

began ministering to the homeless and alcoholics—the forgotten populations. Working toward a solution, Father Mac founded the Addiction Counseling Education Services in 1961, which provided counseling to alcoholics and other substance abusers who had no other means to get help. He would later expand his work to the Chicago schools system, where he developed an alcohol education curriculum and fostered Alternatives to Expulsion, a program to help teachers salvage addicted teenagers who were willing to give up drinking and drugs and resume their studies.

After serving as a parish priest and Chicago Archdiocese administrator, Father Mac devoted full time to helping those who could not help themselves and co-founded Haymarket Center. This Center is the largest drug abuse treatment center in Chicago serving an average of 18,000 clients annually. Haymarket truly changes individuals' lives with providing integrated treatment services, job training and serves as one of the few facilities that assist addicted mothers through pregnancy seeing the delivery of over 900 drug free babies. Haymarket Center serves as a model for other treatment programs throughout the Nation.

Ironically, on New Years Eve, as Haymarket Center celebrated its 29th year, Father Mac passed at the age of 95. Sadly, we lose a man of unwavering faith, deep compassion, and tireless devotion to helping those who are among the most desperate and needy.

The Chicago Sun-Times call him Chicago's Living Saint. Others call him the patron saint of the addicted. It is hard to find words to describe the care, love and compassion Father Mac had for all people—especially those that everyone else forgot about.

Last Congress, I introduced a resolution with my colleagues from Illinois, Speaker HASTERT, Congressman LAHOOD, and the former-Congressman Lipinski to honor Father Mac with the Congressional Gold Medal. I would like to thank my 114 colleagues who cosponsored this legislation. In memory of Father Mac, one of his favorite quotes read: "When you no longer burn with love, others will die of the cold." St. Vincent DePaul,

#### INTRODUCTION OF THE FAIRNESS TO ALL VIETNAM VETERANS ACT

**HON. JUANITA MILLENDER-McDONALD**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, January 4, 2005*

Ms. MILLENDER-McDONALD. Mr. Speaker, I want to bring to the attention of this Congress, legislation that I am reintroducing today.

The Fairness to All Vietnam Veterans Act directs the Secretary of Defense to find an appropriate way to recognize and honor Vietnam Veterans who died in service to our nation but whose names are not listed on the wall of the Vietnam Veterans Memorial.

A family in my district, Mary and Tom Manley of Long Beach California, brought the need for this legislation to my attention.

Tom Manley is a survivor of the U.S.S. *Frank E. Evans*.

The *Evans* sailed from the Port of Long Beach for the last time in the spring of 1969.

After seeing serious combat off the coast of Vietnam, the U.S.S. *Evans* was sent to a brief training exercise called "Operation Sea Spirit." This training exercise involved ships of the Southeast Asia Treaty Organization.

In the early morning hours of June 3, 1969, the crew of the U.S.S. *Frank E. Evans* awoke to the sounds of an Australian carrier splitting their vessel in half. The forward half, where all 74 deaths took place, sank in three minutes. There were 198 survivors.

Although the *Evans* was in the South China Sea, these sailors' names are not listed on the Vietnam Memorial wall because the U.S.S. *Evans* was just outside the designated combat zone, which determines inclusion on the wall.

Unfortunately, the case of the U.S.S. *Frank E. Evans* does not stand-alone.

There are many families across the United States, like the Manleys in Long Beach, who have loved ones and friends that have been excluded from proper recognition—maybe even in your district.

It is time for the Department of Defense to examine current policies for placement on the Vietnam Veterans Memorial Wall.

This legislation also calls on the organizations and government agencies that originally constructed the Vietnam Veterans Memorial to examine the feasibility of inscribing additional names.

Should there be no practical way to add these names, the bill seeks appropriate alternatives for recognizing these veterans.

I ask Members to join me in properly honoring those Veterans who have given their lives for their country.

With the ongoing conflict in Iraq we are all acutely aware of the sacrifices our men and women in the military have recently made to ensure our nation's safety, security and our freedom.

A Nation is judged on how well they treat their Veterans. Let us not forget those of a past generation who fought for the freedom that we all cherish today.

Join me and support The Fairness to All Vietnam Veterans Act.

#### INTRODUCTION OF THE SECURE DOMESTIC CONTAINER PARTNERSHIP ACT OF 2005

**HON. JUANITA MILLENDER-McDONALD**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, January 4, 2005*

Ms. MILLENDER-McDONALD. Mr. Speaker, I want to bring to the attention of this Congress, legislation that I have introduced today—The Secure Domestic Container Partnership Act of 2005.

This legislation directs the Secretary of Homeland Security to create a pilot program that encourages shipping handlers to seal empty shipping containers after they have unpacked them.

Under this pilot program, the Secretary may authorize a shipper, cargo carrier, freight forwarder, terminal operator, port authority, or labor organization that is a qualified container handler to secure under a seal approved by the Secretary, a shipping container that is emptied by the person.

It is my strong belief that this program, when fully implemented, will do so much for securing our supply chain, reducing congestion around our ports and intermodal centers while offering our shippers the opportunity to actively participate in securing our home front, our economic supply chain, our transportation infrastructure and most importantly our communities.

Last year, in response to the 9/11 Commission Report the Maritime and Coast Guard subcommittee took testimony from panelists responding to the Commission's findings and directives.

A scenario, presented to our Committee that characterized "cargo containers as a poor man's missile," struck me as all too real. In Southern California, the ports of Long Beach and Los Angeles imported 68,000 containers a week in 2003. Combine exports and imports for 2003 and you have 125,000 containers that come in, out and through the most populous region in the country with seventeen million residents and growing—and with many high risk targets. Our streets, our communities, our rail infrastructure at any time are supporting full and empty containers.

Containers are as common in Southern California as lawyers are in Washington, DC. Look around you and you will know what I mean.

Now, if a container were to be compromised, empty or full, it would call into question the integrity of all containers on our highways and railways that travel along our entire transportation infrastructure and throughout our communities.

Placing a seal on an empty container is a cost effective common sense solution that further strengthens the partnership between the shipping community and the Department of Homeland Security against the ongoing war on terrorism.

Specifically, I would recommend that the Customs-Trade Partnership Against Terrorism or C-TPAT administer this program.

This initiative, under the Customs and Border Protection Directorate at the Department of Homeland Security, has a proven track record of doing great things with securing our supply line.

Through the C-TPAT initiative, Customs has been working in partnership with companies and carriers involved in importing goods into the United States.

Companies are asked to assess the vulnerabilities of their supply chains and to work with Customs to address any vulnerability.

In short, the C-TPAT initiative is the equivalent to the trusted traveler program for goods that the FAA is currently implementing for passengers.

The C-TPAT initiative would be an excellent partner and I would encourage the Secretary to take my recommendation.

Like the C-TPAT initiative, the pilot program created by enactment of The Secure Domestic Container Partnership Act of 2005 would be purely voluntary on the part of shippers.

This is a win/win for businesses, our transportation system and our communities.

I ask my colleagues to strongly support the "The Secure Domestic Container Partnership Act of 2005."