

attacks. At a time when some were calling for us to sacrifice our rights in the fight against terrorism, PAT LEAHY said that we could be both safe and free.

He worked to include important civil liberties protections in the PATRIOT Act. He led the opposition to controversial Bush administration policies relating to torture, indefinite detention, and the warrantless surveillance of innocent American citizens. He was one of the first Members of Congress to speak out against the Guantánamo Bay detention center. Chairman LEAHY led the fight against the Military Commissions Act. He was particularly eloquent and persistent in defending the right to habeas corpus and he was vindicated when the Supreme Court held that the habeas-stripping provision of the Military Commissions Act is unconstitutional.

Chairman LEAHY has also been a giant in the Senate when it comes to judicial nominations. He has fought to preserve the integrity and independence of our Federal judiciary throughout his career and long tenure on the Senate Judiciary Committee.

Despite the highly charged atmosphere that has beset the judicial nominations process in recent years, Chairman LEAHY handled judicial nominations fairly and expeditiously during his chairmanship of the Senate Judiciary Committee under President George W. Bush. In the approximately 3 years in which he chaired the Senate Judiciary Committee under President Bush, 168 of the President's judicial nominees were confirmed. By comparison, during the 4-year period under President Bush when Republicans had a majority in the Senate and chaired the Senate Judiciary Committee, only 158 judicial nominees were confirmed.

Chairman LEAHY also led the fight to enhance the security of Federal judges and courthouses in the wake of several tragic incidents of violence our Nation witnessed in recent years. This record is a tribute to Chairman LEAHY's deep respect for the Federal bench and his commitment to bipartisanship in the advice and consent process.

Senator LEAHY has fought for human rights at home and abroad. As the lead sponsor of the Innocence Protection Act, he has worked to ensure that innocent people are not subject to the death penalty. He has been the foremost champion in Congress in the campaign against antipersonnel landmines, authoring the first legislation by any government to ban the export of landmines.

I want to pay tribute particularly to Chairman LEAHY for creating the Human Rights and the Law subcommittee in January 2007 and for giving me the opportunity to chair this subcommittee during the 110th Congress. I was proud to work with Senator LEAHY in the 110th Congress to enact the Genocide Accountability Act, which makes it a crime to commit genocide anywhere in the world; the

Child Soldiers Accountability Act, which makes it a crime and violation of immigration law to recruit or use child soldiers anywhere in the world; and the Trafficking in Persons Accountability Act, which makes it a crime to engage in human trafficking anywhere in the world.

Mr. President, America is fortunate to have Senator PATRICK LEAHY's leadership at this challenging moment in our history. I look forward to working with him as we strive to restore the rule of law at home and to reclaim America's role as a champion for human rights around the world.

ADOPTION INCENTIVES PROGRAM

Mr. GRASSLEY. Mr. President, last year, working together, Republicans and Democrats produced one of the most far-reaching improvements to our Nation's child welfare system in over a decade. The Fostering Connections to Success and Increasing Adoptions Act of 2008 included a number of policies designed to increase the number of adoptions of special needs children in foster care.

Unfortunately, the Omnibus appropriations bill that the Senate is considering this week includes a provision that overrides the Adoption Incentives improvements included in the Fostering Connections to Success and Increasing Adoptions Act of 2008.

I have been told that it was not the intention of the drafters of the Omnibus appropriations bill to override the improvements to the Adoption Incentives Program and the Democratic leadership intends to correct this problem in the future.

The right thing would be to correct this problem in the underlying bill and I filed an amendment that would have accomplished this. Unfortunately, I was told by the Democratic leadership that they would not allow the bill to be changed at all.

I am not happy that I was not permitted to fix this problem in the omnibus bill. This unfortunate outcome, where real progress in increasing the number of adoptions is potentially jeopardized, highlights the perils of rushing legislation through in a partisan manner and not consulting with the committees of jurisdiction.

Mr. BAUCUS. I thank Senator GRASSLEY. We worked together on the Fostering Connections to Success and Increasing Adoptions Act of 2008 in what was a model of bipartisan and bicameral legislating. I do not want to see any provisions of that work jeopardized.

While I am certain that our colleagues on the Appropriations Committee in no way mean to jeopardize the adoption incentive provisions of the Fostering Connections and Increasing Adoptions Act, I also feel that communication with the Finance Committee would have led to an easy remedy. My staff, working with the Congressional Research Service, caught

the error as soon as the language was introduced and made available.

We need to work together toward a solution. I am prepared to introduce legislation to correct the error and preserve the work of the Finance Committee, Ways and Means Committee, and child welfare community.

Mr. GRASSLEY. I do want the members of the adoption community to be assured that I will do everything in my power to make sure this correction is made and that adoption incentive funds are made available. I will be happy to introduce legislation with my partner on the Senate Finance Committee, the chairman of that committee, Senator BAUCUS. We can base the legislation on my amendment to reinstate the adoption incentives improvements.

IDAHOANS SPEAK OUT ON HIGH ENERGY PRICES

Mr. CRAPO. Mr. President, in mid-June, I asked Idahoans to share with me how high energy prices are affecting their lives, and they responded by the hundreds. The stories, numbering well over 1,200, are heartbreaking and touching. While energy prices have dropped in recent weeks, the concerns expressed remain very relevant. To respect the efforts of those who took the opportunity to share their thoughts, I am submitting every e-mail sent to me through an address set up specifically for this purpose to the CONGRESSIONAL RECORD. This is not an issue that will be easily resolved, but it is one that deserves immediate and serious attention, and Idahoans deserve to be heard. Their stories not only detail their struggles to meet everyday expenses, but also have suggestions and recommendations as to what Congress can do now to tackle this problem and find solutions that last beyond today. I ask unanimous consent to have today's letters printed in the RECORD.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

I am sure you are fully aware of the impact high gasoline prices is having on Idahoans. A large portion of the population are on fixed incomes that do not rise with inflation or energy costs. Another large portion of the population barely earned enough to feed their families when gas was \$1.25 a gallon. Many of those same Americans are still earning the same or slightly better wages, though inflation and higher energy costs have effectively caused a net reduction in their incomes.

Personally, it is hard to find work. I have turned in dozens of applications without even a single interview. So, I decided to get my degree online, since it was out of the question to commute to a campus because of fuel costs. My best friend commuted for his entire two years of community college, roughly 60 miles round trip every day. However, it is prohibitively expensive to do so now. I am also self-employed, doing whatever work I can find, though it never amounts to much more than paying what expenses I do have. Lately I have been selling firewood to help cover the increases in gas prices, since I am a small-scale miner/gold prospector and

wish to explore some gold-producing regions in this great state this year.

I recall hearing that the government removed gasoline from the Consumer Price Index in the 80s; if this is true, it was a grave mistake. These gasoline and oil prices will cause inflation almost as fast as the Federal Reserve having a license to print money as fast as they can.

As an American, and Idahoan, I want to state that we need to lift the bans on offshore oil drilling. Norway, I believe, has always drilled offshore, and they export quite a bit of oil, as well as keeping their own energy costs down compared to other areas of the world. I understand that we are not drilling much offshore; however, I have heard that Cuba and other Caribbean countries have been, which means if we do not pump the oil ourselves, someone else will.

Second, hydroelectric is the safest, cheapest, and most superior form of electricity any country can harness and possess. Instead of demolishing dams, we need to build more if possible. Licenses need to be granted to all existing dams if there is any possible way for them to expand their generating capacity. Environmentalists cry we need more solar power. Solar panels are inefficient given that it takes a huge surface area to generate a small amount of energy. I suppose if they could be installed in places that are rarely used, and out of sight, so much the better, so Solar panels should be installed on the roofs of city buildings, would not take up valuable land that is so desperately needed for farming, and other uses.

As far as gasoline and alternative fuels, I would petition Congress to reopen the investigation into the Ocean Thermal Energy Conversion, which was experimented with during the 70s, but later abandoned after the oil crisis. It would use the naturally-heated water, pumped through heat exchangers, causing refrigerants to be evaporated in a closed system, driving turbines, creating electricity which could then be used to synthesize the ammonia fuel, which ammonia is not combustible in normal atmospheric pressure, but when introduced into a high pressure environment, such as a combustion chamber, it will combust. In the early part of this decade it was estimated that the fuel could be produced and distributed with probably no higher than a 50-cent per gallon cost. Just a small fleet of ships around the equator would be able to supply the entire world's energy. Combustion of the ammonia would produce only water vapor. I studied this in high school thanks to being in the U.S. Academic Decathlon, and it grabbed my interest so I did what research I could on the matter.

Another main objective should be to get the oil fields in Iraq back in production ASAP. I have read production reports from before and after the Iraq invasion. I forget how much Iraq was producing prior to the invasion, but afterwards, there has been negligible amounts of oil being produced there.

I would also propose that tax incentives should be given to wealthy landowners in regions that have historically been productive for wildcatting. The incentives being to get the landowners who can afford to, to explore their properties for oil.

There is also another solution which I feel the auto industry purposely avoids telling people. It is a fact, that I have seen, and rode in, never could find one for sale, SUVs, small pick-ups and the like, with 4-cylinder diesel engines that provided plenty of power, with a fuel economy of anywhere from 45 to 60 miles per gallon. Rudolph Diesel, who invented the Diesel engine had stated that his life's work would be complete once it was used in automobiles. I firmly believe the Germans have been at the forefront of tech-

nology, efficiency, and precision, and that auto makers should produce more vehicles with these 4-cylinder diesels.

I know, the environmentalists have for the most part banned diesel in many places. However, what makes it cleaner and better for the environment to burn 2.5 to 3 gallons of gas than to burn 1 gallon of diesel?

I do believe it is wrong to say that America is addicted to oil. We aren't addicted to oil; there is no alternative, and nothing that we can put in our tanks has the same energy potential gallon for gallon as gasoline or diesel. However, I recall vaguely a quote I read that was said by Nikola Tesla, basically saying it was barbaric for an nation to use up its crude oil reserves. But I say it is equally barbaric to use food crops to produce alternative fuels, AKA ethanol. Why cannot we turn noxious weeds such as knapp weed and bull thistles into ethanol? Why does it have to be corn? People are starving, and here we are gassing up with food that should be used to feed people. People cannot eat oil or gasoline. It is my understanding that the U.S. government pays subsidies to farmers so they do not plant hundreds of millions of acres of land to keep prices up on certain crops. If corn must be used, it should be from the land that the government is paying them not to plant, since the other corn crops are sufficient for food needs.

It is also my understanding that the world's largest deposit of oil shale exists in the United States. It amounts to almost double the proven recoverable crude oil reserves in the world. Why are not we mining and processing this oil shale? Further, I do not see how the oil companies are making record profits.

The one thing it has been politically incorrect to talk about is inflation. If you adjust the oil companies' incomes for inflation, everyone will find that in real wealth, their earnings are breaking no records. When gas was 25 cents a gallon, it was a silver quarter that was being paid. The amount of silver in a silver quarter is worth now approximately \$3 to \$4. So in terms of REAL wealth, constitutional money as per Article One, Section Ten, the price has gone from, what, 25 cents a gallon to 30 cents maybe? It is not that prices are going up; it is that the Fed is printing too much money driving the value of the dollar down faster than wages can go up, and this usury needs to stop.

They used to claim that there was not enough silver to maintain a silver standard and supply enough money for everyone. Hmmm. . . Guess what that causes? Deflation! The money would increase in purchasing power, and the same amount of silver would continue to be sufficient for the needs of the economy.

Sometimes I feel like I am the only American who understands this problem.

I would like to point out: Heads should have rolled after we abandoned the gold and silver standards. I am sure you know what debasing currency is. This is what helped bring Rome to an end. They figured out that most people would accept a coin for face value regardless of content. So, instead of say, 90% gold, the Romans started to debase their coinage, so they could make more money with less gold. The coins dropped in purity. More and more copper was added until their gold coins contained almost no gold. This is what happened in this country in the 60s when we abandoned silver. Our Founding Fathers understood the problem, so I would like to point out the one capital crime that no one has been sentenced for.

According to the Coin Act of 1792, those who debased the currency, "or otherwise with a fraudulent intent" were to suffer the death penalty:

"Penalty of Death for de-basing the coins. Section 19. And be it further enacted, That if

any of the gold or silver coins which shall be struck or coined at the said mint shall be debased or made worse as to the proportion of the fine gold or fine silver therein contained, or shall be of less weight or value than the same out to be pursuant to the directions of this act, through the default or with the connivance of any of the officers or persons who shall be employed at the said mint, for the purpose of profit or gain, or otherwise with a fraudulent intent, and if any of the said officers or persons shall embezzle any of the metals which shall at any time be committed to their charge for the purpose of being coined, or any of the coins which shall be struck or coined at the said mint, every such officer or person who shall commit any or either of the said offenses, shall be deemed guilty of felony, and shall suffer death."

America is not being held hostage by the gas pumps, or the oil companies. Probably the greatest mistake any civilization could make was breaking up Standard Oil. As soon as Standard Oil was broken up, fuel prices went up quite a bit history records. America is being held hostage by the monetizers of debt, printing instead of legal tender, promissory notes which take a perfectly valuable commodity like paper and ink, and make them truly worthless, as stated by Ludwig Von Mises when he was talking about fiat currency.

Economist John Maynard Keynes, who was chief architect of the fiat currency system, had stated "The best way to destroy the capitalist system is to debauch the currency. By a continuing process of inflation, governments can confiscate, secretly and unobserved, an important part of the wealth of their citizens." And indeed that is what is happening.

Patrick Henry had stated "This great nation was founded not by religionists, but by Christians; not on religions, but on the Gospel of Jesus Christ!". I agree with this statement. However, our government has gone from the wise ways of a Republic, with the Biblical honest weights and measures, to a corrupted system that is now based almost entirely on the system of usury.

There is no shortage of oil, and people are willing to pay the prices they are paying for it now. They have no choice, and those prices being paid now, are the result of a paper currency that is constantly being inflated. A barrel of Oil is always worth a barrel of Oil, and an ounce of silver is always worth an ounce of silver. A dollar is not always worth a dollar.

So, while I still have the 1st Amendment rights, I am going to send this letter, and pray that it does not fall on deaf ears.

ADAM.

In response to your email requesting some stories about the rising oil costs, I would like to contribute the following. This will not be a simple paragraph or two and, for that, I apologize.

I grew up in Helena, Montana, and crawled around in mines and mills as a kid and young adult. I have seen firsthand, the long-term effects of mine waste and tailings piles where nothing would grow on the waste for 100 years, the small streams and creeks ran orange in Butte and the banks were brown for up to 10 feet on either side. Now, I also understand back then, this was not seen as damaging and there were plenty of open spaces and clear skies for the infant country of the USA and, without these mines and mills, the U.S. would not be what it is today.

I worked for almost 27 years in the oil exploration industry and almost 16 years of that was working and living in Brasil so I have firsthand exposure to the shortcomings and failures of alcohol fuels and the damage it has done to the economy of Brasil.

Further, I have seen what the U.S. has done to destroy the drilling industry in the states as well as driving out any U.S. Coast Guard licensed personnel, U.S. flag vessels and shipyard work done in the U.S.

Now let us consider alcohol fuels and blended gasoline:

As a developing country, Brasil needs oil, they do not have a large export economy and until recently, did not have a large internal oil supply. To offset the cost of importing oil, they mandated the use of alcohol as a fuel for their automobiles. Since labor is cheap and technology was not, Brasil had a huge labor intensive industry of raising sugar cane for the purpose of making fuel. In fact this was nothing more than rum!

Sugar cane derived fuel is still recognized as the "hottest" fuel as compared to corn.

Brasil mandated that alcohol fuel be the same price as gasoline and forced Petrobras to manufacture and distribute alcohol to do so.

Even at \$50/ month average worker wages, sugar cane growing almost unattended, IE no need for irrigation or fertilizers, the cost per liter of alcohol was 4 to 5 times that of the cost the same liter of gasoline! This resulted in an enormous tax base to Brazilian citizens, up to 60% and a horrid inflation spiral you cannot imagine, inflations of 100% per month!

In my opinion, alcohol is not only a stupid idea; it accelerates the consumption of oil and the earth's resources and causes MORE pollution. Here is why:

(1) Alcohol loves water and will absorb water while in storage and in use. This causes any iron or steel parts in the engine to wear out faster. This means more parts and or more engines are needed sooner. These parts can only be derived from metal which means more mining, smelting and more heavy metal pollution.

(2) Alcohol does not give as much power per unit of liquid as gasoline, no matter what! Anyone can do this and it does not need a scientific degree for real average Joe results. Drive in South Dakota where it is mandated to have 10% alcohol/ 90% gasoline blended fuel. The interstate is flat so you can set your cruise control. I did this in my Mazda pickup and have seen similar results by being forced to use alcohol fuels in Washington in other vehicles. By driving say 320 miles on the interstate with gasoline only, you can achieve say 20 miles per gallon which would use 16 gallons of gasoline.

Now, blended fuel decreases the fuel efficiency of any internal combustion and lowers its economy. This same vehicle with the blended fuel gets anywhere between 20 to 25% less MPG. In our same example, this vehicle would get 15 to 16 MPG, which means the same 320 miles would take 21 to 20 gallons of blend. Now, this blended fuel is 90% gasoline in 21 gallons of blend there is $21 \times 0.9 = 18.9$ gallons of gasoline and 20 gallons of blend is $20 \times 0.9 = 18$ gallons of gasoline.

So, our blended fuel consumes at least 20% more gasoline!!!! In this journey that means an average of 3 gallons more of gasoline for the trip.

These are real results I did myself! Even autos designed for alcohol blends get less economy and consumes more fuel! You can check in Phoenix, Arizona, as they mandate blended fuels in the summer and the cars get poorer economy.

So, what does alcohol fuels do?
 (1) Consumes more oil
 (2) Consumes more of the earth's metals by wearing out engines quicker

(3) Consumes more of the earth's energy. You have to plant, harvest, ferment, distill and purify corn to generate alcohol. It costs about 6 times more per gallon to make than gasoline and wastes water, electricity and

fuel to make. Since the government subsidizes this, we the tax payers loose big time and the environment suffers at an even accelerated rate.

(4) It takes food out of circulation and raises prices.

(5) Who wins? Big oil for more demand, the automobile industry, farmers and the government in the form of more taxes.

(6) Who loses? The American citizen.

Now, what have I seen? Well, much of the U.S. does not have public transport and we have to drive for food, work, shopping and anything else. I have seen my gasoline bills almost double in the past 6 months and I am driving much less.

Much of the U.S. does not have natural gas and we use propane. Propane has jumped 50% in price the past 6 months that means heating bills have jumped 50%. Even though we are mainly hydroelectric for electricity, my power bill has increased an average of 25% due to pressure from fossil fuel increases.

I am retired and on a fixed income and cannot afford to pay my bills any longer due to the significant increases!

And please do not get me started on the fallacy of fluorescent lighting and electric autos. Both are dangerous and will cause tremendous heavy metal pollution as well as a larger demand for mining and thus more toxic waste.

Not to be a cynic but I know this will fall on deaf ears as it is not politically expedient to take the correct position instead of the one Washington currently has taken.

FRANK, *Spirit Lake.*

We recently took a three-night trip to Yellowstone Park, driving from Boise. Our VW Passat station wagon, a roomy and very comfortable car, uses about half the fuel of a pickup truck (29 to 34 mpg highway). For this trip for four adults, the cost of lodging and food (meals eaten in restaurants) dwarfed the cost of gasoline.

The higher price of fuel will spur both innovation (www.aptera.com) and conservation. As Boise is close to being under EPA "supervision" for air quality non-attainment (ozone), the higher price of gas can only help as demand slackens.

Let us face it, most of us are not wise users of energy, and with a little extra effort we all could reduce our consumption by 10% to 25%. I see many more pedestrians and bicycles on the streets, most of us need more exercise. Our consumptive habits and the growth of said consumption is not sustainable—innovation and conservation will have to happen to solve our energy problems.

In reading your email regarding this problem, I have to ask you who is responsible for lack of public transportation in this country?

DAVID, *Boise.*

ADDITIONAL STATEMENTS

HONORING EIGHT KENTUCKY STATE POLICE

● Mr. BUNNING. Mr. President, today I invite my colleagues to join me in congratulating eight members of the Kentucky State Police. These brave individuals went above and beyond to help keep the Commonwealth safe. The Excellence in Highway Safety Awards are given to troopers who have the highest numbers in driving under the influence, occupant protection, speed, and commercial vehicle citations written in 2008.

Trooper Chris Steward from the Dry Ridge Post received the award for the highest number of speed citations. Trooper Steward was praised by the Dry Ridge Post Commander for his dedication to saving lives on Kentucky's roads.

Sergeant Steve Walker from the London Post received the award for the highest number of DUI arrests in 2008. DUI related fatalities numbered 175 in Kentucky in 2008 and Sergeant Walker's extra effort to remove impaired drivers from the road has made Kentucky roadways a safer place to travel.

Trooper Walt Meachum from the Harlan Post received the award by hosting 484 community education events relative to highway safety issues. Trooper Meachum's vigorous commitment to educating younger people about unsafe driving is something every Kentucky citizen is grateful for.

Sergeant Derris Hedger from the Campbellsburg Post received the award for the highest number of seat belt citations in 2008. This area has seen a 50-percent reduction in highway fatalities compared to 2007, and Sergeant Hedger's efforts are playing a direct role in those reductions.

Officer Anthony Bersaglia from the Pikeville Commercial Vehicle Enforcement division received the award for the highest number of Commercial Motor Vehicle citations in 2008. Officer Bersaglia's work ethic and dedication are unmatched.

Officer Travis Rogers from the London Commercial Vehicle Enforcement Region received the award for the highest number of Commercial Motor Vehicle safety inspections. Officer Rogers continually strives to make Kentucky's roads a safer place and he is a credit to the division.

Officer Glenn Perry of the Louisville Commercial Vehicle Enforcement Region has received this award for the highest percentage of Commercial Motor Vehicle "Out of Service" inspections. The work Officer Perry performs on a daily basis and his professionalism on the roads is unmatched.

Inspector Marty Young from the Georgetown Commercial Vehicle Region received the award for the number of "Out of Service" inspections by a civilian employee. Investigator Young's success is evident in the Georgetown Region and his eye for detail has made a significant impact on highway safety.

I am humbled and grateful of the men and women who serve this agency every day by patrolling our roadways and keeping the Commonwealth safe. I am also confident that the coworkers of these eight individuals are proud to work along side of them.

Mr. President, I would like to thank these individuals for their contributions to the State of Kentucky and I wish them well as they continue to protect the citizens of the Commonwealth.●

MESSAGES FROM THE PRESIDENT

Messages from the President of the United States were communicated to