

partnering with like-minded companies and helping them accelerate their growth," Replogle said.

The acquisitions began with Bobble, a filtered water bottle company Seventh Generation bought in 2013. The plastic water bottle features a replaceable charcoal filter, and sells for \$10, with a new filter that costs about \$3. It's marketed as a way to reduce disposable water bottle use.

Next, Seventh Generation Ventures picked up Presse, a travel coffee mug with built-in French press, which is being marketed under the Bobble name. Call it a K-Cup killer.

"This is our answer to Keurig," said Replogle, holding a stainless steel Presse in his hand. "We looked for mission-aligned companies like this that are trying to solve a problem like, end the incredible waste of single-serve water bottles or, end the incredible waste of K-Cups."

Seventh Generation Ventures was boosted considerably by a \$30 million investment last September from former Vice President Al Gore's investment fund, the London-based Generation Investment Management LLP. Seventh Generation returned to private ownership about 15 years ago after a brief flirtation with being a publicly owned company.

The company's nine board members own about 70 percent of the company, Replogle said, with new shareholders periodically invited in, and existing shareholders offered an exit. The \$30 million from Gore's foundation was mostly used to retire existing shareholders who wanted to exit.

"There's a long list of investors and companies that would love to put their money into Seventh Generation," Replogle said. "We're pretty fortunate. We have a good thing happening right now." Seventh Generation is also debt-free.

"John has re-energized the business," Alan Newman said. "He has them on clear objectives. He's done the things that you do to be successful in business."

SAWTOOTH NATIONAL RECREATION AREA

Mr. CRAPO. Mr. President, I wish to celebrate the enactment of the Sawtooth National Recreation Area and Jerry Peak Wilderness Additions Act and congratulate my Idaho congressional delegation colleagues Representative MICHAEL K. SIMPSON and Senator JAMES E. RISCH on this important achievement.

Enactment of this legislation, also called the SNRA Plus, was accomplished due to significant hard work, led by Representative SIMPSON. Representative SIMPSON's determination to work through the many challenges that arose during the near decade of this collaborative effort has given Idaho a homegrown solution to sustaining this treasured area of Idaho.

Senator RISCH's work in shepherding this legislation through the Senate, including through the Senate Committee on Energy and Natural Resources on which he serves, is also commendable. Senator RISCH fought through many challenges in his pursuit of getting this needed legislation over the finish line.

A number of other individuals deserve acknowledgement for their considerable efforts to develop a hard-sought consensus that will be of lasting benefit. John Revier and Lindsay Slater of Representative SIMPSON's

staff dedicated immeasurable time and extensive know-how to developing the legislation to reach this milestone. Custer and Blaine County Commissioners also did an outstanding job in this collaborative effort. The SNRA Plus is a win for Idaho and an example of how local governments and interests can achieve solutions to some of the most persistent public lands issues we face today.

Following the enactment of this important legislation, the focus must now shift to the hard work of successful implementation that will require commitment from the various Federal agencies and all of the affected interests. Again, I commend Representative SIMPSON, Senator RISCH and the other stakeholders for their important work that will make a lasting difference in our great State.

RECOGNIZING THE 90TH ANNIVERSARY OF U.S. PROBATION AND PRETRIAL SERVICES

Ms. COLLINS. Mr. President, in March of 1925, President Calvin Coolidge signed into law the Probation Act, making that sentencing option available in the Federal courts. Six months later, on September 22, the first Federal probation officers were appointed, taking on the crucial dual task of promoting rehabilitation and protecting public safety. On this 90th anniversary, we pay our respects to the probation officers who serve the public, helping to keep our communities safe.

The advent of probation at the Federal level was driven by the success and spread of probation by individual States. Between 1909 and 1925, some 34 bills were introduced to establish a Federal probation law. President Coolidge, who as Governor of Massachusetts was familiar with probation at the State level, provided key support for the law's final passage.

A significant impetus for the law's eventual enactment was the fact that the National Prohibition Act of 1919 made Federal criminals out of many non-violent, otherwise law-abiding Americans. Under the auspices of the U.S. Courts, Probation and Pretrial Services has been operating a Federal re-entry court since 2008, along with programs aimed at addiction recovery.

Among those first Federal probation officers was George Grover, who, 20 years before the Probation Act became the first state-authorized probation officer in Maine, serving Cumberland County. Mr. Grover was a vigorous advocate of probation as an alternative to incarceration. Allowing a non-violent offender, under rigorous supervision, to remain at home and in the community, on the job and supporting a family, Mr. Grover often said, "Gives a man a chance to try again."

Probation officers are important members of the law enforcement community. Together with pretrial services and other law enforcement agencies, they help individuals become pro-

ductive, responsible, and law-abiding citizens.

Balancing corrections and rehabilitation with safeguarding the public is difficult and, far too often, dangerous. On this 90th anniversary, we pay our respects to the probation officers who have lost their lives or been assaulted in the line of duty. In particular, I salute the men and women of Probation and Pretrial Services in Maine and across the country for their dedication to the public they serve.

Mr. KING. Mr. President, I wish to recognize the 90th anniversary of the U.S. Probation System in Maine, for their dedication to ensuring the criminal justice system operates effectively and the public remains safe. Two events will be held in recognition, scheduled for September 21, 2015 and September 25, 2015, to commemorate 90 years of hard work and success.

Signed into law by President Calvin Coolidge in 1925, the Probation Act altered the outlook of our judicial system. The act empowered courts to suspend a sentence and place worthy defendants into the probation system. Under predetermined conditions and irrefutable terms, low-level offenders have the opportunity to stay with their families and remain employed, while giving back to the community. For 90 years, this important piece of legislation has helped change and enhance lives, while keeping communities safe.

Implementing probation services as a Federal law was a long and arduous process, and required significant effort at the State level. Maine has been a leader in supporting probation services since the early 1900s. In fact, Maine is home to George Grover, one of the first federally appointed—unpaid—State probation officers. He was appointed 90 years ago, on September 22, 1925, and served the communities and courts of Maine diligently.

The U.S. Probation and Pretrial Services of Maine are dedicated to the betterment of the entire State. Helping to change lives, keeping families together, allowing defendants to stay on the job and give back, are just a few of the benefits this system regularly achieves. The U.S. Probation System is also committed to addressing and combating the serious concern of drug addiction in Maine. Through re-entry courts and treatment services, the probation system is helping low-level offenders turn their lives around and earn a fresh start.

I applaud the U.S. Probation and Pretrial System in Maine for their dedicated service to communities and bettering lives throughout Maine. I would like to join the U.S. District Court of Maine in highlighting the success and hard work that has been demonstrated over the last 90 years.

TRIBUTE TO TERRY BOSTON

Mr. TOOMEY. Mr. President, I wish to take this moment for the Senate to recognize and honor the work of Terry

Boston, who has contributed a lifetime of service to ensure that electricity in America is available reliably and at a reasonable price.

By the end of the year, Mr. Boston will retire from the role of president and chief executive officer of PJM, a position he has held since 2008. PJM is a world-class institution that oversees the largest power grid in North America and employs over 600 people in Audubon, PA. PJM performs the critical function of keeping the lights on 24 hours a day, 7 days a week for over 51 million people in all or portions of Pennsylvania, New Jersey, Delaware, Maryland, West Virginia, Virginia, North Carolina, Tennessee, Kentucky, Ohio, Michigan, Indiana, Illinois, and the District of Columbia.

In addition to his work at PJM, Mr. Boston serves as president of the Association of Edison Illuminating Companies, Inc., and was the immediate past president of the GO 15, an association of the world's largest power grid operators. Mr. Boston was recently elected to the National Academy of Engineering, one of the highest professional honors accorded an engineer, and is a member of the board for the Electric Power Research Institute.

Prior to joining PJM, Mr. Boston was the executive vice president of the Tennessee Valley Authority, the Nation's largest public power provider. In his 35 years at TVA, Mr. Boston directed divisions in transmission and power operations, pricing, contracts, and electric system reliability.

Mr. Boston is a past chair of the North American Transmission Forum, dedicated to excellence in performance and sharing industry best practices. He also was one of the eight industry experts selected to direct the North American Reliability Corporation investigation of the August 2003 Northeast-Midwest blackout.

Terry Boston is one of the most qualified engineers and leaders in the electric industry. I wish him well in his future endeavors.

REMEMBERING WAYNE TOWNSEND

Mr. DONNELLY. Mr. President, today, I wish to recognize and honor the extraordinary service of Wayne Townsend, a lifelong Hoosier who spent 23 years in the Indiana State legislature and was the 1984 Democratic nominee for Governor.

Wayne passed away on July 3, 2015, at the age of 89. A native of Grant County, Wayne dedicated his life to Indiana and embodied the true definition of a public servant.

Throughout his legislative career, Wayne was a tireless advocate for Hoosier public schools and helped lead the effort to pass the School Reorganization Act of 1959 and its reauthorization in 1965. He also was a strong advocate for equal rights.

Throughout his political career, Wayne remained humble and caring. He served as a role model to all Hoosiers

and tirelessly fought to improve the lives of millions.

I had the privilege of meeting Wayne on several occasions. His dedication to public service inspired me to create the Wayne Townsend Legislative Program in his honor. The Townsend Program affords college students and recent graduates the opportunity to serve Indiana by working in our Washington, DC, office for a semester. Wayne has been an important mentor to me during my own legislative career, and his legacy continues to motivate me today.

Born on May 1, 1926, on his family's farm in Grant County, the youngest of six children, Wayne graduated from Jefferson Township High School and went on to study agriculture at Purdue University. He joined the Army during the Korean War and served in the Counterintelligence Corps. In 1951, Wayne started his own farming business, which he eventually grew from 225 acres to 2,500 acres. He was elected to the Indiana General Assembly in 1958 at 32 years old and elected to the Indiana Senate in 1970. During his legislative career, Wayne was a member of the house ways and means committee and the senate finance committee.

Outside of politics, Wayne was a loving husband, father, and grandfather. He married Helen Hardin, his college sweetheart, in 1953, and they had five children together: Jay, Mark, Lisa, Steve, and Alan. All five of their children went to Blackford High School and graduated from Purdue University. He was also a proud grandfather to 18 grandchildren.

Wayne continued to play a prominent role in Indiana after his time in the state legislature. He was president of the Grant County Purdue Agricultural Alumni Association and a director of the Purdue Agricultural Alumni Association. Wayne also continued his involvement in education, serving as a trustee for Earlham College for 8 years and a trustee for Purdue University for 15 years. In 2007 he received the Frank O'Bannon Public Service Award, and in 2014 he received Purdue University's highest honor, the Order of the Griffin.

Wayne will be deeply missed by all Hoosiers. His integrity, tireless efforts, and strong leadership helped to make Indiana a better place, and we will always be grateful for his service. May God welcome him home and bring comfort to his family and friends.

REMEMBERING LIEUTENANT CALVIN SPANN

Mr. BOOKER. Mr. President, I wish to celebrate the remarkable life and accomplishments of a great American and New Jerseyan, Lieutenant Calvin Spann. As a boy in Rutherford, NJ, Calvin was amazed by the miracle of flight, watching as planes took off from nearby Teterboro Airport. This early passion for aviation, coupled with a determination to prove that as an African American he was as capable as

anyone to fly a plane, would eventually motivate him to take a courageous risk as a young man. Lieutenant Spann enlisted in the Army Air Forces at a time when all branches of the U.S. military were still segregated. He left home behind when he was assigned by the Army to attend Flight Training School at Tuskegee University in Alabama.

In earning his wings at Tuskegee and serving in Europe during World War II as a member of the 100th Fighter Squadron and 332nd Fighter Group, Lieutenant Spann proved not only that he could fly but that he could do it with unusual bravery and skill. Lieutenant Spann flew 26 missions during the war, including what was at the time the longest bomber escort mission in history. Lieutenant Spann received numerous awards for his military service, including—much too late—a Congressional Gold Medal in 2006. The distinction with which Lieutenant Spann and his fellow Tuskegee Airmen served paved the way for President Truman to desegregate the U.S. military in 1948.

Lieutenant Spann, unfortunately, returned home at a time in which racial discrimination still outweighed his distinguished military service. Trying to build flight hours in an effort to remain a pilot, he was denied access to planes at Teterboro, and commercial airlines would not hire him simply because of his race. With characteristic resilience, he earned a living for himself and his family as a factory supervisor, sales representative, restaurant owner, and real estate broker. Fifty years later, he was inducted into the New Jersey Aviation Hall of Fame.

Lieutenant Spann pushed against a system that held all Americans back by denying some individuals the ability to contribute their talent and passion simply because of their identity. The United States of America is a better, stronger country because of Lieutenant Spann. For having the courage to pursue his dreams in the face of tremendous obstacles and at great risk to himself, Lieutenant Spann deserves our deepest respect and gratitude. May he rest in peace.

RECOGNIZING THE 100TH ANNIVERSARY OF ALLISON TRANSMISSION

Mr. DONNELLY. Mr. President, today I recognize the 100th anniversary of Allison Transmission, a company that traces its history back to the founding of the Indianapolis Speedway Team Co. in 1915. As a co-founder of the Indianapolis Motor Speedway and part owner of several racing teams, James A. Allison established a machine shop on Main Street in Speedway, IN. Allison's initial focus was racing. However, in 1917 when the United States entered World War I, Allison shifted focus to produce parts and tooling for Liberty engines used by many Allied airplanes in the war.

After a brief return to racing at the war's end in late 1918 and a win at the