

least the "history according to Jake", but he now has retired and we miss him.

Following the hymn, a House member, tells us his/her life story—about the influences that shaped his life, values, philosophy, politics and faith.

On these occasions, members offer a window into their souls that I expect few others have ever seen. Through this sharing each of us, so often is surprised that, beyond the accents, geography and political labels, surprised at how much we have in common. After hearing Joe Moakley of Massachusetts tell of his South Boston childhood, Charlie Rangel, who grew up in Harlem, said "Joe, we really grew up in the same neighborhood we just never knew it!"

Regarding our differences, and they are many, we grow to understand them better.

We close with another prayer. We pray that we may be salt and light in this world we share.

Each of us truly is blessed by our participation and pray that somehow our Congress and nation, one nation under God, are as well.

#### BALANCE THE BUDGET

HON. RON PACKARD

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 1, 1996

Mr. PACKARD. Mr. Speaker, last week, during his State of the Union Address to Congress, the President paid a great deal of lip-service to the need for balancing the budget. Ironically, it was only 2 weeks earlier, that members of his own party, said "We—Democrats—are advantaged, both politically and substantially, in not reaching an agreement on the budget." This confirms the President and his colleagues are more interested in campaign politics than in the future of this country.

While my colleagues on the other side of the aisle believe that it is to their advantage not to balance the budget, let me remind them of who stands to gain the most from a balanced budget—every American. All the working families who have mortgages, car notes, or student loans will benefit. Interest rates directly affect their standard of living and lower interest rates mean more money in their pockets. Those who currently rely on Medicare, and those who will in the future, will be able to rest assured that these services will be there for them. Families, the middle class, and businesses are targeted for tax cuts. These are the people who need and will receive the advantages of a balanced budget.

Mr. Speaker, the Republican majority in Congress will continue to work toward a balanced-budget agreement. We take our commitments seriously. It is time the President and his colleagues did the same.

#### SALUTE TO MARION AND NATALIE CHARD OF THE MADISON HISTORICAL SOCIETY

HON. ESTEBAN EDWARD TORRES

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 1, 1996

Mr. TORRES. Mr. Speaker, I rise to honor the outstanding work of Mr. Marion Chard and Mrs. Natalie Chard of Madison, CT. Although

Mr. and Mrs. Chard are not my constituents, I have a great respect for their work with the Madison Historical Society and the Allis-Bushnell House. During the Civil War, Madison's C.W. Bushnell contributed to keeping our Nation whole by contributing to the construction of the *Monitor*. The Madison Historical Society has in its collection the original telegram from President Abraham Lincoln to C.W. Bushnell requesting immediate assistance in building the *Monitor*.

I, too, have a great affinity and interest in the history of the Civil War. A little known fact of the Civil War was that Union Naval Officer David Glasgow Farragut was of Hispanic origin. He is credited with splitting the Confederacy in two with his victories along the Mississippi River and the Gulf of Mexico and successfully blockading the South. Farragut became the first American awarded the rank of Admiral of the Navy and was recognized worldwide as a hero. Farragut was one of approximately 10,000 Hispanic soldiers that fought on both sides of the Civil War.

I ask my colleagues here assembled to join me in saluting the efforts of the Chards, and other historical preservation groups nationwide, for their dedication to safeguarding our Nation's history. Their efforts will benefit future generations of Americans that seek to learn more about our past. Mr. Speaker, I ask to enter into the RECORD, following this statement, a copy of a historical account of the U.S. *Monitor* from the U.S. Navy's Division of Naval History.

Navy Department  
Office of the Chief of Naval Operations  
Division of Naval History (OP-29)  
Ships' Histories Section

#### USS MONITOR

On 4 July 1861, Secretary of the Navy Welles recommended the appointment of a Board to report on the merits of ironclads. The recommendation was approved by Congress and a board was authorized. The Board was appointed on 8 August, and on 16 September, it reported, recommending acceptance of three of the proposals submitted for their review. One of the proposals recommended was Ericsson's MONITOR.

The contract for the building of the MONITOR, was signed on 4 October 1861, between John Ericsson, principal, John F. Winslow, John A. Griswold, C.S. Bushnell, sureties, and Gideon Welles, Secretary of the Navy. One of the provisions of the contract was that the vessel be completed and ready for sea in 100 days from the date of the contract.

In order to expedite the work, Ericsson made contracts with various concerns. The hull was built by Thomas F. Rowland of the Continental Iron Works, Green Point, Long Island, New York; the main engines and auxiliary machinery by Delameter and Company of New York; the turret by the Novelty Iron Works of New York, and many other establishments contributed to the work by contracts for forgings, bolts, etc.

The iron hull of the vessel was launched at Green Point, on 30 January 1862; the turret guns, and other fittings being added later. On 19 February, the MONITOR left Green Point and went to the New York Navy Yard, where it appears, she was commissioned on 25 February. Lieutenant John L. Worden, USN, was her first commanding officer.

The MONITOR's dimensions were as follows; length, 179 feet; beam, 41 feet 6 inches, depth, 11 feet 4 inches; tonnage, 776 (Navy Register). Her battery consisted of two XI-inch Dahlgren pattern guns. They were cast at the West Point Foundry and had the following characteristics; length, 13 feet

3.7 inches; weight of guns, 16,000 pounds; weight of shot, 166-170 pounds; weight of shell, 127-130 pounds; and weight of service charge powder, 15 pounds. The ship's complement, as of 6 March 1862, may be obtained from Appendix II.

On 27 February 1862, the ironclad left the yard for sea, but because of poor steering qualities she returned to the yard. A few changes were made and she departed for Hampton Roads on 6 March 1862. (Appendix I contains a factual account, by Lieutenant Worden, of this trip to Hampton Roads and of the famous battle between the MONITOR and CSS VIRGINIA (ex-MERRIMACK).

The MONITOR arrived at Hampton Roads during the evening of 8 March. The next morning, she engaged the CSS VIRGINIA (ex-MERRIMACK), commanded by Lieutenant Catesby ap R. Jones, CSN, in battle in Hampton Roads. Lieutenant Worden was wounded during the engagement and the command fell to Lieutenant Samuel D. Greene, USN. The battle lasted over three hours when the VIRGINIA retired from action to Norfolk. The MONITOR remained at Hampton Roads for the protection of the wooden Union ships.

Consular dispatches received in Washington revealed the plan of the Confederates to concentrate their vessels and force the blockade of Wilmington. In consequence of this it was decided in December 1861, at Washington, to send more vessels to Wilmington, including the three ironclad monitors PASSAIC, MONTAUK AND MONITOR, to cooperate with the army in an attack on Wilmington and the defenses about the city. The fall of Wilmington would have rendered the blockade more effective and cutoff a large part of the supply of goods received by the South from abroad.

On 29 December 1862, the MONITOR, Commander J.P. Bankhead, USN, commanding, left Hampton Roads for Beaufort, North Carolina. She left under her own steam, but in tow of USS RHODE ISLAND and accompanied by the monitor PASSAIC. A very rough sea was encountered off Cape Hatteras, and the MONITOR began leaking and taking water to such an extent that the pumps could not discharge it. The work of transferring the crew was attempted by the RHODE ISLAND, but the vessel foundered before this could be fully accomplished and four officers and 12 men were lost.

The MONITOR sank shortly after midnight, 31 December 1862, twenty miles S.S.W. of Cape Hatteras. The exact location of her sinking is not known. At noon on 30 December 1862, the RHODE ISLAND's position by dead reckoning was Latitude 35-25 North and Longitude 75-16 West, and at noon on 31 December 1862, her position by head reckoning was Latitude 34-56 North, Longitude 76-05 West. The RHODE ISLAND endeavored to remain as near as possible to the position, where the MONITOR was believed to have sunk, until daylight on the morning of the 31st, but after daylight she cruised looking for her missing small boat, so that the position taken at noon was not necessarily that of the sinking of the MONITOR.

At 5 a.m. and 6 a.m. the RHODE ISLAND sounded with 30 and 40 fathoms of line respectively, but got no bottom. At 7 a.m. soundings showed her in 35 fathoms of water.

Quoting from a letter written by Commander Bankhead concerning the sinking of the MONITOR, the position is given thus: "As near as I could judge, making allowance for current, drift, and sea, we were about 25 miles south of Cape Hatteras, say in Latitude 34-50 North, Longitude 75-30 West, depth of water, 30 fathoms.

The MONITOR has never been raised.  
Compiled: 14 FEB 1957.

## APPENDIX I

Report of Captain John L. Worden, U.S. Navy, to the Secretary of the Navy, concerning the services of Lieutenant S.D. Greene, U.S. Navy on the USS MONITOR, March 9, 1862.

Brooklyn, New York  
January 5, 1868.

Sir: Recently learning that Lieutenant-Commander S.D. Greene the executive officer of the MONITOR in her conflict with the MERRIMACK in Hampton Roads, on the 9th of March 1862, has been annoyed by ungenerous allusions to the fact that no official record existed at the Department, in relation to my opinion of his conduct on that occasion, I desire now to remedy a wrong, which I regret should so long have existed, and to do justice to that gallant and excellent officer, as well as to all the officers and crew of the MONITOR, who, without exception, did their duty nobly in that remarkable encounter, by placing of the file of the Department the following report.

In order to do full justice to him and to the others under my command, I beg leave to state narratively the prominent points in the history of that vessel from the date of my orders to her, until the encounter with the MERRIMACK.

I was ordered to her on the 13th January 1862, when she was still on sticks. Prior to that date, Lieutenant S.D. Greene had interested himself in her and thoroughly examined her construction and design, and informed himself as to her qualities and notwithstanding the many gloomy predictions of naval officers and of officers of the mercantile marine as to the great probability of her sinking at sea, volunteered to go in her, and at my request was ordered. From the date of his orders, he applied himself unremittingly and intelligently to the study of her peculiar qualities and to her fitting and equipment. When she was nearly ready for putting in commission, I was authorized by the Department to select a crew from the receiving ship NORTH CAROLINA, or any other vessel of war in the harbor of New York. Under that authority I asked for volunteers from the NORTH CAROLINA and the frigate SABINE: and after stating fully to the crews of these vessels the probable dangers of the passage to Hampton Roads and the certainty of having important service to perform after arriving there, had many more men to volunteer than was required. From them I selected a crew, and a better one no naval commander ever had the honor to command.

She was put in Commission February 1862, and from that time until her day of sailing, Lieutenant Greene and all the officers and crew displayed untiring energy and zeal in her fitting and equipment, and in the conduct of the several trials of her engines, turret machinery, etc.

She left the lower bay of New York on the afternoon of the 6th of March, with a moderate wind from the westward and smooth sea, in tow of a small tugboat, and accompanied by the U.S. steamers CURRITUCK and SACHEM. About midday of the 7th, the wind had freshened to a strong breeze, causing in our then position off the capes of the Delaware, a rough sea, which broke constantly and violently over her deck and forcing the water in considerable quantities into the vessel through the hawse pipes, under the turret and in various other places. About 4 o'clock p.m. the wind and sea still increasing, the water broke over the smoke and blower pipes (the former 6 feet and the latter 4 feet high) which wetting the blower bands caused them to slip and finally to break. The blowers being thus stopped, there was no draft for the furnaces and the engine and fire

rooms became immediately filled with gas. The senior engineer, Mr. Isaac Newton, and his assistants met the emergency with great determination, but were unable to fight against the gas, which in a very short time prostrated them, apparently lifeless, upon the floor of the engine room, from which they were rescued and carried to the top of the turret, where they finally revived. With motive power thus useless for propulsion or pumping, the water which was entering the vessel in many places, was increasing rapidly. The hand pump was used and men set to work bailing, but with little effect. The tug-boat, having us in tow, was ordered to head directly inshore, but being light and of moderate power, she could move us but slowly against wind and sea. Between 7 and 8 o'clock however, we got into smoother water and were enabled to so far clear the engine room of gas as to permit the blower bands to be repaired and the blowers to be gotten in motion, and by 8 o'clock were on our course again, with the engines going slowly and a comparatively smooth sea. This lasted until shortly after midnight, when in crossing a shoal the sea suddenly became rough again, broke violently over the deck, causing fears of another disaster to the blowers. The wheel ropes too, became entangled and jammed and for half an hour, until it was cleared, the vessel yawed unmanageably and seriously endangered the towing hawser, which fortunately held and in a short time we were clear of the shoal and in smooth water again. From this time no further serious mishap occurred, and about 4 o'clock p.m. of Saturday March 8th, we passed Cape Henry light and soon after heard heavy firing in the direction of Fortress Monroe, indicating an engagement, which I rightly concluded to be with the MERRIMACK. I immediately ordered the vessel stripped of her sea rig. Turret keyed up and in every way to be prepared for action. About midway between Cape Henry and Fortress Monroe, a pilot boat came alongside and gave us a pilot, from whom we learned of the advent of the MERRIMACK, the disaster to the CONGRESS and CUMBERLAND, and the generally gloomy condition of affairs in Hampton Roads.

About 9 o'clock p.m. we anchored near the frigate ROANOKE, Captain Marston, the senior officer present, to whom I reported, and who suggested that I should go to the assistance of the frigate MINNESOTA, then aground off Newport News. Finding difficulty in getting a pilot, I accepted the services of Acting Master Saml. Howard, who earnestly volunteered for that service, and under whose pilotage we reached the MINNESOTA about 11:30 o'clock p.m. when I reported to Captain Van Brunt, her commanding officer, and anchored near him at about 1 o'clock a.m. of Sunday March 9th. He hoped to get his ship afloat at high water, about 2 o'clock a.m., but failed to do so. At daylight the MERRIMACK, with several consorts, was discovered at anchor under Sewell's Point. I went at once to see Captain Van Brunt, whose vessel was still aground, a good deal damaged from the attack of the day before and in a helpless condition. After a few minutes conversation with him in relation to the situation of affairs, I left, telling him that I would develop all the qualities, offensive and defensive, possessed by the "Battery" under my command to protect his vessel from the attack of the MERRIMACK, should she come out again, and that I had great faith in her capabilities. Soon after reaching my vessel and at about 7:30 o'clock a.m. the MERRIMACK was observed to be underway, accompanied by her consorts, steaming slowly. I got underway as soon as possible and stood directly for her, with crew at quarters, in order to meet and engage her as far away from the MINNESOTA as possible. As I ap-

proached the enemy, her wooden consorts turned and stood back in the direction from which they had come, and she turned her head up stream, against the tide, remaining nearly stationary, and commenced firing. At this time, about 8 o'clock a.m. I was approaching her on her starboard bow, on a course nearly at right angles with her line of keel, reserving my fire until near enough that every shot might take effect. I continued to so approach until within very short range, when I altered my course parallel with hers, but with bows in opposite directions, stopped the engine and commenced firing. In this way I passed slowly by her, within a few yards, delivering fire as rapidly as possible, and receiving from her a rapid fire in return, both from her great guns and musketry, the latter aim at the pilot house, hoping undoubtedly to penetrate it through the lookout holes and to disable the commanding officer and helmsman. At this period I felt some anxiety about the turret machinery, it having been predicted by many persons, that a heavy shot with great initial velocity striking the turret, would so derange it as to stop it working, but finding that it had been twice struck and still revolved as freely as ever, I turned back with renewed confidence and hope and continued the engagement at close quarters every shot from our guns taking effect upon the huge sides of our adversary, stripping off the iron freely. Once, during the engagement, I ran across and close to her stern, hoping to disable her screw, which I could not have missed by more than 2 feet. Once, after having passed upon her port side, in crossing her bow to get between her and the MINNESOTA again, she steamed up quickly and finding that she would strike my vessel with her prow or ram, I put the helm "hard a port" giving a broad sheer, with our bow towards the enemy's stern, thus avoiding a direct blow and receiving it at a sharp angle on the starboard quarter, which caused it to glance without inflicting any injury. The contest so continued except for an interval of about fifteen minutes when I hauled off to remedy some deficiency in the supply of shot in the turret, until near noon, when being within 10 yards of the enemy a shell from her struck the pilot house near the lookout hole, through which I was looking, and exploded, fracturing one of the "logs" of iron of which it was composed, filling my face and eyes with powder, utterly blinding and in a degree stunning me. The top of the pilot house too, was partially lifted off by the force of the concussion which let in a flood of light, so strong as to be apparent to me, blind as I was, and caused me to believe that the pilot house was seriously disabled. I therefore gave orders to put the helm to a starboard and sheer off and sent for Lieutenant Greene and directed him to take command. I was then taken to my quarters and had been there but a short time when it was reported to me that the MERRIMACK was retiring in the direction of Norfolk. In the meantime Lieutenant Greene, after taking his place in the pilot house and finding the injuries there less serious than I supposed, had turned the vessel's head again in the direction of the enemy, to continue the engagement, but before he could get at close quarters with her, she retired. He therefore very properly returned to the MINNESOTA and lay by her until she floated.

The MERRIMACK having been thus checked in her career of destruction, and driven back crippled and discomfited, the question arises should she have been followed in her retreat to Norfolk? That such course would command itself very temptingly to the gallantry of any officer and be difficult to resist, is undeniable; yet I am convinced that under the condition of affairs

then existing at Hampton Roads, and the great interests at stake there, all of which were entirely dependent upon the MONITOR, good judgment and sound direction forbade it. It must be remembered that the pilot house of the MONITOR was situated well forward in her bows and that it was quite considerably damaged. In following in the wake of the enemy, it would have been necessary, in order to fire clear of the pilot house, to have made broad "yaws" to starboard or port, involving in the excitement of such a chase, the very serious danger of grounding in the narrower portions of the channel and near some of the enemy's batteries, whence it would have been very difficult to extricate her, possibly involving her loss. Such a danger her commanding officer would not, in my judgment, have been justified in encountering, for her loss would have left the vital interests in all the waters of the Chesapeake at the mercy of future attacks from the MERRIMACK. Had there been another iron-clad in reserve at that point, to guard those interests, the question would have presented a different aspect, which would not only have justified him in following, but perhaps made it his imperative duty to do so.

The fact that the battle with the MERRIMACK was not more decided and prompt was due to the want of knowledge of the endurance of the XI-inch Dahlgren guns with which the MONITOR was armed, and which had not been fully tested. Just before leaving New York, I received a peremptory order from the Bureau of Ordnance to use only the prescribed service charge, viz. 15 pounds, and I did not feel justified in violating those instructions, at the risk of bursting one of the guns, which placed as they were in turret, would almost entirely have disabled the vessel. Had I been able to have used the 30 pound charges which experience has since shown the guns capable of enduring, there is little doubt in my mind, that the contest would have been shorter and the result more decided. Further, the crew had been but a few days on board, the weather bad, mechanics at work on her up to the moment of sailing and sufficient opportunity had not been afforded to practice them properly at the guns, the mode of manipulating which was entirely novel. A few days at Hampton Roads to have drilled them and gotten the gun and turret gear in smooth working order (which from having been constantly wet on the passage was somewhat rusted) would have enabled the guns to have been handled more quickly and effectively and with better results.

And now sir, I desire to express my high appreciation of the zeal, energy and courage displayed by every officer and man under my command during this remarkable combat, as well as during this remarkable combat, as well as during the trying scenes of the passage from New York. I commend one and all most heartily to the favorable consideration of the Department and of the country.

Lieutenant Greene, the executive officer, had charge in the turret, and handled the guns with great courage, coolness and skill and throughout the engagement, as in the equipment of the vessel, and on her passage to Hampton Roads, exhibited and earnest devotion to duty, unsurpassed in my experience, and for which I had the honor in person to recommend him to the Department and to the board of admirals (some three years since) for advancement, in accordance with the precedent established in the case of Lieutenant Commander Thornton, the executive officer of the KEARSARGE. I beg leave now, most respectfully and earnestly to reiterate that recommendation.

Acting Master Saml. Howard, who volunteered as pilot, stood by me in the pilot house during the engagement and behaved

with courage and coolness. He has since been promoted to acting volunteer lieutenant for his services on that occasion.

Chief Engineer A. C. Stimers USN, made the passage in the vessel to report upon the performance of the machinery, etc., and performed useful service during the engagement in manipulating the turret.

First Assistant Engineer Isaac Newton, the chief engineer of the vessel and his assistants, managed the machinery with attention and skill and gave prompt and correct attention to all the signals from the pilot house.

Acting Assistant Paymaster W.F. Keeler and Captain's Clerk Danl. Toffey made their services very useful in transmitting my orders to the turret.

Peter Williams, quartermaster, was at the helm by my side and merited my admiration by his cool and steady handling of the wheel.

Very respectfully, your obedient servant,  
JOHN L. WORDEN,  
*Captain.*

Honorable Gideon Welles  
Secretary of the Navy, Washington, D.C.

APPENDIX II

LIST OF OFFICERS OF USS MONITOR, MARCH 6,  
1862

*Lieutenant*

Lieutenant Worden, John L., Commanding  
Lieutenant Greene, Samuel D., Executive Officer

Stodder, Louis N., Master  
Webber, John J.N., Master  
Logue, Daniel C., Assistant Surgeon  
Keeler, W.P., Paymaster  
Newton, Isaac, 1st Assist. Engineer  
Campbell, Albert B., 2nd Assist. Engineer  
Hands, R.W., 3rd Assist. Engineer  
Sunstrum, A.T., 3rd Assist. Engineer  
Toffey, Daniel, Captain's Clerk  
Frederickson, Geo., Acting Master's Mate  
Stimers, A.C., Chief Engineer, passenger, and  
volunteer officer

MUSTER ROLL USS MONITOR BEFORE SAILING  
FROM NEW YORK NAVY YARD 6 MARCH, 1862

Augier, Richard, Quartermaster

Atkins, John, Seaman  
Anderson, Hans, Seaman  
Bringman, Girick, Carpenter's Mate  
Baston, Anton, Seaman  
Bryan, William, Yeoman

Crown, Joseph, Gunner's Mate  
Cuddeback, David, Capt. Steward  
Carroll, Thomas 1st, Capt. Hold  
Conklin, John P., Quarter Gunner  
Carroll, Thomas 2d, 1st Class Boy

Connolly, Anthony, Seaman  
Driscoll, John, 1st Class Fireman  
Durst, William, Coal Heaver

Fisher, Hugh, 1st Class Fireman  
Feeny, Thomas, Coal Heaver  
Fenwick, James, Seaman

Garrety, John, 1st Class Fireman  
Geer, George S., 1st Class Fireman  
Hubbell, R.K., Ship's ——

Hannan, Patrick, 1st Class Fireman  
Joice, Thomas, 1st Class Fireman  
Leonard, Matthew, 1st Class Fireman

Longhran, Thomas, Seaman  
McPherson, Norman, Seaman  
Moore, Edward, Wardroom Cook

Murray, Lawrence, Wardroom Steward  
Mooney, Michael, Coal Heaver  
Mason, John, Coal Heaver

Marion, William, Seaman  
Nichols, William H., Landsman  
Peterson, Charles, Seaman  
Quinn, Robert, Coal Heaver

Riddey, Francis A., Seaman  
Rooney, John, Master-at-Arms  
Richardson, William, 1st Class Fireman  
Roberts, Ellis, Coal Heaver

Sinclair, Henry, Ship's Cook  
Seery, James, Coal Heaver  
Stocking, John, Boatswain's Mate

Stearns, Moses M., Quartermaster  
Sylvester, Charles, Seaman  
Truscott, Peter, Seaman  
Tester, Abraham, 1st Class Fireman  
Viall, Thomas B., Seaman  
Williams, Peter, Quartermaster  
Williams, Robert, 1st Class Fireman  
Welch, Daniel, Seaman  
John L. Worden, Lt. Commander

A TRIBUTE TO HUMBLE MAYER  
HADEN E. MCKAY, JR., M.D.

HON. JACK FIELDS  
OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 1, 1996

Mr. FIELDS of Texas. Mr. Speaker, it is with profound sadness that I bring to the attention of the House the passing of former Humble, TX, Mayor Haden Edwards McKay, Jr., M.D. Dr. McKay died on Saturday, January 13 in Humble—a town he lived in, helped build, and governed for more than three quarters of a century. Indeed, Dr. McKay was known throughout my home town simply as "Mr. Humble."

I know you join with me in extending your deepest sympathy to his loving wife of 55 years, Lillian McKay.

Dr. McKay served as an Humble city councilman for 14 years before beginning his 24-year tenure as mayor. During that time, he oversaw Humble's transition from a sleepy little town with wooden sidewalks and privately-owned utility companies to a modern, booming town with an unsurpassed quality of life for all of its people.

The impact Dr. McKay had on my home town—both as a respected medical doctor and a dedicated public servant—was demonstrated by the more than 1,000 persons who attended his funeral in the Humble Civic Center on Wednesday, January 17.

Dr. McKay was, first and foremost, a medical professional who delivered into this world and cared for generations of Humble-area residents—including generations in my own family. With his family, Dr. McKay moved to Humble in late 1919. He graduated from Charles Bender High School—now Humble High School—in 1926 before receiving his bachelor of science degree from Mississippi State University and his medical degree from the Chicago Medical School in 1936. With his father, the late Dr. Haden E. McKay, Sr., he opened a thriving medical practice in Humble in 1938.

Some health care providers might have retired to easier and more peaceful pastures as they aged. Not Dr. McKay. He passed away Saturday at 87; he saw his last patient on the day before his death.

It was that type of dedication that earned Dr. McKay innumerable medical and community service awards.

In 1993, Dr. McKay received the Dr. Nathan Davis Award, presented by the American Medical Association, in recognition of his long and distinguished medical career as well as his government and community service. In 1979, he received the Distinguished Service Award of the Texas Medical Association, only the fourth physician to receive the award.

Dr. McKay was a past president of the Texas Academy of Family Practice; a past chairman of the board of councilors to the