

making public lands more accessible for disabled visitors. In short, the volunteers participating in National Public Lands Day will work on projects much like the projects that the Civilian Conservation Corps completed so many years ago. I express my deep gratitude to the volunteers and to the men who made up the CCC.

Following the stock market crash of 1929, the United States, and the entire world, slid into depression. Banks failed, loans and mortgages were foreclosed, unemployment soared as factories closed their doors, farms were abandoned and bread lines grew in cities. In 1933, to help get men out of bread lines and back to work, newly elected President Franklin D. Roosevelt engineered the passage of legislative measures which created government work programs designed to lift the country out of the Depression. One of these programs was the Civilian Conservation Corps.

The CCC would work in every state as well as in Alaska, Hawaii, Puerto Rico and the Virgin Islands. Although one of the most recognizable and remembered CCC projects is Skyline Drive, in Virginia's Blue Ridge Mountains, the CCC's roots are planted firmly in the Commonwealth of Pennsylvania. The CCC was based on a program that was already put in place by Pennsylvania Governor Gifford Pinchot. Pinchot, a Yale graduate who went to France and became recognized as the first American trained in forestry, served as Governor from 1923 until 1927 and again from 1931 to 1935. The work camps that he created throughout the Commonwealth are credited with building 20,000 miles of paved roads. Governor Pinchot's work camps would become the model for President Roosevelt's CCC. Because of Governor Pinchot's early leadership, Pennsylvania would have 113 CCC camps, second only to California. A total of 194,000 Pennsylvania citizens served in the CCC nationwide. The CCC transformed the forests and natural areas of Pennsylvania and greatly enhanced the Pennsylvania Bureau of State Parks.

The CCC, officially formed in 1933, would instill a unique blend of military-style discipline and social responsibility in every man that served. From 1933 until 1942 millions of men, mostly youths but also World War I veterans and some skilled laborers, gathered to complete civil engineering projects for a mere thirty dollars a month, twenty-five of which was sent back home to their families. This work would not only earn them money to help their families through hard times but would teach them the value of their labor and challenge their minds. Upon introduction to the CCC the men would be given military-style physicals and then transported to Army training camps where they would be subject to a basic training and orientation program conducted by military personnel. From there they would be transported to the CCC district where they were assigned. Aside from the strong military presence there were also civilian teachers and ministers that would teach the men more useful skills that they would use throughout their lives.

Mr. Speaker, it is clear that the CCC had a great impact not only on the lives of its mem-

bers but on the country as a whole. It was a program that put men to work building roads, walls, bridges, parks and countless other projects at a time when other nations put their populations, equally touched by depression, into work building bombs, planes and tanks. The same bombs, planes and tanks that former CCC men would face in Europe and the Pacific. The CCC worked to pull the nation out of depression but it also unified the country for the trying times to come.

I urge every American to take the opportunity to find out about the CCC. Use the internet to look up the accomplishments of the CCC or take a trip to the Allegheny National Forest, Gifford Pinchot National Forest, Skyline Drive, the Appalachian Trail, the Pacific Crest Trail or any of the thousands of CCC sites to see the results of their commitment. Most importantly, seek out a person who served in the CCC. There are fewer every year and the knowledge and wisdom they possess is invaluable. Mr. Speaker, let us all recognize the CCC and its men for their contributions, and also recognize the volunteers of National Public Lands Day who are working to bring the accomplishments of the CCC to light.

TRIBUTE TO COLONEL EDWARD C.
GRUETZEMACHER

HON. IKE SKELTON

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 25, 2001

Mr. SKELTON. Mr. Speaker, let me take this opportunity to speak of the recent retirement of Colonel Ed Gruetzemacher, 1107th Aviation, Classification and Repair Activity Depot commander, Missouri National Guard. Colonel Gruetzemacher retired after over 30 years of service to the United States military. He has distinguished himself, the military and our nation with dedicated service.

Colonel Gruetzemacher began his career in 1967 when he was drafted into the U.S. Army. After basic training, Colonel Gruetzemacher was selected for officer training school and then flight school. Upon completion of flight school, Colonel Gruetzemacher flew COBRA helicopters in the 1st Squadron, 9th Cavalry, the same unit his father served in years earlier. After service in Vietnam, Colonel Gruetzemacher was assigned to Fort Knox, Kentucky, where he deployed an attack helicopter company to Europe for restationing.

In 1974 Colonel Gruetzemacher joined the Missouri National Guard as deputy at the Transportation Aircraft Repair Shop, now known as the 1107th AVCRAD. During his 27 years in the Missouri National Guard Colonel Gruetzemacher has served in the 142nd Transportation Battalion, the 1107th AVCRAD, the 635th Aviation Group and the State Aviation Office.

Mr. Speaker, Colonel Gruetzemacher has dedicated 34 years of his life to the military, serving with honor and distinction. As he prepares to spend more time with his wife Jean and daughter Eve, I know the Members of the

House will join me in wishing him all the best in his retirement.

TRIBUTE TO MARGARET ANSLEY
OF SAN BERNARDINO, CALIFORNIA

HON. JOE BACA

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 25, 2001

Mr. BACA. Mr. Speaker, it is with great joy and personal pride that I give tribute to a great American, Margaret E. Ansley of San Bernardino, California on the occasion of her 100th birthday.

The history of one person can be a deep sea of history, as is the case with Margaret. Margaret was born in 1901 Norwalk, Connecticut. The daughter of Hungarian immigrants, Margaret grew up in Connecticut and moved to San Bernardino, California in 1926 with her husband Alex. Like many others of that simpler and more dedicated time, she commuted to work from Connecticut to New York City everyday. When she moved to California, Margaret and her sister Anne ran a grocery store in San Bernardino next to the Santa Fe Railroad. Unfortunately, in 1933 her husband Alex passed away from tuberculosis, but she remarried in 1936 to Howard Ansley. Together Margaret and Howard bought some land in Bloomington to grow grapefruits and raise a family. Since then, she has been a loving wife, active member of her parish, and a good citizen. Margaret and I attend Saint Catherine of Sienna Catholic Church on Sundays. I've gotten to know this wonderful lady over the years and I can say without a doubt, Margaret is one of the most decent and fine examples of our community.

Margaret lives in the Inland Empire to this day. She is an active and distinguished California resident that has brought credit and distinction to her family. It is because of her legacy of commitment to our region and the value of hard work that she has demonstrated every day of her life, that I pay homage and tribute to this wonderful woman.

EXPRESSING APPRECIATION TO
JONATHAN Y. THOMAS

HON. STEPHEN HORN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 25, 2001

Mr. HORN. Mr. Speaker, I rise today to pay tribute to Jonathan Y. Thomas, a former member of the Los Angeles Board of Harbor Commissioners and the Alameda Corridor Transportation Authority Governing Board.

Between 1994 and 2001, Mr. Thomas provided seven years of distinguished public service as a Port of Los Angeles representative to the public agency undertaking the Alameda Corridor, a rail cargo expressway critical to speed the movement of goods from the Ports of Los Angeles and Long Beach into the