

use of official government issued voter-ID cards and raising residency requirements. These are some of the discriminating practices that undermine the impact of black and other minority voters in particular.

As the Ranking Member of the Committee on House Administration which oversees Federal elections, I applaud the substantial progress that has been made in the area of voting rights through the 1965 Voting Rights Act. However, I also know that we must continue our efforts to protect the rights of every American Voter. This can be achieved through the reauthorization and restoration of the expiring provisions of this vital law.

Chief among the expiring provisions is Section 5, which requires that any change to voting rules in covered jurisdictions be submitted to either the United States Department of Justice or the United States District Court for the District of Columbia for "preclearance" before it can take effect. Through Section 5, the Voting Rights Act has prevented thousands of discriminatory voting changes from undermining minority voters' access to the ballot.

H.R. 9 will also extend Section 203, the language minority protection of the Act. This provision requires jurisdictions that fall under the purview of the law to make all election information that is available in English available in the local minority language. Thus, all citizens will have a fundamental right and opportunity to register, learn the details of the elections and cast a free vote. During hearings, House Members received substantial evidence from advocacy groups and the Department of Justice that language minorities remain the victims of discrimination in voting.

There is no more fundamental right than the right to vote. For nearly a century many Americans were denied this fundamental right of citizenship. We must continue our efforts to protect the rights of every American voter with the reauthorization and restoration of the expiring provisions of the Act. H.R. 9 will renew and strengthen the Voting Rights Act for another twenty-five years.

A vote for this important legislation will send a resounding positive message to the next generation and generations of Americans to come. I urge its passage.

THE RESTORATION, PRESERVATION AND RENEWAL OF THE "CHARLES W. MORGAN"

HON. ROB SIMMONS

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 12, 2006

Mr. SIMMONS. Mr. Speaker, I rise to today to talk about the *Charles W. Morgan*—built in 1841 and designated a National Historic Landmark in 1966—she is the only surviving wooden, square-rigged commercial vessel still remaining from the Nation's great age of sail. The *Morgan* is a treasured symbol of America and Connecticut, and the cornerstone of Mystic Seaport's collection. The *Morgan* is an icon of an industry that fueled the early American economy.

After her whaling days ended in 1921, the *Morgan* was preserved and exhibited in South Dartmouth, Massachusetts, until 1941 when she came to Mystic Seaport. Today, the *Charles W. Morgan* dominates the Museum's

waterfront. Preserved afloat in her natural element, much as she appeared during her active whaling career, the *Morgan* is a featured part of the Mystic Seaport visitor experience. Through the years millions of visitors have climbed onboard the *Morgan* to experience, first-hand, the living and working environment of a large 19th-century wooden whaling vessel.

On Saturday, July 15, I will visit Mystic Seaport to help celebrate the restoration, preservation and renewal of the *Charles W. Morgan*. A program of restoration and preservation on the *Morgan* began in 1968 and continues to the present day. The *Charles W. Morgan's* past restoration at the Henry B. duPont Preservation Shipyard at Mystic Seaport helped define the standards of maritime preservation and historic vessel documentation as practiced today, worldwide. This preservation work has been recognized with numerous accolades, including the Advisory Council on Historic Preservation's National Historic Preservation Award in 1992 and the World Ship Trust Millennium International Maritime Heritage Award in 2000. The *Morgan* was also included on the Connecticut Freedom Trail in 1997.

Substantial restoration work is underway to ensure the *Morgan's* survival as an authentic 19th-century wooden vessel. The next phase of the *Morgan's* restoration will focus on an eight-foot band around the vessel's waterline. Mystic Seaport estimates that this 2½ year project will address the *Charles W. Morgan's* major structural needs for the next 20 years.

As my colleagues from Mississippi and gulf coast region may be aware, Mystic Seaport's Preservation Shipyard and the *Charles W. Morgan* have made national headlines recently due to the Museum's efforts to salvage live oak from the devastated Gulf Coast region. Residents of four coastal Mississippi cities can take some comfort from knowing that centuries-old trees uprooted during the storm will be used to restore the *Morgan's* frame, backbone, and stem and stem posts. By helping to keep the *Morgan* "alive" for future generations, these extraordinary trees will continue to touch the minds and hearts of Museum visitors, perhaps for centuries to come.

As many of you may know, Mystic Seaport—the Museum of America and the Sea is a leading national center for maritime research and education, with over 18,500 members and 1,500 volunteers. On average 300,000 people visit Mystic Seaport each year, and over 1.4 million more access the Museum's resources electronically via the Web site, www.mysticseaport.org. The Museum is the nation's fourth largest history museum and is considered to be one of the finest maritime museums in the world. Seventeen waterfront acres are devoted to floating exhibits, exhibition galleries, demonstrations, and educational programming. The Museum's facilities include a 19th century New England coastal village, a new 41,000 square-foot Collections Research Center, a 70,000-volume research library, a planetarium, four national historic landmark vessels, and a working preservation shipyard.

The *Charles W. Morgan* is being restored "famously" at Mystic Seaport's preservation shipyard, and I am honored to help Mystic Seaport celebrate the restoration and preservation of *Charles W. Morgan*, now in its 3rd century under sail.

RAIL SECURITY

HON. LORETTA SANCHEZ

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 12, 2006

Ms. LORETTA SANCHEZ of California. Mr. Speaker, Madrid, London, Mumbai. Everywhere in the world, people are aware of the threats that terrorism poses to mass transit systems. Everywhere, it seems, except for the United States.

Everyday 11.3 million Americans use passenger rail and mass transit. Our Nation depends on these networks to get us to work, to school, to the doctor, to back home. The networks are open and far reaching and, like other mass transit systems around the world, exceedingly vulnerable to terrorist attack.

Despite these facts, and the evidence of recent history, the Department of Homeland Security's transportation initiatives have been almost solely focused on aviation, ignoring all other modes of transportation.

The President's budget request for fiscal year 2007 only allocated \$37.2 million in the Transportation Security Administration (TSA) budget for non-aviation transportation security—less than 1 percent of the TSA budget.

In addition, between fiscal years 2003 through 2006, the Department of Homeland Security has only distributed about \$387 million for rail and mass transit security grants.

These resources are not nearly enough to address the security vulnerabilities in the rail and mass transit networks.

I, along with my Democratic colleagues, have been urging the Republican majority and the administration to focus on the threats to rail and mass transit for years, but no real progress has been made.

This is very similar to the years that we spent urging action on Port Security, but nothing was done until the Dubai Ports business deal came to light.

Unfortunately on the rail and mass transit front we have had plenty of warnings about security vulnerabilities.

We have seen the tragic and horrifying attacks on rail and mass transit systems in Madrid, London, and now Mumbai, and yet the administration and the Republican leadership still have not taken any steps to secure our Nation's rail and mass transit systems.

What are we waiting for? A suicide bomber on the subway system in New York? A dirty bomb on the DC Metro? Shouldn't we make rail and mass transit security a priority before we get attacked?

Next week the Committee on Homeland Security will consider an authorization bill for the Department of Homeland Security, and I urge my Republican colleagues to support the strong rail and mass transit security provisions and adequate funding levels that Homeland Security Democrats will be offering to the bill.

We need to require the Department of Homeland Security to develop a thorough national rail and public transportation plan to clarify the Federal, State, and local roles and responsibilities in security these systems.

An emphasis must be placed on strengthening intelligence sharing, public outreach and education initiatives, and how to resume operations after an attack.

We also must require the development of area rail and public transportation plans to