

Peck is one of five tribes that were selected for this new partnership. By empowering the tribes to administer these funds directly, FHWA is recognizing the critical need for improved transportation infrastructure on tribal lands. From increased safety to economic development, tribal authorities are best suited to direct this funding in a manner that will serve the needs of their communities.

In the recently passed highway bill, the Indian reservation roads account was substantially increased, which also demonstrates the Federal commitment to tribal transportation needs. I was pleased to support this increase, and even more pleased that Montana is leading the way in this new era of government-to-government cooperation in administering these funds.

I am a firm believer that empowering folks on the ground to address the specific needs of their communities generally yields the best results, and no where is that more true than in Indian Country. Montana's tribes are working tirelessly to improve the quality of life for their people, and investing in basic infrastructure, like roads, is the foundation of economic growth in these rural areas. Safe, reliable roads are needed to get kids to school, people to work, and products to market. This is a basic need we are talking about here, and I am confident that the leaders at the Fort Peck reservation are best suited to tackle these challenges.

I would like to congratulate Fort Peck and FHWA for this groundbreaking partnership. I am hopeful that we can build on this initiative and expand the ability of tribal leaders to shape the future of their people. ●

HONORING ADMIRAL JOHN WILLIAM KIME

● Ms. SNOWE. Mr. President, I would like to take a moment today to honor and pay tribute to ADM John William Kime, the 19th commandant of the Coast Guard who passed away on September 14, 2006.

During his distinguished 41-year career in the Coast Guard, Admiral Kime embodied the ideals of superior public service. An officer of great vision and ability, his leadership as the Commandant of the Coast Guard from 1990 to 1994 left an indelible legacy of resource stewardship, environmental protection, and increased national security.

Admiral Kime graduated from the U.S. Coast Guard Academy in 1957. Following graduation, he immediately went to sea, serving in both deck and engineering assignments aboard the Coast Guard cutter *Casco*. In 1960, he assumed command of Loran Station Wake Island.

After his tour of duty in the South Pacific, Admiral Kime earned masters degrees in marine engineering and naval engineering from the Massachusetts Institute of Technology and em-

barked on what ultimately became his lifelong professional passion: improving the safety and security of this Nation's maritime interests.

Admiral Kime commanded the Marine Safety Office in Baltimore, and served as the principal U.S. negotiator at the International Maritime Organization, IMO, conference in London where he was a key contributor during drafting of the liquefied gas container ship safety codes. Also during his time in Washington, Admiral Kime oversaw the structural design of the Coast Guard's Polar Class icebreakers—two vessels that have proven to be the anvil upon which this Nation's scientific research at the Earth's poles has been forged.

While commanding the Coast Guard's Eleventh District, Admiral Kime was summoned to direct the Federal response to the Exxon Valdez oil spill, an event of national significance that influenced the rest of his career. Admiral Kime went on to serve as Chief of the Marine Safety, Security and Environmental Division in Washington DC and was ultimately confirmed by the 101st Congress as Commandant of the U.S. Coast Guard in 1990.

As Commandant, Admiral Kime oversaw implementation of the landmark Oil Pollution Act of 1990. This act streamlined and strengthened the Federal Government's ability to prevent and respond to catastrophic oil spills. For his immense successes in improving commercial shipping regulations, he was awarded the 1993 International Maritime Prize by the International Maritime Organization.

From overseeing the structural design of our Polar ice breaking fleet to pioneering improvements in the way our Nation prevents and responds to oil spills in the wake of the Exxon Valdez disaster, Admiral Kime's influence and energy remains visible in the wonderful performance of the U.S. Coast Guard today.

Mr. President, I ask all Members of the Senate to join me in recognizing Admiral Kime's service in our Nation's Coast Guard and remembering both his life and his dedication to the United States of America. ●

HONORING THE SERVICE OF DR. DOROTHY C. STRATTON

● Ms. SNOWE. Mr. President, on September 17, 2006, this Nation lost another distinguished member of our "greatest generation." Dr. Dorothy Constance Stratton. She was 107.

An inspirational leader and true patriot, Dr. Stratton was born in March of 1899, attended high school in the Midwest, and graduated from Ottawa University with a bachelor of arts degree in 1933. She went on to earn a master of arts degree in psychology from the University of Chicago and a doctorate of philosophy from Columbia University.

After earning her degrees, Dr. Stratton became the first full-time dean of

women at Purdue University. Always committed to establishing a more positive and constructive atmosphere for women on campus, her pioneering force brought to life a vision to make science more appealing to women. With enthusiasm and energy, she developed an experimental curriculum that proved successful and increased undergraduate enrollment of women at Purdue from 600 to over 1,400.

In 1942, as the dark clouds of World War II gathered over our Nation, Dr. Stratton felt compelled to duty and took a leave of absence from Purdue to join the Naval Women's Reserve. Shortly after receiving her commission in the Navy as a lieutenant, President Roosevelt signed an amendment to Public Law 773, thereby establishing the Coast Guard's Women Reserve.

Known for her brilliance as an organizer and administrator, a newly promoted Lieutenant Commander Stratton was sworn in as Coast Guard Women's Reserve new director, simultaneously making Dr. Stratton the first woman accepted for service as a commissioned officer in the history of the U.S. Coast Guard.

Lieutenant Commander Stratton immediately left her mark on the newly established Reserve Service. Shortly after accepting the position of director she sent a memo to wartime Coast Guard Commandant ADM Russell R. Woesche. Dr. Stratton wrote, "The motto of the Coast Guard is 'Semper Paratus—Always Ready.' The initials of this motto are, of course, S-P-A-R. Why not call the members of the Women's Reserve SPARs? . . . As I understand it, a spar is a supporting beam and that is what we hope each member or the Women's Reserve will be." And so they were.

Under Stratton's inspiring leadership the newly named SPARs expanded to include nearly 1,000 officers and over 10,000 enlisted women. These dedicated, selfless women initially replaced men working in traditional clerical and routine services at shore stations, but as the war progressed, SPARs worked as parachute riggers, pilot trainer operators, aviation machinists' mates, and air control tower operators. Known as the "women behind the men behind the guns," their duties eventually extended to include the most important port security, logistical, and administrative jobs. By war's end, the SPARs successes had forever changed the role of women in the Coast Guard, and Dr. Stratton had been promoted to the rank of captain, another first for the U.S. Coast Guard.

Following her time as SPAR director, Dr. Stratton became the first director of personnel at the International Monetary Fund, followed by service as executive director of the Girl Scouts of the U.S.A. She was also the United Nations representative of the International Federation of University Women.

History is replete with events demonstrating the service and sacrifices