

well, to his community and to his country in addition to that.

In his 10 years at FLETC, Greg King has helped train countless law enforcement officers, who have used the valuable lessons from his courses every single day to arrest criminals, to protect our fellow citizens, and to help keep Americans safe around the world.

FLETC has four core values that the agency and their employees attempt to abide by, and I am going to mention those today: No. 1, respect; No. 2, integrity—one of our former colleagues, Alan Simpson, the Senator from Wyoming, used to say about integrity: If you have it, nothing else matters. If you don't have it, nothing else matters. Integrity is the second value I want to mention for FLETC. So respect, integrity, service, and excellence.

I like to say that one of the things we need to focus on is to have excellence in everything we do as a country, here in the Senate and across the country. If it isn't perfect, make it better. And that is one of the core values for FLETC.

Respect, integrity, service, and excellence. I have mentioned that those values actually look a little bit like some of the values we embrace in the office from the State that I am privileged to represent. Greg has lived this one, using his own experience, to make the next generation of law enforcement officers and our country even better prepared to face the threats of tomorrow.

Greg is just one shining example of the critical work being done by more than 1,000 instructors at FLETC. These instructors make it their own mission to ensure that law enforcement personnel across our country are well prepared for whatever they might face on the job.

So to Greg, to all of the men and women at FLETC, and to everyone at the Department of Homeland Security, I thank you for your hard work day in and day out, I thank you for your service to the people of our country, and I urge you to keep up the good work.

Some of us travel on trains. Some of us travel on buses. Some of us travel on airplanes and helicopters, in our own cars, trucks, and vans. I do a combination of those, but I do a fair amount of travel in the air. I was a naval flight officer for many years. I am a retired Navy captain. I spent a lot of time in Navy airplanes. I love the Navy. I loved serving in the Navy. But now they don't let me—they let me ride in a commercial plane. Sometimes we get to fly in military planes, too, which is a kick. But when you fly commercial aviation, at the airport you generally go through a security check, and they want to make sure you are not carrying anything in your luggage or anything on your person that is inappropriate or illegal. And you have to be confronted by usually a series of TSA officers. I just want to remind us all that they are there to protect us. That is their job, to make sure the

planes we get on, whether they are going 200, 300, 400 miles or 2,000 or 3,000 miles to go from one side of our country to the other side or one side of the world to the other side—the job of the TSA officers is to protect us. They have a very tough job, and there is actually a tension in the job that exists because of the work they do.

On the one hand, every day there are tens of thousands of travelers, maybe hundreds of thousands of travelers, pulsing through our airports, trying to get from a terminal, from a gate, onto a plane in time to catch their flights. In some cases, they have had to re-check their bags. They have had to go through maybe unloading their suitcases and showing that what they have in their suitcases is not inappropriate or illegal. There is a rush to get through to try to catch their flights. TSA is there. In some cases, they slow down that traffic, that flow, and they slow down that flow of traffic in order to make sure that what all of us passengers every day are carrying in our suitcases or briefcases or purses or on our bodies is not inappropriate and is not illegal. They do it to protect all of us. Sometimes the TSA folks get a little bit frazzled. I would say we would, too, if we had to do the work they do.

A lot of times, when I fly commercial and when I go through the check-in, after they check my ID or whatever, I take it upon myself to say to the TSA officers—I tell them who I am, that I am a senior Democrat on the Senate Committee on Homeland Security and Governmental Affairs, and I thank them for what they do. I say: We value your work and we appreciate it, and I just wanted you to know that. I can't tell you how many times a TSA officer has said to me: Nobody has ever thanked me before. Nobody has ever thanked me before.

Sometimes we can't pay people enough for the work they do, and they work hard for their money.

I would ask others, when you see somebody, especially TSA officers who go out of their way in spite of all of the hustle and bustle and pressure on them—they manage to still be polite, courteous, and helpful—thank them. It might be the first time. You may become the first person who has ever said “thank you” to them.

At the end of the day, one of the things that means a lot to me is whenever people thank me for my service to our country, whether it was in uniform or as Governor, Senator, or here today. So I urge you to do that. When I do that, it makes me feel better and it makes them feel better too.

Mr. President, I am looking around the Senate Chamber, looking for Democrats or Republicans who are rushing to get to the podium to say something. I don't see anybody rushing.

With that, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The senior assistant legislative clerk proceeded to call the roll.

Mr. CARPER. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

COMMEMORATING THE BUILDING OF THE SSN 791 SUBMARINE “USS DELAWARE”

Mr. CARPER. Mr. President, just a short note. I think it is important, especially for those who are privileged to live in the First State—the first State to ratify the Constitution.

Delaware ratified the Constitution on December 7, 1787, before any other State did so. For 1 week, Delaware was the entire United States of America, and then we opened it up to Pennsylvania, Maryland, New Jersey, Louisiana, and others. It turned out pretty well. It was a great week.

I think that because our State is remarkable in starting the whole country, we have a lot of ships—submarines or aircraft carriers—named after it. It has been decades since there has been any naval vessel named after the First State.

A couple of years ago, Dr. Jill Biden, the wife of the Vice President, and I joined Navy Secretary Ray Mabus to announce that work would begin in a few years from that point—work would begin building a fast attack nuclear submarine. It would be called the *USS Delaware*, and the number of the ship would be SSN 791.

This Saturday in Newport News, VA, Dr. Jill Biden, the wife of the Vice President, who is officially the sponsor of the submarine, will be there to join Secretary Ray Mabus. I will have the good fortune of joining them for the keeling, which is the first step in the construction of a brandnew vessel, the *USS Delaware*, SSN 791.

These submarines are not built in a day. This is a project that will take a couple of years, but a very good thing for our State and I hope for our country is about to begin; that is, the adventure of building a submarine that will help defend our country, help keep the sea lanes open, and better ensure that we remain a nation that is brave and free.

I mentioned earlier in my brief remarks that I spent some years of my life in the Navy—5 years in a hot war in Southeast Asia as a P-3 aircraft mission commander, and toward the end of those 5 years as a P-3 aircraft mission commander I was a naval flight officer. Then, for another 18 years, I was a P-3 aircraft mission commander in the Reserves, chasing Soviet subs all over the world.

We would train with American submarines, and we would track fast attack boats. It is a fast attack boat that will be built and named after Delaware. We would track ballistic missile submarines, American submarines. We would also track those from other

countries, especially those from the Soviet Union. It wasn't that hard to find them, to track them, to know the location of Soviet nuclear submarines that were on deployment. They weren't easy to find, to locate and track, but they were a whole lot easier than tracking our own. "Run Silent, Run Deep," and that is exactly what our submarines did and still do. We have the best submarine force in the world. I am very proud of all of them, and they are delighted to be joined by SSN 791 in a couple of years, and we get to kick it off in 2 days in Newport News, VA.

I wish everybody a good recess. The pages are going to be in charge until we get back in about 8 or 9 days, and I am sure they will do a good job. Thank you so much.

I suggest the absence of a quorum.

The PRESIDING OFFICER (Mr. SULLIVAN). The clerk will call the roll.

The senior assistant legislative clerk proceeded to call the roll.

Mr. MCCONNELL. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

100TH ANNIVERSARY OF SINCLAIR OIL

Mr. HATCH. Mr. President, today I wish to pay tribute to a well-respected American company: the Sinclair Oil Corporation. This May marks 100 years since Harry Ford Sinclair founded the corporation after purchasing petroleum assets from 11 smaller companies. In its centennial year, Sinclair Oil continues to thrive as one of the oldest continuously operated brands in the petroleum business and the seventh largest fuel company in the United States. Today I wish to congratulate the company on its 100th anniversary.

Most people know Sinclair Oil for its iconic green Apatosaurus, but behind the character is a company fueled by two real American legends: Harry Ford Sinclair and Earl Holding.

Harry Ford Sinclair experienced his fair share of setbacks before becoming a successful businessman. In fact, Sinclair was just 25 years old when a speculative investment went south, and he lost his father's drugstore, but the bad investment turned out to be a blessing in disguise for the brash and brilliant young man, who was never cut out for the quiet, meticulous life of a druggist in the first place.

After losing his family's drugstore, Sinclair found work selling lumber for oil derricks. Soon, he was buying and selling small oil leases on the side, and his "side" business did well enough to attract investors. Sinclair's successes snowballed as he rolled small profits into bigger ventures, eventually leading to a payout in Oklahoma's Glenn Pool oil field that made him a millionaire by age 30. In 1916, he founded the Sinclair Oil and Refining Corporation. Three years later, the company had grown to four times its original size.

In the 1920s, Sinclair introduced America to the first modern service stations. These early retail gasoline outlets offered oil changes, minor mechanical repairs, and, for the first time, public restrooms that motorists could use while an attendant pumped gas into their vehicles. The convenient amenities of these service stations enabled the creation of a uniquely American experience: the long road trip.

Sinclair's success continued through tough times. During the Great Depression, the company bought up dying competitors, saving hundreds of American jobs. And during World War II, Sinclair supported the Allies with high-octane fuel, tankers, and more.

In 1948, Harry Ford Sinclair officially retired, but 28 years later, Earl Holding, another American business icon, acquired the company, leading Sinclair Oil into a new era of prosperity and growth. Earl had grown up with nothing during the Great Depression, but like Harry Sinclair, he turned a willingness to work into success. Before purchasing Sinclair Oil, Earl and his wife, Carol, built the Little America chain of hotels and gas stations. In fact, the Little America chain became Sinclair's biggest customer before the Holdings bought the oil company.

Earl was well known for his brilliance, but he was equally regarded for his steadiness and warmth. These personal qualities enabled him to make Harry Sinclair's empire somehow feel like a mom-and-pop business. No task at the company was beneath Earl, whether it was serving coffee or digging ditches. He even hosted annual conferences and parties so he could personally meet partners and employees from around the country.

Today Sinclair Oil continues to succeed under the leadership of CEO Ross Matthews. Family values hold the company together, while innovation drives it forward. As the company celebrates its centennial, the spirit created by Harry Sinclair and Earl Holding lives on, as does Dino, the familiar green dinosaur that is the beloved mascot of Sinclair Oil.

In closing, I would like to offer just a few words in memory of the company's late CEO, Earl Holding. I knew Earl personally and considered him a dear friend. He inspired his employees through genuine kindness and humble leadership. Earl was a master of commerce, but more importantly, he was a good and honorable man of uncompromising character and integrity. Although Earl left us only 3 years ago, his legacy is alive and well. Today I wish his beautiful wife and children the very best.

REMEMBERING WARD CORRELL

Mr. MCCONNELL. Mr. President, I wish to pay tribute to a good friend and a distinguished Kentuckian who has sadly passed away after a resoundingly successful life and career of many decades. Ward Correll, a native Ken-

tuckian renowned across the Commonwealth, died on April 21 of this year. He was 88 years old.

My wife, Elaine, and I are deeply saddened by Ward's death. Ward rose from humble beginnings to great business success, and he also generously and charitably shared the fruits of his success with others in his hometown of Somerset and throughout Kentucky. Many have benefitted from his philanthropy, and he will be terribly missed.

Ward was a household name in Kentucky. A self-made man, he created a business empire, including an oil distributorship and many property, business, and financial holdings. He was a major stockholder in First Southern National Bank.

Ward believed strongly in giving back to the community that he loved so much. He was a financial benefactor to dozens of charities, churches, sports teams, and other organizations, including Somerset Christian School—which honors his family's contribution with a monument on the school campus—and the University of the Cumberlands, where the science complex is named in his and his late wife's honor. The Ward Correll Sports Complex, a popular destination in Somerset, is thanks to his efforts.

For all his success in life, Ward graduated high school with less than \$3 in his pocket. He hitchhiked to Detroit, where he worked odd jobs. After serving his country in the U.S. Army in an intelligence unit during the Korean war, he returned home to Somerset and married his wife, Regina.

Ward and Regina's first business was selling bananas. From that, he built himself into the titan of business and philanthropy whom we mourn today.

Ward received the 2002 Kentuckian Award from the A.B. Chandler Foundation. He was named Outstanding Philanthropist by the Association of Fundraising Professionals Bluegrass Chapter in 2003. In that same year, he received the Business of the Year Award as an Entrepreneurial Success from the Somerset-Pulaski County Chamber of Commerce. And he received the Somerset-Pulaski County Distinguished Community Service Award in 2014.

The people of Pulaski County were accustomed to seeing full-page ads in the local paper bought by Ward Correll, each one sharing some bit of wisdom or personal philosophy from Ward that he wished to pass on to others. He ended each ad with the signature line, "Hooley, cheers! Ward Correll."

I want to send my deepest condolences and prayers to Ward's family at their time of loss. Now is the time to wish one final hooray and cheers to the man who leaves behind a powerful legacy. Kentucky honors Ward Correll for his life and his lifetime of service, and we mourn his passing.

The Lexington Herald-Leader published an article detailing Ward Correll's life and career. I ask unanimous consent that the article be printed in the RECORD.