

threatened. yet the dedication and determination of LULAC's founding members persevered.

Today, this organization has become one of the greatest Hispanic civil rights organizations in America, with an all-volunteer membership and a glowing list of accomplishments.

Representing Latinos from all over the nation including, Guam and Puerto Rico, LULAC has taken the lead toward groundbreaking accomplishments for the Hispanic community.

One of these is particularly dear to me.

In 1945, LULAC took an active role in the fight against segregation in my home County of Orange in California. The Orange County School System kept its schools segregated on the grounds that Mexican children were "poorly clothed and mentally inferior to white children."

Eventually, LULAC was successful in their lawsuit to integrate this school system.

The following year, LULAC, along with Gonzalo and Felicitas Mendez, filed the Mendez v. Westminister lawsuit that ended 100 years of segregation in the California public school system.

Thanks to this suit, I, the child of Mexican immigrants, was able to benefit from a great public education in Orange County.

Many don't realize that the Mendez case laid the foundation for the watershed case of Brown vs. Board of Education eight years later.

Mr. Speaker, one cannot deny the great impact this lawsuit had on bringing greater educational opportunities not just to Hispanic children, but to all children across the nation.

Yet, this is just one example of the great work LULAC has done since their founding in 1929!

This organization has fought for voting rights and the inclusion of Hispanics in the political process.

It has provided access to educational mentoring and tutoring, and has helped fund millions of dollars in scholarships.

And LULAC continues to fight for the betterment of Hispanic workers, especially in the area of Hispanic health issues.

I am very honored to be standing here today to express my appreciation for all of LULAC's accomplishments.

I wish them continued success in the future as they continue their work for improving the lives of Americans in the Hispanic community.

TRIBUTE TO MINE SAFETY APPLIANCES CO.

HON. MELISSA A. HART

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 3, 2004

Ms. HART. Mr. Speaker, I would like to take this opportunity to congratulate Mine Safety Appliances Co. and their Modular Integrated Communications Helmet/Advanced Combat Helmet for being recognized by the U.S. Army's Materiel Command Unit for "one of the Greatest Inventions of 2002."

The Modular Integrated Communications Helmet/Advanced Combat Helmet has been credited with saving the lives of many soldiers in Afghanistan and Iraq. It provides the soldier with protection from 9mm handgun rounds and fragmentation in any environment and allows

maximum sensory awareness for the user. Further, it allows for night-vision devices to be integrated with respiratory protective equipment. According to Mine Safety Appliances Co., the helmet provides maximum balance, stability and comfort, while providing the proper size, fit and ventilation.

I ask my colleagues in the House of Representatives to join me in commemorating this valuable invention. Mine Safety Appliances Co. and their helmet have not only improved the lives of soldiers on the battle front but also the lives of the men and women on the home front in Western Pennsylvania.

HONORING FREEDOM RIDES

HON. BENNIE G. THOMPSON

OF MISSISSIPPI

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 3, 2004

Mr. THOMPSON of Mississippi. Mr. Speaker, I would like to honor the Freedom Ride efforts sought to accelerate changes in the South, which had been so inadequately brought about in the courts. As a 13-year-old boy in Bolton, MS, I can recall the surmounted tension in the State of Mississippi in 1961. In tribute to the freedom riders, I would like to submit the following excerpt from Juan Williams' Eyes on the Prize.

In 1947, the Congress of Racial Equality (CORE) planned a "Journey of Reconciliation," designed to test the Supreme Court's 1946 decision in the Irene Morgan case, which declared segregated seating of interstate passengers unconstitutional. An interracial group of passengers met with heavy resistance in the upper South. Some members of the group served on a chain gang after their arrest in North Carolina. The Journey of Reconciliation quickly broke down. Clearly the South, even the more moderate upper South, was not ready for integration.

Nearly a decade and a half later, John F. Kennedy was elected president, in large part due to widespread support among blacks who believed that Kennedy was more sympathetic to the civil rights movement than his opponent, Richard Nixon. Once in office, however, Kennedy proved less committed to the movement than he had appeared during the campaign. To test the president's commitment to civil rights, CORE proposed a new Journey of Reconciliation, dubbed the "Freedom Ride." The strategy was the same: an interracial group would board buses destined for the South. The whites would sit in the back and the blacks in the front. At rest stops, the whites would go into blacks-only areas and vice versa. "This was not civil disobedience, really," explained CORE director James Farmer, "because we [were] merely doing what the Supreme Court said we had a right to do." But the Freedom Riders expected to meet resistance. "We felt we could count on the racists of the South to create a crisis so that the federal government would be compelled to enforce the law," said Farmer. "When we began the ride I think all of us were prepared for as much violence as could be thrown at us. We were prepared for the possibility of death."

The Freedom Ride left Washington DC on May 4, 1961. It was scheduled to arrive in New Orleans on May 17, the seventh anniversary of the Brown decision. Unlike the original Journey of Reconciliation, the Freedom Ride met little resistance in the upper South.

On Mother's Day, May 14, the Freedom Riders split up into two groups to travel

through Alabama. The first group was met by a mob of about 200 angry people in Anniston. The mob stoned the bus and slashed the tires. The bus managed to get away, but when it stopped about six miles out of town to change the tires, it was firebombed. The other group did not fare any better. It was greeted by a mob in Birmingham, and the Riders were severely beaten. Birmingham's Public Safety Commissioner, Bull Connor, claimed he posted no officers at the bus depot because of the holiday; however, it was later discovered that the FBI knew of the planned attack and that the city police stayed away on purpose. Alabama governor John Patterson offered no apologies, explaining, "When you go somewhere looking for trouble, you usually find it You just can't guarantee the safety of a fool and that's what these folks are, just fools."

Despite the violence, the Freedom Riders were determined to continue. Jim Peck, a white who had fifty stitches from the beatings he received, insisted, "I think it is particularly important at this time when it has become national news that we continue and show that nonviolence can prevail over violence." The bus company, however, did not want to risk losing another bus to a bombing, and its drivers, who were all white, did not want to risk their lives. After two days of unsuccessful negotiations, the Freedom Riders, fearing for their safety, flew to New Orleans. It appeared that the Freedom Ride was over.

At that point, however, a group of Nashville sit-in students decided to go to Birmingham and continue the Freedom Ride. Diane Nash, who helped organize the group, later explained, "If the Freedom Riders had been stopped as a result of violence, I strongly felt that the future of the movement was going to be cut short. The impression would have been that whenever a movement starts, all [you have to do] is attack it with massive violence and the blacks [will] stop." The Nashville students traveled to Birmingham and asked the bus company to let them use their buses. Attorney general Kennedy also leaned on the bus company and the Birmingham police. He was determined to enforce the Supreme Court's decision that called for integration of interstate travel, and he worried that if the Nashville students remained in Birmingham much longer, violence might erupt. On May 17, the Birmingham police arrested the Nashville Freedom Riders and placed them in protective custody. At 2 AM on Friday, the police drove the Riders back to Tennessee, dumping them by the side of the highway at the state line. After they got a ride back to Nashville, 100 miles away, they went right back to Birmingham.

Meanwhile, Governor Patterson agreed to meet with John Seigenthaler, a Justice Department aide and a native of Tennessee. In the meeting, Floyd Mann, head of the state highway patrol, agreed to protect the Freedom Riders in between Birmingham. Attorney General Robert Kennedy then pressured the Greyhound bus company, which finally agreed to carry the Riders. The Freedom Riders left Birmingham on Saturday, May 20. State police promised "that a private plane would fly over the bus, and there would be a state patrol car every fifteen or twenty miles along the highway between Birmingham and Montgomery—about ninety miles," recalled Freedom Rider John Lewis. Police protection, however, disappeared as the Freedom Riders entered the Montgomery city limits. The bus terminal was quiet. "And then, all of a sudden, just like magic, white people everywhere," said Freedom Rider Frederick Leonard. The Riders considered leaving by the back of the bus in hopes that the mob would not be quite as vicious.

But Jim Zwerg, a white rider, bravely marched off the bus first. The other riders slipped off while the mob focused on pummeling Zwerg. Floyd Mann tried to stop the mob, but it continued to beat the Riders and those who came to their aid, such as Justice Department official John Seigenthaler, who was beaten unconscious and left in the street for nearly a half an hour after he stopped to help two Freedom Riders. Mann finally ordered in state troopers, but the damage was already done. When news of the Montgomery attack reached Washington, Robert Kennedy was not happy. He decided to send federal marshals to the city.

Martin Luther King, Jr., flew to Montgomery and held a mass meeting, surrounded by federal marshals, in support of the Freedom Riders. As night fell, a mob of several thousand whites surrounded the church. The blacks could not leave safely. At 3 AM, King called Robert Kennedy and Kennedy called Governor Patterson. Patterson declared martial law and sent in state police and the National Guard. The mob dispersed and the blacks left safely.

After the violence at the church, Robert Kennedy asked for a cooling-off period. The Freedom Riders, however, were intent on continuing. James Farmer explained, "[W]e'd been cooling off for 350 years, and . . . if we cooled off any more, we'd be in a deep freeze." The Riders decided to continue on to Mississippi. They were given good protection as they entered the state, and no mob greeted them at the Jackson bus terminal. "As we walked through, the police just said, 'Keep moving' and let us go through the white side," recalled Frederick Leonard. "We never got stopped. They just said 'Keep moving,' and they passed us right on through the white terminal into the paddy wagon and into jail." Robert Kennedy and Mississippi Senator James O. Eastland had reached a compromise. Kennedy promised not to use federal troops if there was no mob violence. Both men kept up their end of the bargain. Unfortunately, the Freedom Riders were now at the mercy of the local courts. On May 25, they were tried. As their attorney defended them, the judge turned his back. Once the attorney finished, he turned around and sentenced them to 60 days in the state penitentiary.

More Freedom Riders arrived in Jackson to continue the Freedom Ride, and they were arrested too. Freedom Riders continued to arrive in the South, and by the end of the summer, more than 300 had been arrested.

The Freedom Riders never made it to New Orleans. Many spent their summer in jail. Some were scarred for life from the beatings they received. But their efforts were not in vain. They forced the Kennedy administration to take a stand on civil rights, which was the intent of the Freedom Ride in the first place. In addition, the Interstate Commerce Commission, at the request of Robert Kennedy, outlawed segregation in interstate bus travel in a ruling, more specific than the original Supreme Court mandate, that took effect in September, 1961. The Freedom Riders may not have finished their trip, but they made an important and lasting contribution to the civil rights movement.

The Freedom Rides mark one of the most despicable chapters in our history on the part of the Democratic administration at every level of government. They mark one of the most courageous and uplifting periods of time, as evidenced by the courage and determination of those who put their bodies and their lives on the line to end racial segregation and win social justice in this country.

The Freedom Rides and sit-ins showed the potential that human beings have. It was a

time when ordinary people did extraordinary things, and the number of heroes was too great to be counted!

TRIBUTE IN HONOR OF ORVIL JONES' RETIREMENT FROM HIGHLAND PARK HIGH SCHOOL

HON. PETE SESSIONS

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 3, 2004

Mr. SESSIONS. Mr. Speaker, I rise to make my tribute to Orvil Jones of Highland Park High School on the occasion of his retirement. I have the pleasure of representing Highland Park High School in Congress, and I am proud to have four alums from Highland Park High School on my staff, and two of them that played football under Coach Jones.

Coach Jones has been a fixture at Highland Park High School for 36 years, and he will be leaving behind a great legacy of service to his students and players. Jones started his career with the Highland Park Independent School District (HPISD) in 1968 as a mathematics teacher and coach at Highland Park Junior High. When ninth grade was moved into the high school within the HPISD, Coach Jones joined the faculty of Highland Park High School in 1970 and has been coaching and teaching there ever since.

During his tenure with Highland Park High School, Coach Jones worked under seven head coaches, eleven principals, and four school superintendents. His day in and day out work ethic will be greatly missed by his fellow coaches and the players that he instructs.

Highland Park's football team has historically been one of the best programs in the State. Highland Park ranks fourth in the State for all-time victories with 637 and is fifth in all-time playoff victories with 62.

Most recently, Coach Jones coached the defensive secondary for Highland Park's varsity football team, and his players considered him to be the hardest working coach on the staff. Coach Jones taught his players that, whether or not they are blessed with the most natural talent, they can succeed by working harder than their competition. Coach Jones provided the perfect example of hard work by always being the first coach to have his players in the film room or on the field and by working with his players on the field even after the other coaches and players had retired to the locker room.

While Coach Jones has made a lasting impact on thousands of students and players, his family has been the center of his attention. I congratulate the Jones family, his loving wife Elaine and their three children and two grandchildren, on this momentous occasion.

I commend Coach Jones on his proud career of service that spans five decades within HPISD, and I wish him and his family all the best for a nice start to a well-deserved retirement.

HONORING PGA PLAYER KIRK TRIPLETT, ADOPTION ADVOCATE

HON. DEBORAH PRYCE

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 3, 2004

Ms. PRYCE of Ohio. Mr. Speaker, I rise today to honor pro golfer Kirk Triplett for introducing a winning cause to his professional golf game: helping find permanent homes for foster children as he competes on the 2004 PGA Tour.

Working with the Dave Thomas Foundation for Adoption, Triplett, at each tournament, will prominently display a photo of a local child on his golf bag. The public stage provided by the Tour will enable Triplett to portray each child's story to the media, spectators, and viewers at home.

In addition to his support for the Dave Thomas Foundation for Adoption, Kirk and his wife, Cathi, have organized their own foundation, known as Fore Adoption, which provides funding for financially challenged parents seeking to adopt. Kirk will also host the Dave Thomas Desert Classic this month, an event which will help to raise money to support the Dave Thomas Foundation for Adoption.

Having adopted two children themselves, Kirk and Cathi take a personal interest in helping to connect foster children with quality parents across America. No experience is more rewarding than providing a child with a set of loving arms and giving them the opportunity to fulfill their dreams. I commend Kirk for his dedication and commitment to foster children in this country, and wish him the best of luck this year on the PGA Tour.

A TRIBUTE TO BISHOP VINTON RANDOLPH ANDERSON

HON. WM. LACY CLAY

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 3, 2004

Mr. CLAY. Mr. Speaker, I rise today to pay tribute to the Honorable Bishop Vinton Randolph Anderson. Bishop Anderson's devotion to the ministry is exhibited by his history of preaching and lecturing internationally, including the Caribbean, Canada, Taiwan, India and Australia. In addition to his commitment to ministering, Bishop Anderson has been an effective and vocal advocate of civil rights and ecumenical issues.

Bishop Anderson was born in 1947 in Somerset, Bermuda. He graduated with honors from Wilberforce University and earned his Master of Divinity Degree from Payne Theological Seminary. Later he earned his Master of Arts Degree in philosophy from Kansas University. Bishop Anderson has also received honorary doctorate degrees from Paul Quinn College, Wilberforce University, Payne Theological Seminary, Temple Bible College, Morris Brown College, Interdenominational Theological Center and Eden Theological Seminary. Bishop Anderson's pastoral experience encompasses Kansas and Missouri.

Bishop Anderson has demonstrated his unwavering dedication to community development by creating adult education programs, summer youth programs, promoting the first