

fact there are 267,000 Iraqi security forces, the American people are told repeatedly that they cannot defend Iraq on their own.

Three years later, the only plan the President and the secretary of war can articulate is to "stay indefinitely." Our military generals know full well this so-called plan guarantees more needless U.S. casualties, and Iraqi leaders know it guarantees more sectarian violence.

In the past, I and others have called for the resignation of the Defense Secretary, Mr. Rumsfeld. Today, I offer a better plan. The President should keep his political appointee. In fact, the President should transfer Secretary Rumsfeld to Iraq. He should be stationed there until every last U.S. soldier leaves the Nation we are now occupying.

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The Secretary says he sees progress every time he visits. Imagine what he might see by actually living and working there.

There is no higher priority for the President, the U.S. military and America these days than Iraq. It stands to reason that the President's military appointee should be directly able to report for duty in Baghdad. Rumsfeld could personally work with the leaders of the Iraq government and show them how to implement his plan. By working in Iraq, the Secretary could accept direct responsibility for generating more of what he calls progress every time he visits Iraq. He could show America and the rest of the world the progress that only he and the President pretend to see.

The only true thing we can say about Iraq today is that it is on the brink of dissolving into unspeakable violence.

We cannot pretend our way out of Iraq, and we cannot pretend that the Iraqi people believe that our presence is stabilizing the country.

Iraq needs a plan that does not include the occupation of that country by foreign soldiers, including U.S. soldiers. Until this administration admits that it cannot shoot its way to victory, Iraq will grow more and more violent.

If Defense Secretary Rumsfeld was stationed there, America might finally get an honest assessment of the war and a road map to peace.

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

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

HONORING "DOC" LONG

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. Mr. Speaker, I rise today to honor Mr. William Henry "Doc"

Long, a decorated World War II veteran and a successful businessman. He has dedicated his life to serving his country, his community and his family, and that is why I honor him today.

Long before Doc owned many successful family businesses in North Carolina, he served in the highly decorated 79th Infantry Division in the U.S. Army. Every living American directly benefits from the actions of the men of the 79th, and the many military units of the World War II era.

While in France, Doc was wounded when he was hit in the left side of his chest. As he lay in the cold night for 18 hours, he was wounded again. When he was found the next morning and taken to the aid station, his clothes and shoes had been cut off. But his personal belongings, just a wallet and a small pocket New Testament with his name inscribed on the front, were saved.

After a few days, Doc noticed that his Bible, which was given to him by his aunt, had been hit by a piece of shrapnel which went through the entire Bible but caught the outer binding. Doc stated that the Bible, which he kept close to his heart, was a gift of life because it prevented the shrapnel from piercing his heart.

After he was wounded Doc was awarded the Purple Heart with the Oak Leaf Cluster, in addition to numerous other medals, including the Bronze Star, European-African-Middle Eastern Campaign Medal, Good Conduct Medal, American Campaign Medal, World War II Victory Medal, and the Combat Infantryman Badge.

After the war, Doc started his first trucking and construction business, Long Brothers of Summerfield, with his brother James. In 1952 the brothers started Long's Asphalt Paving of Greensboro. Later Doc and his brother split the companies. Since then, Doc's children have joined their father in his business and, with Doc's help, have owned or started their own businesses.

Doc and his late wife, Doris Westmoreland Long, were married for 44 years. Doris died in 1990, at the age of 66. Together the Longs have three children, Gurney Long, Patty Long-Hill and Charles, who passed away unexpectedly last year. They also have a number of grandchildren and great-grandchildren.

Today, at 82, Doc still loves to participate in the business decisions and operations of his founding companies. In 2003, Doc helped two of his grandchildren start a business, and they proudly adopted his original company name, Long Brothers. This company is now located in Winston-Salem, where they successfully operate 20 trucks and employ 23 full-time employees. These endeavors are commendable because only 3 percent of family-owned businesses ever make it to the third generation.

I ask my colleagues to join me in honoring Doc for his devotion to his family, his perseverance in all his business ventures and his honest and faith-

ful service to his country during World War II. His story should be an inspiration for us all.

CLOSING OF CIA'S BIN LADEN UNIT

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

Ms. WOOLSEY. Mr. Speaker, the more President Bush entangles this country of ours in the Iraq occupation, the less committed it seems he is to the real national security threat we face, global terrorism, al Qaeda and Osama bin Laden.

Over the holiday weekend, when few people were paying attention, it was reported that the CIA has closed down "Alec Station," its special unit that was charged specifically with tracking down and capturing Bin Laden.

We've sure come a long way since the immediate aftermath of 9/11, when the President promised to get him, dead or alive. So much for Sheriff Bush. The tabloids are doing a better job of hunting down Tom Cruise's baby than this administration is at finding bin Laden. But this latest decision is of a piece with the Bush approach to bin Laden.

In the fall of 2001, he had bin Laden cornered at Tora Bora, but the President let him get away by relying on local warlords rather than moving American troops in to finish the job.

And a few months later, at a White House press conference, the President's cavalier approach to bin Laden was on full display. "I don't know where he is," the President said. "I just don't spend that much time on him. I truly am not concerned about him."

Well, 300 million other Americans are concerned, and they want to know why we can spend hundreds of billions of dollars to occupy and foment civil war in Iraq, but we can't maintain a single intelligence operation office devoted to apprehending the man responsible for the murder of thousands of Americans. And this from a President who has never missed an opportunity to wave the flag of 9/11, to exploit that tragedy in order to score political points and justify the reckless use of American power in Iraq.

The evidence is clear. This President is not serious about fighting terrorism. If he were, he wouldn't have diverted energy and resources away from the struggle in order to chase this white whale in Iraq.

Saddam Hussein, as we know by now, was not an ally of bin Laden's and was not a threat to U.S. security. But by invading Iraq, President Bush has turned that devastated country into a jihadist breeding ground and made all of us less safe. The Iraq war has created terrorists rather than stopping them.

There is only one answer. It is time to bring the troops home and end the occupation of Iraq. Then we can redirect our resources, military and otherwise, toward finding bin Laden and

pursuing a true counterterrorism strategy, a counterterrorism strategy that instead of invading countries willy-nilly, makes use of multilateral partnerships and strong intelligence capabilities.

That, in addition to toppling the Taliban, would be the proper way to respond to 9/11. That would be the right strategy to meet the national security challenge of our time.

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

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

RAIL SECURITY

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Florida (Ms. CORRINE BROWN) is recognized for 5 minutes.

Ms. CORRINE BROWN of Florida. First of all, Mr. Speaker, I want to thank Congressman BENNIE THOMPSON for his hard work on the Homeland Security Committee and for working with the Transportation Committee in developing very important and long overdue rail and transit security legislation.

Yesterday, in India, bomb blasts ripped through their commuter rail network, killing 142 people and injuring over 350. This is a terrible tragedy and again raises the serious question as to whether we are prepared in this country for a similar attack. Sadly, the answer is no. No.

When it comes to rail and transit security in this country, this administration, the Bush administration, and this Congress deserve an F for failing to develop a plan to protect our daily transit and rail commuters from harm.

It has been over 2 years since the train bombing in Madrid, 3/11/04, and just last week the 1-year anniversary of the transit bombing in London. Yet the Bush administration has done nothing to protect this Nation's freight and transit rail system and its millions of passengers.

We spend over \$1 billion a week in Iraq. Let me repeat that. We are spending over \$1 billion a week in Iraq. We are spending over \$1 billion a week in Iraq, and yet the Bush administration can only come up with a measly \$136 million to protect this Nation's rail and transit system for an entire year. That is pathetic. But that is the kind of fuzzy math that this administration is famous for, and it needs to stop before American citizens pay the price for this stupidity.

We can't keep treating our rail infrastructure as second class citizens. We have dedicated billions of dollars to the airline industry and created a grants program for the ports. But we have done little to invest in the security upgrade of our rail infrastructure needs.

Fortunately for the traveling public, the legislation introduced by Congressman THOMPSON and myself and other Democratic Members require comprehensive security plans. And let me just say, security should not be a Democratic issue or a Republican issue. It should be an American issue. Clear up the red tape. Improve training and exercise programs, improve communications and intelligence, share authority and \$400 million in security improvement grants per year and add \$26 million for additional rail inspectors.

Most important, it will help make sure our community, our first responders and our rail workers are safe. These are the concerns I hear over and over again as ranking member of the Railroad Subcommittee. And I believe that this legislation takes the necessary steps to create a rail security program that protects passengers and keeps the trains running on time. The millions of Americans who use trains and transit for travel each year deserve no less.

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

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

RAIL SECURITY

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

Mr. THOMPSON of Mississippi. Mr. Speaker, last week marked the first anniversary of the London subway and bus bombing, which killed 56 people and injured more than 700 others.

Yesterday, we were reminded again of the terrorist threat to rail and public transportation systems when terrorists attacked trains in Mumbai, India, killing over 100 and injuring far more.

The victims of these attacks were ordinary people, not that different from many Americans who are going about their usual routine of commuting to work, school or terrorist sites.

After the London bombing, Congress called on the administration to move quickly to reinforce our Nation's rail and public transportation systems to prevent such an attack from happening on American soil. Just last month, we learned that this threat is real when it announced that al Qaeda had planned to attack New York subways using poisonous gas.

Yet, nearly a year after the London attacks, Mr. Speaker, the Bush administration has failed to produce a comprehensive strategy to secure America's rail and mass transit systems.

The administration also continues to focus almost exclusively on aviation security, spending \$9 per air passenger, compared to only one penny per rail and public transportation passenger.

The administration has also failed to ensure the front line employees of rail and public transportation systems are trained on how to prevent, prepare for and respond to a terrorist event.

Finally, Mr. Speaker, the administration has failed to devote significant resources to rail and mass transit research and development.

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Yet we all know that the only way we can truly secure subways and buses, which carry millions more passengers than airplanes, is through new technologies.

To close these security gaps, last month Congresswoman BROWN, myself, and other Democrats introduced the Rail and Public Transportation Security Act of 2006. This bill will require the Department of Homeland Security to secure rail and public transportation systems using many of the same tools it is already using to secure ports.

First, this bill requires a National Rail and Public Transportation Security Plan. Second, the bill requires rail and public transportation systems to submit vulnerability assessments and security plans for approval. Third, the bill requires rail and public transportation systems to train their employees on how to prevent, prepare for, and respond to terrorist attacks. Finally, the bill provides the resources and manpower needed to truly increase security.

First of all, we plan to provide \$400 million in authorized expenditures for a grant program dedicated to rail and public transportation security. Secondly, we authorize \$150 million over the next 3 years for advanced research and development to uncover new solutions to the security threats faced by rail and public transportation systems. Finally, Mr. Speaker, \$26.4 million per year is authorized over the next 6 years to hire 1,200 new rail security inspectors. For the record, there are only 100 rail inspectors in the country as we speak.

This Democratic bill provides genuine solutions to the security threats faced by rail and public transportation systems here in America. I urge my fellow Members on both sides of the aisle to support it.

REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H.R. 9, FANNIE LOU HAMER, ROSA PARKS, AND CORETTA SCOTT KING VOTING RIGHTS ACT REAUTHORIZATION AND AMENDMENTS ACT OF 2006

Mr. LINCOLN DIAZ-BALART of Florida, from the Committee on Rules, submitted a privileged report (Rept. No. 109-554) on the resolution (H. Res. 910) providing for consideration of the bill (H.R. 9) to amend the Voting Rights Act of 1965, which was referred to the House Calendar and ordered to be printed.