

store in San Antonio, TX, in 1957, Sol Price paid double the minimum wage. He also succeeded getting a mortgage company to drop its requirement on separate restroom facilities for “Colored” and “Whites.”

Sol Price was a leader in philanthropy and education. In 1991, after the death of his grandson Aaron, he established the Price Fellows program for young people in San Diego County, with a mission to enrich their lives and encourage stewardship for their community. The 3-year program for high school students teaches them about business, cultural institutions, and government; it also encourages lasting relationship across different ethnic, religious, and economic backgrounds. This program has created a new generation of local leaders in government, business, and civic life.

In 2000, Sol and his wife Helen set up the San Diego Revitalization Corporation, which was later renamed Price Charities. The end goal is to improve the lives of the urban poor. Among his many commitments, Sol worked to revitalize City Heights, a neighborhood in the city of San Diego that was a poor, high-crime but diverse community. In partnership with the city of San Diego, he built low-income housing and commercial space for community organizations and attracted businesses that would not otherwise have located in City Heights.

Sol was a member of the board of trustees for the Urban Institute in Washington, DC, the board of directors for the Center on Budget and Policy Priorities, the Consumer Affairs Advisory Committee of the U.S. Securities and Exchange Commission, and the San Diego Financial Review Panel.

Born in the Bronx, NY, Sol Price grew up in San Diego. He graduated from San Diego State University in 1934 and earned a law degree in 1938 from the University of Southern California.

Sol will be dearly missed. There is no doubt that his spirit will live on, carried along by the people he helped, the neighborhoods he transformed, and the entrepreneurial path he blazed.

He is survived by two sons, Robert and Larry, five grandchildren, and four great-grandchildren. My heart goes out to the family during this time of grief. They are in our thoughts and in our prayers.●

REMEMBERING ORVAL ALLEN KELSO

● Mr. CRAPO. Mr. President, today I wish to ask my colleagues to join me in recognizing the accomplishments of Mr. Orval Allen Kelso.

Today, deeply engaged in a war on terror, thousands of American civilians are working and serving in harm's way. Like the brave men and women serving in uniform, these patriotic citizens risk their lives every day in an effort to rebuild a stronger future for the people of Iraq. However, they are not alone.

American civilian contractors have been operating in combat theatres since as early as World War II, and I am here today to tell you about one of those.

Hailing from Emmett, ID, Orval Allen Kelso arrived on Wake Island in the North Pacific in June 1941, working as a powerplant operator for Morrison Knudsen. Mr. Kelso worked as a powerplant operator until December 1941, when he was captured and taken as a POW to Camp 18, Sesabo, Japan. While a POW at Camp 18, Orval helped build the Soto Dam that provides water to Sesabo city today. He, among several hundred civilian POWs, built this dam with hardly the right tools to work with, malnutrition, improper clothing, and daily physical and emotional abuse by their captors. Orval later died in Camp 18 on April 8, 1943, just days after his birthday. In 1949, his only child, Walter Richard “Dick” Kelso, reclaimed his father's remains, and brought him back to rest on U.S. soil at the National Memorial Cemetery of the Pacific in Honolulu, HI. I also note that although Mr. Kelso was a civilian during the time I have discussed, after his death, the Department of the Navy awarded him an E4 military status.

It is fitting that we honor Mr. Kelso for his sacrifice and also be reminded of the many others who were taken prisoner or who paid the ultimate sacrifice working in harm's way. We often forget about the nonmilitary Americans who gave their all for the freedoms we cherish in our great Nation. Let us help remedy that today by recognizing Mr. Kelso and the civilian POWs taken during World War II. They are an exemplary example of the selflessness displayed by Americans in an effort to bring peace and freedom to millions, and we thank them for their sacrifice.●

TRIBUTE TO RICHARD R. JENNINGS

● Mr. KERRY. Mr. President, I wish to congratulate Richard R. Jennings of Wilmington, MA, for the honor he received from the Smithsonian Institution at the American History Museum earlier this year. Mr. Jennings was recognized for his long service with the Railway Mail Service. The 85-year-old Mr. Jennings is one of the last survivors of one of the most important innovations in the history of mail service in the United States.

Mr. Jennings was honored as part of a postal service exhibit at the American History Museum last summer. In addition to the recognition he received, the Smithsonian also recorded Mr. Jennings's memories of his years as part of the Boston-to-Albany and the Boston-to-New York “mail by rail” routes—part of a network that was so important to U.S. mail service before the airlines took over much of the service.

The Railway Mail Service began in the mid-19th century but grew in im-

portance as the railroads became dominant in transportation until the mid-20th century. “Mail by rail” was quite successful—dramatically increasing the speed of delivery of mail, especially over long distances.

Mr. Jennings and his fellow Railway Mail Service clerks were considered the elite of the Postal Service's employees. And for good reason. Their jobs were exhausting and dangerous. They were required to sort 600 pieces of mail an hour in a speeding train that could wreck—and occasionally did. The potential for danger certainly added pressure to an already difficult job.

In addition to changing our postal system, the Railway Mail Service was the source of an expression well known in the United States. Empty mail sacks and sacks filled with damaged, misaddressed or otherwise unsortable mail were referred to as “bums.” And before the trains would leave the stations along their routes, rail clerks would often shout “throw the bums out.”

Mr. Jennings served this country in important ways, not only as a postman in the “mail by rail” network but also as a sergeant with the U.S. Army Medical Corps in Italy and North Africa during World War II. There, as much as with the “mail by rail” service, Mr. Jennings helped to “throw the bums out.”

Mr. Jennings deserves our thanks for his unique and great service to our country. I congratulate him and his family and I share their pride in him and his important role in the history of our country's Postal Service.●

TRIBUTE TO DICK AND CHRISTINE MOODY

● Mr. KERRY. Mr. President, anyone who has served in our Armed Forces or who has had a loved one in uniform understands just how difficult the holiday season can be—separated from husbands, wives, fathers, mothers, daughters, and sons. It can be the loneliest time of the year. Dick and Christine Moody understand that better than most, and since 2003 they have worked tirelessly to make the holidays a little cheerier for the men and women who keep America safe. They have done it with Operation Troop Support, the organization they founded 6 years ago as a way to say thank to those serving in the military.

Since its founding, Operation Troop Support has sent more than 25,000 care packages to men and women in the military abroad. These packages are sent throughout the year, but during the holidays extra care is taken to see that the season is a little brighter for the troops. And it is for that reason that during this holiday season, I would like to recognize and commend Dick and Christine Moody for their efforts—efforts that have earned them national recognition and the accolades of the National Military Family Association, the Employer Support to the