

To facilitate that goal, the Broadband Deployment Acceleration Act it is designed to be technology neutral, making delivery of service, not the delivery medium, the factor for eligibility. This will ensure that this tax incentive does not inhibit competition among broadband providers, thereby maximizing choice for consumers. Any broadband provider meeting the required speeds, measured in megabits of data delivered to and from the consumer per second, is eligible, whether such service is provided over telephone wire, cable modem, optical fiber, wireless, satellite, or other forms of technology.

It is past time that Congress took action to ensure that all Americans have access to broadband communications technology. The Broadband Deployment Acceleration Act is a practical and effective mechanism that will help provide our constituents access to this important technology. I hope that my colleagues will support this legislation to bolster the innovation and competitiveness of this Nation.

REMEMBERING THE 1947 TEXAS CITY DISASTER

HON. RON PAUL

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 29, 2007

Mr. PAUL. Madam Speaker, in recognition of the sixtieth anniversary of the explosion of the *Grand Camp* ship in the Texas City harbor on April 16, residents of Texas City, in my congressional district, will come together to honor those who lost their lives in the 1947 explosions. I am honored to join my constituents in commemorating those who lost their lives in this tragedy.

Early in the morning of April 16, 1947 the *Grand Camp* caught fire. As the fire combined with the ammonium nitrate on the *Grand Camp*, a bright orange flame lit up the sky and smoke soared an estimated 2,000 feet into the air. Within seconds of the explosion, the Monsanto Chemical Plant was in flames. The fire spread quickly to the refineries that made up the Texas City industrial complex, causing entire buildings to collapse.

The destruction was not limited to Texas City. Windows rattled in Baytown, while a mist of black oil reigned in the city of Galveston. The tragedy and destruction did not end there. A miniature tidal wave resulted when the water from the bay, which had been driven out by the explosion, rushed in over the docks and rushed 150 feet inland, subsuming everything within its path. By nightfall, rescue workers were still searching for those trapped in the wreckage. But the devastation would continue.

At 1:10 a.m., another ship, the *High Flyer*, which was loaded with ammonium nitrate and sulfur, exploded. This explosion destroyed another ship, the *Wilson B. Keene*, as well as a concrete warehouse and a grain elevator.

A week passed before all of the fires were extinguished, and a month passed before the last body was pulled from the rubble—although some bodies were never recovered. Approximately 600 people lost their lives because of this tragedy. Almost every member of the Texas City fire department gave his life fighting the first explosion. Plant workers, dock

workers, and bystanders were among the other victims. Perhaps most tragic of all, the flames claimed the lives of several children.

A memorial cemetery now sits near Loop 197 in Texas City as a silent reminder of the 63 unidentified dead who are buried in numbered graves. In 1980, a memorial park was created to honor the others who died in the tragedy.

In conclusion, Madam Speaker, I take this opportunity to join my constituents in paying my respects to those who lost their lives in the 1947 explosion of the *Grand Camp* in Texas City.

HONORING KEN HOUSE

HON. JAMES L. OBERSTAR

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 29, 2007

Mr. OBERSTAR. Madam Speaker, there have been many giants in the transportation history of this Nation.

During his time as a Postmaster General, which included service both before and after American independence, Ben Franklin surveyed, rerouted, and marked post roads in the 18th century. In the 19th century, great companies with names like Baltimore and Ohio, Union Pacific, and Burlington Northern networked a growing industrial America from coast-to-coast with railroads. DeWitt Clinton helped bring the Erie Canal into existence. In the 20th century, new transportation visionaries like the Wright brothers led the Nation to unprecedented mobility and economic growth.

Many transportation experts have toiled quietly behind the scenes in the 230 years of the United States to maintain and build on these legacies and utter necessities of American prosperity.

Kenneth House, of the Committee on Transportation and Infrastructure staff, has been one of those individuals for more than a quarter century. Madam Speaker, I rise today in tribute to and gratitude for Ken House's service to this great institution and the American people.

Ironically, Ken House is indeed a giant physically. At 6 feet 5 inches tall, Ken's first success was not on the roads but on the courts. His high school basketball prowess in Baltimore led to a scholarship and distinction at New Jersey's Seton Hall University. How good was Ken back then? Decades later, Ken remains Seton Hall's third-highest rebounder and its ninth-highest basketball player in points scored.

While in graduate school, Ken worked as assistant basketball coach at Seton Hall. He continued coaching and mentoring young people even after he completed his master's degree. Had he chosen to turn pro, NBA history might have been changed as transportation history certainly was transformed—and for the better—with Ken's help.

In 1977, Ken worked on the National Transportation Policy Study Commission to examine the transportation needs in the United States. The Commission had been created in the Federal-Aid Highway Act of 1976. After the Commission's report was submitted to Congress in 1979, Ken went to work in the Carter Administration. Ken was a congressional relations officer for the Department of Transportation,

DOT, advocating the President's transportation policies and responding to congressional inquiries—such as mine—about those policies and other DOT programs.

In 1981, Ken came to the House of Representatives and began his long professional career in what was the Subcommittee on Surface Transportation of the Committee on Public Works and Transportation. He is now recognized by his colleagues in the transportation field as an encyclopedia of knowledge on transportation issues.

Ken is warmly regarded by all as a professional in every sense. Soft-spoken and always approachable, Ken is a walking storehouse of transportation history, programs, principles, and impacts. It is virtually impossible to ask him a question on any highway or transit issue to which he will fail to provide an objective, well-reasoned, and insightful answer. His only agenda: public service.

After three decades of public service in both the executive and legislative branches of the Federal Government, Ken has retired. Many tried to change his mind, but his decision was as all others: well-reasoned. As was true on the basketball court for Seton Hall, for Ken, it was simply time to pass the ball to a colleague.

Thus, Madam Speaker, it is with a heavy heart that I rise today, but I do so gladly. I do so to recognize a rare individual among us. The long, selfless, dedicated, and faithful service of Ken House to the Committee on Transportation and Infrastructure, to the House of Representatives, and to the United States, has been replete with countless sacrifices during his distinguished career. It is now our turn for the sacrifice as we miss his counsel and friendship. All of us in the transportation community wish Ken and his family all the best in the years ahead.

PAYING TRIBUTE TO CLARK HIGH SCHOOL

HON. JON C. PORTER

OF NEVADA

IN THE HOUSE OF REPRESENTATIVES

Friday, March 30, 2007

Mr. PORTER. Madam Speaker, I rise today to honor Clark High School for being recognized as one of the nation's premier high schools for its Advanced Placement courses.

Clark High School was recently honored as a recipient of the 2006–2007 Siemens Foundation Award for Advanced Placement, making Clark High School one of only 50 high schools nationwide to receive this recognition. The Siemens Awards were established in 1998 to strengthen the quality of math, science and technology aptitude within our nation's schools and to identify the partnership between the Siemens Foundation and the College Board. Clark High School was chosen as one of this year's recipients for its commitment to their students and the school's leadership in Advanced Placement participation and performance.

Edward W. Clark High School opened its doors to Las Vegas students in the fall of 1965 with the Space Age student in mind. The Clark County School Board designed and constructed the building to provide each student with the right type of atmosphere for learning. The school's mission statement focuses on