

boy but soon became the youngest reporter to ever work for the Monitor. He traveled all over our great country in search of stories.

In 1972 he returned to the South and spent time as an editorial writer with The Charlotte News. He has been the editor and publisher of The Weekly Post since its inception.

John's articles and columns were widely read and widely respected in Stanley County. As a matter of fact, I would gladly trade a week of national TV interviews for a good mention in one of John's articles.

John had a reputation for always doing the right thing in all of his pursuits in life. His time at the newspaper was no different. He was a stickler for accuracy and doing the right thing during his newspaper career.

John passed away on a Tuesday, the day they put the paper together, and therefore, the busiest day of the week at The Weekly Post. I am going to miss John, and I know that Stanley County is going to miss John and miss reading his weekly insights.

He is survived by his loving wife of 39 years, Pat; three sons, John A. Long, III of Monroe, Matt Long of Raleigh, and Tim Long of Charlotte; daughters Elizabeth Vettorel of Charlotte and Laura Long of Charlotte; four grandchildren; and brother Michael Long of Atlanta. My heartfelt condolences go out to his family for their loss and the community's loss.

Though we all felt a bit selfish, I know I speak for a lot of us in the community when I say that after the initial shock of hearing the bad news we all wondered if The Weekly Post was going to continue. I am pleased to note that his wife, Pat, and daughter Laura have pledged to continue publishing. I commend them for their hard work and continued dedication to Stanley County.

While his presence in Stanley County will be missed, John's legacy will remain with us forever.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Texas (Mr. DOGGETT) is recognized for 5 minutes.

(Mr. DOGGETT addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

AIR CARGO SECURITY ACT

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from California (Mr. SCHIFF) is recognized for 5 minutes.

Mr. SCHIFF. Mr. Speaker, I rise today to introduce the Air Cargo Security Act, a bill to strengthen air cargo security on all commercial flights by closing existing air cargo security loopholes. This bill is the companion to legislation introduced by Senators HUTCHISON and FEINSTEIN.

Since September 11, we have worked diligently as a Nation to improve the

safety of our commercial air travel, dramatically increasing the security requirements for passengers on airliners. Yet on those same aircraft, there remain glaring gaps in air cargo security, according to a 2002 GAO report. Nearly one-quarter of all air cargo is transported on passenger aircraft, typically filling the hull of each passenger plane. Yet only a fraction of that cargo is ever inspected.

According to the GAO, air cargo is vulnerable to tampering at multiple points during land transportation and at air cargo handling facilities. First, there are lax processes for verifying the identification of air cargo handlers and conducting criminal background checks. Second, the Known Shippers Freight Forwarding program does not have sufficient safeguards in place to adequately protect against cargo tampering; and most important, nearly all cargo shipped by passenger plane is never screened.

The Air Cargo Security Act would require the Transportation Security Agency to resolve these deficiencies in air cargo security through several key mechanisms. First, it requires the TSA to develop a strategic plan to screen, inspect, and otherwise ensure the security of all cargo transported through the Nation's air transportation system.

It also imposes measures that would require the TSA to increase inspections of air cargo shippers and their facilities and to work with foreign countries to conduct regular inspections at facilities transporting air cargo to the United States.

This bill requires TSA to establish an industry-wide pilot program database of known shippers of cargo that is shipped in passenger aircraft and to conduct random inspection of freight forwarder facilities. The Secretary would be required to suspend or revoke the certificate of noncompliant freight forwarders.

Under this act, the TSA retains tremendous flexibility in developing a program to inspect and screen air cargo in which it can select from a wide range of technological and operational options to enhance security. These measures, ranging from low- to high-tech, include using bomb-sniffing dogs, installing more cameras in cargo areas, screening air cargo for explosives, securing cargo with high-tech seals, or using cargo tracking systems or industry-wide computer profiling systems.

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By using a combination of these techniques, TSA will be able to design and implement an effective system to ensure the security of our air cargo. Aviation security is a bipartisan issue that directly affects all Americans. Aviation is only as safe from terrorism as its most vulnerable component and that component is now the cargo. Strengthening air cargo security is vital to ensuring passenger security.

I want to thank my Senate colleagues for their leadership on this

issue, and to the cosponsors of this legislation in the House, the gentleman from Colorado (Mr. MCINNIS), the gentleman from Hawaii (Mr. CASE), and the gentleman from Texas (Mr. BELL), and I urge my colleagues to support the Air Cargo Security Act of 2003.

IN MEMORY AND HONOR OF CHRIS AND BOB EGGLE

The SPEAKER pro tempore (Mr. BISHOP of Utah). Under a previous order of the House, the gentleman from Colorado (Mr. TANCREDO) is recognized for 5 minutes.

Mr. TANCREDO. Mr. Speaker, I rise today to introduce two homeland heroes. They are Robert Eggle and his late son, Chris.

Chris was a brilliant young park ranger in the Organ Pipes Cactus National Park in Arizona when he was brutally murdered by an illegal alien who had crossed into the United States after committing two murders in Mexico. Chris was in the front lines on a battlefield we pay far too little attention to. He gave his life in service to the country, and certainly deserves the designation as homeland hero.

But I want to introduce another homeland hero, and that is Chris's father, Bob, the gentleman here in this picture to my left. Mr. Eggle is an incredible individual with whom I had the opportunity to spend some time in Arizona just a couple of weeks ago. He has become an incredibly articulate spokesman for the cause of homeland security. He understands fully that that security begins with the security of our border.

Mr. Eggle and several others, as well as Members of the House, including the gentleman from Michigan (Mr. HOEKSTRA) and the gentleman from Arizona (Mr. SHADEGG) endured the trip to the very spot in Organ Pipe Cactus National Park where his son was killed. And I say "endured the trip" because, as anyone can imagine, this was a difficult undertaking for anyone, especially the father of the murdered victim. But Mr. Eggle's stoic character was a true inspiration for all of us who were with him that day. He was an inspiration as we traveled to the spot where his son was killed. He was an inspiration as we stood and he led us in silent prayer for his son.

Mr. Eggle does not, understandably, does not want his son's death to be forgotten by this Nation. He wants to make it an example for others. He wants people to understand that there are many folks on the border like Chris, who put themselves in harm's way every day to try to protect those borders. But he also recognizes that we are in sort of a halfhearted war on those borders because we really do not fully support the men and women who we send to defend them.

Chris was not trained to deal with terrorists. Chris was not trained to deal with people coming across that border with AK-47s and carrying tons