

chaired the finance and nursing policy committees of the South Dakota Board of Nursing. In 2000, by a national membership vote, he was elected President-Elect for a one year term beginning January 1, 2001, and took on his current position as President this past January.

As President, Philip Authier will help lead the AONE in its mission to facilitate excellence in the nursing practices; to offer professional development opportunities; to influence health policy; and to support research and development in nursing administration. His experience and expertise will help to achieve the important goal of improving the recruitment and retention of individuals to this very important profession. I am confident that his experience and expertise with in this profession will help to achieve these goals.

Once again, I commend and congratulate Philip Authier, a fellow South Dakotan, on his national leadership role in helping to address the needs and concerns of the nursing profession throughout the country.●

A POEM BY DEBBIE ROGERS

● Mr. HUTCHINSON. Mr. President, I ask to have printed in the RECORD, a poem by a constituent of mine, Debbie Rogers, on behalf of the victims of September 11, 2001.

The poem follows.

GOD BLESS THE USA

Twin Towers once stood regally, but majestic in the sky,  
 Pure evil took them down today, Americans stand and cry.  
 Two planes marked for death, as the world observes them crash,  
 Once titanic against the skyline, now scattered in debris and ash.  
 Four planes all together, carrying innocent lives on each one,  
 Leaving disbelief and carnage, when the hellish butchers were done.  
 There was no kind of warning, no message did they send,  
 And the total devastation, is so hard to comprehend.  
 Emergency Crews work frantically, keeping hope always alive,  
 They dig with bleeding hands, praying someone does survive.  
 Thousands hurt and missing, death lingers in the air,  
 Families in such torment, the world mourns in deep despair.  
 Our whole world has been disrupted, as we watch the breaking news,  
 Praying they find survivors, and all the missing clues.  
 We need closure for the families, and justice for us all,  
 We'll deal with this catastrophe, as Americans we stand tall.  
 Were proud to be Americans, we won't take this without a fight,  
 We won't cease in determination, till this wrong is made a right.  
 We'll rise above the smoke and ash, remembrance in our heart,  
 Of all the innocent families, these monsters tore apart.  
 Now vengeance seems to call, like a beacon in the night,

God forgive our thoughts two wrongs don't make a right.

But we'll stand on honor and justice, there'll be a reckoning day,

This deed won't go unpunished, God Bless the U.S.A.

In Honor and in Memory, September 11, 2001, by Debbie Rogers.●

PORT OF CHARLESTON SHOULD LIVE WITH NATURE'S TOLERANCES

● Mr. HOLLINGS. Mr. President, I want to share with my colleagues an excellent column by Thomas E. Thornhill that appeared in Charleston's The Post and Courier on March 15, 2002. Mr. Thornhill points out the need to balance the environmental and esthetic consequences of expanding the port of Charleston with the economic benefits such expansion brings.

As we debate what to do with the Alaska National Wildlife Refuge as part of the energy bill, I think it is important to add to our dialogue a perspective from someone who has seen the consequences of expansion in South Carolina, and who believes that nature mismanaged retaliates with relentless vengeance.

I ask that the article be printed in the RECORD.

The article follows.

[From the Post and Courier, Friday, Mar. 15, 2002.]

PORT OF CHARLESTON SHOULD LIVE WITHIN NATURE'S TOLERANCES

(By Thomas E. Thornhill)

How about a different slant on the port expansion issue? Do we really know what Charleston Harbor can tolerate? This is a finite body of water which has some limitations dictated by nature. Yes, expansion of the port facilities will mean more business, more trucks, more highway building, etc., but what will it do to our rivers and harbor?

My brother and I have been working for water and soil conservation for over 40 years. Our father coined the phrase, "Nature mismanaged, retaliates with relentless vengeance."

We, the citizens, and the Corps of Engineers mismanaged nature with the diversion of the Santee River into the Cooper River, and we're still paying for it. We were pumping enough mud out of Charleston Harbor to cover peninsular Charleston by about 6 feet each year. That was reduced with another diversion or redirection canal, but the mud continues to build up—just look at Drum Island and the Cooper side of Daniel Island—tons and tons of spoil pumped from the rivers..

We are not a locale of deep water; let's recognize that. You need only spend a few days in our creeks and marshes to know that we have that wonderful pluff mud, the nursery grounds for the Atlantic Coast fisheries, that does not and will not stay in place like rock and sand of other ports.

Waterside construction causes the natural flow to slow and, in short order, the mud builds up. How else would we have land east of East Bay Street, which was the city sea wall. Look at the SPA Passenger Terminal, Yacht Basin, Maritime Center—full of mud. Examine the land around the Sheraton Hotel or Comfort Inn along the Ashley. It's sinking. There is no way to contain our mud except by gentle slopes and marshes.

As we dig our channels deeper and deeper, we are mismanaging nature. We cannot dig

50-foot ditches in our rivers without causing sloughing off of the shoreline, the changing of the flow of our rivers, and the sinking of our highlands. The harbor jetties are blamed for the demise of Morris Island so that the lighthouse is now at sea. The jetties are blamed for changing the geography on Folly Island. Breakwaters, jetties and revetments are now outlawed as they caused more erosion that they were designed to cure.

Charleston Harbor has limits dictated by nature. We cannot continue to defy natural laws by overbuilding our shorelines, packing our marshes with silt and fill, and overpopulating our water courses. We cannot be one of the largest shipping ports in the country and yet have the finest harbor resource on the East coast. We cannot fill our waterfronts with docks and still be America's Most Historic City and have the quality of life that goes with it. We cannot double the amount of super ships and still have one of the finest recreational and scenic harbors in the world—to say nothing about the inability of our transportation network to handle the additional load.

Trucks are clogging I-26 and I-526 on any workday. Driving a car is hazardous. The State Ports Authority has done a magnificent job to make our port facilities and service the envy of the world. With this same talent, they now need to find a future that can live within the environmental restraints that nature has dealt us. Perhaps their future should be planned as though Daniel Island did not exist—the filling of those marshlands is damage enough. We must not, as the Bible teaches, "sell our birthright for a mess of pottage."

As a port, we should live within the hand dealt us by nature. As a port city, we should do the best with what we were given to save it for future generations. Remember that thousands of acres of marsh have been destroyed just to keep the harbor dredged and remember that every structure on a waterway or beach causes erosion problems elsewhere. Of course the Port produces jobs and economic benefit (it always has and will), but the incremental increase gained by increasing the size of port facilities is to the profit of a relatively small amount of the population, while those who live here must shoulder the burden, esthetically, economically and environmentally. "Nature mismanaged retaliates with relentless vengeance."●

IN TRIBUTE TO COLONEL CHARLES E. MCGEE

● Mr. BOND. Mr. President, in these perilous times, citizens who have overcome adversity to serve our nation with distinction deserve to be recognized. I rise today to pay special tribute to an American who has served with distinction as both a fighter pilot and a civilian. In a 30 year military career that included service in three foreign wars, Colonel Charles E. McGee logged over 6,300 flying hours, including over 1,100 hours on more than 400 fighter combat missions.

Colonel McGee's career began with enlistment in the U.S. Army and subsequent training at the Tuskegee Army Air Field in 1942. Upon graduation in 1943, Colonel McGee flew 136 missions with the 302nd Fighter Squadron of the 332nd Fighter Group in the European African Middle Eastern Theater. Tactical missions were flown under the 12th Air Force using the P-39