as production platforms for our Nation for generations—for the generations when America built a solid middle class. Our region did not simply trade wealth, as do Wall Street and other mega-banking centers. We made it.

Our Nation's economy and, frankly, our defense industrial base depend on production platforms such as the motor vehicle industry for jobs, for industrial might, and for real wealth creation for the Republic. One of every seven jobs in our country is tied to the motor vehicle industry. Over half of semiconductors are used in auto production, nearly half of the carpeting, as well as plastics, glass, metals, electric wiring, machine tools, and the list goes on.

In my district and throughout the industrial Midwest, the Big Three and their suppliers still form the bedrock of our economy. And although elite opinion makers try to deny it, the reality remains that as the motor vehicle and auto industry go, so goes the economy of the United States. And that economy isn't looking too good these days.

President Obama is correct in saying that we cannot and must not and will not let our auto industry vanish. Those of us in our Nation's heartland have always known that. America cannot lead the global economy unless it leads in the global auto and truck center. No modern industrial power has ever survived without a thriving domestic motor vehicle industry whose capabilities undergird its defense industrial base. Japan understands that. China understands that. India understands that. Germany understands that. Do we understand that?

Now, we can take a look at the severe challenges facing this industry today. The most important reason that this industry is facing difficulties at the moment is because of the credit crunch and the inability of Wall Street to reach Main Street despite billions, hundreds of billions of dollars put into the TARP that isn't working. Any sales-dependent industry, like the automotive industry, must have credit lines open to the dealerships and to consumers who want to buy those cars.

So that TARP bailout overrides everything else happening. We need to see it. Straightening out what is being done by the U.S. Treasury, aided and abetted by the somnambulant Federal Deposit Insurance Corporation and the Securities Exchange Commission, is essential to righting our economic ship of state. And the failure of those agencies to monitor, let alone regulate, has created today's financial wreckage.

Mark-to-market accounting is killing more value inside this economy than the bailout can possibly replace. And as Treasury and Wall Street still fiddle, Main Streets across this country implode, including those where the automotive sector is predominant.

I am glad the President talked about the pain that is felt across our auto industry. Let me just say, look at the hands and the faces and the legs of autoworkers. They know their work is hard. The predicament we're in isn't their fault. It is a crisis of leadership, as the President has said, starting right here in this city.

Thomas Friedman, a writer, is wrong. He says the world is flat. Well, it's not. It has mountains and has huge valleys, and our auto industry has had to compete on a very unlevel playing field. Take this fact: over half the vehicles sold in this country actually come from other places in the world. In Japan's market, the second largest market in the world, only 3 percent of their cars come from any place else in the world.

Whose market is open? Whose market is closed?

Mr. Speaker, tax policy operates against this industry, and if we look at the number of cars, including the new Buick LaCrosse that was rated No. 1 by J.D. Power, we have an industry ready to compete. Let's give it a chance.

MOM, APPLE PIE, AND HYUNDAI?

THE AUTO INDUSTRY HAS BEEN A BULWARK OF THE AMERICAN MIDDLE CLASS. IF WALL STREET WARRANTS A BAILOUT, WHY NOT DETROIT?

(By Pat Choate)

In those happy days of the 1950s, my friends and I anxiously awaited the moment when the local auto dealers began displaying their new car models. My uncle was a Chrysler-Plymouth dealer, and we always began our tours there. Then we would go from one showroom to another, collecting the brochures, sitting behind the wheels of the new Corvettes, Chrysler 300s, Plymouth Sport Furies, and Thunderbirds, opening the hoods and admiring the powerful engines. Rare was the teenager of that era who did not know the specifications of virtually every model produced by General Motors, Ford, and Chrysler.

"Car people" such as Lee Iacocca, then at Ford, were in charge of America's Big Three automakers. They loved their cars as much as their customers did. The carmakers and their suppliers produced an ever changing set of engines, transmissions, accessories, and gadgets that made buying a car a family treat unlike any other. So many different types of hubcaps were produced that there were hubcap stores in all the major cities. In Texas, stealing them was a state pastime for teenaged boys.

The differentiated line of cars produced by General Motors was also a measure of social and economic status. A Chevrolet was for those starting out. A Cadillac was for those who had arrived. Pontiacs, Oldsmobiles, and Buicks were stop-offs for those on the way up or down. A jump from a Chevrolet to a Buick was an event noticed and commented upon by neighbors as a measure of success—or of someone acting above himself.

In that postwar period, Americans were on the go, and though Charlie Wilson was ridiculed for commenting, "What's good for General Motors is good for America," he was right. The Great Depression and World War II were memories, people had well-paying jobs, credit was easy, and a new car could be bought with a small downpayment. GM and the auto industry were a major part of the economy and an important contributor to that prosperity.

The Big Three autos, coupled with the construction of the 42,500 mile Interstate Highway System and the establishment of a vast network of safe and inexpensive motels such as Holiday Inns, opened the continent for inexpensive family vacations. Dinah Shore's perky signature song captures the essence of America's love affair with its cars: "See the USA in your Chevrolet. America is asking you to call. America is the greatest land of all."