

the receiving country. In essence they are let loose into the community and there are no systems in place to track their movement in the receiving country. It is believed that there is a correlation between the increase in gang related activity in the region and deportees. These individuals often make their way back into the U.S. or form part of trans-national organized crime units.

I am glad to see that this hearing has been convened to explore ways this Congress can help our neighbors in the Region address this issue. Failing to properly reintegrating repatriated individuals is a challenge that negatively impacts our neighbors and threatens our national security.

PERSONAL EXPLANATION

HON. YVETTE D. CLARKE

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Friday, July 27, 2007

Ms. CLARKE. Madam Speaker, on rollcall No. 734, I was unavoidably absent. Had I been present, I would have voted "no." On rollcall No. 735, I would have voted "no." On rollcall No. 736, I would have voted "no." On rollcall No. 737, I would have voted "no." On rollcall No. 738, I would have voted "aye." On rollcall No. 739, I would have voted "no." On rollcall No. 740, I would have voted "no." On rollcall No. 741, I would have voted "no." On rollcall No. 742, I would have voted "no." On rollcall No. 743, I would have voted "no." On rollcall No. 744, I would have voted "aye." On rollcall No. 745, I would have voted "no." On rollcall No. 746, I would have voted "aye." On rollcall No. 747, I would have voted "aye."

TRIBUTE TO THE MACKINAC BRIDGE

HON. BART STUPAK

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Friday, July 27, 2007

Mr. STUPAK. Madam Speaker, I rise today to honor a daring feat of technology, design and architecture. This week, the mighty Mackinac Bridge turns 50 and, this weekend, the people of the State of Michigan will celebrate the bridge's remarkable legacy.

Before the construction of the bridge, the only way to cross the Straits of Mackinac was by ferry. The area around the Straits of Mackinac had blossomed into a popular summer resort destination. However, year-round boat service across the straits was not practical because, during the cold winters, the waters freeze, forming ice and preventing navigation of the straits. For this reason, as early as the opening of the Brooklyn Bridge in 1883, the residents of northern Michigan were inspired to dream of a bridge that would span the Straits of Mackinac and unite Michigan's two peninsulas.

Nonetheless, it would be several decades before the plans for the bridge began to take shape. The process began formally in 1934, when the Michigan Legislature created the Mackinac Straits Bridge Authority of Michigan, to study the feasibility of a bridge, and authorized the Authority to sell bonds for the project.

In the mid 1930s, the Authority twice attempted to obtain federal funds for the project but was unsuccessful, despite the endorsement of the United States Army Corps of Engineers and President Franklin D. Roosevelt. As early as 1936, a route was determined for the bridge. However, World War II put plans for a bridge on hold.

The Mackinac Straits Bridge Authority of Michigan was abolished by the state legislature in 1947 but was reauthorized 3 years later in 1950. In June 1950, a board of three engineers was retained for the project. Following a report by the engineers in January 1951, the state legislature authorized the sale of \$85 million in bonds for bridge construction. The bonds were sold and, in 1953, Dr. David B. Steinman was selected as the engineer for the project. Construction of the Mackinac Bridge began in November of 1954.

The next 3 years would bring a pitched battle between man and the elements. Engineers and ironworkers would defy nature by building a structure that would span 26,000 feet or approximately 5 miles. Not only would the bridge's five miles make it one of the longest suspension bridges in the world, but also the surrounding environs made the bridge's engineering, design and construction a formidable challenge. While most bridges cross placid water, the turbulent straits of Mackinac are ocean-like, often kicking up waves of more than six feet. The brutal northern Michigan winters further complicated construction.

These were the challenging conditions faced by the men and women who built the Mackinac Bridge. The 2,500 ironworkers and other tradesmen that built the bridge arrived at the Mackinac Straits from across the country and the small Michigan towns of St. Ignace and Mackinaw City were not quite ready for the workers' arrival. The laborers came from across the nation, hailing from hometowns in Texas, Idaho, Pennsylvania and Colorado. The laborers who built the bridge called each other by colorful nicknames such as Race Horse Roberts and Beer-Barrel Morgan. Together, they would toil tirelessly and bravely, risking life and limb to erect the bridge. Ultimately, five of them would perish in this endeavor.

The risks these workers endured were enormous. Everyday, they climbed to the top of the towers that would support the bridge's suspension cables. Lugging 40-pound belts with hammers, wrenches, bolts and steel rivets they braved 60 mile per hour winds, which would dip the wind chill to 50 degrees below zero.

Perched on a catwalk that ran between the bridge's 550-foot tall towers, the ironworkers strung the giant suspension cable from tower to tower. The cables that hold up the Mackinac Bridge are comprised of wires the workers spun together to create the suspension cables. In total, the laborers that built the bridge strung 42,000 miles of wire. In constructing the bridge, they used more than a million tons of concrete and steel. The steel is held together by 4.8 million rivets and a million bolts.

In 1957, construction was complete and, on November of that year, the bridge was opened to traffic. Today, 50 years later the Mackinac Bridge continues to tower over the Straits of Mackinac, a testament to those who toiled and died to build it. Travelers driving toward it during the day are awed by the 46-story tall towers stretching into the clouds. By night, when illuminated with thousands of lights, the bridge is an enchanting sight.

The Mackinac Bridge stands as a mighty monument. It stands as a testament to the hard work not only of 2,500 tradesmen and ironworkers that built the bridge, but also to the 7,500 workers at quarries, shops and mills in Michigan, Indiana, Pennsylvania, Minnesota and New Jersey who provided the raw materials to make the bridge. The Mackinac Bridge symbolizes American ingenuity and man's ability to overcome and tame nature. Perhaps most of all, the Mackinac Bridge represents the union of the State of Michigan, two peninsulas, united by a five mile expanse of concrete and steel.

Madam Speaker, this weekend all Michigan residents will officially celebrate the Mackinac Bridge's 50th year. Our state will remember the ingenuity, brilliance and sacrifice that went into building it. I, too, will celebrate as, in the course of traveling my district, I regularly crisscross this mighty bridge, sometimes four times in a single day. Through wind, rain and snow, I have traveled across and explored the Mackinac Bridge from the inside, the outside, from above it and below it. No matter how many times a person crosses the bridge, it always remains a breathtaking sight and a graceful engineering feat! My district is comprised of Michigan's two peninsulas and 1,613 miles of shoreline. Traveling my district would be radically different, and almost impossible, without the Mackinac Bridge, which unites the two peninsulas and all of Michigan's citizens, physically and spiritually.

Madam Speaker, as Michigan celebrates the Mackinac Bridge's 50th birthday, I ask that you and the entire U.S. House of Representatives join me in paying tribute to this wondrous and uniquely American landmark and to the brave laborers from across our Nation who built it.

THE 100TH ANNIVERSARY OF THE WISCONSIN CHIEFS OF POLICE ASSOCIATION

HON. TAMMY BALDWIN

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Friday, July 27, 2007

Ms. BALDWIN. Madam Speaker, I rise today to extend my congratulations to the Wisconsin Chiefs of Police Association, which is celebrating 100 years of excellence. This outstanding achievement is marked by the Wisconsin Chiefs of Police Association's commitment to providing safe, efficient, and effective police services.

The Wisconsin Chiefs of Police Association's standards of excellence were first instituted in 1907 with the mission of supplying a public voice on social and professional issues for law enforcement. It has grown as a resource for its members by making training available in state-of-the-art concepts in policing, acting as a legislative advocate for law enforcement, providing representation for the general good of law enforcement at the local, state and federal levels, and providing open communications with the public. Its most important objective has been to ensure that Wisconsin law enforcement embodies the highest level of integrity and honesty and embraces moral and ethical behavior based on the principles found in the law enforcement code of ethics.