

our stable fuel source of the future. We need to be doing everything we can do in America for renewables. But we need to have adequate fossil fuels, and, specifically, natural gas.

Now, my bill rewards some people. The States would get up to \$150 billion in royalties because States would get 30 some percent. There would be \$100 billion left over in the Treasury of money we wouldn't have to pay in taxes because we could get the royalty off the gas, not oil. Now we have some cleanup funds here that I think are pretty unique: \$32 billion for renewable energy research. That is real money to allow us to develop the fuels of the future. We have \$32 billion for carbon capture and sequestration research so we can learn how to take the CO₂ from coal plants and the CO₂ from any fuel we burn and utilize it somehow, or sequester it. We have \$20 billion to clean up the Chesapeake Bay, exactly what they need; \$20 billion for the Great Lakes restoration, exactly what their program needs; \$12 billion for the Everglades restoration; \$12 billion for the Colorado River basin restoration; \$12 billion for the San Francisco Bay restoration; and \$10 million for LIHEAP and weatherization to help the poorest among us make their homes energy efficient and make energy affordable by helping pay their energy bills.

America is at a crossroads. We have been the big giant of a Nation, the powerful Nation all of our lifetimes. You know, it makes me sad to think that this Congress and administrations were unwilling to in totality agree and deal with the energy issue, making sure that America has available, affordable energy. Folks, that's doable.

I know there are people who talk on this floor about energy independence. That is really not doable. The only way we can be energy independent is if we got oil from the shale rock in large quantities over a period of time and where we no longer had to import oil. We import 17 percent of our natural gas today. If we opened up the gas field, we wouldn't need to import any. We would have lots of gas.

This is an interesting point about natural gas. We could fuel a third of our auto fleet. One of the problems with using gas in a vehicle is you can't go as far. You can't put a big enough tank in there. But we have lots of vehicles that don't go anywhere. We have all the service vehicles that are out servicing our homes, whether they are heating contractors or air conditioning contractors or lawn services, they could fuel up every night. In fact, they are developing ways you can fuel up from your gas line in your house if you have gas in your home. They are working on a way to fuel a car.

Every construction vehicle could be on natural gas because they already are fueled by a truck that comes up to the construction site and fills up the tractors and fills up the Caterpillars and all the heavy equipment and the trucks. Every taxicab could be on nat-

ural gas because they don't go big distances. Every school bus, every local person who doesn't drive a long distance could fuel their vehicle with clean, green natural gas.

If we opened up the gas fields that are really available to us, it could be a whole lot cheaper than oil. A whole lot cheaper and a whole lot cleaner. No knocks, a third of the CO₂. I don't understand why we haven't embraced natural gas as our bridge fuel to the future, as I said previously.

But, folks, America better think very seriously in the weeks ahead. We don't have a long time to wait. Energy prices are going to continue to skyrocket because we are competing the whole world for the energy because we are buying it from them. If we produced our own, we don't have to worry about that.

I understand the complacency when it was \$2 for gas and \$10 for oil and it was so cheap. But, folks, it's not cheap today and it is never going to be cheap again. Now we do need to use less, we do need to conserve, we do need to keep continuing to research how to produce things with less fuel, heat our homes more efficiently, make them more energy efficient. We, in the meantime, need a strong, viable source of energy for America, and clean green, natural gas is the bridge to our future.

I hope and pray that this Congress will suddenly get a sense of urgency about the energy problems in this country.

Mr. Speaker, \$94.53 oil should scare us into movement. We should have fear in our hearts, because this isn't the ceiling, as I started out at the beginning. There is no storm in the Gulf, no countries tipped over, no terrorist threat that has taken out supply. If they all happened simultaneously, only God knows what energy would be. It is imperative. Congress is the reason we have high energy prices, because they have locked it up.

There is also a lot in Alaska. There are huge reserves in Alaska that are not shown on this map. Congress has locked up this energy and three administrations have supported the moratorium for twenty-six years.

We are the only country in the world to lock up our own resources and force ourselves to buy from unstable countries who will own us. They are going to have the resources to literally buy every good, profitable business in this country. They are going to buy whatever they want to, because we are going to be forced to sell it to them, because when you are paying \$95.43 for a barrel of oil that it costs them a dollar or two to lift in their country, they have nothing but riches.

Americans are going to have nothing but tragic situations, where our businesses can no longer afford to be here. We won't manufacture anything in this country of substance, and Americans will struggle to heat their homes and afford to travel around this beautiful land.

Energy affordability, available, affordable energy for America, should be the cry of this Congress. And if this Congress doesn't do that, if the energy bills when they come out that the House and Senate have now are not altered and talk about opening up energy, about increasing supply, that is the only thing that brings down prices.

Folks, we need to conserve, but we can't conserve our way out of this problem. As a country, we are demanding more energy every day as we grow, as our number of people grow, as the number of people that drive cars grows, as our population grows.

Folks, available, affordable energy is the issue that can bring this great country down to where it is a second-rate nation. I don't want that to happen, and I hope Americans will push their Congress Members into making available, affordable energy the number one issue in this Congress before we adjourn the 110th Congress, and that we deal with this issue, because we can deal with it.

This is an issue we can change. It won't change quickly, but we can make a lot of right moves. We can deal with all of the different forms of energy. We can open up supply for gas and oil. We can do coal-to-liquids, coal-to-gas. We can give nuclear another push. We can promote all the renewables and look for new transportation fuels to blend with our current fuels.

Ethanol has potential. Corn ethanol has limited potential, but there are problems with it. The biggest problem with ethanol, and I am not against it because it is made out of American products, but it is competing with our food supply. And ethanol does not go in the pipeline. The majority of our gas stations deliver by pipelines, and you can't put it in the pipeline. Already, with the ethanol plants we have, we have distribution problems, because you need a blending station to blend it and then need to haul it by truck or trailer. That is a system not in place adequately around the country.

We have as many ethanol plants under construction as we have producing ethanol today. I am not saying that is bad, but it is not a situation without problems and great challenges. Ethanol takes a tremendous amount of natural gas to make it. In Pennsylvania they are talking of doing a couple plants with coal. Many States would reject that. I commend the Pennsylvania government for going in that direction, using waste coal to make it so it doesn't further strain our natural gas supply.

But as we look at this map and think about Alaska, America can be far more self-sufficient with available, affordable energy if we just have the desire and the willingness to produce more of our own. I believe we must if we want to compete in the global economy.

LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted to:

Mr. ALEXANDER (at the request of Mr. BOEHNER) for today and the balance of the week on account of personal reasons.

Mr. RYAN of Wisconsin (at the request of Mr. BOEHNER) for today after 3 p.m. on account of family reasons.

SPECIAL ORDERS GRANTED

By unanimous consent, permission to address the House, following the legislative program and any special orders heretofore entered, was granted to:

(The following Members (at the request of Mrs. MCCARTHY of New York) to revise and extend their remarks and include extraneous material:)

Ms. WOOLSEY, for 5 minutes, today.

Mr. CUMMINGS, for 5 minutes, today.

Ms. KAPTUR, for 5 minutes, today.

Mrs. MCCARTHY of New York, for 5 minutes, today.

Mr. DEFazio, for 5 minutes, today.

Mr. MURPHY of Connecticut, for 5 minutes, today.

Ms. WATERS, for 5 minutes, today.

Ms. VELÁZQUEZ, for 5 minutes, today.

Ms. JACKSON-LEE of Texas, for 5 minutes, today.

(The following Members (at the request of Ms. FOX) to revise and extend their remarks and include extraneous material:)

Mr. POE, for 5 minutes, November 7.

Mr. JONES of North Carolina, for 5 minutes, November 7.

Mr. MORAN of Kansas, for 5 minutes, November 5.

Mr. MCCOTTER, for 5 minutes, November 1.

Mr. ENGLISH of Pennsylvania, for 5 minutes, today.

(The following Member (at his own request) to revise and extend his remarks and include extraneous material:)

Mr. HALL of New York, for 5 minutes, today.

SENATE BILLS REFERRED

Bills of the Senate of the following titles were taken from the Speaker's table and, under the rule, referred as follows:

S. 294. An act to reauthorize Amtrak, and for other purposes; to the Committee on Transportation and Infrastructure.

S. 2198. An act to require the Architect of the Capitol to permit the acknowledgment of God on flag certificates; to the Committee on House Administration.

S. 2265. An act to extend the existing provisions regarding the eligibility for essential air service subsidies through fiscal year 2008; to the Committee on Transportation and Infrastructure.

BILLS PRESENTED TO THE PRESIDENT

Lorraine C. Miller, Clerk of the House reports that on October 25, 2007 she presented to the President of the United States, for his approval, the following bills:

H.R. 327. Joshua Omvig Veterans Suicide Prevention Act.

H.R. 995. To amend Public Law 106-348 to extend the authorization for establishing a memorial in the District of Columbia or its environs to honor veterans who became disabled while serving in the Armed Forces of the United States.

H.R. 1284. Veterans' Compensation Cost-of-Living Adjustment Act of 2007.

H.R. 3233. To designate the facility of the United States Postal Service located at Highway 49 South in Piney Woods, Mississippi, as the "Laurence C. and Grace M. Jones Post Office Building".

Lorraine C. Miller, Clerk of the House reports that on October 30, 2007 she presented to the President of the United States, for his approval, the following bills:

H.R. 3678. Internet Tax Freedom Act Amendments Act of 2007.

ADJOURNMENT

Mr. PETERSON of Pennsylvania. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 10 o'clock and 12 minutes p.m.), the House adjourned until tomorrow, Thursday, November 1, 2007, at 10 a.m.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 8 of rule XII, executive communications were taken from the Speaker's table and referred as follows:

3942. A letter from the Chief, Regulations and Administrative Law, Department of Homeland Security, transmitting the Department's final rule — Special Local Regulations for Marine Events; Spa Creek and Severn River, Annapolis, MD [Docket No. CGD05-07-063] (RIN: 1625-AA08) received October 1, 2007, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

3943. A letter from the Chief, Regulations and Administrative Law, Department of Homeland Security, transmitting the Department's final rule — Safety Zone; Winnetka Fireworks, Lake Michigan, Winnetka, IL. [CGD09-06-116] (RIN: 1625-AA00) received October 1, 2007, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

3944. A letter from the Chief, Regulations and Administrative Law, Department of Homeland Security, transmitting the Department's final rule — Security Zone; M/V Odyssey III, Global Air Chiefs Conference, Upper Potomac River, Washington, DC [Docket No. CGD05-07-080] (RIN: 1625-AA87) received October 1, 2007, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

3945. A letter from the Chief, Regulations and Administrative Law, Department of Homeland Security, transmitting the Department's final rule — Security Zones; Escorted Vessels in the Captain of the Port Jacksonville Zone [COTP JACKSONVILLE 07-163] (RIN: 1625-AA87) received October 1, 2007, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

3946. A letter from the Chief, Regulations and Administrative Law, Department of Homeland Security, transmitting the Department's final rule — Security Zones; Major League Baseball All-Star Game, San Francisco Bay, CA [COTP San Francisco Bay 07-012] (RIN: 1625-AA87) received October 1,

2007, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

3947. A letter from the Chief, Regulations and Administrative Law, Department of Homeland Security, transmitting the Department's final rule — Drawbridge Operation Regulations; Amendments [USCG-2001-10881] (RIN: 1625-AA36) received October 1, 2007, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

3948. A letter from the Attorney, Department of Homeland Security, transmitting the Department's final rule — Vessel Documentation: Lease Financing for Vessels Engaged in the Coastwise Trade [USCG-2005-20258] (RIN: 1625-AA95) received October 1, 2007, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

3949. A letter from the Chief, Regulations and Administrative Law, Department of Homeland Security, transmitting the Department's final rule — Transportation Worker Identification Credential (TWIC) Implementation in the Maritime Sector; Hazardous Materials Endorsement for a Commercial Driver's License [Docket Nos. TSA-2006-24191; USCG-2006-24196] (RIN: 1652-AA41) received October 1, 2007, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

3950. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Revision of Class E Airspace; Red Dog, AK [Docket No. FAA-2006-26396; Airspace Docket No. 06-AAL-40] received October 1, 2007, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

3951. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Modification of Class E Airspace; Philipsburg, KS [Docket No. FAA-2006-25943; Airspace Docket No. 06-ACE-13] received October 1, 2007, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

3952. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Modification of Class E Airspace; Thedford, NE [Docket No. FAA-2006-25942; Airspace Docket No. 06-ACE-12] received October 1, 2007, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

3953. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Establishment of Class E5 Airspace; Potosi, MO [Docket No. FAA-2006-25944; Airspace Docket No. 06-ACE-14] received October 1, 2007, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

3954. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Modification of Class E Airspace; Peru, IL [Docket No. FAA-2007-27110; Airspace Docket No. 07-AGL-1] received October 1, 2007, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

3955. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Modification of Class E Airspace; Creston, IA [Docket No. FAA-2006-25941; Airspace Docket No. 06-ACE-11] received October 1, 2007, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

3956. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Modification of Class E Airspace; Hayward, WI