EXTENSIONS OF REMARKS

September 25, 2001

making public lands more accessible for dis-abled visitors. In short, the volunteers participat-ing in National Public Lands Day will work on projects much like the projects that the Ci-vilian 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 mort-gages 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 legis-lative 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 Vir-gin Islands. Although one of the most rec-ognizable and remembered CCC projects is Skyline Drive in the Blue Ridge Moun-tains, 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 Gov-ernor from 1923 until 1927 and again from 1931 to 1935. The work camps that he cre-ated throughout the Commonwealth are cred-ited with building 20,000 miles of paved roads. Governor Pinchot’s work camps would be-come the model for President Roosevelt’s CCC. Because of Governor Pinchot’s early leadership, Pennsylvania picked up 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 com-plete civil engineering projects for a mere thir-ty dollars a month, twenty-five of which was devoted to the Al Rugby National Forest, Gifford Pinchot National Forest, Sky- line 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 pos-sesses is invaluable. Mr. Speaker, let us all rec-ognize the CCC and its men for their contribu-tions, and also recognize the volunteers of Na-tional 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 retire-ment 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 ear-lier. After service in Vietnam, Colonel Gruetzemacher was assigned to Fort Knox, Kentucky, where he deployed an attack heli-copter 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 ACRAD. During his 27 years in the Missouri National Guard Colonel Gruetzemacher has served in the 142nd Transportation Battalion, the 1107th ACRAD, the 635th Aviation Group and the State Avia-tion Office.

Mr. Speaker, Colonel Gruetzemacher has dedicated 34 years of his life to the military, serving with honor and distinction. As he pre-pares 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 Bernadino, 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 immi-grants, Margaret grew up in Connecticut and moved to San Bernadino, California in 1926 with her husband Alex. Like many others of that simplier and more dedicated time, she commuted to work from Connecticut to New York City everyday. When she moved to Cali-fornia, Margaret and her sister Anne ran a grocery store in San Bernadino 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 Sun-days. 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 Cali-fornia resident that has brought credit and dis-tinction to her family. It is because of her leg-acy 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 mem-ber of the Los Angeles Board of Harbor Com-missioners and the Alameda Corridor Trans-portation Authority Governing Board. Between 1994 and 2001, Mr. Thomas provided seven years of distinguished public serv-ice 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