

handgun myself. It is so powerful it can penetrate a bulletproof vest from as far as two football fields away. It is every bit as deadly as an assault rifle, but the Five-Seven can easily be concealed, putting law enforcement officials even more at risk.

Bulletproof vests are unfortunately sometimes the only protection that our law enforcement officials possess. If vests are no longer able to protect them, we are putting all of our police officers in great peril.

In fact, earlier this month there was a report in the press that a Mexican police officer was shot and killed by a Five Seven handgun despite the fact he was wearing a bulletproof vest.

Do not let this tragedy repeat itself here in the United States.

This is the type of gun that one would expect only to be available to the military, not citizens on the street. But I have heard from law enforcement officials in my district, in New York, that these guns have been confiscated all across the country. And not long ago, the Brady Campaign was able to purchase one just a few miles from here in Woodbridge, Virginia.

Now is the time for Congress and the Bush administration to ban this weapon.

That is why today I am reintroducing the PLEA Act to ban the sale, importation and possession of this gun.

I ask my colleagues to join me and the Brady Campaign to Prevent Gun Violence in supporting this important legislation. If you support law enforcement officers, then you should support banning this weapon.

INTRODUCING THE WILLIAM H. FRIST GIFT OF LIFE CONGRESSIONAL MEDAL ACT

HON. FORTNEY PETE STARK

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 29, 2007

Mr. STARK. Madam Speaker, I rise today to introduce the William H. Frist Gift of Life Congressional Medal Act with my colleague, Mr. CAMP of Michigan. This legislation creates a congressional commemorative medal for organ donors and their families, recognizing the brave and selfless act of organ donation. It is an important piece of legislation that I hope will continue to receive bipartisan support. I also want to thank Senator DURBIN and Senator GRASSLEY for introducing the companion bill in the Senate.

Former Senate majority leader and transplant surgeon Dr. William H. Frist was a tireless advocate of organ donors and their families during his time in the Senate. Dr. Frist worked on behalf of the Gift of Life Congressional Medal Act for years, and I'm pleased to name the bill in his honor.

There is a serious shortage of available and suitable organs for donation. Nearly 100,000 people are currently waiting for organ transplants—over 2,000 of these are children under age 18. The national waiting list has grown substantially every year. Since the waiting list began, at least 75,000 donation-eligible Americans have died waiting for an organ to become available—in 2005 alone, over 6,000 people died for lack of a suitable organ. Donating an organ to someone whose life de-

pends on it is laudable, and should be recognized and encouraged. The Gift of Life Congressional Medal Act is an important bill which would do just that.

Health and Human Services—HHS—has already implemented initiatives to raise the public awareness of this vital act of giving life. The Gift of Life Congressional Medal Act is a great opportunity for us to work with HHS to draw attention to this life-saving issue. It sends a clear message that donating one's organs is an act that should receive the profound respect of our Nation.

The Gift of Life Congressional Medal Act establishes a nonprofit fund to be used to design, produce, and distribute a congressional commemorative medal to organ donors or to a surviving family member. Enactment of this legislation would have no cost to the Federal Government. Startup costs are provided by the Treasury Department in the form of a loan, which would be fully repaid. Subsequently, the program would be self-sufficient through charitable donations.

This is noncontroversial, nonpartisan legislation to increase the rate of organ donation. I ask my colleagues to help bring an end to transplant waiting lists and recognize the enormous courage displayed by organ donors and their families. This bill honors these brave acts, while publicizing the critical need for increased organ donation. I urge swift passage of the William H. Frist Gift of Life Congressional Medal Act.

IN RECOGNITION OF THE 20TH ANNIVERSARY OF THE BOSTON HIGASHI SCHOOL

HON. STEPHEN F. LYNCH

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 29, 2007

Mr. LYNCH. Madam Speaker, I rise today in recognition of the Boston Higashi School's 20th anniversary. Since 1987, the Boston Higashi School has been treating children with autism and pervasive developmental disorders. Their dedicated work helps students benefit from and contribute to society while bringing hope and joy to their families.

Autism, a lifelong, nonprogressive developmental disability, results from still unspecified impairments to normal brain development. Impairments in social interaction, communication and in the capacity for imaginative and symbolic thinking characterize this syndrome. Autism varies in severity from person to person. Therefore, individuals are often described as having autism spectrum disorder.

The Boston Higashi School bases its philosophy in the world-renowned tenets of Daily Life Therapy developed by the late Dr. Kiyo Kitahara of Tokyo, Japan. Dr. Kiyo Kitahara's method provides children with systematic education through the intermingling of academics and technology, as well as art, music and physical education. This educational approach is intended to help individuals achieve social independence and dignity.

Madam Speaker, it is my distinct honor to take the floor of the House today to join with the faculty, students and families of this fine institution in celebrating the school's 20 years of dedicated service. I would like to commend their perseverance and patience in coping with

the day-to-day realities of this disorder and wish them well. I hope my colleagues will join me in recognizing the mission and accomplishments of the Boston Higashi School and its dedication to helping students and their families.

INTRODUCTION OF THE BROADBAND DEPLOYMENT ACCELERATION ACT OF 2007

HON. DORIS O. MATSUI

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 29, 2007

Ms. MATSUI. Madam Speaker, it is with great pleasure that I introduce, along with Representatives PHIL ENGLISH and MIKE THOMPSON, the Broadband Deployment Acceleration Act of 2007. This legislation will allow immediate depreciation of the costs of new broadband infrastructure investments, speeding the deployment of broadband communications technology. The U.S. currently lags far behind many other industrialized nations in broadband deployment. At a time when America's global economic leadership is facing rising challenges from abroad, this bill will promote innovation and keep America competitive.

By increasing the reach and capability of America's broadband network, the Broadband Deployment Acceleration Act is a strategic investment that will benefit the education of our children, the delivery of health care and the overall economy. In the classroom, broadband will provide children and teachers with access to new information and learning tools, and allow for remote learning opportunities. At hospitals and doctors' offices, broadband will facilitate the application of information technology to health care, reducing costs and improving the quality of care that patients receive. Broadband will also increase productivity and efficiency in homes and at businesses, while giving our constituents access to information and communications capabilities as never before. The need for the Broadband Deployment Acceleration Act is clear and now is the time for Congress to act.

Similar legislation received broad bipartisan support in the past, with as many as 225 House cosponsors and 65 Senate cosponsors. This bill was an important priority for my late husband, who worked along with Mr. ENGLISH, Senator ROCKEFELLER, Senator BAUCUS, and the late Senator Moynihan to craft it in 2000. It passed the Senate three times, only to be stripped out in conference by the House. I wish that our constituents were already benefiting from the effects of this legislation, and we should not delay enactment any longer.

The Broadband Deployment Acceleration Act will provide a temporary, two-tiered tax incentive to stimulate new investment in this crucial infrastructure: 50 percent expensing for investment in "current-generation" broadband infrastructure in rural and underserved areas, and full expensing for "next generation" broadband investments in those same areas, as well as residential areas generally. The purpose of this mechanism is to push broadband providers to roll out services in areas and at speeds that would not be economically feasible in the absence of this legislation. Therefore, this bill will not reward action that is already occurring.

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