In addition to the accomplishments already noted, Brian served as a pivotal staffer and organized escorts for two Honor Flight trips. Honor Flight brought 203 World War II heroes to visit Washington, DC's war memorials. He also assisted me in high level meetings with the Ambassadors from the Republic of Korea and Mauritania. He served as an outstanding ambassador of the United States Air Force, and I was proud to have him as an integral part of my staff.

Brian excelled in every area and exceeded all fellowship expectations. While I am saddened that he will soon leave my office, I am delighted that Brian was selected for Squadron Command. I have no doubt that he will excel in this role as a Commander, and I will feel comfortable knowing that the lives of our Airmen are in his hands. Vicki and I wish Brian, his wife, Suzanne, and their children, Meagan, Cory, Gabe, and Emily our best wishes for future success and happiness.

HONORING MARSHALL FRITZ

HON. RON PAUL

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, November 19, 2008

Mr. PAUL. Madam Speaker, I rise to pay tribute to my friend Marshall Fritz who passed away on Tuesday, November 4, after a long battle with pancreatic cancer. Marshall was a true champion of freedom whose impact on the cause of liberty will be felt for years to come.

Marshall, with his booming voice and good humor, was the happy warrior of the freedom movement, as well as the movement's Will Rogers. Marshall never met a fellow fighter for liberty, a single-issue ally, or a potential convert he did not like—and to Marshall anyone who did not already share his love of liberty was a potential convert.

Marshall was a model of an ideological/political entrepreneur. In 1984, Marshall saw that the growth of the freedom movement was handicapped by the lack of an organization to help activists better communicate the freedom philosophy to the general public. While Marshall was not the first person to have this realization, he was the first person to attempt to remedy the situation by founding Advocates for Self-Government, an organization designed to teach activists how to effectively communicate their principles.

In the years since Marshall founded the Advocates for Self-Government, the organization has helped countless libertarians by providing them with the intellectual resources necessary to effectively battle for a free society.

While serving as president of the Advocates, Marshall created the World's Smallest Political Quiz. The quiz graphs an individual's political philosophy based on responses to a series of 10 questions that measure one's commitment to economic and personal liberty.

Under Marshall's leadership, the Advocates undertook an aggressive program of distributing the quiz. There is no doubt that this has been the Advocate's most successful and popular program. The quiz is responsible for many Americans' first contact with libertarian ideas. While traveling around the country, I have often heard people say, ''I never knew I was a libertarian until I took the quiz!''

In 1990, Marshall stepped down as president of the Advocates to found the Alliance for the Separation of School and State, an organization focusing on the vital issue of parental control of education. Thanks in large part to Marshall's work, the idea that parents, not the government, should control education is no longer excluded from public debate as a ''fringe'' notion. One of the features that most impresses me about the Alliance is the way that Marshall brought libertarians, conservatives, liberals together to work for education freedom.

Anyone who knew Marshall and worked with him would not be surprised that he was able to forge a coalition of people of diverse views. Marshall's focus was always on building alliances and trying to persuade those with whom he disagreed, rather than on scoring debating points. While he never compromised his principles and never hesitated to criticize even his closet allies if they took what he considered an anti-liberty position, Marshall never personalized disagreements and always treated his opponents with courtesy and respect. I believe the freedom movement would be more successful if more libertarians followed Marshall's example of never turning policy disagreements into personal attacks.

All of us who care about building an effective freedom movement owe a debt of gratitude to Marshall Fritz. I join Marshall's family in mourning his loss and I urge all of us who work for liberty to honor Marshall's memory by following the example he set.

DANIEL W. BLANKENBURG

HON. JOHN T. DOOLITTLE

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, November 19, 2008

Mr. DOOLITTLE. Madam Speaker, Daniel W. Blankenburg first came to Washington in 1994. He began working in Congress for Rep. DON MANZULLO and then Rep. Tom Ewing. He then served as Legislative Director to Rep. JOHN SHIMKUS until he moved to the private sector to work for the National Federation of Independent Businesses. In 2005, Dan decided to return to public service, and I was fortunate enough to have him join our office. At that time, we were looking for a person to build coalitions and form alliances, and Dan's impressive record made him the perfect candidate.

In his role as Chief of Staff, Dan has made each decision with careful attention to ensure the best possible outcome. His meticulous approach, vast knowledge and inquisitive nature have been tremendous assets to me personally as well as to our entire organization. I am always confident that Dan leaves no stone unturned when making decisions on my behalf.

Dan's highly regarded character is demonstrated by his popularity around the capitol. It is difficult to walk down a hallway, enter an elevator or sit at a local restaurant with Dan without striking up a conversation with one of his many friends and acquaintances. While most of us simply wave or exchange salutations in passing, Dan takes the time to catch up with friends whenever possible. There is even a chance for encounters with complete strangers if they happen to be wearing a Bears or Cubs hat.

While Dan's professionalism is truly impressive, his personal qualities are also admirable. Dan often speaks fondly about his family: he enjoys visiting his parents, Millie and Dan, along with his grandmother, Mildred, in Colorado. Dan speaks with great pride about his brothers, Jason and Chip, and his sister, Jodie. He enjoys being an uncle to his nephew, Parken, and his nieces, Jodie and Mattes. Perhaps most notably, Dan relishes every opportunity he can find to talk about his lovely wife Cate, whom he truly adores.

Dan is a man of great talents, and I know he will do well in whatever future opportunities he pursues. I wish him all the best wherever life may take him.

HONORING HARRIS FARMS

HON. GEORGE RADANOVICH

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, November 19, 2008

Mr. RADANOVICH. Madam Speaker, I rise today to honor Harris Farms upon being honored with the 2008 Baker, Peterson and Franklin Ag Business Award. Harris Farms was honored at a luncheon November 5, 2008 held at the Radisson Conference Center in Fresno, CA.

Harris Farms was founded in 1937 by Jack and Teresa Harris on 320 acres of prime land in the central California's San Joaquin Valley. Over the past 70 years, Harris Farms has grown to cover thousands of acres and has become one of the most vertically integrated, diversified and largest agribusinesses in the U.S. Harris Farms has grown to include Harris Ranch Beef Company, Harris Feeding Company, Harris Fresh, Harris Ranch Restaurant, Harris Farms-Thoroughbred, Harris Ranch Inn and Harris Ranch Online Country Store.

Today, under the direction of John and Carole Harris, the operation produces 33 crops including everything from carrots, lettuce, tomatoes, garlic, onions, citrus, nuts and grapes. Harris Ranch Beef and Harris Feeding companies have earned a reputation as two of the largest and most innovative firms in the industry, pioneering the development of branded beef and value-added beef products. Their thoroughbred division breeds, trains and races thoroughbred horses at tracks across the county. The Harris Ranch Inn and Restaurant serves 2,000 guests per day and showcases their beef products and produce. Harris Farms is one of the largest employers in the Coalinga area with 1,500 hundred employees.

Harris Farms received the 2002 Fresno Bee Excellence in Business Award. John Harris has been recognized by his peers with State Fair Agriculturist of the Year, Livestock Man of the Year and Cattle Businessman of the Year. He serves on the California Horseracing Board, Western Growers Board and is past president of the American Cattleman Association and the California Thoroughbred Breeders Association. He is past chair of the St. Agnes Hospital Foundation Board. He has also served on the University of California, Davis Foundation, Alumni Boards and the University of California President's Agriculture Advisory Board. Carole Harris is a member of La Feliz Children's Hospital Guild and past member of the Fresno County Historical Society Board. Mr. and Mrs. Harris are involved with countless organizations and annually award scholarships to children of employees.

Madam Speaker, I rise today to commend and congratulate Harris Farms upon being honored with the 2008 Baker, Peterson and Franklin Ag Business Award. I invite my colleagues to join me in wishing Harris Farms many years of continued success.

A TRIBUTE TO KEN BURNS

HON. EDOLPHUS TOWNS

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, November 19, 2008

Mr. TOWNS. Madam Speaker, I rise today to pay tribute and to honor Mr. Ken Burns, one of the most celebrated documentary producers of our day. His films have captured the American experience and have forever elevated and enriched our understanding of American history.

Ken Burns, born in Brooklyn, earned his Bachelor of Arts degree from Hampshire College in Amherst, Massachusetts in 1975, and went on to become one of the co-founders of Florentine Films. His first Academy Award-winning documentary was Brooklyn Bridge, in 1981. Since then, he has produced nineteen more documentaries, two earning Academy Award nominations and seven winning Emmy Awards.

Ken Burns was the director, producer, cowriter, chief cinematographer, music director and executive producer of the landmark television series The Civil War, considered by many to be his magnum opus. This film was the highest rated series in the history of American Public Television and attracted an audience of 40 million during its premiere in September 1990. The series has been honored with more than forty major film and television awards, including two Emmy Awards, two Grammy Awards, the Producer of the Year Award from the Producer's Guild, the People's Choice Award, the Peabody Award, the DuPont-Columbia Award, the D.W. Griffiths Award, and the $50,000 Lincoln Prize, among dozens of others.

Ken Burns most recent documentary, The War, tells the story of the Second World War from the personal perspectives of men and women from Waterbury, CT, Mobile, AL, Sacramento, CA, and Luverne, MN. Airing in the fall of 2007, it was the most watched series in the last ten years on PBS. One hundred and seventeen PBS stations across the nation participated in some form of community outreach and nearly 30,000 educator guides went to every high school in the country. As was hoped, ''The War'' started a massive national dialog about this most cataclysmic event in the history of the United States.

Madam Speaker, I would like to recognize Mr. Ken Burns for igniting a passion for American history in millions of Americans throughout his prodigious filmmaking career.

Madam Speaker, I urge my colleagues to join me in paying tribute to Mr. Ken Burns.

WHEN WILL BAILOUTS STOP

HON. VIRGINIA FOXX

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, November 19, 2008

Ms. FOXX. Madam Speaker, last December, I joined 99 of my House colleagues in opposing H.R. 6, the Energy Independence and Security Act of 2008 which authorized a $25 billion bailout for the automobile industry. Nine months later, I voted against H.R. 2638 which designated $7.5 billion in emergency funding for the bailout. Now Detroit is asking for an additional $25 billion as Democrat leaders line up to deem this industry ''too big to fail.'' When will it stop? What means of production are next in line for seizure by our centralized government?

Detroit automakers' management and labor unions have created a toxic combination of poor decision-making that has led to this mess. I understand that prepaid pensions decreased by $16.6 billion or 82.1 percent to $3.6 billion on September 30, 2008 from $20.2 billion on December 31, 2007 and by $15.3 billion or 80.9 percent from $18.9 billion on September 30, 2007. These decreases are due to: (1) losses of $6.3 billion on the hourly and salaried pension plan asset portfolio; (2) recording a $2.7 billion liability related to the Settlement Agreement; (3) recording a $2.7 billion liability due to the increase in the monthly pension benefit paid to salaried OPEB plan participants as compensation for the elimination of post-65 healthcare benefits; (4) the transfer of $2.1 billion of Delphi pension liabilities to GM; and (5) recording a $2.0 billion increase due to the 2008 UAW and IUE–CWA Special Attrition programs. There are some who believe that this means that after combining General Motor's cash losses, and with the losses disclosed in GM's most recently filed SEC 10Q form, it totals about $23 billion. Therefore a $25 billion bailout is little more than a three month band-aid.

The accompanying Wall Street Journal editorial outlines the perils of pursuing this latest bailout. It is my hope that Congressional leaders will reject this latest misguided effort to bailout industries that have made poor decisions at the expense of those who have not.

NOVEMBER 10, 2008.

NATIONALIZING DETROIT

In the Washington mind, there are two kinds of private companies. There are successful if ''greedy'' corporations, which can always afford to pay more taxes and tolerate more regulation. And then there are the corporate supplicants that need a handout. As the Detroit auto makers are proving, you can go from being the first to the second in the blink of an election.

For decades, Congress has never had a second thought as it imposed tighter emissions standards on GM, Ford and Chrysler, denouncing them for making evil SUVs. Yet now that the companies are bleeding cash, and may be heading for bankruptcy, suddenly the shrinking Big Three are the latest candidates for a taxpayer bailout. One $25 billion loan facility has already been signed into law, and Senator Debbie Stabenow (D., Mich.) wants another $25 billion, this time with no strings attached.

Speaker Nancy Pelosi and Senate Majority Leader Harry Reid met last week with company and union officials, and they later sent a letter urging Treasury Secretary Henry Paulson to bestow cash from the Troubled Asset Relief Program (Tarp) on the companies. Barack Obama implied at his Friday press conference that he too favors some kind of taxpayer rescue of Detroit, though no doubt he'd like to have President Bush's signature on the check so he won't have to take full political responsibility.

We hope Messrs. Bush and Paulson just say no. The Tarp was intended to save the financial system from collapse, not to be a honey pot for any industry running short of cash. The financial panic has hit Detroit hard, but its problems go back decades and are far deeper than reduced access to credit among car buyers. As a political matter, the Bush Administration is also long past the point where it might get any credit for helping Detroit. But it will earn the scorn of taxpayers if it refuses to set some limits on access to the Tarp. If Democrats want to change the rules next year, let them do it on their own political dime.

A bailout might avoid any near-term bankruptcy filing, but it won't address Detroit's fundamental problems of making cars that Americans won't buy and labor contracts that are too rich and inflexible to make them competitive. As Paul Ingrassia notes nearby, Detroit's costs are far too high for their market share. While GM has spent billions of dollars on labor buyouts in recent years, they are still forced by federal mileage standards to churn out small cars that make little or no profit at plants organized by the United Auto Workers.

Rest assured that the politicians don't want to do a thing about those labor contracts or mileage standards. In their letter, Ms. Pelosi and Mr. Reid recommend such ''taxpayer protections'' as ''limits on executive compensation and equity stakes'' that would dilute shareholders. But they never mention the UAW contracts that have done so much to put Detroit on the road to ruin. In fact, the main point of any taxpayer rescue seems to be to postpone a day of reckoning on those contracts. That includes even the notorious UAW Jobs Bank that continues to pay workers not to work.

A Detroit bailout would also be unfair to other companies that make cars in the U.S. Yes, those are ''foreign'' companies in the narrow sense that they are headquartered overseas. But then so was Chrysler before Daimler sold most of the car maker to Cerberus, the private equity fund. Honda, Toyota and the rest employ about 113,000 American auto workers who make nearly four million cars a year in states like Alabama and Tennessee. Unlike Michigan, these states didn't vote for Mr. Obama.

But the very success of this U.S. auto industry indicates that highly skilled American workers can profitably churn out cars without being organized by the UAW. A bailout for Chrysler would in essence be assisting rich Cerberus investors at the expense of middle-class nonunion auto workers. Is this the new ''progressive'' era we keep reading so much about?

The car makers say that bankruptcy is unthinkable and ''not an option.'' And bankruptcy would certainly be expensive, not least for Washington itself, which could be responsible for 600,000 or so retiree pensions through the Pension Benefit Guaranty Corp. In that sense, the bailout is intended to rescue the politicians from having to honor that earlier irresponsible guarantee. But at least that guarantee would be finite. If Uncle Sam buys into Detroit, $50 billion would only be the start of the outlays as taxpayers were obliged to protect their earlier investment in uncompetitive companies.

If our politicians can't avoid throwing taxpayer cash at Detroit, then they should at least do so in a way that really protects taxpayers. That means handing a receiver the power to replace current management, zero out current shareholders, and especially to rewrite labor and other contracts. Anything less is merely a payoff to Michigan politicians and their union allies.