

may capture and even kill non-target species such as pets and other companion animals, particularly if set in popular areas. There are many effective non-lethal methods that can be deployed in place of these cruel traps.

Wildlife Services, a federal agency notorious for its secrecy and use of inhumane animal management techniques, is responsible for the death or capture of thousands of animals per year in cruel body-gripping traps, often used as a first resort. Wildlife Services also advises and enters into contracts and cooperative agreements with state and local governments, as well as with private entities, to kill animals using these traps. Other federal agencies, too, use body-gripping traps to control animal species—too often without attempting more humane, effective, and non-lethal control options first. This bill will severely limit Wildlife Services' and other agencies' ability to deploy or counsel others to deploy cruel body-gripping traps, increasing transparency for this agency and ensuring that taxpayer dollars are prioritized for nonlethal methods of control.

Although trapping is regulated at the state level, federal land management agencies have oversight of where and when trapping occurs on federal land. Unfortunately, federal agencies have limited data showing where traps are deployed on public lands, thereby prolonging the suffering of trapped animals and leaving the public to learn about traps only when pets and humans are injured. The bill tackles this issue as well, making sure that federal agencies in the Departments of Agriculture and Interior do a better job of regulating trapping by non-federal entities on public lands, thereby limiting cruelty and protecting public safety.

In Oregon and across the country, there have been too many concerning examples of wild animals suffering and pets falling victim to these traps. This bill complements efforts by other colleagues in the House and Senate to crack down on the use of body-gripping traps, in light of the growing public acknowledgement that we should not and cannot continue to endorse the widespread use of these inhumane devices.

**BIG BEAR CITY COMMUNITY SERVICES DISTRICT CELEBRATES 50TH ANNIVERSARY**

**HON. PAUL COOK**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, September 8, 2016*

Mr. COOK. Mr. Speaker, I rise today in celebration of the Big Bear City Community Services District (BBCCSD) 50th anniversary. BBCCSD hosted a special ceremony on Monday, August 1, 2016 during their regularly scheduled board meeting to mark this special occasion.

BBCCSD was formed in 1966 to provide water, solid waste, and sewer services to residents of Big Bear City and East Valley.

As the representative of Big Bear City in the U.S. House of Representatives, I'd like to congratulate BBCCSD Board President Paul Terry, Board Vice President John Green, Board Member Karyn Oxandaboure, Board Member Larry Walsh, and Board Member Al Ziegler. In addition, I'd like to recognize past and current BBCCSD employees for their con-

tributions to the residents of Big Bear City and surrounding communities.

**CAPE LOOKOUT LIFE SAVING STATION**

**HON. WALTER B. JONES**

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, September 8, 2016*

Mr. JONES. Mr. Speaker, commencing first in 1848, the United States Life Saving Service was a federal government agency that grew out of private and local humanitarian efforts to create and man rescue stations along the coast. These outposts were often remote. The men stationed there took great pride in their deep commitment to save the lives of shipwrecked mariners and passengers, often against overwhelming odds. In 1874, life saving stations were added along the coast of Maine, Cape Cod, and the famed Outer Banks of North Carolina. In 1878, this network of stations was formally organized as a separate agency of the United States Department of the Treasury. In 1915, the Service formally merged with the Revenue Cutter Service to form the United States Coast Guard. These lonely, isolated outposts were always manned by the bravest of men who knew no fear, and who were dedicated to their sworn duty of rescuing seamen in distress. Their motto was "to always go, but not always return". Even now, many stories are told about the daring rescues by such men, some admittedly embellished a bit for literary interest. Proudly beat the hearts today of all who can call themselves their descendants.

One of the most notable of these rescues occurred on a cold, blustery winter's night in February of 1905. The three-masted schooner, *Sarah D. J. Rawson*, was two days out of Georgetown, South Carolina and bound for New York with a full cargo of lumber. While running under reefed sails in a heavy winter squall on February 8, she ran up hard aground on Cape Lookout Shoals at approximately 5:00 PM. Managing as best he could under extreme conditions, the captain gave orders to take in all canvas and prepare for the worst. While the brave crew performed its work, a Norwegian seaman—Jacob Hansen—was swept overboard to his death, his body given up to the shoals. The violent onslaughts of the treacherous waves continually broke over the ship eventually carrying away her spars, deckhouses, running rigging, and life boat, her cargo of lumber likewise being scattered like match sticks among the unforgiving seas. Positioning themselves among the highest points of her masts, the crewmen did the best they could to preserve their lives while hoping and praying throughout the night that help would soon arrive, but no doubt fearful of a bad ending to their ordeal.

The following morning broke with a thick mantle of fog enshrouding the sea. While scanning the ocean at approximately noon of the 9th, the duty watchman of the Cape Lookout life saving crew who was posted atop the watch tower spotted the uppermost mast heads of the *Rawson* through the fog bank. Realizing the ship was in dire distress, he immediately called forth his fellow life savers from their barracks. Though many had high fevers and suffering from the flu, all leapt into

action according to their rigorous training and hastened to the shore with their mule drawn wagon and such other equipment as they knew would be required. The surf boat was then launched through breaking seas, and with all hands aboard, they began to row the nine mile journey through the shoal waters to the stricken ship. Arriving on the scene about 4 PM, the life savers found themselves seriously surrounded and endangered by floating wreckage and lumber being cast about in the waves. As night was setting in, orders were given to stand away a bit and wait for more favorable sea conditions. With anchor set, these crewmen spent the entire night in the freezing cold huddled together in their little boat, awaiting the morning hour when seas would subside and be more in their favor for a rescue attempt. Throughout the night, the surf men suffered greatly from exposure, fatigue, and hunger, but none failed or faltered to perform their sworn duty as life savers.

At about 1 PM of the 10th, and with their hopes encouraged and renewed, the life savers were able to commence a rescue attempt due to better conditions of wind and tide, and so they approached the *Rawson* close enough to lay in amongst the nearby wave troughs and cast over their "heaving line" to the deck of the ship. With the first attempt successful, the first fortunate seaman tied the rope around his waist, jumped into the sea, and was pulled to the safety of the life boat. His companions followed his example, and one by one in turn, all hands were rescued in like fashion. Once all were brought aboard, the life savers began the long, exhausting pull back to the shore, now loaded with the weight of fourteen men—eight life savers and the six rescued seamen. The savers gave up their oil skins and wrapped those and other garments about the huddled, suffering seamen so they could better endure the perils of the freezing weather.

The crew of the *Rawson* had been forty-eight hours without food or water. The life savers had spent twenty-eight hours in their cramped, open boat being cast about in the treacherous seas without food or sufficient warmth, uncertain whether a successful rescue could even be achieved, given the perilous conditions. Upon their return to the shore, the *Rawson* seamen were given food and shelter at the station and eventually returned to their families and employers through intermediary assistance. The fate of the *Sarah D. J. Rawson* and her crew would never have been known but for the unflinching heroism of the crew of the Cape Lookout Life Saving Station. Each member was subsequently awarded the Gold Lifesaving Medal for extreme and selfless service in this famous rescue. All had admirably performed their sworn duty in the face of incredible obstacles and in the highest traditions of the Life Saving Service. A more complete report of the *Rawson* rescue appears at: <http://www.coastalguide.com/helmsman/rawsonrescue.shtml>.

The names of the members who were attached to the Cape Lookout Station and participated in this rescue are: William H. Gaskill (the "Keeper"), Kilby Guthrie, Walter M. Yeomans, Tyre Moore, James W. Fulcher, John E. Kirkman, Calupt T. Jarvis, and Joseph L. Lewis, some of the bravest "Tar Heel" sons ever hatched out of Carteret County homes. During World War II, the U.S. Government made a request of these men to return their gold medals to support the war effort. The