

## NAZI WAR CRIMINALS

Mr. SMITH. Mr. President, I rise today to commend Dr. Ephraim Zuroff and the Simon Wiesenthal Center for their efforts to track down the last Nazi war criminals from World War II. Their work is enormously important, both in bringing the guilty to justice and preventing future acts of genocide. The statute of limitations does not—must not—expire on crimes against humanity. Earlier this year, I introduced the World War II War Crimes Accountability Act with Sen. NELSON, which I hope will help Dr. Zuroff and the Simon Wiesenthal Center in their noble effort.

The barbarity of those crimes still echoes today, more than 63 years after the end of the war. June 28 of this year, for example, marked the 94th birthday of Dr. Aribert Heim, the second-most wanted Nazi war criminal still believed to be at large. Dr. Heim, a former SS concentration camp doctor, was nicknamed “Dr. Death” for his brutal and sadistic experiments on camp inmates. At Mauthausen, the camp where he committed his worst crimes, Dr. Heim was known for murdering inmates by injecting toxins directly into their hearts.

Unfortunately, despite the particularly heinous nature of Dr. Heim’s crimes, investigators into Heim’s whereabouts can still face official obstructionism. Germany, for example, is one of the few countries that still have an active Nazi-hunting unit. However, this team’s efforts have been impeded by the repeated refusals of the presiding German judge to allow the police task force sufficient investigative latitude. Such procedures, like wiretaps on suspected Heim associates, are granted in murder cases in Germany—just not, apparently, in mass-murder cases like Dr. Heim. This is this not the only instance of German bureaucratic obstructionism, which have been carefully monitored by the Simon Wiesenthal Center. Correspondingly, in the center’s 2007 Annual Report on Worldwide Investigation and Prosecution of Nazi War Criminals, Germany received a failing grade—its only failing grade since the report was first published in 2001. The German government should do its utmost to reverse this pattern before it becomes a trend.

The Simon Wiesenthal Center launched Operation: Last Chance in 2002, to identify and assist in the prosecution of the remaining Nazi war criminals still at large. Dr. Zuroff, who has been leading this effort, should be highly commended for his outstanding efforts in bringing the most guilty Nazis to justice.

Even today, the crimes of Heim and the Nazi regime strain our understanding of hate. Hitler’s Germany today is remembered only for its brutality, its mantra of genocide, and its culture of racism. And those last Nazis, who are waiting out their last days under the coming twilight, must not be allowed to go quietly into the night, as

did too many of their victims. For the souls that were lost, and even more for those that remain, there must be justice. I commend Dr. Zuroff and the Simon Wiesenthal Center in the highest possible terms, and urge the United States Government to do all it can to help them in their cause.

## THE MATTHEW SHEPARD ACT OF 2007

Mr. SMITH. Mr. President, I rise today to speak about the need for hate crimes legislation. Each Congress, Senator KENNEDY and I introduce hate crimes legislation that would add new categories to current hate crimes law, sending a signal that violence of any kind is unacceptable in our society. Likewise, each Congress I have come to the floor on many occasions to highlight a separate violent, hate-motivated crime that has occurred in our country.

In the early morning of July 13, 2008, three gay men were dining at a late-night pizza restaurant in the Adams Morgan neighborhood of Washington, DC, when they were verbally assaulted by five men. The two groups allegedly exchanged heated words at the restaurant before the three gay men left and began to walk home. But the five men followed them in pursuit. According to the police report, the assailants continued to hurl anti-gay epithets and later physically attacked the three men, hospitalizing two of them. Police have not yet apprehended the suspects, but the investigation continues. Advisory neighborhood commissioner Jack Jacobsen, a friend of one of the victims, says the three men were shaken by the incident and have decided not to disclose their identities to news sources.

I believe that the Government’s first duty is to defend its citizens, to defend them against the harms that come out of hate. The Matthew Shepard Act is a symbol that can become substance. I believe that by passing this legislation and changing current law, we can change hearts and minds as well.

## REMEMBERING RAIDER 21 CREW MEMBERS

Mr. VITTER. Mr. President, today I stand to recognize the six Air Force B-52 crew members of Raider 21 who made the ultimate sacrifice in service to their country. I would like take a few moments to honor their courage and heroism.

The crew was based at Barksdale Air Force Base in Louisiana and was deployed to Guam with the 20th Expeditionary Bomb Squadron as part of the U.S. military’s continuous bomber presence mission in the Pacific. The unarmed bomber crashed Monday, July 21, during a swing around the island as part of Guam Liberation Day celebrations, marking the day when the U.S. military arrived to retake control of the island from Japan during World

War II. The B-52 had been scheduled to conduct a flyover in a parade. The six crew members assigned to the 2nd Bomb Wing included MAJ Christopher M. Cooper, 33, aircraft commander; MAJ Brent D. Williams, 37, navigator; CPT Michael K. Dodson, 31, copilot; 1LT. Joshua D. Shepherd, 25, navigator; 1LT. Robert D. Gerren, 32, electronic warfare officer; and COL George Martin, 51, flight surgeon, who also was the deputy commander of 36th Medical Group at Anderson Air Force Base.

B-52s have been the backbone of the U.S. military’s manned strategic bomber force for more than four decades, used for missions from attacks to ocean surveillance. They are capable of dropping or launching the widest array of weapons in the U.S. inventory, including cluster bombs and precision guided missiles. B-52s were first placed into service in 1955, and 93 remain in the Air Force’s fleet. The Air Force has been rotating B-1, B-2 and B-52 bombers through Guam since 2004 to boost the U.S. security presence in the Asia-Pacific region.

Search operations continue in the Pacific Ocean sadly, they are primarily for the recovery of debris that may aid in the investigation of the crash. The 8th Air Force Museum in Shreveport, LA, has created a memorial to the crew members that will be at the museum for 30 days. Those wishing to express condolences and pay tribute to the crew are welcome to sign a remembrance book. The book will be shared with the families and eventually presented to the 20th Bomb Squadron. In addition to the book, the memorial consists of framed photographs of each of the crew members, six pairs of flight boots and six flight helmets as well as other items from the 2nd Bomb Wing.

There is no doubt July 21 was a tragic day, not only for the families of the fallen crew members but for the B-52 family, the community, and this Nation. Our thoughts and prayers continue to be with the families of these airmen and our hearts grieve for their loss.

Thus, today, I ask my colleagues to join me in honoring these great Americans and thanking them for their devotion and service to our Nation.

## HONORING JIM MAGAGNA

Mr. BARRASSO. Mr. President, I am pleased to recognize the accomplishments of Jim Magagna, 2008 inductee into the Wyoming Agricultural Hall of Fame.

Jim Magagna has spent much of his life fighting for Wyoming agriculture interests at the local, regional and national level. A third generation sheep rancher from southwest Wyoming, Jim is the president and manager of Magagna Bros, Inc.

Jim has a long history of service to Wyoming’s ranchers and farmers. He has served as president for agricultural groups including the Wyoming Wool Growers Association and the National

Public Lands Council. He now serves as the executive vice president of the 135-year-old Wyoming Stock Growers Association.

One of many noteworthy efforts, Jim directed the implementation of the Wyoming Stock Growers Agricultural Land Trust. The trust provides farmers and ranchers with conservation opportunities to remain productive and independent. Jim's dedication to the interests of Wyoming agriculture has created a legacy that will serve Wyoming well for decades to come.

It gives me great pleasure to honor Jim Magagna, a true Wyoming cowboy. He continues to uphold one of the most trusted, respected, and revered ways of life in America.

#### 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 over 1,000, are heartbreaking and touching. To respect their efforts, I am submitting every e-mail sent to me through [energy\\_prices@crapo.senate.gov](mailto:energy_prices@crapo.senate.gov) 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 a widow with a disabled child. Our family lives on social security payments and what I make as a substitute teacher. My son's condition requires frequent trips to the doctor both in Idaho Falls and to Salt Lake City. The rising cost of gas has significantly impacted our ability to travel.

The cost of electricity is another issue that affects us each month. As electricity costs rise our discretionary income, already limited, becomes less.

These problems, in combination with the rising cost of other services dependent on transportation, have put our family in an increasingly desperate situation. The future does not look good from where we sit!

KARY.

We are 70 years old and active seniors on a fixed income. Energy costs are becoming a burden for us and we will begin to go into our reserves for future years. Gas prices are obviously a problem but the cost of groceries is also a big item. We have one car and my husband rides a bicycle as much as possible. I walk to places when destinations are close enough. We are concerned about being good stewards of our environment and do what we can, e.g., recycling, using less gas, using fans instead of an air conditioner when practical, raising some of our own food, planting trees on our property, and conserving water.

We are disgusted that we are the victims of bogus global warming fanatics, environ-

mentalists, and opportunists. Ethanol, which has not been proven to be efficient or good for engines, is using up corn that was used for food and livestock feed thus raising food costs.

There are reserves in our own soil that could be used. Other countries are drilling off our shores so why can't we drill since this would not create any more risk than is already present? Nuclear energy is a good, clean option and there are some plants already built but not in use.

ALLEN and JANE, *Nampa*.

What is there to say? Energy costs simply make it harder to get by. There is less money for the extra things we enjoy doing and with a new baby on the way there will be less money to set aside to take care of him. As a student of economics, I realize there are many factors that are contributing to the increase gas prices. The recent reckless policies of the Federal Reserve have caused incredible inflation and a weakening dollar. There needs to be more competition in the energy sector, massive deregulation as well as ending government subsidies for the alternative energy sources the government, not scientists or businesses, deem best—[these are] drawing resources away from other potential alternate energy sources.

Expanding domestic oil production and other clean energy sources like nuclear power would also help, as increased competition helps drive down prices.

VERL.

Thank you for allowing me to share a few of my views on the current energy and fuel challenges facing the United States and the entire world population, and how my family is coping.

First, and most importantly, the solution cannot be found in building more nuclear plants. Nuclear facilities that use old technology, construction methods, placed in areas of social or natural upheaval, and that generate radioactive refuse that cannot be safely managed, must never be considered. The recent earthquakes world-wide, coupled with terrorist use of "dirty" bombs are two very real considerations when contemplating nuclear energy.

However, I would consider the research and development of Thorium nuclear energy (creates and uses all of its radioactive byproduct).

Second, and equally important, should be the emphasis on solar for almost every power/energy application. There should be a requirement that all new construction utilize solar heating and cooling, hot-water tanks; southern facing buildings and homes; and the retro-fitting of homes for the elderly and low-income with solar energy products should be part all social service projects. Automobiles should certainly be manufactured utilizing some form of solar power.

Third, conservation. Conservation can take many avenues from lowering the speed limit to 55 mph again, to cutting back to the shorter work week and longer work day (schools can also be conducted on a four day basis saving heating/cooling, electricity, bus-ing, commuting, etc.) After reading about the impact rising fuel costs are having on the U.S. Postal Service, perhaps it is time to curtail Saturday mail delivery to homes and businesses. Special delivery on a Saturday can be done, for an additional fee, by such companies as UPS or Fed-Ex.

My husband and I are baby-boomers and will soon be feeling the reality of a fixed income. He is retired and on Social Security (just received his Medicare card), and I am working for the school district (low wage as a paraprofessional working with Title I reading students). Rising prices at the grocery

stores are certainly having an effect on our ability to eat healthy foods, and the rising cost of our co-pay for drugs and medical services is outrageous. We have just refurbished our old bicycles (one is a 1965 Schwinn) as a way to get around and exercise too. We practice the wise counsel of our parents for living simply, and we continue to keep informed/educated in matters of material and spiritual importance.

"Be anxiously concerned with the needs of the age ye live in, and centre your deliberations on its exigencies and requirements."—The Tabernacle of Unity, by Baha'u'llah.

Thank you for your time.

CAROL, *Post Falls*.

It is lovely to be hearing your solicitation for stories regarding our current energy market. I live in Boise, and have a 7 to 8 mile commute to work. To date, the higher gas prices aren't directly affecting me too badly, because I do use public transportation. I am disappointed that you are willing to throw your hands up and say "there is not public transportation." There is. And if you do not work to encourage people to use it, it will continue to be a mediocre service. As prices are rising there is a huge new interest in the bus in Boise—ridership on my route to work is easily up 50 percent this year compared to last.

You are right, the bus is limited, there are far too few routes, and the schedules are very sparse—I work a salaried job and occasionally need to work late—the last bus to come by my work place is at 6:30, and then with that, I will miss the last bus to go from downtown the rest of the way home, and have to walk a mile and a half home.

However, I am excited at the current situation, because as more people ride the bus, there's more chance for routes and schedules to expand to make it even more useful. It would be valuable to have your support to help scale our public transit system to a level where people do not have the excuses of "it does not come close to my house," or "but I have to wait an hour for the next bus after buying my groceries."

MICHAEL, *Boise*.

My husband and I are on a very limited budget, and so are very careful to watch where our money goes. I am a graduate student at Idaho State University, and have a 25 mile commute to campus. If I do not have to be working in my lab, or taking/teaching a class, I telecommute. With high-speed internet and a cell phone, I can work at least as efficiently from home, thus saving miles driven. I drive a 1995 Ford Escort wagon with nearly 200,000 miles on her. I get over 40 miles to the gallon, and the recent increase in gas prices has meant that it costs me approximately \$30 to fill my tank instead of \$20. I combine shopping trips to reduce extra mileage, and purchase many items online, since it is nearly impossible for me to find what I need in Pocatello anyhow.

In all, I am not concerned with the increased gas prices. I have known for decades that it was inevitable, and believe strongly in conservation for ethical reasons as well as environmental reasons. I am very disappointed to see our country continue to thwart the implementation of much-needed conservation legislation, instead hiding behind talk of exploring options at home. There is only one way to fix this problem, to reduce demand. We have become a fat, bloated nation unwilling to engage in the ideals of thriftiness and invention that once made us [leaders], and now have us falling behind the European and Asian nations like a spoiled child.

I urge you to embrace conservation legislation now, before it becomes more painful for our nation.

PAMELA, *Lava Hot Springs*.