

medical errors persist even in the best hospitals. But, these errors could likely be reduced if we can train our medical professionals in situations that replicate the most common errors or scenarios without ever seeing a patient. Simulation can also extend the value of each defense dollar, which will only become more important as rising entitlement spending squeezes overall discretionary spending, which includes defense spending.

We can increase the opportunity for interagency cooperation by decreasing the financial and time costs associated with exposing department-long bureaucrats to other agencies. One way to do this is through simulated exercises and interagency education and training. Just five years ago, a large scale defense exercise was run with many personnel in real-time. It required 5 years, 14,000 personnel, and 250 million dollars.

This year, a recent interagency exercise at U.S. Joint Forces Command was conducted to practice responding to a natural and a man-made disaster. It required only 5 months, 140 personnel and 2 million dollars to develop. Madam Speaker, the price of many things that the government buys only goes up with time. But, with modeling and simulation, we can improve the value of each taxpayer's dollar by saving money on personnel costs, equipment, and time.

Modeling and Simulation also contributed to finding a solution to the concerns of nuclear testing. For a long time, there was a tension between wanting to have certainty in the reliability of our nuclear stockpile that at the time, was believed to only be achieved by live testing. But there were also concerns that more testing by the United States would negatively impact our nuclear nonproliferation efforts. Fortunately, an acceptable solution came in the form of modeling and simulation.

At the Government's Department of Energy national laboratories in California and New Mexico, modeling and simulation tools serve as a foundational element of the National Nuclear Security Administration's Stockpile Stewardship Program, which enables the President of the United States to certify the safety security and reliability of nuclear stockpile for more than 10 years without the use of live nuclear testing. So, we are able to have full certainty as to the readiness of our primary deterrent, while also demonstrating the Nation's commitment to nuclear nonproliferation.

Madam Speaker, we are at the tip of the iceberg as to what other issues modeling and simulation can address. I urge passage of this resolution that commends past modeling and simulation successes, and which presents a glimpse of the kinds of issues this House must address in the future to advance the benefits of this technology for the security and economy of this country.

Mr. GORDON of Tennessee. Madam Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Tennessee (Mr. GORDON) that the House suspend the rules and agree to the resolution, H. Res. 487.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the resolution was agreed to.

A motion to reconsider was laid on the table.

#### COLONEL CHARLES D. MAYNARD LOCK AND DAM

Ms. EDDIE BERNICE JOHNSON of Texas. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 781) to redesignate Lock and Dam No. 5 of the McClellan-Kerr Arkansas River Navigation System near Redfield, Arkansas, authorized by the Rivers and Harbors Act approved July 24, 1946, as the "Colonel Charles D. Maynard Lock and Dam".

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 781

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

#### SECTION 1. FINDINGS.

Congress finds the following:

(1) Colonel Charles D. Maynard, who served the Nation with distinction as an engineer officer in World War II and afterwards oversaw the massive buildup of work on the "Arkansas River Project" in the early 1960s which at the time was the largest civil works project ever undertaken by the Corps of Engineers while concurrently overseeing construction of Greers Ferry and Beaver Dams on the White River.

(2) Colonel Charles D. Maynard was assigned as district engineer of the Little Rock Engineer District for 3 years during which time he directed planning, design, and construction of 13 locks and dams of the McClellan-Kerr Arkansas River Navigation Project.

(3) Colonel Charles D. Maynard successfully met the challenging schedules set by Congress and the Administration while coordinating with a host of state and Federal agencies in Arkansas and Oklahoma.

(4) Colonel Charles D. Maynard served as Chairman and President of the Water Resources Association of America, President of the Arkansas Basin Association, member of the Arkansas Basin Coordinating Committee of the Arkansas Basin Development Association.

(5) Colonel Charles D. Maynard actively promoted development of waterborne transportation in Arkansas and was appointed by 3 governors to serve on the Arkansas Waterways Commission for 21 years.

(6) Colonel Charles D. Maynard provided Congressional testimony in support of the McClellan-Kerr Arkansas River Navigation System, Fourche Creek Flood Control Project, and Montgomery Point Lock and Dam on behalf of various Arkansas associations and committees, and was named as a member of the Arkansas River Hall of Fame.

(7) Colonel Charles D. Maynard, who died on October 22, 2005, served in numerous community and civic roles, including the United States Savings Bond Coordinator for Arkansas for 10 years, Campaign Chairman for the United Way of Pulaski County, Chairman Emeritus of Central Arkansas Radiation Treatment Center, and President of the Little Rock Chamber of Commerce.

(8) Colonel Charles D. Maynard was a dedicated citizen who served on a number of boards supporting his state and local community including Arkansas Arts Center, the Arkansas Symphony, and the Foundation Board of the University of Arkansas for Medical Sciences.

#### SEC. 2. LOCK AND DAM REDESIGNATION.

(a) REDESIGNATION.—Lock and Dam No. 5 of the McClellan-Kerr Arkansas River Navigation System near Redfield, Arkansas, authorized by the Rivers and Harbors Act approved July 24, 1946, shall be known and redesignated as the "Colonel Charles D. Maynard Lock and Dam".

(b) REFERENCES.—Any reference in a law, map, regulation, document, paper, or other record of the United States to the lock and dam referred to in subsection (a) shall be deemed to be a reference to the "Colonel Charles D. Maynard Lock and Dam".

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from Texas (Ms. EDDIE BERNICE JOHNSON) and the gentleman from Georgia (Mr. WESTMORELAND) each will control 20 minutes.

The Chair recognizes the gentlewoman from Texas.

GENERAL LEAVE

Ms. EDDIE BERNICE JOHNSON of Texas. Madam Speaker, I ask unanimous consent that all Members have 5 legislative days to revise and extend their remarks and include extraneous material on the bill under consideration.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from Texas?

There was no objection.

Ms. EDDIE BERNICE JOHNSON of Texas. Madam Speaker, I yield myself as much time as I may consume.

Madam Speaker, I rise in support of H.R. 781, offered by my colleague, Mr. ROSS of Arkansas, to redesignate lock and dam No. 5 of the McClellan-Kerr Arkansas River Navigation System as the Colonel Charles D. Maynard Lock and Dam. The bill has the support of the entire Arkansas delegation.

Colonel Maynard made an undeniable contribution to the State of Arkansas through his professional duties and social services. Educated at West Point, he was the district engineer of the Little Rock Engineer District for 3 years, where he oversaw the planning, design and construction of the 13 locks and dams on the McClellan-Kerr. At the time, this was the largest civil works project ever undertaken in the State of Arkansas.

To this day, the locks and dams provide inland waterway transportation for commerce and well-paying jobs for many of the residents of Arkansas. Billions of dollars in goods move through the State's ports each year.

Colonel Maynard was an integral connection between the project and Congress: he provided congressional testimony in support of McClellan-Kerr, and he consistently met the deadlines our body designated for the project.

Because of his work promoting waterborne transportation in Arkansas, Colonel Maynard was appointed by three separate Governors to serve on the Arkansas Waterways Commission. He served on the commission for 21 years.

His civil roles included a variety of leadership positions for charity groups to better our society and for groups such as the Little Rock Chamber of Commerce to help promote business in his community.

Although Colonel Maynard passed away October 22, 2005, he remains a symbol of how best to engineer our

civil works projects for the benefit of all. His memory could also be used to call attention to the vital role inland waterways have for our economy, and remind us of the improvements and necessary maintenance projects needed for our commerce on these rivers to thrive.

I urge my colleagues to join with me in supporting H.R. 781.

Madam Speaker, I reserve the balance of my time.

Mr. WESTMORELAND. Madam Speaker, I yield myself as much time as I may consume.

Madam Speaker, the Arkansas River system provides navigation, flood protection, hydropower, water supply and recreation for millions of Americans. This body of water provides a 9-foot navigation channel that is almost 445 miles long and is controlled over this length by 17 locks and dams.

Madam Speaker, lock and dam No. 5, which this legislation would name after Colonel Charles Maynard, became operational in 1968. This is a vital piece of infrastructure where almost 9 million tons of commodities pass through it annually.

Prior to his work as district engineer in Little Rock, Arkansas, Colonel Maynard served in the Army in New Guinea and the Philippines during World War II and later supported the Berlin airlift as an engineer in charge of construction at Keflavik Field in Iceland.

Madam Speaker, Colonel Maynard oversaw many of the Army Corps of Engineers construction projects along the Arkansas River. Under his watch, Colonel Maynard directed the construction of 13 of the 17 locks along the river.

Due to his military education, management skills and World War II experience, he was uniquely qualified for his assignment as the Little Rock district engineer. This designation is an appropriate honor for Colonel Maynard's achievements and contributions.

I urge all Members to support H.R. 781.

Madam Speaker, I reserve the balance of my time.

Ms. EDDIE BERNICE JOHNSON of Texas. Madam Speaker, I yield such time as he may consume to Mr. ROSS of Arkansas.

Mr. ROSS. Madam Speaker, I rise today in support of H.R. 781. This legislation honors and recognizes the life and work of Colonel Charles D. Maynard by redesignating lock and dam No. 5 of the McClellan-Kerr Arkansas River Navigation System as the Colonel Charles D. Maynard Lock and Dam.

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I would like to first thank Chairman OBERSTAR and subcommittee Chairman JOHNSON, along with Ranking Member MICA and subcommittee Ranking Member BAKER and Mr. WESTMORELAND of Georgia for their support and assistance in moving this bill from the Transportation Committee to the floor

of the U.S. House of Representatives in a bipartisan manner.

I am also pleased that this legislation has received the support and co-sponsorship of the entire Arkansas congressional delegation. I would like to personally thank Congressman JOHN BOOZMAN, a Republican; Congressmen VIC SNYDER and MARION BERRY, Democrats. The entire Arkansas delegation in a bipartisan manner have come together in this legislation.

Colonel Charles D. Maynard served our Nation with distinction as an engineer officer in World War II. Following the war, Colonel Maynard oversaw the Arkansas River Project in the early 1960s, which at the time was the most substantial and largest civil works project ever undertaken, ever undertaken, by Corps of Engineers. At the same time Colonel Maynard also oversaw the construction of Greers Ferry and Beaver Dams on the White River in Arkansas.

Colonel Maynard was also the Little Rock Corps District Engineer in charge of construction of all locks and dams in Arkansas from 1962 to 1965. During that time he directed planning, design, and construction of 13, 13, locks and dams of the McClellan-Kerr Arkansas River Navigation Project.

In addition to his work with the Corps, Colonel Maynard actively promoted the development of waterborne transportation in Arkansas and was appointed by three Governors to a prestigious position on the Arkansas Waterways Commission, where he served for 21 years. He also served as Chairman and President of the Water Resources Association of America, President of the Arkansas Basin Association, and he was a member of the Arkansas Basin Coordinating Committee.

As a member of the Arkansas River Hall of Fame, Colonel Maynard provided congressional testimony in support of the McClellan-Kerr Arkansas River Navigation System, the Fourche Creek Flood Control Project, and the Montgomery Point Lock and Dam on behalf of various Arkansas associations and committees.

In addition to his numerous accomplishments in waterways, Colonel Maynard was also a dedicated citizen who served in a variety of community and civic roles in the State of Arkansas. These included his service as the United States Savings Bond Coordinator for Arkansas for 10 years, the Campaign Chairman for the United Way of Pulaski County, the Chairman of Central Arkansas Radiation Treatment Center, and President of the Little Rock, Arkansas Chamber of Commerce.

Finally, Colonel Maynard's steadfast service on numerous boards and councils at the State and local level will never be forgotten. These include the Arkansas Arts Center, the Arkansas Symphony, and the Foundation Board of the University of Arkansas for Medical Sciences.

The life and work of Colonel Charles D. Maynard were immensely important

to not only the State of Arkansas but to the entire Nation. This resolution will write into history Colonel Maynard's countless contributions. As such, I am proud to sponsor a resolution that commemorates his life's work and achievements by redesignating Lock and Dam No. 5 of the McClellan-Kerr Arkansas River Navigation System as the Colonel Charles D. Maynard Lock and Dam. I urge my fellow colleagues to vote in favor of this worthwhile legislation today.

Mr. WESTMORELAND. Madam Speaker, I have no further requests for time, and I yield back the balance of my time.

Ms. EDDIE BERNICE JOHNSON of Texas. Madam Speaker, I have no further requests for time, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from Texas (Ms. EDDIE BERNICE JOHNSON) that the House suspend the rules and pass the bill, H.R. 781.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

#### HONORING UNITED PARCEL SERVICE

Ms. EDDIE BERNICE JOHNSON of Texas. Madam Speaker, I move to suspend the rules and agree to the resolution (H. Res. 375) honoring United Parcel Service and its 100 years of commitment and leadership in the United States, as amended.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

#### H. RES. 375

*Whereas United Parcel Service (in this resolution referred to as "UPS") provides solutions that connect the flow of goods, funds, and information in the United States to more than 200 countries, including delivery service to every address in North America and Europe, through its expansive transportation network, thus truly synchronizing global commerce;*

*Whereas UPS was founded in 1907 as the American Messenger Company by James E. "Jim" Casey in Seattle, Washington, with \$100 borrowed from a friend and has grown from a 2-person message delivery firm into a 427,000-plus employee global transportation and logistics corporation that moves nearly 15,000,000 packages through its network each business day;*

*Whereas Jim and his partner, Claude Ryan, focused on providing the best service and lowest rates to launch what would become the world's largest package delivery service;*

*Whereas the American Messenger Company acquired its first delivery car, a Model T Ford, in 1913 and operates today a vehicle fleet of almost 92,000 vehicles;*

*Whereas, in 1913, the American Messenger Company merged with competitor Evert "Mac" McCabe and selected the name Merchants Parcel Delivery;*

*Whereas, in 1919, Merchants Parcel Delivery made its first expansion beyond Seattle to Oakland, California, and adopted its present name, United Parcel Service;*