

The Alabama, Tennessee, and Northern (AT&N) Railroad was initially supposed to run near the town of Healing Springs, a thriving resort area near Millry. However, Mr. Pettus, the owner of the resort, refused to grant a right-of-way through his property for the railroad. As a result, in 1912 the route was moved one-and-a-half-miles east through the town of Millry. The location of the railroad station, being the nearest station to Healing Springs, was responsible for much of Millry's growth.

It is not known when the town became more commonly referred to as Millry. However, postal records indicate that the first post office was established in Millry on May 21, 1859. Mr. James C. Warrick was the first postmaster. The first post office was located in Healing Springs from 1894 until the present post office in Millry was opened in 1905. Therefore, it is possible that Millry was a town or community as far back as 1859, but maps only show Millry in 1905. Regardless, Millry was by 1918 a booming community. The town's early businesses consisted of three stores, a two-story hotel, a blacksmith shop, a cotton gin and grist mill, a barber, a dentist and a doctor.

The Citizen's Bank was established in the early 1920s but closed during the depression in 1930. By 1922, the Millry Baptist Church was organized in the school building with Reverend H.M. Mason as its pastor and with a congregation of 29 members. By 1960, a brick structure was constructed on the same site to replace the earlier structure.

The current city hall was built during Mayor Carpenter's administration, and a water system and fire department were completed during Mayor Lamberth's administration.

Mr. Speaker, the Town of Millry has experienced many changes over the past 100 years. Despite these sometimes difficult challenges, Millry remains one of the most attractive communities in the Washington County area. The nearly 800 residents of Millry, Alabama, are firmly rooted in their proud past, and continue to display an optimistic outlook on the future of their community. The hard work and devotion the leaders of the community have exhibited for the past 100 years has yielded a stable community that will be a continuing success.

It is my hope the Town of Millry enjoys all the best of continued prosperity for the next one hundred years, and it is my distinct pleasure to represent this fine community in the United States House of Representatives.

CLEANING UP BRAC SITES

HON. EARL BLUMENAUER

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 25, 2005

Mr. BLUMENAUER. Mr. Speaker, when the Military Quality of Life Appropriations bill comes to the floor, I intend to offer two amendments to increase funding for the Base Realignment and Closure 1990 Account. One, at \$351 million, would provide the funding to complete all environmental remediation on bases closed during the 1988 BRAC round. The second, at \$55 million, would provide the funding necessary to complete all unexploded ordnance cleanup on bases closed during the 1988 BRAC round. The offset for these increases come from a corresponding decrease

in the Base Realignment and Closure 2005 Account.

MEMORIAL DEDICATION IN HONOR OF OWEN F.P. HAMMERBERG

HON. BART STUPAK

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 25, 2005

Mr. STUPAK. Mr. Speaker, I rise today to pay tribute to an All-American hero. On Memorial Day, May 30 2005, Medal of Honor Veteran Owen Francis Patrick Hammerberg will have a large granite monument dedicated in his honor and memory by the Menominee Mid County VFW Post 5966. This monument dedication is fitting in honoring the epitome of a hero on this Memorial Day.

Born to Elizabeth (Leaveck) and Jonas Hammerberg, a Swedish immigrant, on a farm 3 miles east of Dagget, Michigan, Owen Hammerberg was instilled with the values that would later make him an American hero. After moving to several small towns in Michigan's Upper Peninsula, the Hammerbergs settled in Stephenson long enough for Owen Hammerberg to attend grade school and a portion of high school. The family then went on to Flint, Michigan, where Owen Hammerberg dropped out of school and hitch hiked out west to work on a ranch before joining the Navy.

At age 21, Hammerberg enlisted in the Navy on July 16, 1941. After training at the Great Lakes Training Center near Chicago, he was assigned to the USS *Idaho* and USS *Advent*, a minesweeper, for several years. While aboard the *Advent*, he showed a first glimpse of true bravery when a cable tangled in a mine risked an explosion and the lives of the men on board. Without hesitation, Hammerberg dove into the water, freeing the cable and saving the lives of his comrades. He was recommended for a Bronze Star, but unfortunately never received one.

Hammerberg's instincts combined with his swimming ability made him the perfect member of the Deep Sea Diving School where upon graduation he was assigned to the Commander Service Force, U.S. South Pacific Fleet, Salvage Unit in Pearl Harbor, Hawaii. On February 17, 1945, Boatwain's Mate Second Class, Owen Francis Patrick Hammerberg showed his incredible talent, instinct and bravery that would later cause roads, ships and parks to be named in his honor.

In May 1944, the Navy was forced to blow up and sink 5 ship-tanks that had been set ablaze risking the explosion of nearby battle air-ships. Then the following February, they called in five diving teams to raise the hulks and clear the channel. Hammerberg was assigned to one of the teams. Each team would be allowed to go "on leave" when their ship was raised. An easy task for the skilled Hammerberg and his team, they completed their assignment and went on leave.

Another team, not bearing nearly the same fortune, became trapped in the steel and cables of a downed ship. In the attempt to reach them, the waters became muddied and not even a special diving team from New York would risk the rescue mission. After the call went out for volunteer divers, 23-year-old Hammerberg agreed and instinctively suited

up his gear and set out through the black muddy waters to save the stranded divers.

It took Hammerberg five hours to free the first diver. George Fuller, who had been pinned by a steel plate, shook Hammerberg's hand underwater before heading to the surface for safety. In the attempt to save the second diver, Earl Brown, a large steel plate slid through the mud toward them. Hammerberg took the brunt of the plate on himself to save the life of the other diver. As a result, Hammerberg was crushed to death. Seventy-three hours after Hammerberg volunteered for the assignment, a Filipino father and son used their unsophisticated methods to rescue the last trapped diver, Earl Brown. The father-son team recovered Hammerberg's body.

That February, Hammerberg was awarded the last non-combat Congressional Medal of Honor in Michigan at the Grosse Ile Naval Station where his mother and father received duplicate medals. He also received the American Defense Service Medal Fleet Clasp, Asiatic-Pacific Campaign Medal, the American Campaign Medal, and the World War II Victory Medal. These medals and his uniform are on display at Michigan's Own Inc., Military and Space Museum in Frankenmuth, Michigan.

On August 19, 1954, the U.S. Navy launched a destroyer escort, the USS *Hammerberg*, in the name and honor of Owen Hammerberg with his family present. His mother christened the new ship. Approximately the same time, Hammerberg Road was dedicated in Flint, Michigan and a park in Detroit was named in his honor.

Mr. Speaker, I'd like to remind the House of Representatives that on February 17, 1945, Owen Francis Patrick Hammerberg did not have to put on his diving suit that last time and brave the dark waters to save these men. Yet without hesitation, this young man from Dagget, Michigan showed the world what it means to be an American serviceman—unselfishly courageous. I ask the House of Representatives to join me in honoring the life and memory of Owen Hammerberg, an All-American hero on this most appropriate of holidays, Memorial Day.

CONGRATULATING MR. DONALD G. WALDON ON THE OCCASION OF HIS RETIREMENT AS ADMINISTRATOR OF THE TENNESSEE-TOMBIGBEE WATERWAY DEVELOPMENT AUTHORITY

HON. JO BONNER

OF ALABAMA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 25, 2005

Mr. BONNER. Mr. Speaker, it is with great pride and pleasure that I rise to honor Mr. Donald G. Waldon on the occasion of his retirement from the position of Administrator of the Tennessee-Tombigbee Waterway Development Authority. Mr. Waldon has held this position for the past 20 years and has served the waterway and its many users well. His dedication and hard work have been a powerful asset in helping to develop the waterway and the areas surrounding it.

Mr. Waldon, a native of Columbus, Mississippi, grew up in Mobile, Alabama. He graduated from Mississippi State University with a degree in Civil Engineering in 1961. He completed his post-graduate studies in science