

is needed. This is why I along with Senator CORNYN proposed an amendment, No. 2446, to the Defense Authorization Act, S. 1042, asking the Department of Defense to develop this action plan. I am pleased to see this amendment has been adopted unanimously by the Senate.

The United States historically has lost manufacturing sectors as product cycles matured but our innovation system always filled that void by creating new sectors, opportunities, jobs and higher standards of living. I want to see that trend continue, and this amendment asks the Department of Defense to form a sound plan in this technology area.

MORNING BUSINESS

Mr. WARNER. Mr. President, I ask unanimous consent that there now be a period of morning business with Senators permitted to speak for up to 10 minutes each.

The PRESIDING OFFICER. Without objection, it is so ordered.

ENERGY PRICES

Mr. DORGAN. Madam President, we have come from a Commerce-Energy Committee joint hearing with the CEOs of the major energy companies. They came to talk to us about the price of energy.

I made the point this morning—I know the Presiding Officer was also there and made the points she wished to make—as we go into the winter season, those who are trying to figure out how they afford home heating fuel, natural gas, propane, and so on, take a look at the newspapers and see the highest profits in history for the oil companies. They are the ones, the consumers, who will have to bear the pain. Heat your home in the winter or try to figure out how you are going to pay the fuel bill in the spring if you are a farmer or a rancher. These prices are going to eat away all the profit that existed, and then some, with respect to family farmers in my State. That is according to estimates that come from the farm organization and from economists who have looked at it.

The question for family farmers who are being ripped by these energy prices or people who drive to the gas pumps or people who are figuring out how to heat their homes is, Is anybody going to do anything about it? You have all the gain on this side and all the pain on this side. All the gain with the big energy companies, the big oil companies, the major integrated oil companies, bigger, stronger, with more raw muscle power in the marketplace because of block buster mergers, and all the pain on the other side, the consumers.

Especially in a State that is an agricultural State where we rely on family farmers as a significant part of our economic base, knowing that those family farmers operate on a thin margin,

knowing that they are trying to figure out how to pay energy costs going into spring planting and fertilizer costs and so on, knowing that it is going to wipe away any net profit they would have, any opportunity for a net profit next year, they are saying to this Congress: Talk is cheap. What are you going to do? Will Congress take some action? Will Congress take action to ease the pain and provide some fairness and restore fairness? I hope so.

I won't go into great detail about the action I think we should take. I have done that many times on the floor with respect to a Windfall Profits Rebate Act, to rebate to consumers a portion of these profits.

My hope is that in the shadow of the hearings we held today, Congress will be ready to take some action with respect to energy price issues.

FIRING OF DAVID GUNN

Mr. DORGAN. Madam President, I have received a press statement, issued moments ago, from the Amtrak National Rail Passenger Corporation board of directors. Four members on the board of directors represent membership appointed by the President. Two of them are recess appointments not given the stamp of approval by the Senate. The four members of the board of directors at Amtrak this morning decided to fire David Gunn, president of Amtrak.

David Gunn is not anybody's crony. He happens to be an appointment that is smart, tough, with experience in the area. He has run Amtrak like a true champion. He ran afoul of the White House when the White House decided they wanted to shut down Amtrak, shut down long-distance trains and effectively get rid of Amtrak.

David Gunn was the president of Amtrak. He and others fought to maintain rail passenger service and fought to persuade this Congress to fund Amtrak. The administration recommended zero funding for Amtrak. The Congress didn't agree. So the Congress funded Amtrak in a manner that would allow it to continue to be a national rail passenger system. Apparently, David Gunn doesn't measure up to the White House, and so they got the board of directors this morning to fire him. Incidentally, two of the recess appointments on the board of directors, one from New Jersey, one from Florida, will have some kind of rail passenger service no matter what happens to Amtrak. All those folks who live on the east coast, from Boston to Florida, they probably are always going to have a train running down that little strip on the eastern seaboard. I can understand these two members of the board, neither of whom were confirmed by the Senate, both of whom were given recess appointments by the President and cannot continue beyond this Congress, I can understand if the President or somebody in the White House said: Let's get rid of this David Gunn. They

say: That's all right because even if we get rid of Amtrak, we will have rail passenger service on the east coast.

I wish to say what a horrible mistake it was for the board of directors of Amtrak to do this. I understand where it came from. It came from the White House. It came from the Secretary of Transportation. I understand meetings were held in recent days, and the decision was made. That decision was carried out by the President's board of directors.

I am saying this: A national rail passenger system, Amtrak, is beneficial to this country. In my State, 100,000 people used Amtrak last year. Many of those people don't have alternative transportation opportunities. Yet when Amtrak, the Empire Builder, in this case, runs from Chicago to Seattle, 100,000 North Dakotans have used it. It is an important part of our Nation's transportation system. But there is a disagreement about Amtrak. The President wants to shut it down. He doesn't want it. That is why he proposed no funding for it. The Congress, the majority from his own party, said: No, we want to fund it. We believe Amtrak advances this country's transportation system. We believe it is worthy, something we should do.

The president of Amtrak, David Gunn, is a first-rate executive. He has experience. He has done a great job. I say that as a member of the committee that authorizes Amtrak, so I have watched this enterprise. I have spent time with Mr. Gunn. I have spent time with Amtrak officials. I know what is happening there. This guy is nobody's crony. As a result, he gets fired.

The "you are doing a great job, Brownie stuff," I am sick of that. I would like to see people who are qualified to run things running things in this Government. They had one running Amtrak. Today he gets fired because somebody got their nose out of joint and decided, apparently, the Congress won't allow us to shut down Amtrak so we will fire the president of Amtrak.

It is a big mistake for the country. I don't know how others in Congress will react, but for me, this is a setback and a setback for those who care about rail passenger service. It was a travesty to treat David Gunn, an executive who came out of retirement to run Amtrak and who did a first-rate job, this way. Shame on those who made that decision. This is all about politics. It has nothing to do with performance. I thought, especially in the wake of what happened with Hurricane Katrina, maybe we would get back to performance and decide that when people know how to do things and organize well, they are appreciated. That is not the case with respect to the decision by the board of directors at Amtrak this morning.

Those of us who feel that way probably won't have a chance to overturn this because the board of directors made the decision coming from the