

agency founder, political consultant, White House Special Assistant, and movie industry leader. He earned a B.A. from the University of Houston and a M.B.A. from Harvard.

In his current role as Chairman and Chief Executive Officer of the Motion Picture Association, Jack has presided over and led the American film and television industry as it has confronted a sea change in the landscape of the industry, both in the United States and abroad.

Born in Houston, Texas, Jack was the youngest (age 15) high school graduate in the city. As a young pilot in the Army Air Corps in World War II, Lieutenant Valenti flew 51 combat missions as the pilot-commander of a B-25 attack bomber with the 12th Air Force in Italy. He was awarded the Distinguished Flying Cross, the Air Medal with four clusters, the Distinguished Unit Citation with one cluster and the European Theater Ribbon with four battle stars.

In 1952, he co-founded the advertising/political consulting agency of Weekley & Valenti. In 1955 he met the man who would have the largest impact on his life, Senate Majority Leader Lyndon B. Johnson. Jack's agency was in charge of the press during the visit of President Kennedy and Vice President Johnson to Texas. Jack was in the motorcade (six cars back of the President) in Dallas on November 22, 1963. Within an hour of the assassination of John F. Kennedy, Jack was aboard Air Force One flying back to Washington with the new President as the first newly hired Special Assistant to the President. On June 1, 1966, Jack resigned his White House post to become the third man in MPAA's history (founded in 1922) to become its leader.

Jack has written four books (three non-fiction): *The Bitter Taste of Glory* (World Publishing); *A Very Human President* (W.W. Norton Co.); *Speak Up With Confidence* (Wm. Morrow Co.), and the political novel, *Protect and Defend* (Doubleday). His most recent book is an updated revision of *Speak Up With Confidence* (2002, Hyperion). Jack has written extensively for America's preeminent newspapers and magazines. He is one of the few public figures who actually writes his own speeches.

France has conferred upon him its highly prized Legion d'Honneur, the French Legion of Honor. Jack has been awarded his own star on Hollywood's Walk of Fame. He has also been named a Life Member of the Directors Guild of America.

Mr. Speaker, America and the rest of the world will greatly miss Jack Valenti. His watchful and caring eye has helped bring joy to countless children and adults alike, and I wish him a very happy and healthy retirement.

WELCOMING REMARKS FOR
REVEREND JEAN BURCH

HON. ADAM B. SCHIFF

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 15, 2004

Mr. SCHIFF. Mr. Speaker, I join you this morning in welcoming today's distinguished guest chaplain: Reverend Jean Burch of Pasadena, a resident of my Congressional district in California.

Reverend Burch represents the best of what we hope all citizens should be—always striv-

ing to improve the lives of others and always enthusiastic about our prospects for tomorrow.

After a long career in the legal profession, she followed her heart into the faith community, becoming Senior Pastor at Community Baptist Church. In addition to her pastoral duties, she works tirelessly with other religious leaders to lift the scourge of violence in our schools.

Each day she inspires those among her to better themselves and help people in need. I am pleased that all in the House of Representatives today have been able to benefit from her inspirational wisdom. I hope that many here today will get a chance to meet this remarkable woman.

IN MEMORY OF HELEN
GULBRANSON

HON. ELTON GALLEGLY

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 15, 2004

Mr. GALLEGLY. Mr. Speaker, I rise to pay tribute to the memory of Helen Gulbranson, a longtime close friend and patriot, who died Tuesday at 96 years young.

I met Helen and her late husband, Dick, in 1986 when I first ran for Congress. At the time they were supporting my primary opponent, the late Tony Hope, who was the son of their neighbors in Toluca Lake, Bob and Dolores Hope. After I won the primary, Helen and Dick supported my candidacy, as they have ever since.

While I valued their support, I treasured the personal relationship we developed over the past 18 years even more.

Helen Gulbranson was born in 1908 in Hammond, Wisconsin, and moved to California in 1936. It was there that she met Dick. They married in 1940 and opened up the North Hollywood Glass and Paint Company. The two were married for 54 years when Dick died in 1994.

Helen's daughter-in-law, Colleen, remembers weekly parties at Helen's and Dick's Toluca Lake home. If they weren't throwing a political bash for such candidates as Ronald Reagan, there was always a wedding or other social event to celebrate.

Later, they moved to Camarillo, in my congressional district, where they continued to enjoy life to its fullest.

Helen was an avid golfer and golfed up until a few months ago. Just last Saturday, she took her great-grandson to the golf course so he could play. She also loved to play table games: Scrabble, bridge and the like.

If it weren't for the calendar, you would never guess Helen's age. She remained independent in her own home and was alert and fit right up to the end.

Helen is survived by her son and daughter-in-law, Richard and Colleen, two grandchildren and two great-grandchildren.

Mr. Speaker, I know my colleagues will join me in sending condolences to the Gulbranson family and by remembering a life well-lived.

TRIBUTE TO MOE BYRNES

HON. GINNY BROWN-WAITE

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 15, 2004

Ms. GINNY BROWN-WAITE of Florida. Mr. Speaker, I rise today to recognize and praise a decorated veteran who has bravely served his country and community. I am fortunate that the community he supports is Citrus County in my 5th Congressional District.

Moe Byrnes served his country in the Navy and the Coast Guard for 24 years and retired as Chief Petty Officer. While doing his duty on the prestigious USS *Shuffley*, Mr. Byrnes' brave actions earned him the Congressional Medal of Honor, a Philippine Liberation Medal, a Bronze Star and many others.

Moe is retiring from his post as Commander of VFW Post 6146 in Citrus County, where he served for 13 years. He has been a member of the American Legion for a remarkable 52 years. Moe continues to lend his strength by helping veterans throughout Citrus County. For this, we honor him.

Mr. Speaker, it is my privilege to represent Moe Byrnes, and I am proud to praise him on the floor of this House.

PERSONAL EXPLANATION

HON. MAC COLLINS

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 15, 2004

Mr. COLLINS. Mr. Speaker, I was not present for debate on rollcall vote 375, United States-Australia Free Trade Agreement Implementation Act (H.R. 4759); and rollcall vote 376, Project BioShield Act (S. 15).

Had I been present, I would have voted "yea" for rollcall vote 376, and "nay" for rollcall vote 375.

PERSONAL EXPLANATION

HON. STEVE KING

OF IOWA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 15, 2004

Mr. KING of Iowa. Mr. Speaker, on July 13, 2004, I mistakenly voted "aye" on rollcall 368, the Chabot Amendment to H.R. 4766. I intended to vote "no."

REMEMBERING THE COLUMBIA-
WRIGHTSVILLE BRIDGE BURNING

HON. JOSEPH R. PITTS

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 15, 2004

Mr. PITTS. Mr. Speaker, over a century ago, on a hot summer day, an event occurred of national significance that by some eyewitness accounts, altered history, as we know it today. This act of war produced an obligation on the part of the Federal Government that to this day remains unpaid and largely forgotten.

The event I am referring to is known as the "Burning of the Columbia Wrightsville Bridge." Occurring on June 28, 1863, just 72 hours before the Battle of Gettysburg, this catastrophic event did not just destroy an ordinary bridge—it destroyed an extraordinary bridge. Completed in 1834 at a cost of \$128,726.50, it was the longest covered wooden bridge in the world, 40 feet wide with 27 piers, it spanned 5,620 feet across the Susquehanna River.

Ironically, this event and its impact on the region have lived in the shadow of the Battle of Gettysburg. Historians may debate whether or not this event had any impact on the Battle of Gettysburg. There is however, no denying the significant impact it had on preserving the loss of personal property throughout the region as evidenced by the following statement made by Colonel Jacob G. Frick, the man who gave the order to destroy the bridge. "The object to be kept in view, and which was paramount, was the prevention of the enemy from capturing the bridge, and thus frustrate them in their evident purpose to cross the Susquehanna at that point, get in the rear of Harrisburg, and between that place and Philadelphia destroy railroads and ravage the rich counties of Dauphin and Lancaster."

In order to fully understand the importance of this bridge and the town of Columbia, one must first examine conditions as they were in 1863 not as they may be today. First, how many of you are aware that the first place to be considered as the nation's capital was Columbia, Pennsylvania? It was an important travel artery for westward expansion, at times Conestoga Wagons would have to wait several days for their turn to cross the bridge. Railroads including the Philadelphia and Columbia, the Pennsylvania, and the Reading and Columbia all converged along the banks of the Susquehanna at Columbia.

These trains would either cross over the bridge to connect with the Susquehanna & Baltimore Railroad or transfer their cargo to packet boats that then traveled Westward via the Union Canal through the interior of Pennsylvania to Pittsburgh or where pulled by mules across the river via a towpath constructed on the side of the bridge to the Susquehanna and Tidewater Canal that connected Columbia with the Chesapeake Bay and beyond. Columbia being at the epicenter of this vital transportation network made it a logical destination for industries consisting of iron furnaces, rolling mills, saw mills, flour mills, and railroad machine shops that were supplying goods to a growing nation. Columbia's strategic position would have made it a fine prize indeed for any invading Southern army bent on disrupting vital communications and supply lines in the North.

Colonel Frick made this statement in a letter from 1892: "I was fully impressed with the belief at the time that this bridge was General Lee's objective point, and that it was to become the highway of the Confederate army to reach the centers which enabled the Northern army to maintain its position in the field by cutting off the supplies by capturing the eastern ports and plant the seat of war in Pennsylvania instead of Virginia."

In a letter received by Colonel Frick from Major Granville O. Haller, dated Seattle, April 28, 1892, says that he and Col. Thomas M. Anderson, commanding Fourteenth United States Infantry, had been discussing the burning of the bridge, Colonel Anderson wrote to Major Haller March 30, 1892, as follows:

All theories apart, I should say that it would have been better to have burned twenty bridges than to have taken any chances. If the burning of the bridge stopped Gordon, it was as important as a battle.

On the 10th of April Major Haller sent a letter that was submitted to Colonel Frick in February 1892 from General John B. Gordon, admitting to Colonel Frick that without question his order to destroy the bridge stopped him and his troops from crossing, to Colonel Anderson. Colonel Anderson accepted it as conclusive evidence of Lee's intention, and thus confirmed in his opinion as to the importance of burning the bridge.

Who other than God of battles would know until the afternoon of July 3, whether Meade or Lee would be victor?

If Meade, then the enemy would be driven from our border. If Lee then the seat of war would have located itself between the Susquehanna and the Delaware and the Hudson. The Columbia Bridge would have become the Confederate highway to Lancaster, Philadelphia, and New York. In their onward march an army of veterans would have met with no fortified towns or cities; a practically unarmed and undisciplined militia, and a panic-stricken community in its front and a broken army sullenly following far in its rear; who can tell what awful results would have been had Lee been victorious at Gettysburg, yet who knew that he would not be until July 3, 1863?

Now for some particulars on the chain of events that led up to the burning and what transpired after that event.

On June 10, 1863 the Department of the Susquehanna was created under the control of General Couch to protect the area. Notices were put out for volunteers to serve. By June 24, 1863 it became apparent to General Couch a unit of approximately 2,500 veteran soldiers continued Eastbound to gain control of a bridge across the Susquehanna River between the towns of Columbia and Wrightsville.

On June 24, 1863, General Couch under special order #14, ordered Colonel Frick to proceed to Columbia and take charge of all bridges and fords on the line of the Susquehanna River in Lancaster County, and will make such dispositions as will effectively secure these crossings.

Colonel Frick: "My duty in the premises was plain. Gen. Couch plainly indicated my duty in his orders, wherein he said: "When you find it necessary to withdraw your command from Wrightsville leave a proper number on the other side to destroy the bridge; keep it open as long as possible with prudence and exercise your own discretion in doing so."

It must be remembered as we look at this dramatic and critical event in retrospect, that as a result of this most necessary and important cutting of the available crossing of the river at the time of the invasion, a private corporation suffered a loss of property of the first magnitude. So evident was the effect of its destruction in the public mind, that we find the following statement in the Lancaster Examiner and Herald of July 8, 1863, but ten days following the event:

The burning of the bridge which spanned the Susquehanna River at Columbia, has given rise to a rumor that its loss would have the effect of impairing the credit of the Columbia Bank. This now seems will not be the case, as the structure was destroyed by order of the military authorities, thus making the Government responsible for all loss. The following note from the Cashier of the

Columbia Bank fully explains the circumstances.

June 29, 1863. Dear Sir, The bridge at this place, owned by the Columbia Bank, was burned by the United States Military authorities to prevent the Rebels from crossing the Susquehanna River.—Signed Samuel Schock, Cashier.

It was not until 1868 that construction of a new bridge was started.

Today the only remnants of this piece of history are the stone piers still standing in the River and the story of the bridge and its destruction being told by Michael and Nora Stark, owners of the little known, but highly significant First National Bank Museum. If it were not for this museum, this important piece of American history would certainly be lost forever.

HONORING THE WILMA RUDOLPH
STAMP

HON. MARSHA BLACKBURN

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 15, 2004

Mrs. BLACKBURN. Mr. Speaker, today I rise to honor the new Wilma Rudolph stamp that is now being issued by the U.S. Postal Service.

Wilma Rudolph was a native of Clarksville, Tennessee and an Olympic gold medalist. As a child, she battled polio; and she won. This was just one of her many "wins." At the 1960 Olympic games, she won three gold medals in track and field, a truly amazing feat—especially for one who'd been afflicted by polio. In 1983, she was inducted into the U.S. Olympic Hall of Fame.

I thank Mayor Don Trotter and Clarksville Postmaster Wayne Scott for submitting Wilma's name for consideration for this honor.

This stamp is a fitting reminder of her accomplishments, and I know that many Tennesseans will be purchasing her stamp when it is released in her old neighborhood of St. Bethlehem.

IN HONOR OF THE 100 MONTHS OF
OUTSTANDING VOLUNTEER
SERVICE FROM "FOR THE LOVE
OF THE LAKE"

HON. PETE SESSIONS

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 15, 2004

Mr. SESSIONS. Mr. Speaker, I rise to pay tribute to the "For the Love of the Lake" organization that has played a crucial role in the preservation of White Rock Lake in Dallas. "For the Love of the Lake" is a volunteer organization that leads the conservation efforts at White Rock Lake. I am proud to be associated with this organization for more than 8 years as an Adopt a Shore Leader, as it brings together many people from the community to come together for a common cause in keeping our "White Rock Lake as the crown jewel of Dallas."

I joined with the outpouring of community support this past Saturday, July 10, 2004, as we celebrated the last 100 months before starting our normal routine of cleaning up the