

Whereas, Mrs. Vannelle was a loving sister, wife to her husband, Frank, mother to their four children, and grandmother to their grandchildren and great-grandchildren; and

Whereas, Mrs. Vannelle was a member of the St. John Catholic Church in Bellaire, Ohio; and

Whereas, Mrs. Vannelle will certainly be remembered by all those who knew her because of her loving nature towards her family, friends, and community; and

Whereas, the understanding and caring to which she gave to others will stand as a monument to a truly fine person. Her life and love gave joy to all who knew her.

Therefore, while I understand how words cannot express our grief at this most trying of times, I offer this token of profound sympathy to the family and friends of Natalie J. Vannelle.

#### TRIBUTE TO FALLEN HEROES OF THE KENTUCKY FRATERNAL ORDER OF POLICE

#### HON. BEN CHANDLER

OF KENTUCKY

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, May 3, 2005*

Mr. CHANDLER. Mr. Speaker, with great honor I rise today to pay tribute to the fallen heroes of the Kentucky Fraternal Order of Police. We are the beneficiaries of their bravery and sacrifice. We will always be indebted to these men and women who sacrifice daily to protect our communities and ensure our safety. Their commitment to this country inspires future generations and stands as a powerful symbol of what draws us together as Americans. I want to commend them for setting such a fine example of what it means to live a life of duty and honor.

In these difficult times of fighting terror abroad, it is important to remember and thank those who keep us safe at home. Every day police officers put their lives on the line to protect the freedoms we often take for granted. Every day police officers work so America's children will always know what it means to be free.

At a minimum, Mr. Speaker, we must always remember to give police officers the resources they need to do their jobs to the best of their ability. Shortchanging our police departments does more than hurt the officers, it hurts our entire country. And we must do more than fund our police departments—we must also be advocates for their service so all citizens know of their honor and courage, and sometimes ultimate sacrifice.

I am extraordinarily grateful to the men and women of Kentucky's Fraternal Order of Police. Their service, dedication and commitment to protecting the citizens of Kentucky are vital to the future of our Commonwealth and reflected in all our past successes. It is my great honor to recognize these American heroes today.

#### A TRIBUTE TO VERMONT JOHNSON

#### HON. DAVID R. OBEY

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, May 3, 2005*

Mr. OBEY. Mr. Speaker, I rise today to pay tribute to Mr. Vermont Johnson of Bayfield Wisconsin, who recently retired after nearly twenty years as an Advisor to the Great Lakes Fishery Commission. Mr. Johnson represented the sport fishing interests on that Committee and worked tirelessly to support measures that protect and improve the Great Lakes fishery.

The Commission's Committee of Advisors was established under the 1955 Great Lakes Fisheries Act. The Committee is charged with advising the Commission about all fishery matters relating to fish stocks shared by Canada and the United States and is also an avenue for citizens to be heard on issues that concern them. Representatives on the Committee speak for the sport fishery, the commercial fishery, the public-at-large, and State agencies.

Mr. Johnson has a lifetime of experience with the Great Lakes and has a deep knowledge of the matters relating to the resource. As a motel owner, he certainly appreciated how the Great Lakes and their fisheries lured tourists. During his tenure on the Committee of Advisors, Mr. Johnson took on a number of issues of vast importance to the Great Lakes, and although he technically represented the sportfishing concerns of the Lake Superior waters of Wisconsin, his contributions to the Committee had a basinwide impact. He was, by all accounts, an integral member of the Committee, providing leadership on issues ranging from the rehabilitation of native species to the effect of underwater log salvage on fish habitat. He regularly attended and led meetings—often at great distance from home and at his own expense—and interacted with interests throughout the Great Lakes region.

Mr. Johnson grew up in Bayfield, Wisconsin, on the shores of Lake Superior. After attending the University of Wisconsin, he enlisted in the U.S. Coast Guard and served as Chief Boatswain's Mate aboard the Coast Guard buoy tender *Balsam* in the Pacific—which I am told is the only vessel of its type to sink a Japanese submarine during World War II. After his service, he returned to Wisconsin, earned a degree in school administration, and served as a school superintendent for 35 years in several districts, as well as continuing on in the Coast Guard Auxiliary.

Mr. Johnson and his wife Harriett, who have been married for more than 60 years, continue to reside in Bayfield. He is an active leader in his community, helping to enlarge his church and leading the building committee of the Bayfield Heritage Association. In fact, he remains involved in almost every civic activity in Bayfield.

For twenty years, Mr. Johnson—and usually Harriett—were stalwart participants in the meetings of the Great Lakes Fishery Commission and the Committee of Advisors. I am happy to honor Mr. Vermont Johnson as he retires from the Great Lakes Fishery Commission's Committee of Advisors—it is a pleasure to take note of his service.

#### VERMONT'S COMMUNITY ACTION PROGRAMS: FORTY YEARS OF SUSTAINING COMMUNITY

#### HON. BERNARD SANDERS

OF VERMONT

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, May 3, 2005*

Mr. SANDERS. Mr. Speaker, in Vermont we are celebrating the fortieth anniversary of the Community Action Programs which have transformed the lives of thousands and thousands of people in our state. These CAP agencies provide citizens with assistance: the young and the elderly, rural residents and urban residents, homeowners and renters and the homeless, those with jobs and those without. These are not programs created to give handouts; instead, they work to develop comprehensive approaches to addressing the root causes of poverty, and to alleviating the consequences of poverty. Nor are they spinoffs of some far-distant Washington bureaucracy: the CAP agencies are locally staffed and their programs result from collaborative efforts with the lower-income people they are meant to serve.

Vermont's Community Action Programs are community-based networks for social and economic development. There are five of them: Southeast Vermont Community Action (SEVCA), Central Vermont Community Action Council (CVCAC), Community Action in Southwestern Vermont (BROC), Northeast Kingdom Community Action Agency (NEKCA) and Champlain Valley Office of Economic Opportunity (CVOEO). Nearly 3,000 individuals (in 1165 families) were provided services through the SEVCA's Community Services department last year. NEKCA serves more than 6,000 moderate-to-low income families. Over 8,000 individuals obtained early childhood education, crisis fuel assistance, meals, and household insulation through CVCAC. CVOEO provides a wide variety of vital services to approximately 8,000 households (just over 19,000 individuals) every year.

But numbers alone, as impressive as they are, do not tell the whole story. From child care to fuel assistance in cold weather, the CAP agencies are always there when people have needs. CAP agencies not only help hard-pressed families find food, they support family farms through the Farm to Family coupon redemption program. They help retrain workers who have lost their jobs, and they provide a sound basis for a lifetime of learning through Head Start. They run micro-business development programs—and help citizens with their tax returns.

In SEVCA's building there is a wonderful version of the Washington mural of men waiting in a breadline in the 1930's, a reminder that economic need is—unhappily—always among us. That mural reminds us too of Franklin Roosevelt's eloquent words, which are painted on the mural itself: "The test of our progress is not whether we add more to the abundance of those who have much, it is whether we provide enough for those who have little." Those words ring, today, with truth.

Too often the glowing colors of our television and the bold headlines of our newspapers ignore the actuality of life in America: that in the midst of the richest Nation in the history of the world, many go hungry, or are without health insurance, or lack adequate

education, or search fruitlessly for decent-paying jobs. The CAP agencies of Vermont never forget the realities in which we all live. They know that there are people who can benefit from the help of the government programs established by Roosevelt and Lyndon Johnson, programs begun in times when it was the purpose of government to serve all Americans—and not just wealthy Americans. The CAP agencies, and those who work for them, do much to help tens of thousands of Vermonters live the life that should be theirs, a life free from hunger, homelessness, hopelessness and want.

So after 40 years of hard and extraordinarily important work by those who work for and sustain the CAP agencies, let me say on behalf of all the citizens of my state: Congratulations on what you have done! All of us in Vermont are richer for the community you have built and sustained.

A PROCLAMATION HONORING MR.  
AND MRS. BOCEK

**HON. ROBERT W. NEY**

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, May 3, 2005*

Mr. NEY. Mr. Speaker:

Whereas, Joseph and Audrey Bocek were united in marriage January 9, 1953, and are celebrating 52 years of marriage; and

Whereas, Joseph and Audrey Bocek have dedicated their lives to each other; and

Whereas, Joseph and Audrey Bocek have illustrated the love and commitment necessary to live a long and beautiful life together.

Therefore, I join with the residents of Toronto, and the entire 18th Congressional District of Ohio in congratulating Joseph and Audrey Bocek as they celebrate their 52nd Wedding Anniversary.

**KENNETH B. CLARK**

**HON. ELIOT L. ENGEL**

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, May 3, 2005*

Mr. ENGEL. Mr. Speaker, I rise today to pay honor to Kenneth B. Clark, an educator and psychologist who spent his life working to improve the lives of African-American children. It is Clark's pioneering research on the detrimental effects of racial segregation in schools that was cited by the Supreme Court in the landmark 1954 ruling, *Brown vs. Board of Education*.

Clark was born in the Panama Canal Zone in 1914 and, at age 5, moved with his family to a tenement in New York City to pursue the American Dream. Clark eventually earned his Masters degree from Howard University. Clark went on to become the first African-American to earn a doctorate in psychology at Columbia and also the first to hold a permanent professorship at the City College of New York. While teaching psychology at City College, Clark developed an interest in the effects of segregation on children and conducted his famous study on school segregation. This study demonstrated how racial segregation marred the development of black students and eventually influenced the landmark Supreme Court case.

After his professorship, Clark continued his work for children and became the first African-American to join the New York State Board of Regents, and again the first African-American to serve as president of the American Psychological Association. He belonged to a number of other prestigious organizations including the New York Urban Development Corporation, the Society for Psychological Studies of Social Issues, and Phi Beta Kappa. He founded Harlem Youth Opportunities Unlimited and, with his wife Mamie Phillips, formed what became the North side Center for Child Development.

After retiring from the Board of Regents, Clark began his own consulting firm in my district, in Hastings-On-Hudson, New York. Kenneth B. Clark and Associates assists corporations with racial policies, affirmative action, and other minority hiring programs. Clark wrote many books, including "Prejudice and Your Child" and "Dark Ghetto" and was awarded many honors for his life's work.

Clark dedicated his life to improving racial equality and never abandoned his belief in the importance of equal access to education, regardless of race. His free thinking and steadfast commitment to this racial equality will sorely be missed.

INTRODUCTION OF AIR CARGO  
SECURITY ACT

**HON. EDWARD J. MARKEY**

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, May 3, 2005*

Mr. MARKEY. Mr. Speaker, more than three and a half years after the September 11th attacks, gaping loopholes in our country's homeland security continue to put Americans at risk of another devastating attack. The Department of Homeland Security's former Inspector General Clark Kent Ervin testified recently before the Homeland Security Subcommittee on Management, Integration, and Oversight. Mr. Ervin told the Subcommittee that: "Even in the area where the most time, attention, and resources have been invested—aviation security—serious vulnerabilities remain."

One of our most dangerous vulnerabilities is the failure to screen 100 percent of the cargo that is carried on passenger planes and all-cargo aircraft. Every time we fly, we wait in security lines, empty our pockets, remove our shoes, walk through metal detectors, and have our baggage inspected. We do not complain much—after all, we are told that this is required to keep our planes secure—and we accept that. But what many people do not realize is that every time commercial cargo is loaded onto the very same passenger planes or placed on aircraft that transport only cargo, almost none of it is ever inspected at all.

The security risk created by unscreened cargo is not just theoretical: Pan Am Flight 103 was brought down in 1988 over Lockerbie, Scotland by a bomb contained in unscreened baggage, and Air India flight 182 was downed in 1985 off the coast of Ireland by a bomb placed in unscreened luggage.

Uninspected freight on all-cargo carriers also poses a serious danger. Last summer, the 9/11 Commission reported that Al Qaeda operative Zacharias Moussaoui's terrorist plans included "buying four tons of ammonium nitrate for bombs to be planted on cargo

planes." Ammonium nitrate is the same chemical compound that Timothy McVeigh used to kill 168 innocent men, women and children at the Alfred P. Murrah Federal Building in Oklahoma City 10 years ago. Less than two years ago, a young man shipped himself undetected aboard a cargo plane from New York to Texas. We were lucky he was just a lonely twenty-something, not a terrorist.

It is long past the time when we should have adopted a policy that subjects cargo on passenger and all-cargo aircraft to the same level of screening that is performed daily on passengers' checked and carry-on luggage.

Today, Representative CHRISTOPHER SHAYS (R-CT) and I are introducing the Air Cargo Security Act to require the Secretary of Homeland Security to establish and begin implementing a system to inspect all the cargo transported on passenger planes and all-cargo carriers, so that this cargo is subject to the same level of scrutiny as passengers' luggage. Our legislation also includes additional measures to close the cargo loophole, such as: a mandate that the Secretary of Homeland Security establish systems to inspect cargo using equipment, technology and personnel that meet, at a minimum, the same standards established to inspect passenger baggage; a requirement that the Secretary of Homeland Security monitor and evaluate the research and development of effective cargo screening technologies; establishment of a system of regular inspection of shipping facilities for shipments of cargo to ensure that appropriate security controls and systems are observed, both at facilities inside the U.S. and abroad; a directive that the Secretary of Homeland Security report to Congress on the number of cargo shipping facilities that have been inspected, the number of facilities that have failed to comply with security controls, and the number of agreements concluded with foreign aviation authorities to ensure that regular inspections are conducted for cargo transported to the United States; and creation of a training and evaluation program for cargo handlers to improve the security ensure that cargo is safeguarded from security breaches.

The House has voted overwhelmingly—by votes of 278 to 146 and 347 to 47—to require 100 percent screening of cargo carried on passenger planes. The airline industry and the Bush Administration strenuously objected to the 100 percent screening mandate, and the Senate ultimately dropped it from the final version of the Department's FY04 appropriations bill. Last year, the House narrowly defeated our 100 percent screening amendment after strong opposition from the airline industry.

The experts who are our aviation system's "eyes and ears"—namely, the pilots and flight attendants who work aboard aircraft every day—have endorsed the Air Cargo Security Act. The Coalition of Airline Pilots Associations (CAPA), which represents 22,000 pilots at American Airlines, Southwest, AirTran and other airlines, and the Association of Flight Attendants, with its 46,000 members, have endorsed this important legislation. Since introducing similar legislation last year, I have addressed the concerns of the Air Line Pilots Association (ALPA) by including all-cargo carriers under the 100 percent cargo screening mandate and providing for federal appropriations to implement this mandate. When I offered the Air Cargo Security Act as an amendment during the committee mark-up of the Homeland