

Olympics has brought us closer to that idea by encouraging excellence, sharing and courage through year-round sports training and athletic competition for children and adults with intellectual disabilities. Special Olympics improves health and physical well-being. It builds confidence and self-esteem. And perhaps most importantly, it gives athletes a voice, so that they can become active and productive members of their communities.

We sometimes forget what life was like for the intellectually disabled before the Special Olympics—a time when people were shuttered away in institutions, sentenced to lives of solitude, emptiness and sadness. But today that has all changed, largely because of the Special Olympics. Today, 2.5 million Special Olympians train and compete in 30 sports in over 180 countries. The Special Olympics has become a platform for breaking down social barriers—for raising the standard of public health, for helping intellectually disabled people overcome a prejudice that, for all our advances, plagues us to this day in some corners of society.

I urge my colleagues to stand with me to celebrate and honor the Special Olympics on the 40th anniversary of this remarkable, inspirational organization.

100TH ANNIVERSARY OF THE CHICAGO TO MACKINAC RACE

HON. BART STUPAK

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 17, 2008

Mr. STUPAK. Madam Speaker, I rise to honor one of the Great Lakes' most hallowed traditions: annual Chicago to Mackinac Race, the world's oldest and longest freshwater sailboat race. Each July, nearly 300 boats make the 333-mile trip to Mackinac Island in 2 to 3 days.

This year will mark the 100th anniversary of the race, commonly referred to by sailing enthusiasts as simply "the Mac." Although the first race was held in 1898, several years passed between the first and second running of the race. In other years, the race did not occur because of the United States' entry into World War I. Two other years also did not count toward the total number of Mackinac races, as the race did not terminate at Mackinac Island, but at Harbor Springs, Michigan. This year, however, will mark the 100th time that the regatta will make the trek from Chicago, north up Lake Michigan, following the shores of Michigan's Lower Peninsula to finally land on historic Mackinac Island.

In the nautical world, the Mac is viewed by many as an outstanding test of sailors' skill, experience and sailing aptitude. Lake Michigan's volatile weather conditions can mean that the race challenges sailors' abilities. Despite the dangers and challenges of the Mac, there has never been a fatality and only one boat has been lost.

The weather challenges presented to those who sail in the Mac are well documented. In July 1925, 21 yachts started the race. Within 12 hours, six of the boats in the competition were blown back to Chicago. In 1937, sailors encountered winds with gusts up to 65 knots, or 75 miles per hour. In that race, only eight boats finished what 42 started. Mac enthu-

siasts refer to 1970 as "the year of the big blow" because a northerly wind blasted competitors in the race head on. Of the more than 160 yachts participating, more than half were forced to take refuge in safe harbor, crippled with shattered masts, torn sails and seasick crews.

One of the most challenging Mackinac races in history occurred in 1911. That year, 11 boats holding 142 crewmembers set forth from Chicago to Mackinac. Overnight, temperatures dropped to freezing, the breeze turned into a blustering wind and then became a gale. To add to the discomfort, a rainstorm began. As night fell, the gale escalated to hurricane force, with gusts peaking at 80 miles per hour. The wind, rain and waves played topsy-turvy with the yachts and the race of 1911 ended with the loss of a legendary mahogany-hulled sail boat, by the name of *Vencedor*. The huge waves thrashed the boat mercilessly and plunged it between two boulders on one of the many Great Lakes reefs. Although the crew was rescued, the *Vencedor* was lost. Despite the terrible storm, all 142 men who sailed that regatta arrived safely ashore at Mackinac Island, showing once more the perseverance and determination of those who compete in the Mac.

The race is sponsored by the Chicago Yacht Club and this year begins there on Saturday, July 19. The continued support of the Chicago Yacht Club and—since 1937—the Mackinac Island Yacht Club has been critical to keeping the Mac going these many years. The U.S. Coast Guard has provided tremendous assistance for the race over the years, working to ensure the safety of the sailors and rescue boats when necessary.

Madam Speaker, there is great nautical history associated with the race and great personal pride among those who have participated. Sailors who have competed in more than 25 "Macs" are called "Island Goats," a title they wear with pride and affection. There are various explanations for where the title "Island Goat" originates. Some say that the sailors who participated in the race smelled like goats when they completed their two- or three-day voyage from Chicago. Others claim that the title "Island Goat" is a reference to the unruly celebrations of the early sailors when they finally arrived at Mackinac Island. Regardless of where the term stems, those who are "Island Goats" are proud of this distinction and have even formed the Island Goat Sailing Society.

Madam Speaker, this July, for the 100th time, those on the eastern shore of Lake Michigan will once again be able to gaze out upon the Lake and watch as an impressive regatta of hundreds of vessels race north toward Mackinac Island. As all of us from the Great Lakes observe the 100th anniversary of the Mac, I ask that you, Madam Speaker, and the entire U.S. House of Representatives join me in honoring the great tradition of the Mac and in saluting the thousands of men and women who have maintained this great race over the past century.

TRIBUTE TO MR. GIL LANGFORD

HON. CLIFF STEARNS

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 17, 2008

Mr. STEARNS. Madam Speaker, I rise today to pay tribute to Mr. Gilbert B. Langford, who died this week at the age of 82. One of the greatest honors in my time in Congress was awarding Gil the Congressional Gold Medal.

At the age of 16, he was assigned at Tuskegee Air Base later earning his wings and the honorable right to call himself a Tuskegee Airman. He ended his distinguished career as a 1st lieutenant acquiring the skills as a pilot, navigator, and bombardier.

As a civilian, he became one of the first black engineers for General Electric and served as a consultant to the U.S. Department of Energy while working for the Department of Defense.

Gil was a true American hero and will be missed most by his three children and six grandchildren. Gilbert Langford unselfishly gave every fiber to his country, and still believed he could give more.

CELEBRATING 40 YEARS OF HISTORY

HON. RODNEY P. FRELINGHUYSEN

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 17, 2008

Mr. FRELINGHUYSEN. Madam Speaker, rise today to honor the Evangelical Mission and Seminary International in the Towaco portion of the Township of Montville, Morris County, New Jersey, a vibrant community I am proud to represent! On August 8 and 10, 2008, the good citizens of Montville will celebrate the Evangelical Mission and Seminary International's 40th anniversary.

Evangelical Mission and Seminary International, EMSI, was established in 1968 by the Reverend Moses Yang. The mission has branches in four continents: Europe, Asia, North America, and Africa, and is made up of several organizations, including Evangelical Bible Institute, Christian Evangelical Mission, and Christian Evangelical Overseas Outreach. Reverend Yang started the personal ministry in 1968. He opened his house and targeted different groups for Bible study, including the College Bible Study group, youth and junior high school students and the Children's Sunday School. When Bible study groups continued to grow, a church was established. The Evangelical Mission and Seminary International was established in Towaco, New Jersey in 1982. In the past 40 years, 1968–2008, the ministry had expanded to include seminaries, churches, mission, literature, and broadcasting.

The Evangelical Bible Institute, also located in Towaco, was founded in 1979 and occupies over 19 acres. Campus facilities include the Educational Building, a church, and Chinese/English library, which houses in excess of 14,000 books. The Christian Evangelical Mission was established in West Orange, New Jersey, in 1975. EMSI established the Christian Evangelical Overseas Mission in 1995

with the purpose of developing the overseas mission work.

Madam Speaker, I urge you and my colleagues to join me in congratulating the Evangelical Mission and Seminary International, as well as the Reverend Moses Yang, on the celebration of 40 years serving Morris County and people around the world.

IN RECOGNITION OF JAMES
WEILAND'S CIVIL AIR PATROL
SERVICE

HON. DUNCAN HUNTER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 17, 2008

Mr. HUNTER. Madam Speaker, I rise today to pay tribute to the long and committed service of Lieutenant Colonel James Weiland to the Illinois Wing of the Civil Air Patrol, CAP. It was in April 1956 that Jim joined the CAP as a cadet and through his high school years he attained the rank of cadet captain. He then served his country in the U.S. Air Force for 3 years before joining the CAP as a senior member.

During his service as a member of the Illinois Wing, Lt. Col. Weiland held several leadership positions including Group Commander, Cadet Program Development Officer Wing Director of Cadets. Prior to these challenges he served with distinction as Wing Assistant Director as well as Communications, Licensing and Radio Maintenance Officer. These challenges led to his being named CAP Communicator of the Year in 2008.

Beyond these significant accomplishments, Lt. Col. Weiland will again distinguish himself at the conclusion of the July 26, 2008, Illinois Wing Summer Encampment making this the 60th summer encampment he has attended since 1956. Since his first, Jim has missed only 1 year but served at two different encampments from 1962 through 1968. Through these many years Jim has led cadets as Encampment Commander 3 times, Deputy Commander 6 times, Financial Officer 44 times and Tactical Officer 6 times. These leadership roles have led him to eight different CAP encampment sites within the Illinois patron area. While these leadership positions were ample commitment alone, Jim also helped out with other responsibilities such as serving the encampment's communications and many administrative needs.

It is my honor, Madam Speaker, to recognize Lt. Col. Weiland's long service, unselfish dedication and hard work in support of the Civil Air Patrol and the Illinois Wing Encampment Program for nearly five decades. It can be said of this truly committed patriot, the Civil Air Patrol and many fine young cadets can all be said to have benefited tremendously from the distinguished commitment of Lt. Col. James Weiland.

IN HONOR OF CONRAD SMITH

HON. RUSS CARNAHAN

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 17, 2008

Mr. CARNAHAN. Madam Speaker, I rise today to honor the memory of my friend and

constituent, the late Conrad Smith, and his contribution to both Arkansas and Missouri.

Conrad was born in Little Rock, Arkansas, the son of Arthur and Wilma Lee (Fullerton) Smith, and was the proud husband of Virginia Dell Hall, and the proud father of four children: Cathryn Orr, Art C. Smith, Julie Wideman, and Jeffery Smith.

He began preaching in the Missionary Baptist Church by age 15, and was later ordained and preached all over Arkansas.

In December 1978, he moved to House Springs, Missouri and became very active in Jefferson County, MO, community affairs. He was the minister for the Calvary Baptist Church in House Springs for almost 30 years, where he rarely missed a service, and even preached the week he died, this past June. He founded several businesses in the area, including R S Heating and Cooling, and was an auctioneer for over 20 years.

Former State Representative Harold Selby, for whom Conrad served as district coordinator, from 1999 to 2006, said that "Conrad did all the work to make other people look good."

Among the many other ways Conrad gave back to his community were by serving on the board of directors of Big River Ambulance District for almost 10 years; serving on the board of directors of Jefferson County 911 for 4 years; being a founding member and leader of the Highway MM-W Task Force for over 10 years.

Many will remember his work on the Highway Task Force. Conrad made it a mission in his life to make roads safer. He worked tirelessly with me, as his Representative in Congress on the Transportation Committee, and with others to obtain the needed funding to improve these roads for the entire community.

Conrad Smith was a leader in Jefferson County, and his legacy lives on in the hearts of his family, his community, and the people of the Highway MM-W Task Force. His legendary determination will continue to inspire us to carry on the work he started.

INTRODUCTION OF "RELIEF NOW ON THE ROAD TO RENEWABLE ENERGY ACT OF 2008"

HON. DAN BURTON

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 17, 2008

Mr. BURTON of Indiana. Madam Speaker, I rise to introduce the "Relief Now on the Road to Renewable Energy Act of 2008."

I believe this bill will provide relief now from soaring gasoline prices and also accelerate our pace down the road to alternative energy and energy independence. Few things affect American consumers like high energy prices. Higher gas prices strain the budgets of America's working families, raise the cost of goods and services, increase harvest costs for America's farmers, and negatively impact the economy and the livelihood of working Americans.

According to the latest figures from the Department of Energy, the retail cost of a gallon of gasoline breaks down as follows:

53 percent—Crude Oil.

19 percent—Refining. (This component varies from region to region due to the different formulations required in different parts of the country.)

9 percent—Marketing and Distribution.

19 percent—taxes. (This component also varies depending upon whether States have also enacted sales tax on gasoline and whether local counties and cities have levied their own gasoline excise or sales tax.)

As you can see, the single biggest factor affecting the price of gasoline is the cost of a barrel of oil; oil which largely comes from politically unstable regions of the world, such as the Persian Gulf, Nigeria and Venezuela. Unfortunately, we find ourselves so heavily dependent upon these expensive sources of oil because decade after decade Congress has established legislative and regulatory roadblocks to prevent exploration for and refining of domestic supplies of oil and natural gas.

I believe it is time to invest more now into conservation and energy efficiency. My bill, for example, includes provisions that would increase alternative energy sources and diversify the energy grid with currently available alternative energy technologies. As a nation, we waste far too much energy with inefficient engines and machines. That is why my bill provides tax incentives for companies to produce fuel efficient vehicles. In fact, it provides a \$1,000 tax credit for individuals who purchase hybrid cars produced by American corporations. I believe that as we work with the market demand, these energy-efficient changes will work to stimulate domestic economic growth.

The fact of the matter is that wind and solar power cannot bring down the cost of the gasoline we need to power our cars, trucks, planes, trains, boats and power plants while we are developing greater efficiency. The cost of gasoline is a simple economic debate, oil supply and demand. We need more supply. The answer, I believe, is to end our dependence on expensive foreign oil by developing our own domestic supplies of oil and natural gas. My bill will open up new areas for oil and gas exploration.

For example, the Arctic National Wildlife Refuge (ANWR) holds the single largest deposit of oil in the entire United States. Its 10.4 billion barrels of oil is more than double the proven reserves of the entire State of Texas and almost half of the total proven reserves in the U.S. (22 billion barrels). Had President Clinton not vetoed ANWR energy production in 1995, the United States could be getting nearly 1.5 million barrels of oil per day from the Arctic right now.

There are also vast oil and gas deposits along our coastlines that are completely off limits to development because of government interference. In fact, the Department of the Interior (DOI) conducted a comprehensive inventory of oil and natural gas resources located off our coastlines within the last 2 years. According to the Department of the Interior there is an estimated 8.5 billion barrels of known oil reserves and 29.3 trillion cubic feet (tcf) of known natural gas reserves along our coastlines; with 82 percent of the oil and 95 percent of the gas located in the Gulf of Mexico (GOM). However, even more importantly, the Department of the Interior estimates that there are untapped resources of about 86 billion barrels (51 percent in the Gulf of Mexico) and 420 trillion cubic feet of natural gas (55 percent in the Gulf of Mexico) out there.

Similarly, the U.S. has been called the Saudi Arabia of oil shale. It has been estimated that oil shale deposits in Colorado,