

while working for the Central Railroad, he transported captured Confederate soldiers to Union Prison Camps during the Civil War.

After the Civil War, Mr. Wemple moved to Bonham, Texas, where he worked for the Texas and Pacific Railroad as a switch engineer in the Bonham Railroad yards until he retired in 1927. After he retired, he went to live with his son Judie Newton Wemple in Fort Worth, Texas. Mr. Wemple died on January 21, 1929, at the age of 95.

Alonzo J. Wemple's first wife was Charlotte Pennington and their children included Frances, Minnie, Frederick, Mary, Charles, and Charlotte. After Charlotte passed away in 1892, Alonzo Wemple married Pearly Williams, and they had one son, Judie.

Madam Speaker, I rise today to commemorate the life of Alonzo John Wemple and his role in the history of our nation. A perfect way to sum up the life of Alonzo John Wemple is a statement made in the resolution passed by the Texas State Legislature last month: "History is made not only by the deeds of the famous but also by the accumulated experience of countless individuals, and although Alonzo Wemple played only a small part, he was a witness to some of the most important events of his time."

COMMEMORATING THE GREAT
LAKES SAINT LAWRENCE SEA-
WAY SYSTEM'S 50TH ANNIVER-
SARY

HON. JOHN M. McHUGH

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 9, 2009

Mr. McHUGH. Madam Speaker, I am proud to rise today to ask my colleagues to join me in commemorating the 50th anniversary of one of the world's great waterways, built and operated by the United States and Canada: the Great Lakes Saint Lawrence Seaway System. On June 26, 1959 in Montreal, President Dwight E. Eisenhower and Her Majesty Queen Elizabeth II officially opened the Seaway, followed the next day by the dedication on U.S. soil in Massena, New York, of the two U.S. locks, Snell and Eisenhower. At that ceremony in Northern New York, Vice President Richard M. Nixon and Queen Elizabeth presided to celebrate the completion of these last two of the seven Montreal-Lake Ontario locks.

This historic anniversary year provides a perfect opportunity to celebrate the beneficial impacts the Seaway System, and its many users, have had on the Great Lakes region. The Seaway links the many cities of North America's heartland to the Atlantic Ocean and to ports across the world, providing a vital trade corridor for business and industry. It directly serves an eight-state, two-province region that accounts for 29 percent of the U.S. gross domestic product (GDP), 60 percent of Canada's GDP, 55 percent of North America's manufacturing and services industries, and is home to one-quarter of the continent's population. At age 50, the Seaway has facilitated the movement of over 2.5 billion metric tons of cargo, valued in excess of \$375 billion. Maritime commerce on the Great Lakes Seaway System impacts 150,000 U.S. jobs, \$12 million per day in wages, \$9 million per day in business revenues, and provides approximately

\$3.6 billion in annual transportation cost savings compared to the next least costly mode of transportation.

At its height, the massive Seaway construction project employed 22,000 workers on both sides of the St. Lawrence River. The undertaking required 210 million cubic yards of excavation, 6.1 million cubic yards of concrete, 45 miles of dikes, 69 miles of channels, the relocation of 9,000 people, the rerouting of 47 miles of highway and 40 miles of double-track railroad. The engineering challenges and magnitude of the work was staggering, not only for its time, but by today's standards as well. The St. Lawrence Seaway/Power project was subsequently recognized as one of the top ten public works projects of the century by the American Public Works Association.

The Seaway has been a shining example of how two nations, the U.S. and Canada, can work together cooperatively to achieve a common goal. The U.S. Saint Lawrence Seaway Development Corporation coordinates its activities with its Canadian counterpart, the St. Lawrence Seaway Management Corporation, particularly with respect to rules and regulations, overall day-to-day operations, traffic management, navigation aids, safety, environmental issues, and trade development programs. The unique binational nature of the Seaway System requires 24-hour, year-round coordination and the two Seaway agencies work hand-in-hand to provide seamless operation and management of this vital U.S. and Canadian asset.

While a lot has changed in 50 years, the Great Lakes Saint Lawrence Seaway System remains the safest, most efficient, environmentally-friendly mode of transportation available for moving cargo in and out of North America's heartland. It has been a model of performance and dependability, achieving a 99 percent reliability rate over its history. It is truly a cornerstone of the region's economy and culture.

This year's 50th anniversary opening ceremony will be held at the Eisenhower Lock Visitors' Center in Massena, New York on Friday, July 10. A number of U.S. and Canadian dignitaries will be speaking at the event, including U.S. Secretary of Transportation Ray LaHood; Canadian Consul General Georges Rioux; Congressman JAMES OBERSTAR (D-MN); Congresswoman MARCY KAPTUR (D-OH); U.S. Seaway Administrator Collister Johnson, Jr.; Canadian Seaway President Dick Corfe; Susan Eisenhower, granddaughter of President Dwight D. Eisenhower and President of the Eisenhower Group; Richard Kessel, President of the New York Power Authority; Karl Weissenbach, Eisenhower Presidential Library and Museum Director; and John B. Adams, former U.S. Army Corps of Engineers Seaway construction project engineer.

Madam Speaker, please join me in congratulating the Seaway on this milestone anniversary and wishing them a memorable celebration weekend and an enduring future.

HONORING MAYOR ED BABBITT

HON. LEE TERRY

OF NEBRASKA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 9, 2009

Mr. TERRY. Madam Speaker, I rise today to pay tribute to a great public servant—Belle-

vue, Nebraska Mayor Ed Babbitt. Ed passed away suddenly this week.

Ed was born on a farm near Elliot, Iowa and earned a degree in business administration from what is now the University of Nebraska at Omaha. He received a master's in business administration from Creighton University.

He has four wonderful children and has been married to his devoted wife Barbara since 1962. Robyn and I have Barbara and the family in our thoughts and prayers.

Ed was elected to the Bellevue City Council in 1974; he served for eight years and then returned to the council in 1992. He was elected Mayor in 2006 by defeating a two-term incumbent in one of the year's biggest upsets.

As mayor of Nebraska's third largest city his love for his family, community and the people around him was always evident. He was a dedicated public servant who had big dreams for Bellevue's future.

Over the years he worked hard to make the city of Bellevue what it is today—a city of growth, suburb quality of life and pro business. His work will not be forgotten and his memory shall live on forever. Ed, thanks for your tireless work, Bellevue and all your friends will miss you.

EARMARK DECLARATION

HON. CATHY McMORRIS RODGERS

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 9, 2009

Mrs. McMORRIS RODGERS. Madam Speaker, pursuant to the House Republican standards on earmarks, I am submitting the following information regarding earmarks I received as part of H.R. 3082, Military Construction and Veterans Affairs Appropriations Act FY2010.

Requesting Member: Congresswoman CATHY McMORRIS RODGERS

Bill Number: H.R. 3082

Account: Air Force

Legal Name of Requesting Entity: Fairchild Air Force Base, Washington

Address of Requesting Entity: Spokane, WA

Description of Request: The addition of \$4,150,000 for the Refueling Vehicle Maintenance Facility will provide more space, closer proximity, and indoor maintenance for those who service and repair the refueling vehicle fleet in support of the flying mission. Right now, the Fuels Management Flight of 100 personnel rely heavily on 15 maintenance people who service and repair the refueling vehicle fleet in support of the flying mission. These people work in undersized, substandard, environmentally deficient facilities separated from each other. This new facility is a multi-bay, 5,005 square foot building that will accommodate Associate 92d & 141st Air Refueling Wings under Total Force Integration (TFI).

EARMARK DECLARATION

HON. ED WHITFIELD

OF KENTUCKY

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 9, 2009

Mr. WHITFIELD. Madam Speaker, pursuant to the Republican Leadership standards on