

was premised on a theory that citizens would have a better chance of knowing about electors from their home states than about presidential candidates from out-of-state. Electors were supposed to be people of good judgment who were trusted with picking a qualified President and Vice President on behalf of the people. They held the responsibility of choosing a President because it was believed that the general public could not be properly informed of the candidates and the values each held.

That notion—that citizens should be prevented from directly electing the President—is antithetical to our understanding of democracy today, and our electoral process has not evolved to match our abilities to communicate, collect information, and make informed decisions about candidates. The development of mass media and the internet has made information about presidential candidates easily accessible to U.S. citizens across the country and around the world. The people no longer need the buffer of the electoral college to be knowledgeable about and decide who will be president. Today, citizens have a far better chance of knowing about out-of-state presidential candidates than knowing about presidential electors from their home states. Most people do not even know who their electors are.

While our ability to communicate has evolved so has the electoral college, but not in a positive way. Electors are now little more than rubber stamps who are chosen based on their political parties and who represent the interests of those political parties, rather than representing the people. Most states legally bind their electors to vote for whomever wins that state's popular vote, so electors can no longer exercise individual judgment when selecting a candidate.

In our country, "We the People," are supposed to determine who represents us in elective office. Yet, we use an anachronistic process for choosing who will hold the highest offices in the land.

It is time for us to fix this, and that is why I have introduced this amendment today.

Since our nation first adopted our Constitution, "We the People," have amended it repeatedly to expand the opportunity for citizens to directly elect our leaders:

The 15th Amendment guarantees the right of all citizens to vote, regardless of race.

The 19th Amendment guarantees the right of all citizens to vote, regardless of gender.

The 26th Amendment guarantees the right of all citizens 18 years of age and older to vote, regardless of age.

And the 17th Amendment empowers citizens to directly elect U.S. Senators.

We need to amend our Constitution to empower citizens to directly elect the President and the Vice President of the United States.

Working together, I know we can make our electoral college fit the world we live in today, and make our Constitution better reflect the "more perfect Union" to which it aspires.

HONORING AARON JACOB STOCKMAN

HON. SAM GRAVES

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Thursday, January 5, 2017

Mr. GRAVES of Missouri. Mr. Speaker, I proudly pause to recognize Aaron Jacob Stockman. Aaron is a very special young man who has exemplified the finest qualities of citizenship and leadership by taking an active part in the Boy Scouts of America, Troop 1394, and earning the most prestigious award of Eagle Scout.

Aaron has been very active with his troop, participating in many scout activities. Over the many years Aaron has been involved with scouting, he has not only earned numerous merit badges, but also the respect of his family, peers, and community. Most notably, Aaron contributed to his community through his Eagle Scout project.

Mr. Speaker, I proudly ask you to join me in commanding Aaron Jacob Stockman for his accomplishments with the Boy Scouts of America and for his efforts put forth in achieving the highest distinction of Eagle Scout.

IN MEMORY OF MR. A. WARREN KULP, JR.

HON. THOMAS J. ROONEY

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, January 5, 2017

Mr. THOMAS J. ROONEY of Florida. Mr. Speaker, I rise today to honor the life of A. Warren Kulp, Jr., better known as Sonny, of Riviera Beach, Florida, who passed away on December 31st in West Palm Beach, Florida at the age of 81.

Sonny's life was the American Dream personified; after graduating from Hilltown High School in Pennsylvania in 1953, he worked as a self-employed dairy farmer for his entire life. He also earned his real estate license and worked as the head of the real estate department for eight years in Bucks County, Pennsylvania. After moving to Florida with his wife Judith, he worked at the Palm Beach Kennel Club until his retirement in 2007.

Outside of work, Sonny pursued many different interests. He was a loyal, lifelong Republican and served as an officer and committee chairman for the Penridge Republican Club. Sonny was a member of Trinity United Methodist Church in West Palm Beach and he was also an avid Steelers fan. We are deeply saddened by the loss of such a prominent and active member of our community.

Sonny is survived by his loving wife Judith, his two sons Steven and Richard, his daughter, Patricia, and six grandchildren: Kiamesha, Brianna, Mary, Frances, Patrick III and Anthony.

Mr. Speaker, my thoughts and prayers are with Mr. Kulp's family and loved ones as they mourn his passing. He will be greatly missed.

TRIBUTE TO SAIPAN SHIPPING, INC.

HON. GREGORIO KILILI CAMACHO SABLÁN

OF THE COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS

IN THE HOUSE OF REPRESENTATIVES

Thursday, January 5, 2017

Mr. SABLÁN. Mr. Speaker, August 11, 1956 marks a watershed moment in the history of the Northern Mariana Islands. That was the day that Saipan Shipping, Incorporated, was established, setting the Marianas on a course for economic resiliency and self-sufficiency that endures today.

Seven years before the founding of Saipan Shipping, in the aftermath of World War II, Jose C. "Joeten" Tenorio started a small grocery store in Chalan Kanoa, Saipan. What started out as a way to help deliver goods to local customers eventually developed into one of the largest businesses in the Marianas.

However, as Joeten's business grew, he ran into a major obstacle: In 1956, regular Japanese liners from the war were gone, the Trust Territory government ships did not run regularly, and cargo bound for Saipan often sat in port on Guam for days or even weeks. The lack of reliable and affordable shipping service to Saipan increased the costs of goods shipped to a small and struggling island economy.

Not content to accept the status quo, Joeten decided to do something about it. He reached out to family and friends to buy 100 shares in a start-up shipping company, and, on August 11, 1956, they formed Saipan Shipping Company, Incorporated.

The company began with its first vessel, the M/V *Hope*, which was purchased for \$50,000 from Kenneth T. Jones Jr., President of Jones and Guerrero Company, Incorporated, on Guam. The converted minesweeper with twin screws and a wooden hull made weekly runs between Guam and Saipan, as well as occasional trips to the Northern Islands to pick up copra, which was sold to Japanese purchasers at the time. The boat also collected brass, copper, and other metals left from the war on the islands. Often these goods were delivered to Japan directly by the M/V *Hope* when it sailed there each year to dry-dock.

In May 1962, Saipan Shipping purchased the M/V *Four Winds*, also a former military and CIA vessel, from Bruan Shipping in Delaware. The *Four Winds* traveled a regular route between Saipan and Japan.

However, soon after the acquisition of the M/V *Four Winds*, Saipan Shipping would be challenged by two catastrophes. In November of 1962, just months after the acquisition of the *Four Winds*, the M/V *Hope* was struck by another vessel, the *Guam Bear*, which rendered the *Hope* unseaworthy. Days later, on November 11, Super Typhoon Karen hit Guam, sinking the *Hope* while it was in dry dock on Guam.

Despite these twin calamities, Saipan Shipping bounced back by taking the M/V *Four Winds* out of the Japan run to handle the local service run between Guam and Saipan, as well as quarterly trips to the Northern Islands.

Saipan Shipping continued to evolve in the years that followed. In 1965, the company began chartering the M/V *Ran Annim* from the Trust Territory government. In 1966, after the

M/V *Four Winds* was sold, the *Ran Annim* serviced the local route exclusively, until three years later, when it was replaced by the M/V *Mas Mauleg*, a larger vessel with passenger capacity.

In 1971, Saipan Shipping purchased the M/V *Normar* for local service and chartered the M/V *Mas Mauleg* to Micronesian Intercean Lines, Incorporated, a shipping company serving all the Micronesian islands. When Intercean Lines went bankrupt in 1974, Saipan Shipping saw an opportunity. The company started a joint shipping venture with Kyowa Shipping Company Limited, which marked the beginning of over 15 years of Saipan Shipping service to Micronesia and a partnership that endures to this day. The charters, however, were terminated in the late 1970s due to high costs caused by the global fuel crisis. Despite that termination, Saipan Shipping maintained service to Micronesia and the South Pacific by facilitating voyage space charters on the Kyowa vessels sailing these routes.

As the 1980s economic boom on Saipan dawned, Saipan Shipping flourished as it adapted to the changing needs of the island economy. In 1979, the company sold the M/V *Normar*, ending 23 years of almost continuous vessel ownership. The company then signed a charter contract with Transpac Marine in 1980 for weekly tug and barge service to Guam, Saipan, and Tinian. After Transpac Marine's barge #S-2009 ran aground on Guam in 1986, Marianas Tug & Barge became the charter company for Saipan Shipping.

In 1982, Saipan Shipping also negotiated a connecting carrier and agency agreement with American President Lines—a major U.S. shipping company, which supplemented the company's existing relationship with SeaLand Services.

These relationships resulted in Saipan Shipping becoming the primary carrier for American President Lines cargo loading and off-loading on Saipan. Combined with the company's existing relationship with Kyowa, Saipan Shipping was poised to profit from the 1980s economic boom brought on by the growth of tourism and the garment industry.

In 1983, the first shipment of garments—all sweaters—was delivered from Saipan to New York. Saipan Shipping took the first containers to Guam. At the time, only three garment manufacturers were on Saipan. But, over time, the industry grew to eleven in 1987, then 23 in 1990. By 1997, there were more than 30 clothing factories on Saipan. By 1999, the value of clothing produced on Saipan had hit \$1 billion, which translated into large profits for Saipan Shipping.

However, the expansion of the garment industry on Saipan also led to more competition in the shipping industry as shipping companies emerged to rival Saipan Shipping's foothold. Over time, though, Saipan Shipping pulled ahead. In 1996, American President Lines was purchased by Matson Navigation Company, a change that Saipan Shipping leveraged to transform its business once more. From being simply a carrier's principal agent, the company transitioned into more of a local partnership, with Saipan Shipping employees regularly participating in Matson's training programs at the turn of the century and working hand-in-hand to meet the shipping demands of the garment industry.

In that same year, Saipan Shipping pushed ahead with transforming its business,

partnering with Kyowa and private investors to establish Marianas Steamship Agencies, Incorporated. This new company served as the husbanding agent for Saipan Shipping on Guam, providing goods and services needed by Saipan Shipping boats or crew.

In the early 21st century, major policy shifts at the national and international levels altered the economic landscape in the Marianas and profoundly impacted the shipping industry. The end of international quota restrictions in the global garment trade made it cost prohibitive for the garment industry to remain on Saipan, which led to all 31 garment factories closing shop in the early 2000s.

As a testament to its resiliency, however, Saipan Shipping endured while other shipping companies closed. Moreover, the company expanded. In 2001, Saipan Shipping ended 21 years of chartering boats with the purchase of Marianas Tug & Barge. The purchase included all of MarTug's equipment, most importantly the tugs *Sea Husky* and *Don Juan Tenorio*, and barges *Francisca III* and *Francisca IV*. All operations of MarTug were thus assumed, including the subsidiary Mid-Pacific Salvage, effectively adding marine salvaging to Saipan Shipping's portfolio of services.

Then the terrorist attacks of September 11 rocked our nation, and the world. The global economy reeled in the aftermath of the attacks, and new challenges arose for the shipping industry as more stringent regulations were adopted to increase national security. Undeterred, Saipan Shipping demonstrated its adaptability once again by upgrading its information technology to increase efficiency and profitability. The company automated many aspects of its business, which helped streamline customs and quarantine processing, customer clearance processing, and physical clearance of cargo.

Still standing as the lone local shipping company in the Marianas, Saipan Shipping moved confidently into the new millennium. In 2005, the company entered into an agency agreement with Marianas-based vessel operator, Seabridge, Incorporated, serving inter-island trade between Saipan and Guam.

Tragedy struck again in 2015 with Super Typhoon Soudelor, which wreaked more havoc on Saipan's port than many previous storms. But Saipan Shipping stood strong, rebounding and reaching out into the community to deliver much needed relief supplies.

Today, with construction booming and a budding gaming industry on Saipan, Saipan Shipping is adjusting as it always has to meet the demands of the local economy. And while competition has emerged, yet again, Saipan Shipping has adapted, yet again, to work with competitors to help the island economy prosper, yet again.

Jose C. "Joeten" Tenorio probably could not have imagined the remarkable evolution and many iterations of Saipan Shipping Company, Incorporated after its inception in 1956. But he would not have been surprised by Saipan Shipping's ability to adapt and thrive. Nor would Joeten have been surprised by the vital role that Saipan Shipping has played and continues to play in the local and regional economy.

After all, that is exactly why he helped start the company, to achieve the one purpose spelled out in its Articles of Incorporation in 1956 and to this day:

"The purpose of this Corporation is to engage in trade and commerce in and between

[Saipan]", the Marianas, the Pacific, and, indeed, the world.

THE HONOR ROLL SCHOOL
CELEBRATES 25TH BIRTHDAY

HON. PETE OLSON

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, January 5, 2017

Mr. OLSON. Mr. Speaker, I rise today to wish the Honor Roll School in Sugar Land, TX, a happy 25th birthday.

The Honor Roll School is a private school with a focus of developing well-rounded, life-long learners, with the social, emotional and academic skills to excel in the future. The school is made up of students from over 50 countries and every continent in the world. To celebrate their 25th year, the Honor Roll School held an international themed birthday party, which included special guests and speakers, along with booths and tables showcasing various countries.

On behalf of the Twenty-Second Congressional District of Texas, congratulations to the Honor Roll School for teaching and preparing our children for a successful future these past 25 years. We truly appreciate all they have done and look forward to the next generation of Texans to complete the program.

IN RECOGNITION OF JACQUELINE NOONAN

HON. SANDER M. LEVIN

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, January 5, 2017

Mr. LEVIN. Mr. Speaker, I rise today to recognize Jacqueline Noonan, who recently retired as Mayor after 29 years of service and dedication to the city of Utica. On January 8th, friends and family will gather to celebrate her retirement and pay tribute to her many accomplishments.

Jackie graduated from Oakland University with a Bachelor's Degree in Secondary Education. She found great joy in working with kids as a teacher and later as a volunteer in the Utica Community Schools where her children attended school. In fact, if there was a way to get involved in her community, Jackie found it. A committed and prolific volunteer, Jackie served as a member of the Utica Community Schools Enrollment Advisory Board, volunteered with the Girl Scouts and Boy Scouts, was active in St. Lawrence Catholic Church, and helped new mothers with La Leche League International. While serving as Mayor, she continued to work closely with students as a spokesperson and advocate for the Macomb County Traffic Safety Association's "Don't Drink and Drive" alcohol education program. In 1991, she returned to the classroom teaching at Marlow Junior High and later at Eisenhower High School.

Jackie and her husband Jerry loved being a part of Utica's small town life where they ran a family business for 21 years. Jerry went to work for the Fire Department and later retired as the Assistant Fire Chief and Fire Inspector. Jackie was a founding member of the Friends of Utica Public Library and served on numerous committees throughout the community.