

On one special occasion, former Senator Bob Dole of Kansas stopped in and spent several hours talking to veterans, exchanging stories and tales and reminiscing with his fellow brothers-in-arms. Pat's Coffee Shop has had a number of visitors. I've visited a number of times.

But Richard didn't stop there. Richard founded also the Welcome Home Veterans, a local nonprofit group. He would actively help veterans find jobs in the community and could have been considered an unofficial veterans case-worker for my office and for Senators' offices as well. Richard frequently contacted my office on behalf of veterans who had challenges, who had problems, but there wasn't anything Richard would do or wouldn't do to help a fellow veteran.

So it's a little wonder that those who knew Richard Warren best called him a true patriot. In fact, I've got a picture of a young Richard Warren, he couldn't have been more than 3 years old, sitting in front of a stoop in front of his boyhood home with a big backdrop of an American flag. It's a black and white photo that I've got hanging in my office to this day, and I will continue to have hanging on my wall. It's a true young patriot there, and it's really wonderful American history. And I honor Richard by keeping that on my bookshelf and in my office.

Now, I was proud to visit Pat's Coffee Shop on a number of occasions and to call Richard Warren a friend. I look forward to returning to Pat's Coffee Shop not only to honor the veterans but to honor Richard Warren. Our Nation has lost a hero, a man who served his country and more and then made his life's work that of service to his fellow man.

Richard Warren will be missed by many. He will be missed by the young and old alike, veterans and those who didn't have the honor of serving will miss him as well.

On this Memorial Day, we honor our veterans, the fallen, and I honor of Richard Warren. And I know when he was greeted at the Pearly Gates, he got a solemn and heartfelt "welcome home."

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Illinois (Mr. QUIGLEY) is recognized for 5 minutes.

(Mr. QUIGLEY addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Kansas (Mr. MORAN) is recognized for 5 minutes.

(Mr. MORAN of Kansas addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from California (Mr. SCHIFF) is recognized for 5 minutes.

(Mr. SCHIFF addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Florida (Mr. LINCOLN DIAZ-BALART) is recognized for 5 minutes.

(Mr. LINCOLN DIAZ-BALART of Florida addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from North Carolina (Ms. FOXX) is recognized for 5 minutes.

(Ms. FOXX addressed the House. Her remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Michigan (Mr. McCOTTER) is recognized for 5 minutes.

(Mr. McCOTTER addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from California (Mr. BILBRAY) is recognized for 5 minutes.

(Mr. BILBRAY addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Minnesota (Mr. PAULSEN) is recognized for 5 minutes.

(Mr. PAULSEN addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

BAILOUT FEVER

The SPEAKER pro tempore. Under the Speaker's announced policy of January 6, 2009, the gentleman from Ohio (Mr. LATOURETTE) is recognized for 60 minutes as the designee of the minority leader.

Mr. LATOURETTE. Madam Speaker, I thank you for the recognition, and I want to thank Leader BOEHNER for granting me the leadership hour on our side to share some thoughts this evening with you, Madam Speaker.

As the Speaker's well aware, our economy is in pretty tough shape, and people all over the country are suffering. But despite the fact that people continue to suffer, there is sort of this bailout fever here on Capitol Hill, and it's not uncommon for me to go home to Ohio and have somebody come up to me on the street and say, Hey, where is my bailout like the guys on Wall Street and like many others? Literally billions and billions of dollars. Taxpayer dollars. People get up, work hard, pay their taxes just trying to raise their kids and keep a roof over their head. Billions and billions of dol-

lars have been sent out in these bailouts.

And we have come to the floor on a pretty regular basis to talk about AIG, the insurance giant on Wall Street, that, to date, has received about a \$185 billion of taxpayers' money in the form of a bailout. We were told that they are too big to fail, and quite frankly, even though I happen to be a Republican, this started on the former President's watch when his Secretary of the Treasury, came to us and said, If you don't give us \$700 billion, here's a three-page bill, if you don't give us \$700 by the end of the week, we're going to have a collapse. And sadly, in my opinion, some Members of this body abdicated their responsibility of oversight and bum rushed \$700 billion to Wall Street.

But a funny thing happened in that bill that has caused some in this House some chagrin and has led us to come to the floor on a regular basis and talk about a game that's pretty well known by most people in America. It's a game I loved playing as a kid. It's a game I continue to love playing with my kids called Clue made by Hasbro.

And the reason we bring Clue to the floor and have is that in the conference, first of all, is this \$700 billion—have to fast forward to the President's stimulus request earlier this year. As this bill was being crafted, there was an amendment placed into the stimulus package that said that you know what, we've given billions and billions and billions of dollars to these Wall Street firms, but perhaps we should put some conditions, or strings, on the multimillion-dollar bonuses that are being paid out to these folks.

□ 1845

And the amendment was put in over in the other body, in the United States Senate, by a Democratic Senator, Senator WYDEN from Oregon, and a Republican Senator, Senator SNOWE from Maine. And that was in the bill. It wasn't in the House bill; it was in the Senate bill.

So you get together in a conference report. Madam Speaker, you know, but some folks don't necessarily know, that when the House and Senate pass a separate version of a bill, we have to have a conference committee. And the conference committee works out the details and then that conference report is brought back to both Chambers for a vote on the conference report.

Well, in the conference committee somehow the Snowe-Wyden language that indicated that we were going to put some restrictions on these million-dollar bonuses—multimillion-dollar bonuses to AIG and other executives, that language was taken out and, over on the second easel, this language, subparagraph (iii), was inserted.

And this language, Madam Speaker, not only removed the Snowe-Wyden language, it put in these about 40 words that specifically protected the bonuses paid to AIG executives and other executives on Wall Street who had received, again, billions of dollars of

money through the TARP program. And so the stimulus bill came to the floor with this language protecting the bonuses.

It was a partisan vote on the stimulus bill, pretty much. And all of the Democratic Members of the House, save 11, I think, voted for the President's stimulus initiative. And by casting that vote, they were approving, among other things, a piece of legislation that specifically protected the \$173 million in bonuses that were then paid to AIG.

Well, shortly after it was brought to light, because this was a big bill—and I should tell you that I don't think that a lot of my colleagues on the Democratic side of the aisle did this intentionally, because this was a bill of over a thousand pages. And the Tuesday that the stimulus bill was being considered on the floor, there was a motion made that Members of the House should have 48 hours to read whatever the final bill was, a thousand pages, and that, here's a novel idea: It should be put on the Internet and anybody in America that was interested in what was in these thousand pages would have the opportunity over 2 days to reflect on it and, if necessary, if they felt the need, to correspond with their Member of Congress or their United States Senator.

Well, a funny thing happened to that. Even though every Member in this body that was present that day voted to give every Member in this body 48 hours to read the bill and the American public 48 hours to read the bill, we came up and the bill wasn't ready until Thursday night at midnight that same week. Somehow, the commitment to give everybody 48 hours was forgotten and this thousand-page bill was filed at midnight on Thursday.

It was voted on the next day, Friday. And Members who arrived to work that Friday morning basically had 90 minutes to read a thousand pages.

So I don't think, Madam Speaker, that everybody read that bill prior to casting their vote. I think some people were embarrassed when they found out they voted to give out \$173 million in bonuses to AIG executives. I know that the President of the United States, President Obama, didn't like it, because he came on television and he said, I'm shocked. I can't believe that this has happened. Why is AIG giving out the bonuses?

Well, he may have been shocked because he hadn't been informed either. I don't know. But there are some people that should not be shocked. They are the people who form the conference committee, where somebody took out the Snowe-Wyden language that would have put some restrictions on these bonuses and inserted this paragraph that protected those bonuses.

And so the conference committee is a small group of representatives and senators and, using the Clue set of observations, we know that somebody that put this language in—the weapon, if

you remember the Clue game—was a pen. That they used a pen to put in the language that's under discussion.

Here, we have the Clue board slightly modified to reflect the United States Capitol. I think over the course of days we have—the times we have discussed this—we have been able to eliminate some people and we have been able to eliminate some rooms.

And the people that we have been able to eliminate are down here. CHARLIE RANGEL, who is the distinguished Chair of the Ways and Means Committee. He has been quoted in the press as saying when he came out of this conference committee, It's pretty tough to work with a government that's run by only three people. And so I don't think he had anything to do with it. But we're left with this sort of list of suspects.

Suspect number one that the press is blaming is Senator CHRIS DODD of the State of Connecticut. He is the chairman of the Senate Banking Committee. There was some discussion that he and/or his staff inserted that language.

We know also that the Speaker of the House, Mrs. PELOSI, was present during that discussion. Senator REID, as the leader of the Senate, was involved in those discussions. And over here we have Rahm Emanuel, who is the President's chief of staff, and the Secretary of the Treasury as well, Mr. Geithner.

Well, somebody put this language in. All we are trying to find out is who put the language in, why they put it in, and why people were shocked and amazed that these bonuses went out when the legislation specifically permitted it.

Now we have made great progress. And I have to give great credit to the chairman of the Financial Services Committee, BARNEY FRANK of Massachusetts. We filed what is known as a Resolution of Inquiry because nobody would sort of own up to this. We filed a piece of legislation here that said, Hey, Treasury, how about handing over the documents and communications so we can get to the bottom of this, so we can figure out that it was one of these people with the pen in the Speaker's office or in the conference room.

Chairman FRANK moved it through his committee. Everybody that was present that day voted for it. But now, sadly, it's languishing at the desk and the majority leader of the House, Mr. HOYER, has chosen not to call it up. But, again, to Chairman FRANK's credit, he has indicated to the Treasury that he wants this thing resolved.

There was a meeting this week with members of my staff and members of the Treasury, and they have promised to produce some documents that, maybe the next time, Madam Speaker, that we are able to talk about this, we can identify who it was that inserted the language, on who's instruction, and why. And I think, Madam Speaker, the American people are entitled to know.

Now, as the Speaker knows, aside from the financial services bailout, the

bailout of Wall Street, there's a lot going on with the American automotive industry as well. Chrysler was given 30 days to reach an agreement with the Italian automaker Fiat. And has recently gone into bankruptcy.

Unfortunately, we have another clue—this time, Clue, The Travel Edition, because some of the facts that have been sort of laid out there are not, as we dig further, as they appear.

And so to set the stage, Madam Speaker, as you know, the Union, the United Auto Workers of America, were asked to make significant concessions in order to keep Chrysler alive. As a matter of fact, on the 28th and 29th of April, every union hall, every UAW union hall that was involved in Chrysler operations, had an election. And the election was whether or not to ratify this new contract with the concessions.

As a matter of fact, in my area in Ohio, we have a Chrysler stamping plant in a great city by the name of Twinsburg, Ohio. In Twinsburg, Ohio, the UAW local, Local 122, had done an outstanding job of negotiating language in this concession package that indicated that additional work was going to come to Twinsburg. I will show you that language in just a minute, Madam Speaker.

So people voted. All the union members voted on the 28th and 29th. The contract with concessions was approved. As a matter of fact, in Twinsburg Local 122, 88 percent of the union members who cast ballots voted in favor of the new contract because they thought by making these sacrifices, it would make a stronger Chrysler and they would get to keep their jobs and they would get to continue making automobiles.

Fast forward to the next day, April 30. The President of the United States, President Obama, announced this deal that Chrysler was going to go into bankruptcy and the contract had been approved and good things were going to happen. And on that date at his press conference this quote on the far board, Madam Speaker, the President of the United States said, "No one should be confused about what a bankruptcy process means. It will not disrupt the lives of the people who work at Chrysler or live in communities that depend on it," meaning Chrysler.

Now I have got to tell you, back in Cleveland there was news coverage of this series of events. And after the President made this announcement on April 30th, the champagne corks were popping. People were happy. They had approved a contract. They had taken a hit in their wages and their benefits. But they knew that no one should be confused that this decision wasn't going to disrupt the lives of the people who work at Chrysler or live in the communities that depend on them.

As promised, Madam Speaker, the chart now on the easel, this paragraph is the specific language that was negotiated by the UAW in Twinsburg, Ohio, that indicates when they went to vote

to approve this contract on April 28 and 29, they believed they were agreeing to a provision that was separately negotiated for their plant that said during these discussions, the company, Chrysler, agreed to—and basically find ways to bring more work to the stamping plant in Twinsburg, Ohio.

Well, after the President made his announcement at noon, there was a conference call between the former CEO of Chrysler, Robert Nardelli, and interested parties—Members of Congress, governors, people who were interested. And the first question that was asked on that conference call—and I should say I have asked for the transcript of that conference call from Chrysler, and they are refusing to give it to me. We will try another way. There's always a couple different ways to skin a cat.

But the first question came from Governor Granholm from the State of Michigan, and she said, basically, Congratulations. This is great news. As a matter of fact, Governor Granholm had a press conference and she said, Not only does this agreement preserve jobs, the opportunity for expanding growth in jobs in Michigan is very well. At the end of this path—which is the temporary idling while the company is in bankruptcy—we can see that the jobs are going to be there. It's a defining moment for Michigan, and certainly a defining moment for Chrysler.

Well, her question to Mr. Nardelli was, We just heard the President's announcement. Great work. But he said that by this agreement, 30,000 jobs at Chrysler had been saved. We know that there are 39,000 people who work for Chrysler in the United States. So was the President speaking in some kind of code that we saved 30,000, but we couldn't save all 39,000?

The answer back from the officials at Chrysler who were on the telephone call: Absolutely not. Absolutely not. The President just had the number wrong. And there's going to be no plant closings. Nobody is going to lose their job.

Well, during that same phone call, Representative GWEN MOORE, who's a Democratic Member of Congress, does a great job on behalf of her constituents in Milwaukee, asked Mr. Nardelli directly about the future of the Kenosha, Wisconsin, engine plant, which employs 800 people. And he specifically indicated that they loved the Kenosha plant; it had a long history; it was productive; it made money; and the 800 people up there in Kenosha, Wisconsin, didn't have to worry about anything.

Sadly, what happened after that conference call, after the President's announcement—I think we've all seen the pictures—this picture of the sort of nerdy-looking guy with all those bankers boxes taking the bankruptcy filings to the court in New York.

They were filed that afternoon—the same afternoon; April 30. Buried in those documents was the fact that eight Chrysler facilities in the United

States of America were going to be closed as a result of the bankruptcy and, among them, Kenosha, Wisconsin, and Twinsburg, Ohio.

So, again, you had Mr. Nardelli saying Kenosha is great and you had the UAW in Twinsburg negotiating an agreement where they think work is going to come to them, but the news was, when the bankruptcy filings were read, that they're going to be closed and they're going to be out of jobs beginning next year.

□ 1900

Now, to be fair, Mr. Nardelli—you know, obviously there were some questions asked about it. So they asked, What happened? He said Kenosha was okay. He wrote to Representative Gwen Moore of Milwaukee that he mistakenly conveyed the status of the Phoenix investment.

He confused Kenosha, Wisconsin, with a plant in Trenton, Michigan. So not only isn't it the same State, Wisconsin. You have sound-alikes. We have a lot of Madison, Ohios, and all this other business. He apologized to Representative MOORE because he said that he confused Trenton, Michigan, with Kenosha, Wisconsin and that Trenton, Michigan, is going to be okay. Don't worry about it.

The mayor of Twinsburg also was obviously confused because people were celebrating. If you think about it, Madam Speaker, 88 percent of the union in Twinsburg voted to approve this contract. Well, you'd have to be pretty dumb to vote for a contract that was going to end your job. In conversations with the union leaders and membership, they didn't know. They didn't know that by the company going into bankruptcy, that they were going to be out of a job. Clearly I don't think 88 percent of them would have voted in favor of a contract that meant that they had no job. They were heartened by the President's comments the day before that no one should be confused about what a bankruptcy means. It will not disrupt the lives of the people who work for Chrysler or live in communities that depend on it. Now maybe this is like a Major League Baseball statistic. He needed to have an asterisk next to it and in small print say, oh, except for those eight plants, those eight cities and those 9,000 people that work there. But that isn't what the President said, and I think the President meant this. Again, it's my view that the President may have been ill-served by those who report to him about what was going on at this moment in time.

Also, the mayor of Twinsburg, Katherine Procop, who is a great mayor, expressed some concern. She wrote a note to Ron Bloom, who was part of the President's automobile task force about, Hey, wait a minute. We were watching TV. They said no plants were going to be closed. Nobody was going to lose their job. Now in Twinsburg, it's 1,200 jobs. We find out our plant's

closing. It's 13 percent of our tax base, and 1,200 people are going to be out of work. What's the deal?

So Mr. Bloom wrote back to Mayor Procop on May 6; and he indicated the pertinent paragraph. While the original February 17 plan submitted by Chrysler was not deemed viable by the task force, the more recently proposed Fiat/Chrysler alliance plan has been approved, which is true. This plan included the same plant closure schedule as the one originally proposed by Chrysler, and the President's comments were meant to convey the message that the bankruptcy of Chrysler had in no way changed these plans. Now that's a fine observation, except that nobody ever identified any plant closings in the February 17 filing or in the subsequent filing because they said they couldn't. I think what Mr. Bloom's letter is saying, that no lives are going to be interrupted, and no communities are going to suffer, except for those eight plants, 9,000 people, and eight communities that nobody knew about, which is a stretch. I mean, I have to tell you, it's a stretch, and people have questions.

So the question now is—and we have, again, filed a resolution of inquiry asking the administration to have the automobile task force get with us and talk about how this happened. This time we have the Clue travel edition. We have the Clue travel edition. This time it's not a pen, but we know that the weapon was an ax. Nine thousand people with an ax are going to lose their job. Their jobs have been axed in eight communities across America at Chrysler.

So this time on the board we have the President of the United States. I do not think President Obama knew all of the details when he made this announcement. I have sent him a letter saying that I give him great credit for the leadership he has shown. But again, my observation is that he has not been well served. On that conference call and part of the team, Larry Summers who is an economic adviser to the President; Robert Nardelli, who I have talked about, the former chief executive officer of Chrysler; Mr. Bloom; Mr. Geithner, the Treasury Secretary; and former President George W. Bush. The last time we talked about this, somebody said, Why do you have President Bush up there? This all happened this year. But I just wanted to be fair because I know that there are some people in this country that blame President Bush for anything that happens that is bad. So I wanted to have his picture up there as well.

So somebody in this group—and I think I can safely exclude the two, the former President of the United States and the current President of the United States from this list—but when the President went to the microphone on April 30, 2009, and said no communities were going to suffer, somebody in this Clue game knew that when the bankruptcy—think about these banker

boxes. If you've seen that picture with the guy with the cart and the bankers boxes. He filed them at like 3 o'clock in the afternoon the same day. I know that the lawyers are quick, and we've got all kinds of computers and stuff. But those documents didn't get written between noon and 3 o'clock in the afternoon. Somebody on the President's task force or somebody at Chrysler or somebody someplace knew that when those documents, those bankers boxes were opened, we were going to find eight plant closings and 9,000 people losing their jobs. I think the thing that bothers me more than anything, even though people being thrown out of work is horrible enough, it is that these 9,000 workers at these eight plants went to vote on a contract where they were giving up big time wages and benefits; and they voted, not knowing that by casting that vote, they were going to lose their job. Again, I don't think any reasonable person would make that vote in the days before the President's announcement, knowing that it meant that their job was gone.

So we are going to attempt to determine now, and we've asked the President if he would direct his automobile task force to share with us who knew prior to April 30, who knew at the time the President was saying that nobody was going to suffer that, in fact, 9,000 people were going to suffer. Because I have to tell you that again, I think the President's achievement here is significant. It would have been real easy for his advisers to say, You know what, we saved 30,000 jobs, we couldn't save them all, and so there's going to be some suffering in eight cities and in 9,000 homes; but overall, we saved three-quarters of the jobs at Chrysler.

Nobody said that. What they said was, nobody was going to be without a job, and nobody was going to suffer.

So, Madam Speaker, we're going to work diligently over the next little while and see if we can identify who in this particular game of Clue took the job, took the ax and basically axed 9,000 people out of a job. In addition, the news this week in the bankruptcy court and something that we need to find out about is who's responsible. It's not just 9,000 jobs anymore. It's not just eight Chrysler plants. The news today, or this week, was that they are directing 789 Chrysler dealerships to close, that they're going to take their franchises away. According to the National Automobile Dealers Association, about 60 people on average work at each Chrysler dealership in the United States of America. So these 789 dealerships times 60, another 47,340 people across America, in Ohio, everywhere else, are soon to lose their jobs. That is going to be on the back of this next week, it's anticipated that General Motors, which is also having difficulty, that they are going to attempt to get rid of 2,600 franchise dealers. Again, using the math of an average of 60 people at each dealership, that's another

156,000 people that will lose their jobs at General Motors dealerships.

So altogether, you now have, in addition to the 9,000 people at Chrysler, 203,340 additional people that are going to be out of work as a result of these bankruptcies. Again, I don't think that the President of the United States has been well served by his advisers or else I don't think he would have uttered the statement that no one should be confused about what a bankruptcy means, that it will not disrupt the lives of the people who work at Chrysler or live in the communities that depend on them.

We're now up to, Madam Speaker, over 210,000 people that are going to be out of work as a result of this decision. And because I know that the President of the United States is a man of character, I know that the President of the United States didn't have in his mind when he made that observation that 210,000 people would be out of work because clearly that number, by any calculus, means that a lot of communities are going to suffer, and a lot of families are going to suffer, and a lot of people across this country are going to suffer.

Some of us can't figure out how the car company, Chrysler or GM, saves money by closing car dealerships. I mean, they don't cost the car companies any money. It's kind of a strange marketing proposal that you can sell more stuff by having less stores. So let's have less stores, maybe we'll sell more cars. That logic is lost on me. But maybe somebody on the Clue travel edition can explain it to me.

Also, in the April 17 edition of Time magazine, there is something here that in response to pressure from the Obama administration, Chrysler has proposed more plant shutdowns. Again, that is April 17, almost 2 weeks before the President says that nobody's going to suffer, no plants are going to be closed, and we're not going to have a problem.

On top of that—and this one kind of puzzles me too. The first thing that puzzles me is how you sell more cars with less stores. The second one is—and this is from the Detroit newspaper on May 11 that says that Chrysler wanted to spend \$134 million in advertising over the 9 weeks that it is expected to be in bankruptcy; but the auto industry task force originally told them, we don't want you spending any money on advertising and then begrudgingly said, Okay, you can spend half of it. That comes as a result of Robert Manzo, who is the executive director of Capstone Advisory Group, who is a consultant to Chrysler. He testified in bankruptcy court that the task force—again, the administration's auto task force—believed that it was not feasible to spend anything on marketing and advertising over this period of time.

So just as it confuses some of us that you can sell more cars with less stores, stores that don't cost the car companies any money, how you don't damage your sales by not having any advertising. But that is where we find ourselves.

So, Madam Speaker, we're going to do Clue the travel edition. And I hope, unlike the AIG Clue edition, we have people that are willing to come forward and say, Yeah, I didn't think Chrysler needed to advertise, or, Yeah, I knew that those eight plants and those 9,000 people were going to be out of a job, but here's why we kept it from them when they were asked to approve the contract with concessions.

Now, Madam Speaker, we hear a lot that we don't have the time here in the United States Congress to deal with some of these issues. I just want to do a quick review of the last couple of years when that argument has been made and share with you the things that the United States Congress has been dealing with, rather than dealing with a variety of subjects, such as gasoline prices last year when gasoline went to over \$4 a gallon and now these many, many people who work at Chrysler who are losing their jobs.

Madam Speaker, I apologize for taking a long time. I don't have assistance. You will be pleased to know I have also dog-eared the corners because the last time I did this, my fingernails couldn't reach under the sticky notes and take them off in a timely fashion.

Last year gasoline prices went through the roof, and there were a lot of reasons for that. There was a feeling when Congress went on its district work period a year ago August that perhaps we should have a debate on a national energy policy. I can remember calls of "drill, baby, drill." There are people who want nuclear power. There are people that want green renewable energy, hydropower, geothermal power, solar, wind.

□ 1915

The request was made that we should really have a discussion, and let's talk about all the alternatives, and again, the ideas that get the most votes from the most Members will succeed. But we have to do something about gasoline prices in this country because our constituents are suffering.

Well, January 29 was when the Republicans did such a bang-up job of being in charge of the Congress that the voters threw us out in 2006 and replaced us with a Democratic majority, and that Democratic majority started on January 2007. At the time, gasoline was \$2.22 a gallon. And people said, okay, that is getting up there, but it is not horrible. And so on that day, January 29, the most important thing that the leadership of the House could decide to put on the floor was a resolution congratulating the University of California Santa Barbara soccer team. Now, I assume that every member of that team, their families and their fans are proud of their accomplishment. They certainly deserve to be complimented. But I don't know, when people at home are suffering with increasingly high gas prices, if that is the most important thing we can do.

Well, it creeps up. We get out here to September 5 of the same year. Gas has now moved up. The national average is \$2.84 a gallon. And on that day, the most important thing we could do here on the House of Representatives was recognize National Passport Month. And I guess September is National Passport Month. You might want to go home and jot it down on the calendar, Madam Speaker, because I actually forgot that was right.

Gas continues to go up. Here we are out here, February 6 of the next year, gas \$3.03 a gallon, and the most important thing that we can do on the House floor on that day is commend the Houston Dynamo soccer team. When you are in elected office, you know this, Madam Speaker, we are told that if we want to be elected, we have to go out and get the soccer moms. And so by having two of the most important things, while gas is going up to over \$3 a gallon, commending soccer teams, I think we have the soccer mom vote taken care of, and maybe we could have gone on to talk about energy.

Well, we get into May of 2008. Gas is \$3.77 a gallon. You would think we would be talking about a national energy policy. But on that day, the most important thing we could come up with was to celebrate National Train Day. And I used to be the chairman of the Railroad Subcommittee. I like trains. But for crying out loud, my constituents were paying \$3.77, and they were calling the office in droves saying, when are you going to do something about gasoline prices?

Well, we get out here, it continues to go up to \$3.84 on May 20, and the most important thing we can do, rather than talking about gasoline prices, is to pass a resolution honoring or protecting great cats and rare canids. And I can tell you, Madam Speaker, I voted for that legislation because I know what great cats are, lions and tigers and things like that. I didn't know what a canid was. I had to go back to my office and look it up. It is a dog. So on the day that gas was \$3.84 a gallon, we were celebrating and recognizing lions, tigers, and dogs here on the House floor.

We are up to June of that year. Gas goes up to \$4.09. I'm sure we are going to talk about energy because people can't even afford to fill up their car and go to work. But on that day, June 10, rather than talking about gasoline prices, the most important thing we could do here in the United States Congress was to recognize 2008 as the International Year of Sanitation. And a lot of people back home in Ohio, when they were filling up their cars, didn't know that 2008 was the International Year of Sanitation. And I don't know that their lives were greatly improved because of that.

Then it finally peaked out on June 17, 2008, when gasoline hits \$4.17 a gallon. Gasoline was over \$4 for the first time in my lifetime, and I'm 54. And I'm sure that we were talking about

energy on this occasion in June. But we weren't. The most important thing we could do was pass the Monkey Safety Act. And I don't know any Member of the House, Republican or Democrat, that wants unsafe monkeys. But clearly, when gas prices were going through the roof, the most important thing that the greatest legislative body in the world could be working on, I would hope, wouldn't be the Monkey Safety Act.

So they said, okay, we get it. Now we are going to be serious. We start this new Congress. And in the new Congress, we have this horrible problem at Chrysler, which is the subject of the Clue travel edition. And it began in January when 4,000 people at Chrysler lost their jobs. And rather than talking about that, we honored the life of Claiborne Pell, a former United States Senator. And he certainly was deserving of recognition. But 4,000 people are out of work.

We get over here to right before March, and now we are up to 9,500 Chrysler people are out of work, and we passed a resolution supporting the goals and ideals of National Teen Dating. Now, as a father, I want teens to be safe, and I want them to be dating. But again, 9,500 people are out of work, and we are recognizing the goals and ideals of National Teen Dating.

Still before we get to the middle of March, before we get to a little bigger jump up to almost 11,000 people out of work, the most important thing we could do, and here is a repeat, Madam Speaker, apparently, we don't have time to talk about gas prices. We don't have time to deal with people being thrown out of work. But apparently the United States Senate didn't act last year on the Monkey Safety Act, so we debated the Monkey Safety Act again and passed the Monkey Safety Act.

Now you get out here to mid-April, and you are now up to 13,000 people at Chrysler who are out of work. And you would think maybe we are going to be talking about that. But instead, son of a gun, I guess the Senate didn't honor cats and dogs last year either, and so we had to bring back on the floor the Great Cats and Rare Canids Act.

You get out to May, and now there are 16,000, a little over 16,000 people at Chrysler out of work. And the most important thing we can do on that day is to award a Gold Medal to Arnold Palmer for his sportsmanship in golf. Now I happen to be an admirer of Arnold Palmer of Latrobe, Pennsylvania. I think he is deserving of whatever recognition comes his way. But when 16,000 people have lost their jobs and we have these issues with how we are going to help the car companies, how we are going to help the people that work there, I think even Arnold Palmer would have said, honor me next week.

And now we get out to last week we are now up to 18,365 people out of work at Chrysler, only Chrysler, and again, we are about to have another 200,000 at

automobile dealerships all across the country. I'm sure that obviously we should have been talking about Chrysler and the auto industry on that day, but, son of a gun, they say that history repeats itself. We again had to recognize National Train Day here in the United States Congress.

So I would suggest, a little bit more than tongue in cheek, that we had time. We had time to deal with this, Madam Speaker. And for whatever reason, those who are charged with scheduling legislation in this floor felt that our time was most well spent honoring soccer teams, recognizing cats and dogs, making sure that monkeys are safe in the United States, not once but twice, and some of the other things.

But that isn't all, Madam Speaker. You're aware that on the day we come back, we do suspensions. Suspensions are bills that are brought to the floor. They are debated for 40 minutes. Republicans get 20 minutes. The Democrats get 20 minutes. And then we have a 15-minute vote. So if we put the vote together with the suspension, it is 55 minutes. Just since the beginning of this year, this list of bills here on the left and their dates of passage, we had time to name—these are post offices. This list of legislation are post offices. So everybody across America should be happy that when they go into a post office it probably has a name on it. And these are the post offices that we have taken 1 hour a piece to name since the beginning of the year. And 1, 2, 4, 6, 8, 10, 12, 14, 14 hours of putting a name on a post office when we could have been talking about gas prices. We could have been talking about Chrysler. We could have been talking about the billions of dollars that we are bleeding on these bailouts for everybody. But again, when you walk in, if anybody, Madam Speaker, lives in any of these communities, they can rest assured that in Rye, New York, for instance, if you go to buy stamps in Rye, New York, your post office now has a name, named after somebody, thanks to the United States Congress.

Now the difficulty with that is that the people at Chrysler, the 18,000 people at Chrysler who have lost their jobs, and the 203,000 people who are about to lose their jobs at the car dealerships across this country, they can afford to go in and buy the 44-cent stamps in the post office. But clearly, they have names.

Madam Speaker, this is problematic. And I think that the people who work at Chrysler, the 9,000 people in those eight communities and the citizens of those eight communities who popped champagne corks when they heard the President of the United States, and reaffirmed by Mr. Nardelli, the CEO of Chrysler, indicate that their jobs were going to be okay and their plants were going to be open, and that they cast ballots in large numbers signifying that they were willing to give up how much they made an hour, how much they had to contribute in health care,

what their pension looked like, because they believed that they were going to be able to keep their job.

And that wasn't true.

So again, Madam Speaker, we will come back again until somebody, somebody helps us solve the game of Clue. Who took an ax in the Senate leader's office, the Speaker's office, the conference room, who took the ax to 9,000 hard-working Americans in this country, their plants and the communities that depend upon those tax revenues for police protection, fire protection, and schools? Who took the ax and ended those jobs?

And again, President Bush was meant in jest. I don't think President Obama did this. But others on this board, I would posit, had to know, had to know prior to the President's announcement that this was going to happen. And I just don't think that that is right in the United States of America.

Likewise, the 203,000 people that are about to be out of work at the dealerships across this country, again, some of these dealers, these automobile dealers, some of them paid upwards of \$2 million to have a Chrysler franchise or a General Motors franchise. And it really boggles my mind that in the United States of America if you are a car company you can come in and say, I don't want to honor these franchise agreements.

And the news just last week was the lawyers for Chrysler are arguing that this Federal bankruptcy should supersede State franchise law. And even though State franchise law says, if you sold this guy a franchise for \$2 million, he is entitled to keep it, they want to terminate him and just say, you got no business.

Again, Madam Speaker, I don't know how it goes in your hometown, but in my hometown, the car dealers have been there, in some instances, for generations. They support the little league teams, the bowling teams, and the Chamber of Commerce. A lot of the lifeblood of our community is supported by auto dealers. So I know that the President didn't mean that this set of conditions, this set of circumstances, wasn't going to disrupt people's lives and wasn't going to impact negatively on communities all across this country. And I am baffled that in the United States of America, if you, Madam Speaker, took \$2 million, and I wish I had \$2 million, but if you took \$2 million and bought something, that the government could come in and just say, guess what? You don't own it anymore. And do you know those 60 people that work for you, who in some instances have worked for you 20, 30 years? They are out of work. They are out of work.

So Madam Speaker, we will attempt to unravel this mystery. I appreciate very much the time. And I look forward to working with my colleagues on both sides of the aisle to determine how this could happen in the United States of America.

I thank you, Madam Speaker.

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COMMUNICATION FROM THE REPUBLICAN LEADER

The SPEAKER pro tempore laid before the House the following communication from the Honorable JOHN A. BOEHNER, Republican Leader:

CONGRESS OF THE UNITED STATES,
HOUSE OF REPRESENTATIVES,
Washington, DC, April 28, 2009.

Hon. NANCY PELOSI,
Speaker, U.S. Capitol,
Washington, DC.

DEAR SPEAKER PELOSI: Pursuant to The National Foundation on the Arts and the Humanities Act of 1965 (20 U.S.C. 955(b) note), I am pleased to re-appoint the Honorable Pat Tiberi of Ohio to the National Council on the Arts.

Mr. Tiberi has expressed interest in serving in this capacity and I am pleased to fulfill his request.

Sincerely,

JOHN A. BOEHNER,
Republican Leader.

APPOINTMENT OF MEMBERS TO HOUSE COMMISSION ON CON- GRESSIONAL MAILING STAND- ARDS

The SPEAKER pro tempore. Pursuant to 2 U.S.C. 501(b), and the order of the House of January 6, 2009, the Chair announces the Speaker's appointment of the following Members of the House to the House Commission on Congressional Mailing Standards:

Mrs. DAVIS, California, Chairman
Mr. SHERMAN, California
Ms. EDWARDS, Maryland

APPOINTMENT OF MEMBERS TO MEXICO-UNITED STATES INTER- PARLIAMENTARY GROUP.

The SPEAKER pro tempore. Pursuant to 22 U.S.C. 276h, and the order of the House of January 6, 2009, the Chair announces the Speaker's appointment of the following Members of the House to the Mexico-United States Inter-parliamentary Group:

Mr. McCAUL, Texas
Mr. DREIER, California
Mr. MACK, Florida
Mr. BILBRAY, California
Mr. NUNES, California

PROGRESSIVE CAUCUS MESSAGE

The SPEAKER pro tempore. Under the Speaker's announced policy of January 6, 2009, the gentleman from Minnesota (Mr. ELLISON) is recognized for 60 minutes as the designee of the majority leader.

Mr. ELLISON. Madam Speaker, let me just signal that again tonight we come before this body as the Congressional Progressive Caucus with the Progressive Message.

The Progressive Message, this idea of coming before the American people, projecting a progressive message, so

that the people of the United States can say, you know what, there are people in Congress today who are willing to stand up and say that ideas about generosity, of justice, of peace, of inclusion, of universal health care, of providing access for everyone, these are principles, there are people who are in that Congress who will stand up for these ideas, and that is the Congressional Progressive Caucus.

And we come and we talk about the Progressive Message where we talk about the importance of this message of saying we will remember great advances of our country of the past, like the civil rights movement, the women rights movement, the idea of coming together for Social Security, standing up for peace, getting us out of Vietnam, standing up against the rush to war in Iraq and Afghanistan. And today, that charge has not failed. That charge has not gone unnoticed, and we're here today to keep the call going.

And tonight for the Progressive Message, I'm really pleased to have join me a leader who never fails to stand up for the people, never shrinks from the call of the people, a progressive, dynamic leader who hails from the great city of Houston, the great State of Texas, none other than SHEILA JACKSON-LEE. I thank Congresswoman JACKSON-LEE for joining me tonight for the Progressive Message. Do you want to get us started a little bit as tonight we talk about health care?

Ms. JACKSON-LEE of Texas. Let me first of all thank the distinguished gentleman, Congressman ELLISON, for his leadership and to applaud the effort of, if you will, recording, reporting, enforcing, and educating individuals on the importance of a holistic approach to health care reform.

Certainly, I want to congratulate the Progressive Caucus, of which I'm a member and my distinguished colleague is, because we have been spending time, Madam Speaker, on working on these issues, constantly seeking to find common ground around a very important issue, and that is, of course, the public option.

Some of us are concerned and interested in single payer, and in our meetings that we have had, which is a number of legislative initiatives, one happens to be H.R. 676. But what we are speaking about is to keep all doors open, all voices open, because as you can see, the idea of coming together around fixing the health care system is going to ensure that we have the kind of baseline of service that will help all Americans.

And let me just make a point to my distinguished colleague. We were just in a hearing on the collapse or the bankruptcy of Chrysler and General Motors, and I call it a collapse, and I call it a crisis. And why? Because we're putting people out of work. Even with the bankruptcy structure they're closing dealerships. They are closing minority dealerships. They're laying people off work.