

economy as the home for sawmills and the historic Detroit and Mackinac Railroad. It also provided many tales of great lumberjacks from the Michigan lumber camps. Some local residents believe that many stories we tell today about the great Paul Bunyan originated from that area. However, by the 1890's the lumbering boom had dwindled from depleted resources and the immense damage to the forests. The land resembled that of a wasteland and farming quickly took over as a top industry alongside fishing. However, with the invention of the automotive assembly line, young sons of farmers headed downstate to make quick money leaving hundreds of family farms vacant.

With its natural resources exhausted, young people left the Tawas area. The once beautiful landside was left naked, polluted and over fished. Tawas thought it had seen the worst but, on July 11, 1911 a fire leveled communities of neighboring Oscoda and AuSable with five dead and 2,000 homeless. Tawas area residents took in survivors and helped the two devastated communities rebuild. In the process of rebuilding the communities, they had the opportunity to establish six hydroelectric dams in the AuSable River that are still in use today.

It was around that time that Tawas City would see nearly 70 years of revitalization and economic opportunity come to the area. In the 1920's the United States Army Air Corps began a flight training program that would evolve into Wurtsmith Air Force Base. From the mid 1920's to the 1950's the Civil Conservation Corps planted nearly 500 million trees to restore much of the area ravaged during the lumber years. In 1937, the Tawas Post of the Michigan State Police became a permanent part of the Tawas community. Even during the war years, Tawas played an important role in protecting America and its soldiers from poisonous attacks with the Tawas plant, staffed by women, producing up to 42,000 gas masks a day. In 1965, Tawas Point State Park was created and provided 175 acres of camping sites, picnic areas, beaches and the light-house area which attracts over 250,000 people per year.

In the 1990's Tawas City would see another great challenge with the closure of the Wurtsmith Air Force Base. However, after nearly a century and a half of rising to meet challenges in the past, the local community partnered with State, local and Federal resources to turn the base into a thriving opportunity. The Wurtsmith redevelopment was so successful in turning the economy around they were cited as an example throughout the country on how small towns can overcome the hardships of military base closures.

Mr. Speaker, the history of Tawas City is made up of the tales of brave fishermen, innovative entrepreneurs, legendary lumberjacks, dedicated neighbors, hardworking farmers, courageous soldiers, devoted workers, and All-American families. The values that extend from each industry, every challenge, and every triumph have added to the fabric of this community. I applaud the people of Tawas—past and present—for advancing this city to be the outstanding place it is today. Furthermore, I ask the United States House of Representatives to join me in congratulating Tawas City and its residents on their first 150 years and in wishing them well through the next century.

HONORING KEISHA CASON OF
BROOKSVILLE, FLORIDA

HON. GINNY BROWN-WAITE

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 28, 2005

Ms. GINNY BROWN-WAITE of Florida. Mr. Speaker, I rise today to honor Keisha Cason of Brooksville, Florida.

Keisha Cason is a high school senior, who was recently recognized by the National Federation of Independent Business (NFIB) as a 2005 NFIB Free Enterprise Scholars Award recipient.

Created in 2002, the award identifies high school seniors from all around the country who demonstrate scholarship and entrepreneurial achievement. From the 2,100 applicants nominated by NFIB members, an independent selection committee selected 378 rising scholars to each receive a \$1,000 scholarship.

Keisha Cason represents the future voice of small business in America. As one of these gifted youth, she has displayed a sense of understanding of free enterprise far beyond her years. As she makes the transition to college, she will continue to perform at the highest standards.

Mr. Speaker, ambitious young men and women like Keisha Cason should be congratulated for their accomplishments. It is truly a privilege to honor Keisha Cason for her achievement as a National Federation of Independent Business Free Enterprise Scholar.

IN MEMORY OF WESLEY SCOTT

HON. GWEN MOORE

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 28, 2005

Ms. MOORE of Wisconsin. Mr. Speaker, I rise today to honor and celebrate the life of an esteemed advocate for equality, Mr. Wesley Scott. Mr. Scott, a longtime leader in the civil rights movement in Milwaukee, died May 28, 2005, at the age of 88.

The oldest of 18 children, Wesley Scott came of age in an impoverished community of West Virginia coal miners. After earning his B.A. from Xavier University in New Orleans in 1942, Mr. Scott went on to serve his country, fighting in the South Pacific during WWII. Upon returning home he continued his education, receiving his Masters degree from Ohio State University in 1950. By 1951, he was serving as Executive Director of the Massillon, Ohio, Urban League.

In 1958, Mr. Scott assumed the position of deputy executive director of the Milwaukee Urban League. Within a year he was promoted to executive director, a position he held for 23 years. At the helm of the Milwaukee Urban League, Mr. Scott distinguished himself with a dynamic yet dignified style of leadership. His contemporaries lauded his unflinching commitment to the advancement of African-Americans and poor people. He is credited with building bridges between white and black communities, seeking out opportunities for progress in a very difficult and often turbulent environment. Under his leadership, the Milwaukee Urban League became a premier organization in the fight for civil rights.

Even after leaving the Milwaukee Urban League, Mr. Scott continued to work for racial equality. As an advisor to the Metropolitan Milwaukee Association of Commerce, he helped open new doors for African-Americans in the corporate world, ensuring the development of a new class of African-American professionals in Milwaukee. He also worked on behalf of African-American businesses, advocating for stronger mechanisms to ensure that disadvantaged business enterprises would benefit from the construction of Miller Park.

Throughout his life, Wesley Scott was a tireless advocate for equality. Earlier this year, the Milwaukee Urban League announced plans to honor his legacy by transforming its headquarters into the Wesley L. Scott Senior Living Community. I rise today, Mr. Speaker, to salute Mr. Scott for his commitment to advancing equality and to celebrate the life he dedicated to serving our community.

PERSONAL EXPLANATION

HON. LUIS V. GUTIERREZ

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 28, 2005

Mr. GUTIERREZ. Mr. Speaker, due to a family emergency, I was absent from this Chamber on June 24, 2005.

I would like the record to show that, had I been present, I would have voted "nay" on rollcall votes 308, 312, 313, 315, 317 and 321. I would have also voted "aye" on rollcall votes 309, 310, 311, 314, 316, 318, 319 and 320.

PERSONAL EXPLANATION

HON. TIMOTHY H. BISHOP

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 28, 2005

Mr. BISHOP of New York. Mr. Speaker, due to a personal conflict on Monday, June 27, I was not present in the chamber to cast my vote on rollcalls 322 and 323.

Please indicate in the appropriate place in the RECORD that had I been present, I would have voted "aye" on both measures.

INTELLECTUAL PROPERTY AND
THE GROKSTER DECISION

SPEECH OF

HON. STENY H. HOYER

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Monday, June 27, 2005

Mr. HOYER. Mr. Speaker, I rise today in support of the Supreme Court's decision on Monday, June 27 in *Metro-Goldwyn-Mayer Studios, Inc. v. Grokster, Ltd.*

In a rare 9-0 decision, the Court found "that one who distributes a device with the object of promoting its use to infringe copyright, as shown by clear expression or other affirmative steps taken to foster infringement, is liable for the resulting acts of infringement by third parties."

Grokster and other companies that proactively enable the theft of creative and

other protected works should immediately cease this activity.

MGM Studios v. Grokster is much more than a legal battle involving movie studios, record labels and the technology community. Grokster is fundamentally about ensuring that the creative and copyrighted works of millions of Americans who enrich our lives—including songwriters, musicians, screen writers and other artists—are appropriately protected in this era of rapid technological advancement.

I acknowledge that artists, as well as movie studios and record labels, have been the beneficiaries of the same creative energy of the technology community that has given consumers new products, such as DVD players and portable music devices. Clearly, technological advancements have fostered the enjoyment of these creative works.

There must be a balance between protecting the copyrighted works of artists and ensuring technological innovation. However, the unbridled theft of copyrighted works must be stopped, as the Supreme Court has so clearly repudiated this activity. The Court struck the right balance in protecting copyrighted material and innovators in the technology community. It is time for those who created a business model dependent upon infringement to adjust to this new legal standard.

RECOGNIZING MISS ALYSSA
WILSON

HON. BILL SHUSTER

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 28, 2005

Mr. SHUSTER. Mr. Speaker, I rise today to recognize Miss Alyssa Wilson, from Altoona Pennsylvania, as one of twenty national winners in a new award program called The Alexander Hamilton Citizenship Achievement Award. The award is sponsored by a new 501 (c)3 non profit organization, The Alexander Hamilton Friends Association (AHFA) of Seattle, Washington. Fourteen States were represented and amongst the twenty winners, Pennsylvania had three, all whom happened to be from Altoona Area High School. Over 200 candidates were considered for the award and it is a remarkable achievement for these three students and the Altoona Area school district.

The Alexander Hamilton Friends Association is a non profit organization incorporated under the laws of the State of Washington. The AHFA's goal is to preserve Alexander Hamilton's legacy by recognizing and honoring young people who share Hamilton's strong sense of integrity, achievement, pragmatism, and service. For a student to win the award the student needs to exhibit a high degree of personal integrity and receive an outstanding rating in two of the five areas, which are: community service, school-related extracurricular activity, entrepreneurial skill, scholastic record, and personal achievement. George Cox, president of AHFA said, "The key question we asked ourselves, was this: If a young Alexander Hamilton were placed in a situation like this student, would he have responded in a similar manner? In the case of our winners, we think the answer is yes."

Miss Alyssa Wilson is a junior at Altoona High School and has organized several chari-

table events including the MS Walk, and the Heart Disease Walk. She is involved in the student council and through it she has helped organize student functions such as the spring musical dance and is involved in peer mediation. She participates in marching band, concert band, and jazz band. She is also a member of the school drama team and is active at her church where she teaches at Vacation Bible School.

Mr. Speaker, we would like to congratulate Miss Alyssa Wilson on her outstanding achievements in community service and we are proud to have her as one of our constituents.

100TH ANNIVERSARY OF THE
MICHIGAN DEPARTMENT OF
TRANSPORTATION

HON. BART STUPAK

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 28, 2005

Mr. STUPAK. Mr. Speaker, I rise today on behalf of the Michigan Congressional Delegation consisting of Senators CARL LEVIN and DEBBIE STABENOW, Congresswomen CAROLYN CHEEKS KILPATRICK and CANDICE MILLER, and Congressmen DAVE CAMP, JOHN CONYERS, JOHN DINGELL, VERNON EHLERS, PETER HOEKSTRA, DALE KILDEE, JOE KNOLLENBERG, SANDER LEVIN, THADDEUS MCCOTTER, MIKE ROGERS, JOE SCHWARTZ, FRED UPTON and me. We pay tribute today to an agency in Michigan that has spent the last 100 years improving the means by which those in the far reaches of our beautiful peninsulas utilize our most well-known state product, the automobile. Today, we in the Michigan Congressional Delegation would like to honor the 100th Anniversary of the Michigan Department of Transportation also known as MDOT.

It all began with the innovative spirit of a bicycle enthusiast and entrepreneur, Horatio "Good Roads" Earle, when he became Michigan's first highway commissioner. He began a movement by aligning the professional road builders and engineers to improve road transportation throughout the state. On July 1, 1905, the voters in the State of Michigan overwhelmingly approved state spending for roads making Michigan the 18th state in the Union to establish an agency to oversee transportation. Since that day that the State Highway Department was established, Michigan has not only led the world in automotive advancements but has achieved many firsts in the state, country and world for transportation initiatives.

There were many transportation firsts in Michigan including the construction of the first international underwater railroad tunnel (Port Huron-Sarnia Tunnel) in 1891; the first international underwater automobile tunnel (Detroit-Windsor Tunnel) in 1930; and the first freeway-to-freeway interchange on Jan. 18, 1955 at I-94 (Edsel Ford) and M-10 (John Lodge) in Detroit, permitting motorists to make turns "simply by moving in the direction they wish to go." Both the Ambassador Bridge in Detroit in 1929 and the Mackinac Bridge in 1957 were the world's longest suspension bridges when they were built. The world's largest automobile tire, utilizing the Ferris wheel ride from the World's Fair in New York from 1964, can be found next to eastbound I-94

just east of the M-39 (Southfield Freeway) interchange in Allen Park. MDOT was also the World's first transportation agency to automate management and processing of construction products from the construction site through contractor payment, saving taxpayers more than \$20 million per year in 1993.

The national innovations are endless but include some of the most significant to our everyday living like the nation's first mile of concrete highway built by the Wayne County Road Commission on Woodward Avenue between 6 and 7 Mile roads in Detroit in 1909, the first painted centerline in 1911 and the first state trunkline in the nation to sport a centerline from Marquette to Negaunee Road (now US 41/M 28) in 1917. The nation's first highway materials testing lab was at the University of Michigan in 1912 and the nation's first four way red/yellow/green electric traffic light was at the corner of Woodward and Michigan Avenues in Detroit as the invention of Detroit Police Officer William Potts in 1918.

Other national firsts include the first roadside park on US-2 in Iron County, completed in 1919; the first practical highway snowplow was built in Munising in 1922; and the first "super highway" was an eight-lane divided highway with a 40-foot median built in 1923 along Woodward Avenue between Detroit and Pontiac. MDOT was the first highway department to use yellow centerlines to designate "no passing" zones in 1927. Michigan has the nation's first state operated information center which opened in 1935 near New Buffalo. Michigan was the nation's first state to complete a toll free border-to-border interstate on I-94 running 205 miles from Detroit to New Buffalo in 1960. In 1977 US-31 in Oceana County won the national "most beautiful highway" by the U.S. Department of Transportation. The nation's largest concrete segmental bridge opened up in 1988 when the Zilwaukee Bridge opened carrying I-75 over the Saginaw River. Recently, in 2003, Gloria Jeff was named the director of MDOT becoming the first female and African American State Transportation director in the nation.

Mr. Speaker these are only a few of the facts, figures and historical moments that are seemingly infinite examples that mark the significant influence this agency has had on transportation in our country and the world. In fact much of this information and a detailed outline of MDOT's history can be found through the resources of MDOT's centennial website at www.michigan.gov/mdot100. However, the greatness and innovation displayed by MDOT throughout this past 100 years is not limited to our history and evolution as a modern state. The recent state accomplishments and the goals laid out for the future show the numerous advancements this department continues to make on behalf of its residents.

Horatio "Good Roads" Earle would be proud of the efforts to make our roads, highways and bridges better each year. According to MDOT, since 1999, they have completed more than 93 percent of the road and bridge preservation programs announced in the fiveyear program making 88 percent of the vehicle miles traveled on Michigan freeways done so on good pavement. In the last three years, the capitol preventative maintenance program increased the life span of 3,710 miles of highway by up to seven years with a special treatment. Additionally, MDOT has made