

Dealer and a passionate advocate of FDR's agenda.

As a House page in the late 1930s and early 1940s, JOHN learned the intricacies of House procedure. He got to know his way around, and developed a profound respect for leaders like Sam Rayburn.

Even in his youth, JOHN was anything but a passive observer. When Japan attacked Pearl Harbor and FDR came to Congress and declared it a "date which will live in infamy," JOHN was in the Chamber. In fact, JOHN saw to it that one audio recorder continued to run even after FDR's speech ended, so thanks to him we have a fascinating record of the deliberations afterward that quickly led to the declaration of war on Japan.

When he was 18, JOHN enlisted in the Army. After the war he returned to Washington, and, ever a student of the House, he worked as an elevator operator here in the Capitol while attending Georgetown, where he received undergraduate and law degrees. As a young lawyer, JOHN served as a clerk for Sandy's and my uncle, Theodore Levin, a Federal judge in Michigan who, along with our Dad, had actually campaigned for JOHN's Dad in the 1930s.

A few years later, when his father passed away, JOHN Jr. won the special election to fill the vacant seat. The son and student became a Member of the institution that he had studied so closely and that he respected so deeply. And over the years, the Member would become the Chairman, and the Chairman would become the Dean—the most senior member of the House of Representatives.

While that alone is a significant achievement, the true mark of JOHN DINGELL is his devotion to public service that connects him to the great men and women of America's storied past whose statues grace this Capitol, and the legislation he has influenced that has so improved the lives of our people. He contributed to the creation of Medicaid and Medicare, to the Civil Rights bills, to the Endangered Species Act and the Clean Air Act. He fought to protect Social Security—which his father helped create.

Like all great fighters, when JOHN DINGELL is knocked down, he picks himself up. For example, he has helped keep the fight for universal health care alive by introducing legislation to achieve it in each new Congress, just as his father did.

JOHN can be tough, running procedural circles around even the most skilled legislative adversaries. And he can be gruff, for instance comparing a proposal he thinks is foolish or unnecessary to "side pockets on a cow" or "feathers on a fish."

But this tough and gruff Congressman has a softer side. His wife Debbie is personable and glowing and brings extraordinary energy to everything she touches. JOHN and Debbie are each powerhouses in their own right, and their relationship is a perfect synergy.

While Debbie is everywhere, raising funds for great causes, creating personal relationships that enrich so many lives, JOHN is only where he needs to be—focusing like a laser on legislative and policy goals.

There is a common thread in the Dingells' legislative maneuvers, charitable endeavors and even JOHN's unique use of language: they are all devoted to the goal of helping working people. People back home love "Big JOHN" because they know he is on their side—fighting for their jobs, their health, their children.

That is why, as much evidence as there is of John's influence and respect in the House of Representatives, the best way to really understand JOHN's impact on the people he represents is to make a visit to "Dingell Country." In JOHN's district, people have placed JOHN's name on a road, a bridge, a park and a library not just to honor him but to inspire others. Just talk to a few of JOHN's fellow veterans at the VA Medical Center in Detroit. Those vets feel a little better and a little stronger knowing that they live in the JOHN DINGELL VA Medical Center. Or stop by the UAW Region 1a headquarters in Taylor, Michigan, and tell them you've stood shoulder to shoulder with JOHN DINGELL fighting for American workers—and you won't get a warmer welcome anywhere in America.

JOHN is beloved in his district, and he has been a role model to me and to my older brother Sandy since we arrived in Congress. He has also been a wonderful mentor to us and to the entire Michigan delegation.

JOHN has been a son of the House, a student of the House, a Member and a Chairman in the House he loves so much. On behalf of Michigan, I offer thanks to the now all-time Dean of the House of Representatives, JOHN DINGELL, a great institution within a great institution, for his devotion to public service and to the people of Michigan and the Nation.

BELARUS IMPRISONMENT

Mr. CARDIN. Mr. President, as chairman of the Helsinki Commission, I would like to bring to the attention of the Senate a situation which is literally a matter of life and death for an American citizen, Emanuel Zeltser, who has been imprisoned in Belarus since March 12, 2008. Mr. Zeltser is in desperate and immediate need of serious medical treatment—including a coronary bypass operation.

The poor human rights record of President Lukashenka's regime is well known. No American—indeed no human being—should be subjected to the kind of treatment Mr. Zeltser has been forced to endure during his incarceration. Despite Mr. Zeltser's grave health condition—he suffers from heart disease, type 2 diabetes, severe arthritis, gout, and dangerously elevated blood pressure—Belarusian authorities have repeatedly refused to provide Mr.

Zeltser with his prescribed medications.

He was initially denied two independent medical evaluations and he has reported being physically assaulted and abused while incarcerated. Amnesty International has urged that Belarusian authorities no longer subject Mr. Zeltser to "further torture and other ill-treatment."

Mr. Zeltser was convicted of "using false official documents" and "attempted economic espionage" in a closed judicial proceeding. The U.S. Embassy in Minsk criticized the proceedings, noting that it was denied the opportunity to observe the trial. The State Department has repeatedly called for Mr. Zeltser's release on humanitarian grounds. So have others in Congress, especially my colleague on the Helsinki Commission, cochairman Representative ALCEE HASTINGS.

But now the situation appears dire. Earlier this month, Mr. Zeltser was examined by an American doctor. It was only the second time an American physician has been permitted to see Mr. Zeltser. The doctor concluded that "there is a clear and high risk of sudden death from heart attack unless the patient is immediately transferred to a U.S. hospital with the proper equipment and facilities. . . . Refusal to transfer Mr. Zeltser to a U.S. hospital is equivalent to a death sentence." Specifically, Mr. Zeltser is in dire need of a coronary bypass procedure. The doctor also determined that because he had been denied prescribed diabetes medication, Mr. Zeltser's left foot may need to be amputated.

In response to a press inquiry in December, the State Department called for "the Belarusian authorities to release Mr. Zeltser on humanitarian grounds before this situation takes an irrevocable turn." Based on the recent doctor's report it is apparent that such an irrevocable turn is imminent unless this American citizen can be brought home promptly for the medical treatment necessary to save his life.

Belarus has taken some tentative steps to improve its notably poor human rights record, in particular the release of several political prisoners last August. However, Mr. Zeltser's continued, and potentially terminal, imprisonment threatens to override those initially encouraging signs. As such, I strongly urge the Belarusian authorities to release Emanuel Zeltser on humanitarian grounds so that he may obtain the immediate medical treatment his doctor has concluded is required if he is to live.

REMEMBERING CONGRESSMAN WENDELL WYATT

Mr. WYDEN. Mr. President, I wish to mark a sad occasion: the recent death of one of Oregon's most respected Members of Congress, Wendell Wyatt, who represented the First District of Oregon from 1965 to 1975. He died peacefully on January 28th at the age of 91 in Portland, OR.

With good humor and little interest in partisanship, Wendell Wyatt's congressional career began with his service on the House Interior Committee. He is best known, however, for his work on the House Interior Appropriations Subcommittee where his working relationship with its chair, distinguished Washingtonian Julia Butler Hansen, was a model of effective teamwork across party lines and—in this case—across the Columbia River that separated their congressional districts.

The same was true of his relationship with Democratic Congresswoman Edith Green, who represented Oregon's Third Congressional District, which includes most of Portland and is the district I was privileged to represent in the House before coming to the Senate. In fact, my Portland office is housed in the Edith Green-Wendell Wyatt Federal Building. Congressman Wyatt and Congresswoman Green—known simply in Oregon as Edith and Wendell—worked tirelessly together on many worthwhile civic projects that improved their city and their adjoining congressional districts. Their good work helped lay the foundation for the Portland we are proud of today.

Wendell Wyatt was an advocate for the Federal workforce in Oregon, Government workers he regarded as good civil servants dedicated to serving the public interest. He also loved the individual service element of his work in Congress. Today, most offices call this "casework," but to Wendell Wyatt it gave him the chance to help an individual constituent with his or her problem when the Federal Government was unresponsive or trying to put a square peg in a round hole. He never disrespected any Government official who was implementing something that had an adverse impact on one of his constituents, but he pressed the case strongly and effectively.

As a young Member of the House, I remember other House members and longtime staffers talking about Wendell with great affection and admiration, someone who worked hard, got results, and always with good humor and without partisanship.

His colleagues during that era in Congress included Gerald Ford, Melvin Laird, George H.W. Bush, and other like-minded House Republican moderates. Like them, he epitomized the saying that "You could disagree without being disagreeable." In Oregon, he was part of a generation of elected officials whose goals were service, not partisanship, including Mark Hatfield and Tom McCall.

When he retired from Congress in 1974, Wendell Wyatt returned to Oregon to become a partner in what is now the State's second largest law firm, Schwabe Williamson & Wyatt, where he is remembered as someone who rolled up his sleeves to help his clients, to close the deal, and to help add economic activity that created jobs for Oregonians.

The commitment to public service runs strong in Wendell Wyatt's family.

His son, Bill, was a member of the Oregon Legislature as a young man, later the chief of staff to an Oregon Governor, and is now the very effective executive director of the Port of Portland. Bill Wyatt is a longtime friend of mine and of others in the economic and political leadership of our State, and we all know that the Wyatt bloodline for service to our State has passed from father to son.

I join his family, colleagues in his law firm, and his many good friends in mourning his death. I join the good citizens of the First Congressional District of Oregon, who salute his effective voice for them in Congress. And I stand with so many people throughout Oregon whose lives are better because of Wendell Wyatt's commitment to service in Congress.

Mr. President, I ask unanimous consent that at the conclusion of my remarks a few articles about Congressman Wyatt be printed in the RECORD. First, is the announcement of his death that appeared in the Portland City Club Bulletin, followed by the notice of Wyatt's death that appeared in the Oregonian newspaper and the warm editorial about Wendell. I ask that there next be printed the article in his hometown newspaper, the Daily Astorian, in which local residents reflect on his service to their community. The final document that I request be printed in the RECORD is the editorial in the Daily Astorian paying tribute to the dignity with which Wendell Wyatt served his district, our State and the Congress.

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

[From the Portland City Club Bulletin, Feb. 13, 2009]

CITY CLUB REMEMBERS WENDELL J. WYATT

Former City Club member Wendell J. Wyatt passed away on Wednesday, January 28 at the age of 91. Wyatt graduated from the University of Oregon School of Law. He served as an FBI agent and a Marine Corps pilot before being elected to Congress where he served a distinguished, decade-long career. After retiring from office, Wyatt became a partner in the law firm Schwabe, Williamson & Wyatt.

Wyatt was a Club member for almost twenty years. He made notable speaking appearances at City Club with the late Congresswoman Edith Green, and the Federal Building on Third Street is dedicated jointly in their names. Wyatt's law firm is a City Club sponsor and his family members continue to play a significant role in the Club.

Wyatt's contributions to the community will be celebrated at 1 p.m. Saturday, Feb. 21, 2008 in St. Anne's Chapel at Marylhurst University.

[From the Oregonian, Jan. 29, 2009]

EX-CONGRESSMAN WENDELL WYATT DIES AT 91
(By Joan Harvey)

Wendell Wyatt, who represented Oregon's 1st Congressional District for 10 years, died Wednesday in his Portland home. He was 91.

Wyatt was a popular and respected Republican lawmaker who was known as an adroit deal-maker.

As a member of the House Committee on the Interior and later the powerful House Appropriations Committee, he finessed

through Congress bills that permanently affected Oregon, including bills that established the Tualatin Reclamation Project (Scoggins Dam) in Washington County, the Columbia River 40-foot shipping channel from Astoria to Portland, and Lincoln City's Cascade Head Scenic Area, as well as a bill authorizing the \$4 million purchase of ranchlands along the Snake River for public recreation.

He stayed active in Republican politics after retiring from Congress. He became a partner in the law firm of Schwabe Williamson & Wyatt, and was a commissioner for the Port of Portland and a lobbyist. He became inactive as an attorney in 2001 but continued consulting for the firm.

In 1975, he pleaded guilty to a technical violation of federal campaign laws, admitting that as chairman of the Oregon Committee to Re-Elect the President, he failed to report a donation to President Richard Nixon's campaign. The Oregonian defended him in an editorial:

"He has had a long and honorable career both in private and public life, including 10 years in Congress; and he has gained the reputation of being not only an exceptionally effective public servant, but one who is scrupulously honest in all of his dealings. He has had both the respect and warm friendship of colleagues in both parties. No one who knows him well believes he intentionally violated the law."

Wyatt was born June 15, 1917, in Eugene and moved to Portland as a teenager. He was editor of the Jefferson High School newspaper and went to the University of Oregon. He dropped out and joined The Oregonian as a copy aide. After a year, he applied to the University of Oregon Law School and was admitted without an undergraduate degree.

Wayne Morse was one of his professors, and Wyatt often recalled four-hour evening sessions led by the man who would become the legendary "Tiger of the Senate." Later, the two became political adversaries.

After obtaining his law degree, he was an FBI agent and then served as a Marine Corps pilot in the Pacific during World War II.

He moved to Astoria after the war and joined the law firm of Albin Norblad, a former Oregon governor and father of U.S. Rep. Walter Norblad; after Walter Norblad died in 1964, Wyatt was elected to fill his vacancy. He was re-elected four times, retiring in 1975, the same year colleague and friend Edith Green, a Democratic congresswoman for 20 years, stepped down. The federal building in downtown Portland is named for Green and Wyatt.

Wyatt married Anne Elizabeth Buchanan in the mid-1940s; they divorced. He married Faye Hill in 1962. She predeceased him. He is survived by daughters, Ann Wyatt and Jane Wyatt; stepdaughter, Sandi Kinsley; son, Wendell "Bill" Jr., executive director of the Port of Portland; stepson, Larry D. Hill; four grandchildren; and one great-grandchild.

A memorial service will be at 1 p.m. Saturday, Feb. 21, 2009, in St. Anne's Chapel at Marylhurst University. The family suggests remembrances to the Clatsop County Historical Society. Arrangements are by Finley's Sunset Hills Mortuary.

WENDELL WYATT: SUCCESS THROUGH
PERSONAL VALUES

(By The Oregonian Editorial Board)

Back when Rep. Wendell Wyatt, R-Ore., was in Congress, from 1965 to 1975, you didn't hear the word bipartisan much, because at many levels of American politics, it was a way of life, thus taken for granted.

Wyatt died this week at age 91 after a life in politics, law and community leadership. He should be remembered as someone who

put the problems of his individual constituents at the forefront of his service in the U.S. House of Representatives.

His congressional office was geared toward listening to constituent problems, then bending every effort to solve them—whether the issue was of great national or regional import or simply a mishandled Social Security benefit. Wyatt himself often got personally engaged in the most challenging and vexing details of constituent service.

It would not have been useful for Wyatt or his constituents for him to adopt a highly partisan stance when he was in Congress.

He was elected to the House in the small GOP freshman class of 1964, the year that Democratic President Lyndon B. Johnson laid a historic electoral whipping on Sen. Barry Goldwater, R-Ariz., the great hope of the right wing of the Republican party.

It was clear that Wyatt was never going to be part of the majority, and he never was. Thus he had to develop the skills necessary to adequately represent all of the people of Oregon's 1st Congressional District.

"This was more effective than sitting in the back benches and throwing spitballs all day long," said his son Bill Wyatt. Instead, the elder Wyatt developed good working relationships with powerful Democrats such as Wayne Aspinall, D-Colo., chairman of the House Interior Committee and Tom Foley, who also entered Congress in 1964 and, much later, became Speaker of the House for a short time.

As a congressman, Wyatt was pro-choice, pro-gun-control and the driving force behind efforts to bring commerce to Oregon via the Columbia River. His social views would not sit well in the modern Republican Party, at least the official part of it. They didn't sit that well with the party's establishment back then either, but it still was possible to disagree and be independent-minded and still remain in good standing within the party. Today? It's not as clear. But Wyatt's views then are positions that many Republicans hold privately—or even not-so-privately—today, even if the right's hold on party leadership is much stronger.

For Wyatt, though, service was a far bigger motivator than political ideology. In his last campaign, Wyatt even went retail with his orientation toward constituents. His campaign slogan was: "Wendell Wyatt, your door-to-door Congressman."

His son Bill, of course, has been prominent in Oregon political and economic circles for years, serving as chief of staff for Gov. John Kitzhaber and now as executive director of the Port of Portland. Bill Wyatt also tried elective politics early in his career, as a Democratic candidate for the Oregon Legislature. Worried about whether he would somehow step on his father's political toes, the younger Wyatt brought the matter up. "He told me, 'What makes you happy makes me happy. You don't have to protect me from what you think is the right thing to do.'" Bill Wyatt said. "He was able to separate what was most important to him and keep it there."

That was the key to what made Wendell Wyatt successful in life—public and private.

[From the Daily Astorian, Feb. 9, 2009]
NORTH COAST MOURNS FORMER OREGON
CONGRESSMAN WENDELL WYATT

(By Patrick Webb)

Former Astoria Congressman Wendell Wyatt died Wednesday. He was 91.

Wyatt, a Republican, served the 1st Congressional District from 1964 until retiring in 1975.

Tributes to him focused on his honesty and his ability to get the job done.

Denny Thompson of Astoria, who served as honorary Finnish Consul for 35 years, worked

closely with Wyatt and praised his ability to reach across the aisle.

"My union friends were all Democrats, but they were working for Wendell Wyatt. They all respected him and he respected everyone in return," said Thompson, whose wife, Frankye, was Wyatt's campaign chairwoman for Clatsop County.

"He did everything the proper way—he was completely honest, and he did as much for Clatsop County as anyone."

Wyatt was a well-respected Republican leader who worked especially effectively with Democrat Congresswoman Edith Green. The federal building in Portland was later named for them.

Born in Eugene in 1917, Wyatt moved with his family to Portland. He graduated from Jefferson High School, where he had been editor of the high school newspaper, in 1935. He worked briefly as a copy aide for *The Oregonian* newspaper, earned a bachelor's degree from the University of Oregon in 1941 then worked briefly as an FBI agent.

When World War II broke out in the Pacific, he enlisted in the U.S. Marine Air Corps and served as a pilot from 1942 until 1946.

Afterward, he moved to Astoria and worked for the law firm of Albin Norblad, the former Oregon governor and father of U.S. Rep. Walter Norblad.

Tom Brownhill, of Eugene, was district attorney in Clatsop County from 1952 to 1960 and regularly faced Wyatt in the courtroom. "I had a lot of cases against him," said Brownhill, whose daughter Paula, continues the family's legal tradition as a circuit court judge. "As a lawyer, when he got into a case, he was all-in."

Wyatt hired longtime legal secretary Doris Hughes from another firm in the 1950s—by offering her a raise from \$160 to \$200 a month. Hughes remembered Wyatt today as a "wonderful person."

"He gave the best dictation of anyone I know," she recalled. "He was so smooth. The words just flowed out."

Wyatt was chairman of the Oregon State Republican Central Committee from 1955 until 1957. During that time, George C. Fulton, of Astoria, another contemporary, worked closely with him while serving as Clatsop County GOP chairman.

Fulton, also an attorney, described Wyatt as a hard worker. "He was a good lawyer. He worked hard and he played hard."

When Walter Norblad died in 1965, Wyatt was elected to his congressional seat and served five terms, retiring in 1974.

Ted Bugas, a Bumblebee Seafood executive and supporter of Salmon For All, knew Wyatt because both had worked for the FBI and their Astoria offices were in the Post Office and across the street.

He recalled one incident as if yesterday. "One morning we woke up and thought 'There's someone in the house! The wife and I were still in bed. In came Wendell—into our room—and said, 'I might go to Congress. What do you think of that?'"

Bugas worked with Wyatt on fisheries issues, often traveling to Washington, D.C., often for lobbying efforts. His daughter, Christine, served as an intern in Wyatt's Congressional office.

"He was a great personality," said Bugas, who splits his time in retirement between Astoria and California. "He was very pleasant."

He worked on bills that established the Tualatin Reclamation Project in Washington County and the 40-foot shipping channel in the Columbia River from Astoria to Portland.

He was also credited with bills that created Lincoln City's Cascade Head Scenic Area, as well as a bill authorizing the \$4 million pur-

chase of ranchlands along the Snake River for public recreation.

U.S. Sen. Jeff Merkley said, "Wendell Wyatt truly made his mark on Oregon. Everyone who has appreciated Cascade Head owes Congressman Wyatt a debt of gratitude for establishing this scenic area and those who visit public lands along the Snake River can thank Wendell Wyatt for opening the region to recreation."

The Daily Astorian Publisher Steve Forrester covered Wyatt's political activities in 1974 while substituting for Washington columnist A. Robert Smith.

"Wyatt said to me that he earned 'the equivalent of a master's degree' every time he took on a new issue. He was the kind of Republican we no longer see—a solid, pragmatic middle-of-the-road guy," Forrester said.

"He was close to President Richard Nixon, and he was unfortunately tarred with that brush when he admitted to his involvement with Nixon's fund-raising—an embarrassing moment in an otherwise unblemished political career."

In 1975, Wyatt admitted a technical violation of campaign laws for failing to report an Oregon GOP donation to Nixon.

He stayed active in Republican politics after retiring from Congress and became a partner in the law firm of Schwabe Williamson and Wyatt until his retirement.

He became inactive as an attorney in 2001, but continued consulting for the firm. He also served as a commissioner for the Port of Portland and a lobbyist.

Wyatt was married twice. He divorced his first wife, Anne Elizabeth Buchanan. He married Faye Hill in 1962. She died last year. He had two daughters, Ann and Jane, and a son, Wendell "Bill" Wyatt Jr., who is executive director of the Port of Portland and a former chief of staff for Gov. John Kitzhaber, plus step son and stepdaughter, four grandchildren and one great grandchild.

A memorial service will be held 1 p.m. Feb. 21 at St. Anne's Chapel at Marylhurst University near Lake Oswego. Contributions may go to the Clatsop County Historical Society.

[From the Daily Astorian, Feb. 2, 2009]

WENDELL WYATT SERVED WITH DIGNITY

Wendell Wyatt, who died last week, was one of those old-school, gentlemanly fellows who served his country and his community without the need for a brass band playing in the background.

A Republican, he served the 1st Congressional District, which includes Astoria and the North Coast, from 1965 until retiring in 1975.

An Oregonian through and through, he moved to Astoria to practice law after serving as a U.S. Marine Air Corps pilot in World War II. His buddies around the courthouse smile when they remember he practiced law with what they describe as "considerable tenacity."

When Congressman Walter Norblad died in office, Wyatt took over.

In the decade that followed, he served with dignity and pragmatism. Often politicians wax eloquent about bipartisan efforts but don't really mean it. Wyatt talked the talk, and walked the walk, working especially closely with Democrat Congresswoman Edith Green, to get the job done.

On fisheries issues, he worked to ensure the interests of the Columbia River came first.

Oregon U.S. Sen. Jeff Merkley summed it up best: "Wendell Wyatt truly made his mark on Oregon."

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:

We are your typical lower middle class family. My husband has a good job at FedEx where we are blessed to have good insurance benefits and stability; he is on the bottom of the totem pole, however so the wages leave something to be desired. I used to work for a local childcare center where I got free daycare for our 1-year-old son and was able to contribute an income. Last summer we were in a tight but good place in our lives and decided to purchase our first home. It is not much (it is a humble home) but it is ours. We moved in a week before Christmas and though things were very tight we were still doing "ok". We got pregnant again in January and were very excited. After all we were making it. Then in March I lost my job and the economy really started to hit us hard. Our tax returns were spent getting my car fixed, and our incentive package paid the mortgage and some bills. We were thankful that that money was there when we needed it but it was not spent as the government intended. We applied for public assistance while I looked for work but found out that we overqualify by only \$60 a month. This was frustrating considering most of the people in the waiting room were not here on a legal basis but their children (born in the U.S.) have right to the same assistance I was applying for. They pay no taxes because they are not here legally and are not required to report their income so of course they qualify and the funny thing is that I saw several drive away in nicer cars than even my parents own. I take in a child or two into our home to bring in some income because I do not have a degree and cannot find a job that pays more than daycare costs.

On to gas prices: I drive a Ford Focus, an affordable economical car, and my hubby has his old F-150, which is one of the only assets we actually own. We do not drive big fancy cars that take hundreds of dollars to fill up. My focus cost \$43 dollars last time I filled up (last Monday night) and my hubby's truck costs around \$65-\$70. That may not be a lot to you or anyone with a better job than we, but it is a lot more than we paid last year at this time and it is almost double to fill up my car from what it was when we got married (two years ago in October). Honestly,

Senator, we pray our way through every month. It is an honest miracle that we still have our home and that we have made our mortgage for the last 4 months. My husband works 12-hour days so the only logical solution was for me to look for a second job. It took a while given that no one wants to hire a lady who is 6 months pregnant. But I am blessed to have found a job at Cracker Barrel being a part-time waitress and working when my husband gets home to take our son and, with the help of family, we make it work. As you can imagine, it does not pay much (\$3.35/hour and then tips). I hate this arrangement, and I have not been working there long enough to see the benefits of having two jobs but I keep thinking that if I just keep at it then maybe we can get caught up and maybe even save enough money to pay the mortgage when I go on maternity leave in October. This is a long shot.

If gas prices (among other things) were lower it would help alleviate some of the strain on our family. The cost of food has gone up, though, too. If both of those things could be what they were, I may not have to work two jobs never seeing my husband and worrying about if I am going to do something bad to my unborn child by driving my body so hard. Even if it were only gas that went down, we might be able to swing it with just one job once we get caught up. Anything would help us at this point. I work any odd jobs I can find in addition my others. I went and counted votes when the elections took place in May and I made \$40, not much but it adds up if you save it! I know we are not as bad off as a lot of other people but we are not doing as well as we let people think either. Who wants to tell their friends and family that they are on the verge of losing everything? We are walking a tight scary line and if we fall off we are screwed. We just keep praying and working hard and so far God has not let us down. I know he will not but I do not know what his definition of ok is either. Maybe you could be the blessing we have been praying for, a small piece of a very big problem but like I said even a little bit can help a lot.

Thank you for your time,

KRISTI, Boise.

I travel about 20 miles each direction to work. It is really hurting me financially to continue paying these gas prices, but what am I to do? Quit my job? Try to sell my house so I can move closer to work? At this time I am going to continue to commute and reluctantly put my trust in my government to fix the problem. I am very skeptical that you folks will do anything about it because it seems like the government is more concerned about investigating professional sports and finger pointing about who is to blame for our nation's problems. As a citizen of Idaho and of the United States of America, I can tell you that I really do not care if our nation's problems are a result of Democrats, Republicans, or President Bush. Somebody has to act like a responsible adult, and the American public is waiting to see if our leaders are going to help us. Do you know what it is like to go to the gas station and see the dollar amount on the pump scroll so fast that your head spins?

My idea to alleviate our oil problems is to drill in the United States in those areas we know to contain oil. Why not? Who are we saving it for? How many jobs would be created if we were to drill on our own soil? Do not you think that creation of those jobs just might help our economy, as well as diminish our reliance on foreign countries for oil?

I appreciate the opportunity to share my story and ideas. Thank you, Senator Crapo. You seem to be the one that is stepping up.

MARK, Nampa.

In response to your email letter I would like to say that this country must do all of the things you mentioned such as developing our domestic oil and refining capacity; nuclear energy; clean coal; wind; solar; hydroelectric and hamsters on spinning wheels if that is what it takes. However, in order to realistically achieve these goals we must first deal with those forces that have been the stumbling block for many years; the environmentalists and their lackeys.

Now is the time to expose these people and their extremist hand-wringing positions for what they are. No reasonable person wants to pollute the air and/or water, but observe the "sky is falling" mentality when the Alaska pipeline was proposed. Every conceivable environmental catastrophe was predicted by the environmental lobby. Unfortunately for them, none of it happened. In fact, wildlife flourished after the pipeline went in and there has been no environmental degradation. The time is right to put on the fore court press against these people. Do it; do it today; and do it boldly and courageously. I look forward to reading the headlines in the newspaper to the affect "Senator Crapo shouts the truth from the Capitol Rotunda".

MIKE, Coeur d'Alene.

Finally a politician that is listening to the people. Now I know why I voted for you. The first few emails on this site are far more astute in presenting their views than I, but I think we should finally ignore the environmentalists and drill ASAP. The very act of starting to drill would probably bring down oil prices. Thanks for listening to your citizens in Idaho.

AUDEANE COX.

My initial reaction to the request for response was that it would be a waste of time. I am very frustrated with the ineffectiveness of Congress. The [partisan] in-fighting seems to be more important than the welfare of the Nation. I wish I could believe that the Senator would actually see/read the responses sent to him instead of just a compilation of data, but I do not.

In response to your request: One solution to saving gas, which would only be a small savings per vehicle but huge nationwide, would be to better manage the stoplights in every town and city. During the times of day and/or at locations where there is light traffic, the stoplights could be set such that the busiest street would get a flashing yellow caution signal and the minor street would have a flashing red stop/go signal. Each intersection would have to be evaluated separately for peak loads versus times of day. The largest impact would be during the night time hours. Not only would this save gas, it would save wear and tear on the vehicles—especially the brakes. Major intersections should be unaffected, day or night. What I have suggested would have a minimal cost—only manpower, to re-set the timers in the control boxes. Another possibility, which would be costly, would be to change-out the stoplight controllers to the type that senses traffic and only change the signal as needed. But either way, having to sit at a red light when there is zero cross traffic is foolish, especially when there is an easy solution.

A second topic that is energy-related is the ethanol craze. Too many people are getting too caught-up in the "green" philosophy, and not enough people are looking at the real costs of what they are promoting. You are taking food off of people's tables just to put it into fuel tanks. It costs every bit as much to process corn into gas as crude costs, there is no savings at the pump and the price of food at the grocer's is skyrocketing. This is a joke at this time! If the use of wheat