

and communities not only in Hawaii but across the Nation.

I urge my colleagues to support this measure.

Mr. DICKS. Madam Speaker, as a co-sponsor of this resolution, I appreciate the opportunity to offer a statement in support of House Resolution 1202, supporting the goals and ideals of National Guard Youth Challenge Day. I thank my colleague, Mr. DAVIS from Virginia, for having introduced this resolution so that today we are able to vote on it.

Throughout my career I have had a deep interest in programs that help our youth to develop into good citizens; citizens who will carry our Nation into the future, and citizens who are able to enjoy the satisfaction that comes from realizing their individual potential throughout their lives. It was a little over two years ago that I had my first direct contact with the National Guard Youth Challenge Program. I learned much about the program from meetings here in Washington, DC, where I heard about its 80 percent success rate in participating youth getting a high school diploma or GED. I heard about the success in graduating over 77,000 youth from programs in 30 states and territories. And I learned about the impressive numbers of graduates going on to jobs in the economy, joining the military, or continuing their education.

The statistics are impressive, but the experience that had the greatest impact on me was my visit to the Oregon National Guard Youth Challenge Program in Bend, Oregon. I was truly astounded by the stories that I heard from the young men and women there who found in themselves a desire to change, and made the commitment to the Youth Challenge experience to fundamentally change the direction of their lives. Many of these were youth who might otherwise have resigned themselves to a future of low expectations that could include drug and alcohol abuse, gang membership, and dead-end job prospects. But they took a chance on the Youth Challenge program, and through their own commitment and hard work found value, discipline and direction for themselves.

Today, I am pleased to be able to tell my colleagues that the State of Washington is well on its way to establishing a Youth Challenge program of its own. The support from the State government and the community have been absolutely fantastic. Governor Chris Gregoire, our State Superintendent of Public Instruction Terry Bergeson, the Adjutant General Tim Lowenberg, and the legislature in Olympia, Washington have been enthusiastically behind this program all the way.

In my home town of Bremerton, Washington, the Superintendent of Schools and the school board have embraced the program and look forward to our program at the Washington Youth Academy making a difference for youth from across the entire state. At the Federal level, the National Guard Bureau has been unwavering in its support of all of the programs across the country, and for starting this new program in the State of Washington.

The great thing about this program is that it sells itself. It just takes coming in contact with the positive energy young men and women in the program and their families to become a believer. By this time next year, I look forward to being able to report to my colleagues that the Washington Youth Academy will have graduated its first class of 150 youth who will

be on a fundamentally different and more positive path for the rest of their lives.

Madam Speaker, I take great pleasure in supporting this resolution, and commend the National Guard Youth Challenge Program to the attention of all of my colleagues.

Mr. HIGGINS. Madam Speaker, I urge adoption of the resolution, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New York (Mr. HIGGINS) that the House suspend the rules and agree to the resolution, H. Res. 1202.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. HIGGINS. Madam Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

EXPRESSING SUPPORT OF THE GOALS AND IDEALS OF NATIONAL CARRIAGE DRIVING MONTH

Mr. HIGGINS. Madam Speaker, I move to suspend the rules and agree to the resolution (H. Res. 1128) expressing support of the goals and ideals of National Carriage Driving Month.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

H. RES. 1128

Whereas the Carriage Association of America has, for almost 50 years, fostered and organized efforts to preserve and recognize the significant contributions that animal-drawn vehicles have made to American culture;

Whereas animal-drawn vehicles helped settle and build the United States of America;

Whereas it is now almost 100 years since the rapid change from animal-drawn vehicles to machine-powered vehicles;

Whereas museums across America have preserved and protected examples of carriages, wagons, and other types of mostly horse-drawn vehicles, which helped Americans build, farm, and socialize from the earliest days of this Nation's existence;

Whereas tens of thousands of Americans enjoy collecting, preserving, driving, and restoring horse-drawn vehicles;

Whereas there are hundreds of annual parades, shows, auctions, and similar events to enjoy, recognize, and preserve this important part of our Nation's heritage;

Whereas the World Equestrian Games have been awarded to the United States and will be held in 2010 at the Kentucky Horse Park in Lexington, Kentucky; and

Whereas the month of May is celebrated by the carriage-riding community as Carriage Riding Month: Now, therefore, be it

Resolved, That the House of Representatives—

(1) expresses support for National Carriage Driving Month, along with its goals and ideals; and

(2) encourages supporters, historical organizations, and educational entities to observe the month and collaborate on efforts to further protect, preserve, and appreciate carriages as part of our Nation's history.

□ 1730

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New York (Mr. HIGGINS) and the gentleman from Virginia (Mr. DAVIS) each will control 20 minutes.

The Chair recognizes the gentleman from New York.

GENERAL LEAVE

Mr. HIGGINS. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from New York?

There was no objection.

Mr. HIGGINS. Madam Speaker, I yield myself such time as I may consume.

As a member of the House Committee on Oversight and Government Reform, I rise for the consideration of H. Res. 1128, which expresses the support for the goals and ideals of National Carriage Driving Month.

Our colleague, Congressman David Davis of Tennessee, introduced House Resolution 1128 on April 22 of this year. The resolution was considered by and reported from the Oversight Committee on July 16, 2008, by voice vote, and has the support and cosponsorship of 50 Members of Congress.

While over a century has passed since Henry Ford forever changed the face of transportation, tens of thousands of Americans still enjoy collecting, preserving, driving, and restoring horse-drawn vehicles. Aided by the efforts of organizations such as the Carriage Association of America, which has devoted great effort to preserving and recognizing the significant contributions of animal-drawn vehicles, carriages are enjoyed at hundreds of events nationwide each year.

I thank the gentleman from Tennessee for sponsoring the measure at hand. Passage of H. Res. 1128 will not only express our support for National Carriage Driving Month, but also encourage our fellow Americans and enthusiasts, historical organizations, and educational entities to observe and participate in events that protect, preserve and appreciate carriages as part of our Nation's history.

I urge the adoption of this resolution.

Madam Speaker, I reserve the balance of my time.

Mr. DAVIS of Virginia. Madam Speaker, I would yield such time as he may consume to the gentleman from Tennessee (Mr. DAVID DAVIS), the author of this resolution.

Mr. DAVID DAVIS of Tennessee. Madam Speaker, I rise today to ask the House to join me in supporting House Resolution 1128, legislation that supports the goals and ideals of National Carriage Driving Month.

The origin of carriages can be traced to the Middle Ages when roads were extremely crude, and wooden carts offered an uncomfortable way to be transported. From the 16th century,

various types of vehicles were built with some rudimentary form of springs to create some comfort for passengers. The luxury of springs spurred the popularity and comfort of this mode of travel and mass production of carriages would begin in earnest.

As travel distances increased, the hooded carts were replaced with carriages with a roof and later with a closed cabin with doors and windows. Carriages were built for royalty, businessmen and merchants and commoners, often named after their function or shape.

When the technique of forging iron was developed in the 1800s, steel parts would replace leather springs. Industrially produced springs, axles and other metal parts improved the quality of the carriages leading into the 19th century, which was the golden age of the carriage.

The Industrial Revolution stimulated economic changes that added prosperity to the middle class, and they would ultimately become the driving force behind the purchase of carriages and the creation of carriage factories founded in cities throughout America and the rest of the world. Certainly, before the advent of the automobile, Americans enjoyed the horse-drawn carriage as a mode of transportation. Today, many people, including constituents of mine in east Tennessee, collect and restore the great vehicles as an avocation. Tens of thousands of Americans now enjoy this pursuit and millions more Americans enjoy their work in parades, shows and museums.

The month of May is often celebrated by the carriage community as carriage riding month, and this legislation supports the idea of a National Carriage Driving Month. These vehicles helped settle and build our Nation in its infancy, and this noncontroversial legislation celebrates the elegance and charm of a bygone era.

In closing, I am pleased that the House is considering this noncontroversial legislation celebrating a mode of transportation prior to the era of the automobile. I regret the House is not considering meaningful legislation to deal with our current energy crisis. With gas prices continuing to escalate, my friends in the carriage restoration and driving community may find themselves in demand once again.

I ask my colleagues to please support House Resolution 1128 and please support bringing meaningful energy legislation to the floor on which so many of my constituents of the First Congressional District of Tennessee are asking for action.

Mr. HIGGINS. Madam Speaker, I continue to reserve.

Mr. DAVIS of Virginia. Madam Speaker, I would associate myself with the remarks of the gentleman from Tennessee.

Madam Speaker, just one month ago we honored the 100th Anniversary of General Motors and one of their most famous cars, the Corvette, as a company that revolutionized the

way people travel. And today, we are here to recognize the significance of the horse carriage that ultimately led to the evolution from animal-drawn vehicles to machine-powered vehicles.

Originally developed to transport wealthy people in a clean, elegant and safe manner, the carriage has evolved over time. In this country, carriages were not only used by the wealthy, but became part of the fabric of everyday life as they were used on farms and in towns for commerce, trade and transportation.

Carriages have now become a pleasant way to experience the past as well as a way to preserve a part of American history. Museums across the country have exhibits of horse drawn carriages, which help educate visitors about these vehicles that were such an important part of American history.

Carriages can also be found at numerous parades, shows and fairs where they help showcase and preserve horse drawn vehicles.

Carriage use still thrives at these types of events due to the hard work of groups such as the Carriage Association of America (CAA) whose mission it is to preserve the history and tradition of horse drawn carriages and sleighs.

This resolution also seeks to highlight the World Equestrian Games which will be held in Lexington, Kentucky in 2010.

One of the events during the games will be competitive carriage driving called, Carting.

Madam Speaker, this resolution makes me wonder, that while the horse drawn carriage has largely vanished as an everyday occurrence, if more and more people won't revert back to this form of transportation now that gas prices are so high.

But I digress. Madam Speaker, I call on my colleagues to support a National Carriage Driving Month and encourage people to further protect, preserve, and appreciate carriages as part of our Nation's history.

Madam Speaker, I yield back the balance of my time and urge adoption of the resolution.

Mr. HIGGINS. Madam Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New York (Mr. HIGGINS) that the House suspend the rules and agree to the resolution, H. Res. 1128.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the resolution was agreed to.

A motion to reconsider was laid on the table.

STAN LUNDINE POST OFFICE BUILDING

Mr. HIGGINS. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 6226) to designate the facility of the United States Postal Service located at 300 East 3rd Street in Jamestown, New York, as the "Stan Lundine Post Office Building".

The Clerk read the title of the bill. The text of the bill is as follows:

H.R. 6226

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. STAN LUNDINE POST OFFICE BUILDING.

(a) DESIGNATION.—The facility of the United States Postal Service located at 300

East 3rd Street in Jamestown, New York, shall be known and designated as the "Stan Lundine Post Office Building".

(b) REFERENCES.—Any reference in a law, map, regulation, document, paper, or other record of the United States to the facility referred to in subsection (a) shall be deemed to be a reference to the "Stan Lundine Post Office Building".

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New York (Mr. HIGGINS) and the gentleman from Virginia (Mr. DAVIS) each will control 20 minutes.

The Chair recognizes the gentleman from New York.

GENERAL LEAVE

Mr. HIGGINS. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from New York?

There was no objection.

Mr. HIGGINS. Madam Speaker, I yield myself such time as I may consume.

I am pleased to come to the floor today for the consideration of H.R. 6226, which recognizes the achievements of Stan Lundine. I introduced this measure on June 16, 2008, and the bill enjoys support from members of the New York congressional delegation. H.R. 6226 was considered in committee on July 16, 2008, and was ordered to be reported by voice vote.

Stan Lundine was born on February 4, 1939. He grew up in Jamestown, New York. He served his community as mayor of Jamestown, as a United States Representative, and lieutenant governor of New York. He graduated from Duke University in 1961 and from New York University School of Law in 1964.

As mayor of Jamestown from 1970 to 1976, his work implementing a labor management strategy ended long-running labor conflicts and helped Jamestown gain national attention as a model for labor-management cooperation.

During his time in Congress from 1976 to 1987, Stan focused on finance, banking and economic development policy. He was chairman of the Subcommittee on International Development Institutions and Finance and played an instrumental role in developing legislation that created labor-management councils and employee stock ownership plans.

In 1986, Stan became lieutenant governor of New York under Governor Mario Cuomo, where he focused on housing, economic development, technology, and job training programs.

Today, Stan continues his public service through his position on the boards of directors for several not-for-profit organizations, including the Chautauqua Institution, the Robert H. Jackson Center, and the Fredonia College Foundation. He also recently served as head of the New York State Commission on Local Efficiency and Government Competitiveness.