

Withdrawn/Redacted Material

The George W. Bush Library

DOCUMENT NO.	FORM	SUBJECT/TITLE	PAGES	DATE	RESTRICTION(S)
001	Presentation	Key Question	9	N.D.	P5;
002	Letter	[Letter] - To: POTUS - From: James Dobson, et al.	2	01/04/2006	P5;
003	Report	Proposal for Karl Rove	5	N.D.	P5;
004	Email	FW: Medicare Drugs - To: Karl Rove - From: Keith Hennessey	2	01/17/2006	P5;
005	Email	FW: - To: Karl Rove - From: Keith Hennessey	1	01/17/2006	P5;
006	Handwritten Note	[Notes]	2	N.D.	P5;
007	Invitation	[Invitation]	1	01/19/2006	P6/b6;

COLLECTION TITLE:

Records Management, White House Office of

SERIES:

Subject Files - FG006-27 (Office of Senior Advisor - Karl Rove)

FOLDER TITLE:

684519 [3]

FRC ID:

9752

RESTRICTION CODES

Presidential Records Act - [44 U.S.C. 2204(a)]

- P1 National Security Classified Information [(a)(1) of the PRA]
- P2 Relating to the appointment to Federal office [(a)(2) of the PRA]
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PRM. Personal record misfile defined in accordance with 44 U.S.C. 2201(3).

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DOCUMENT NO.	FORM	SUBJECT/TITLE	PAGES	DATE	RESTRICTION(S)
008	Fax Cover Sheet	Facsimile Transmittal Sheet - To: Karl Rove - From: Catharine Ryun	2	01/09/2006	P5; P6/b6;
009	Letter	[Letter] - To: Jim Towey - From: Franklin Graham	2	01/06/2006	P5;
010	Email	FW: Electric and Diesel Cars - To: Taylor Hughes - From: Karl Rove	2	01/05/2006	P5;
011	Email	Fw: Chuck Blahous Note - To: Taylor Hughes - From: Karl Rove	1	01/13/2006	PRM;
012	Presentation	Key Question	9	N.D.	P5;
013	Presentation	Building a New Democratic Majority	26	01/04/2006	PRM;

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014	Letter	[Letter] - To: Karl - From: Richard Hohlt	1	N.D.	PRM;
015	Fax Cover Sheet	Candidate for U.S. Attorney of Easter Virginia [with attachments] - To: Karl Rove - From: Walter Craigie	10	01/19/2006	P2; P5; P6/b6;
016	Letter	[Cuban Refugees] - To: Karl Rove - From: Jorge Mas	1	01/18/2006	P6/b6;
017	Letter	[Cuban Refugees] - To: Karl Rove - From: Jorge Mas	1	01/18/2006	P6/b6;

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F.

684519

Karl:

JAN - 5 2005
10:45

This is the letter I referenced in the director's meeting this morning. I have subsequently spoken with Jim and Tony.

-tsg

8605 Explorer Drive Colorado Springs, CO 80920 (719) 531-3400



Facsimile Transmission Cover Sheet
Fax Number (719) 548-5735

Sent To Mr. Karl Rove
 Senior Advisor to the President

Organization: The White House

Fax Phone #: 202/456-2130

Sent By: Debbie Nelson

Date: 1/4/2006

Subject: Correspondence to President Bush from Dr. James Dobson and Tony Perkins

Comments:

If there are any problems with the transmission of this fax, please contact the sender at extension 2280

Number of pages (including cover page): 3

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FORM	SUBJECT/TITLE	PAGES	DATE	RESTRICTION(S)
Letter	[Letter] - To: POTUS - From: James Dobson, et al.	2	01/04/2006	P5;

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USAID
FROM THE AMERICAN PEOPLE

To: Paul Hanle
Melissa B
Order to NSC. *gr*

Office of Public Diplomacy for Middle Eastern & MEPI Affairs

WASHINGTON, DC 20523

Phone: 202-712-5161

http://www.usaid.gov/about_usaid/presidential_initiative/diplomacy/index.html

Fax: 202-216-3237

Date: 1/17/2006

To: Mr. Karl Rove

Organization: The White House

Fax: (202) 456-1907

Phone: (202) 456-6257

From: Walid Maalouf

Director, Public Diplomacy for Middle Eastern & MEPI Affairs

Phone: (202) 712-5161

Subject: letter of invitation to President Bush

Number of Pages with Cover: 4

Comments:

Please see enclosed letters. Thank you.



U.S. AGENCY FOR
INTERNATIONAL
DEVELOPMENT

Walid Maalouf
Director
Public Diplomacy
Middle Eastern & MEPI Affairs

January 17, 2006

Mr. Karl Rove
Deputy Chief of Staff
and Senior Advisor
The White House
Washington, DC

Dear Mr. Rove:

I am enclosing a copy of the letter of invitation to President George W. Bush from the American Lebanese Coalition. I am writing you this note to ask for your full support of this invitation.

I have been working with the American Lebanese Coalition (ALC) since my first appointment at the UN. They are well organized and a very professional group. You personally have met Dr. Joseph Gebeily, President of ALC, at a Washington event on March 31, 2004, and you had a conversation with both of us.

This is a gathering focusing only on the unity of the Lebanese through the Cedar Revolution. I have been working for many years to unite the community in the United States for the same purpose and finally the ALC was the answer. It is also very important that you attend this function along with the President.

I look forward to hearing your thoughts and recommendations at an early date.

Sincerely,


Walid Maalouf



January 12, 2006

**Invitation to an Event Commemorating the Cedar Revolution
and
Honoring President George W. Bush**

The President,
The White House,
1600 Pennsylvania Avenue NW
Washington, DC 20500

Dear Mr. President:

The American Lebanese Coalition is honored to invite you to a major event in Washington DC in March of 2006 celebrating the

First Anniversary of the Cedar Revolution in Lebanon

The American Lebanese Coalition, an association of Lebanese-American Organizations, is proud to recognize you and your Administration for the unwavering support you have given to the people of Lebanon in their struggle to regain their freedom and independence after decades of occupation.

Last year, on March 14th of 2005, and in a move unprecedented in Lebanon and the Middle-East, about a million and a half Lebanese, almost a third of the population, took to the streets in mass protests demanding an end to the Syrian occupation. Demonstrations and protests persisted in what became known as the Cedar Revolution until Syrian troops withdrew from Lebanon on April 26, 2005 ending 3 decades of occupation. The Pro-Syrian government was also disbanded and the country witnessed its first free parliamentary elections in 30 years.

Mr. President,

The Lebanese acknowledge that none of this newfound freedom would have been possible without the resolute support of the United States under your leadership. The

Lebanese Cedar Revolution lends unambiguous validation to your Forward Strategy of Freedom to promote liberty and democracy in the Middle East.

As Americans of Lebanese descent, we wish to express to you our gratitude and sincere appreciation by holding this event in Washington DC on a date of your choosing in March 2006, ideally around March 14, commemorating the Cedar Revolution and honoring you and your Administration.

The member organizations in the American Lebanese Coalition have been fervent advocates of your vision and strategy, and have had an on-going relation with members of your Administration at the NSC, the Department of State, DOD, the US mission to the UN, and the USAID Office for Public Diplomacy, for the purpose of establishing the best of relations between the United States of America and a free, sovereign, democratic Republic of Lebanon. Furthermore, we have actively mobilized our grassroots in all 50 states in support of your programs and policies.

In addition to its member organizations, the American Lebanese Coalition is also engaging numerous other American Lebanese organizations in preparation for this important event.

We sincerely hope that you will accept this invitation to address the Lebanese-American community and grant us this opportunity to thank you.

Yours truly,

Joseph Gebeily, M.D.

President,

The American Lebanese Coalition

I can also be reached directly at 240-498-1895 or by email jgebeily@licus.org

Withdrawal Marker

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FORM	SUBJECT/TITLE	PAGES	DATE	RESTRICTION(S)
Fax Cover Sheet	Facsimile Transmittal Sheet - To: Karl Rove - From: Catharine Ryun	2	01/09/2006	P5; P6/b6;

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COLLECTION:

Records Management, White House Office of

SERIES:

Subject Files - FG006-27 (Office of Senior Advisor - Karl Rove)

FOLDER TITLE:

684519 [3]

FRC ID:

9752

OA Num.:

10776

NARA Num.:

10834

FOIA ID and Segment:

2015-0037-F

RESTRICTION CODES

Presidential Records Act - [44 U.S.C. 2204(a)]

- P1 National Security Classified Information [(a)(1) of the PRA]
- P2 Relating to the appointment to Federal office [(a)(2) of the PRA]
- P3 Release would violate a Federal statute [(a)(3) of the PRA]
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- P5 Release would disclose confidential advise between the President and his advisors, or between such advisors [(a)(5) of the PRA]
- P6 Release would constitute a clearly unwarranted invasion of personal privacy [(a)(6) of the PRA]

PRM. Personal record misfile defined in accordance with 44 U.S.C. 2201(3).

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FORM	SUBJECT/TITLE	PAGES	DATE	RESTRICTION(S)
Letter	[Letter] - To: Jim Towey - From: Franklin Graham	2	01/06/2006	P5;

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FORM	SUBJECT/TITLE	PAGES	DATE	RESTRICTION(S)
Email	FW: Electric and Diesel Cars - To: Taylor Hughes - From: Karl Rove	2	01/05/2006	P5;

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Special Reports

Diesel, Dirty No More

By Tara Baukus Mello

[Email](#)

Date Posted 11-09-2005

Diesel, once long ignored like the ugly stepchild of the fossil fuel family, has worked its way out of the dirty dungeon and made it to the ball. As in the Cinderella fairy tale, diesel's fairy godmothers, the auto industry and oil companies, have transformed it from a grimy, smelly mess into a serious contender for Prince Charming's hand. More importantly, fuel-efficient diesel vehicles are now serious contenders for Americans' garages, as buyers seek out the most painless solutions to high gas prices that aren't going down anytime soon.

The change from social outcast to debutante was not an easy one, but diesel may soon have many American suitors. Why? Today's diesel engines provide 20-to-40-percent better fuel economy and offer more torque at lower rpm when compared to their gasoline counterparts. Diesel engines are also substantially less harmful to the environment today than they were in the past — and are headed down the road to becoming even cleaner in the near future. While some automakers don't have plans to offer diesels in light-duty passenger vehicles just yet, all of the major manufacturers are taking a serious look at the technology.

Why Diesel?

There's a powerful impetus for the government to encourage diesel-powered vehicles in the United States: It would reduce our dependence on foreign oil. Of all the types of internal-combustion engines, the diesel engine is the most efficient: A given amount of diesel fuel can make more power than the same amount of gasoline. (For an overview on the diesel engine, read [How Hybrids and Diesels Work](#).)

According to the Department of Energy, if 30 percent of the passenger cars and light-duty trucks in the U.S. had diesel engines, U.S. net crude oil imports would be reduced by 350,000 barrels per day. To put this in context, U.S. crude imports averaged well over 20 million barrels a day in the first half of 2005, according to the [Energy Information Administration](#), a statistical agency within the Department of Energy, so diesel is only one piece of a more comprehensive solution to oil dependency.

The difficulty is in building diesel-powered vehicles that meet the emissions standards nationwide at a price that consumers are willing to pay. Much like hybrids, diesels require automakers to develop and implement more sophisticated technology to achieve emissions gains. This of course adds cost, which gets passed on to the consumer. On the plus side, Congress passed energy legislation in July 2005 that will give buyers of clean diesel vehicles tax credits of up to \$3,400 — an incentive designed to offset the increased cost of diesel technology in much the same way as the tax credits for hybrid vehicles.

Americans' interest in buying diesel-powered vehicles is on the rise. It's a popular topic in the Edmunds.com forums and the rising cost of gasoline makes diesel even more attractive. According to research by J.D. Power and Associates, the number of diesel-powered vehicles purchased by U.S. consumers will more than double by 2012.

Many U.S. consumers are already speaking with their wallets by purchasing light-duty diesel-powered vehicles, but you can only buy them new in 45 states. Currently, no light-duty diesel-powered vehicles are sold new in California, Maine, Massachusetts, New York or Vermont because of stricter emissions standards in those states. (Diesel-powered trucks, such as the heavy-duty versions of the Chevrolet Silverado/GMC Sierra, Dodge Ram and Ford F-Series, fall

under different emissions rules and they are permitted.)

Some In, Some Out

Between state restrictions on sales and tightening emissions standards (which will become even more stringent in 2007), many automakers have opted to stay out of the diesel market in the U.S. Still, others are pressing ahead. Volkswagen is moving forward with its diesel program, hedging its bets that the technology will be in place by the time the stricter standards take effect. DaimlerChrysler is also taking this route with its Jeep and Mercedes-Benz divisions.

Volkswagen has long been a proponent of diesel technology and currently offers diesel versions of its New Beetle, Golf and Jetta in the U.S. A diesel V10 version of VW's Touareg SUV was on the market for a short time, but was then removed by Volkswagen because of a change in an emissions rule. It is slated to return to the U.S. market in early 2006.

The diesel version of the Mercedes-Benz E-Class sedan, introduced in the U.S. in 2004, meets 45-state emissions standards. By eliminating sales in the five states with stricter standards, Mercedes-Benz is effectively reducing its sales potential by 40 percent. Yet the company has sold nearly one-third more E320 CDI vehicles than its initial annual projections, proving that diesels can be a hit with the public even when the two largest markets, California and New York, are not in play. Mercedes-Benz has said it will most likely offer diesel versions of its M-Class, G-Class and R-Class models in the U.S. in the future, though no firm dates have been set. The possibility of a diesel version of its S-Class is under consideration.

"It's our longer-term goal to make our diesel models available in all 50 states and, if the fuel suppliers are able to get the cleaner fuel, we are confident we can build diesel vehicles that will meet the future emissions standards," said Mercedes-Benz spokesperson Rob Moran.

The diesel version of the Jeep Liberty has also proved popular with buyers. Jeep is projecting sales of 10,000 Liberty CRD models for the 2005 calendar year — double what it originally projected. It's not a surprise when you consider that fuel economy is 22-percent better than in a comparably equipped gasoline Liberty, in addition to improvements in towing capacity and driving range. Jeep has added another 2,500 vehicles to its production schedule to meet the demand and the company is still unsure if that will suffice. Jeep is so encouraged by Liberty sales that it is assessing whether to adapt the powertrain to other vehicles.

Future Standards, Big Challenges

While the current emissions standards are different for diesel vehicles compared to gasoline engines, the new federal standards, which go into effect in 2007, require diesel-powered vehicles to meet the same pollution levels as gasoline models. In some areas, such as carbon-dioxide emissions, diesels are actually more environmentally friendly than gasoline, but pollutants such as nitrogen oxide and soot are a different story altogether. On average, the new standards would mean a 77-percent cut in nitrogen-oxide emissions and an 88-percent drop in particulate emissions to put diesels on an equal playing field with gasoline cars.

The big challenge is that the emissions control systems, which filter out nitrogen oxides and particulates, don't work well with today's U.S. diesel fuel, because our diesel fuel has a much higher sulfur content than Europe's. The EPA has mandated diesel fuel to be produced with lower sulfur content, but that change won't take full effect until 2006 and even then the fuel won't be comparable to Europe's fuel.

Several alternatives are being discussed about the best way to reduce emissions to meet future standards. One possibility is a system that would require a person to use an additive akin to adding windshield washer fluid. There's a concern, however, that owners won't add it regularly because there will be no noticeable difference in the vehicle without it — it simply won't be emissions-compliant. Another option is to use a component to trap the particulate matter, but these systems need to rid themselves of the matter somehow in order to be effective. Delphi has developed a fuel reformer that may provide a solution to this problem, but further testing is necessary.

At issue with creating a diesel engine that meets the stricter emissions standards of the future is

the long-term durability of the emissions control equipment. Toyota is one of several major automakers taking a conservative approach in the U.S., despite the fact that diesel-powered vehicles represent over 30 percent of its sales in Europe. "We're not there yet," said Mike Love, national regulatory affairs manager at Toyota. "We are not confident that we can meet standards for the useful life of the engine." Toyota, which is known for the longevity of its vehicles, notes that as the systems wear to 100,000 miles and beyond, they are no longer effective at meeting the emissions standards.

Wait-and-See Approach

Other automakers that currently offer diesels in other countries feel they could modify them to meet the tightened U.S. standards, but are concerned about adding too much cost to the vehicle. "We believe we can meet the new emissions standards, but it is questionable if it is feasible at a price point that makes it desirable to the customer," said GM spokesperson Nick Richards.

Ford, which is currently testing a diesel-powered Focus for the U.S. market, is undecided about whether to bring it to America within the next five years. "We want to make sure we can meet the new standards before we consider bringing it to market," Dick Baker, corporate technical specialist for Ford's Advanced Diesel Systems group, said.

Even BMW, which has succeeded in building diesel versions of nearly every model it manufactures for the European market has no plans to bring a diesel car to America. "If we could offer a 50-state clean diesel-powered car, the likelihood [of bringing it to America] would certainly be greater," BMW Product Communications Manager Dave Buchko said.

Shedding the Dirty Image

Even with the pressures of higher gas prices, one of the biggest hurdles for diesel to overcome is its reputation with the American consumer. Baby boomers are likely to remember the fuel crises of the 1970s and the failed attempt by General Motors to offer diesel drivetrains. Oh sure, the various diesel-powered Cadillacs started and ran... technically. But few consumers wanted to actually drive one. Others are likely to think of noisy, smelly, smoke-belching buses and large trucks that are still seen on the streets today. Still more may remember plugging in their diesels on cold winter nights only to find them hard to start in the morning. Today's diesel technology is none of these things.

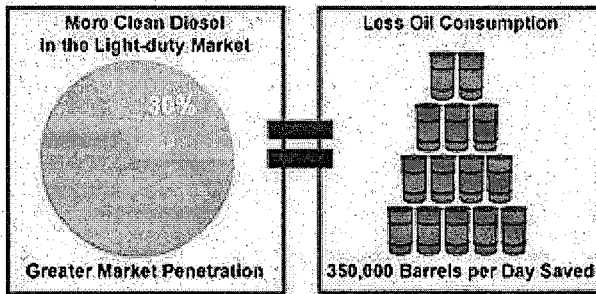
Let's take the 2006 Volkswagen Jetta TDI sedan with an automatic transmission as an example. Despite the fact that the diesel four-cylinder version has 50 less horsepower, it has more torque, especially at the all-important low-end: 177 lb-ft at a low 1,800 rpm versus 170 lb-ft at a higher 3,750 rpm in the base 2.5-liter, five-cylinder gasoline engine. What this means is that the TDI Jettas are likely to feel a tad quicker off the line than 2.5-equipped counterparts. More importantly, fuel economy is significantly improved: the diesel version is rated at 35 mpg city/42 mpg highway compared to just 22 city/30 highway with the gasoline model.

Opening Minds

The advances in diesel technology have opened the minds of many who were unsure that diesel could ever be an environmentally friendly alternative. Dr. Alan Lloyd is chairman of the California Air Resources Board (CARB), which is responsible for California's strict emissions standards. He noted that the auto industry is making greater advances toward cleaner diesel engines and that he would welcome sales of diesel vehicles in the state in the future, assuming they met gasoline passenger-car emissions standards.

Leon G. Billings, president of Clean Air Trust, describes meeting the new standards as a "tall order," but he is still hopeful. "The key to diesel technology for tomorrow's cars, SUVs and pickups is likely to be the availability of really clean fuel. Once the makers of emissions control technology are assured a sulfur-free fuel supply, they will be able to provide systems which will achieve standards for gasoline-powered vehicles."

More Miles To The Gallon



Diesel is the world's most efficient internal combustion engine – returning 20% to 40% more miles per gallon than comparable gasoline engines. Because of this inherent efficiency, diesel is the predominant power source for many important sectors of the U.S. economy – including **freight transport**, **public transportation**, and off-road vehicles used in **construction, agriculture and mining**.

Diesel is also poised to help improve the fuel economy of American **cars, pickups and SUVs**, without requiring sacrifices in power and performance like some other fuel-sipping alternatives. For example, the U.S. Department of Energy reports that if diesel vehicles reached a 30 percent market share by 2020, it would reduce U.S. oil consumption by 350,000 barrels a day.

New Tax Credits

The federal government has acknowledged that both clean diesels and hybrids will help boost U.S. fuel efficiency by making the two technologies eligible for the same advanced-vehicle consumer tax credits. Beginning January 1, 2006, consumers who purchase new diesel-powered cars, light trucks and SUVs may be eligible for up to \$3,400 in tax credits based on the weight, fuel efficiency rating and emissions level of the vehicle, as determined the U.S. Environmental Protection Agency. The credit is available through December 31, 2010. Read about the **clean diesel tax credits**.



Watch President Bush's recent remarks on the conservation and energy benefits of clean diesel technology.

Next Generation Efficiency

Engineers are pushing the envelope to improve diesel's efficiency even further. One example is the **diesel hybrid electric bus**. In head-to-head comparisons under laboratory conditions, diesel hybrid buses have demonstrated fuel economy improvements up to 60% better than conventional diesel or CNG. Most transit operators report real-world fuel economy improvements that range from 20% to 55%.

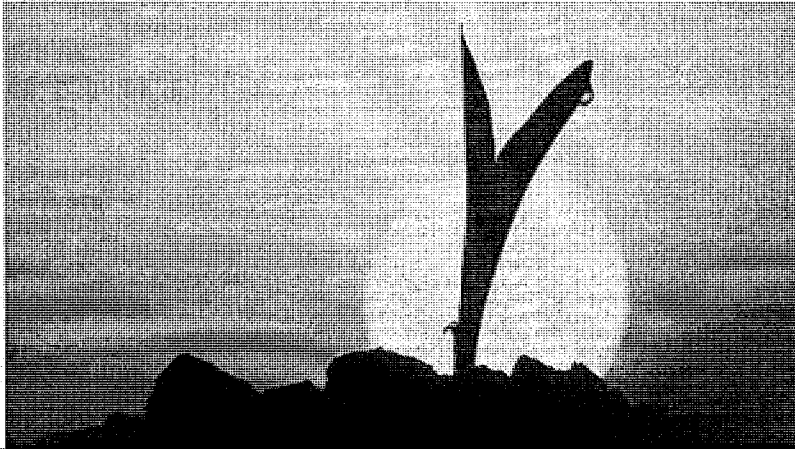
For a typical urban transit bus that travels 40,000 miles per year, diesel hybrid technology will save approximately 1,500 gallons of fuel per year. A fleet of 1,000 city transit buses operating on diesel hybrid propulsion could save 1.5 million gallons of fuel per year.

Stirrings in the corn fields

May 12th 2005

From *The Economist* print edition

Diesel fuel made from oilseeds, petrol replaced by ethanol made from corn, sugar or grain—or even straw. They're here and are starting to change energy markets



SPL

AMERICAN output of maize-based ethanol is rising by 30% a year. Brazil, long the world leader, is pushing ahead as fast as the sugar crop from which its ethanol is made will allow. China, though late to start, has already built the world's biggest ethanol plant, and plans another as big. Germany, the big producer of biodiesel, is raising output 40-50% a year. France aims to triple output of the two fuels together by 2007. Even in backward Britain a smallish biodiesel plant has just come on stream, and another as big as Europe's biggest is being built. And after long research a Canadian firm has plans for a full-scale ethanol plant that will replace today's grain or sugar feedstock with straw. Output is still tiny compared with that of mineral fuels. But the day of the biofuel has arrived.

The reason is simple. Forget greenery or energy security, the grounds on which governments justify subsidising biofuels. Just take the past year's soaring price of mineral fuels, subtract the biofuel subsidy, and the answer is plain: for the user, biofuels are currently cheaper. Indeed, in America's corn (maize) states, locally produced ethanol is close to being competitive even without subsidy; imported Brazilian ethanol could have been so long ago, had not a federal tax credit for ethanol, originally 54 cents per American gallon, been carefully balanced by a 54 cent tariff.

Though production methods are rapidly evolving, the new fuels are new only in their rampant growth. An engine that Rudolf Diesel showed at the 1900 World Exhibition in Paris ran on peanut oil, and biodiesel has been in small-scale use here and there since the 1930s. You can make it from animal fats, oilseeds, used cooking oil, sugar, grain and more. Indeed, you can feed your diesel vehicle with cooking oil from the supermarket and it will run, until (as they will) the filters gunge up. As for ethanol, Henry Ford was an enthusiast for crop-based ethanol in the 1920s.

Modern uses were sparked by the oil shock of 1973. Brazil, rich in sugar-cane but not oil, led the way, building cars adapted to burn pure ethanol until the late 1980s, when sliding oil prices and rising sugar prices made sugar a more profitable end-use

for the cane growers and the subsidy for ethanol too costly for the state. In 1989-90 ethanol pumps began to run dry, and sales of these cars collapsed.

Today, both biofuels tend to be used in mixtures. Europeans typically use B5—standard diesel, blended with 5% biodiesel, usually made from rape (canola) oil. In America, many drivers, often unaware of it, are using E10 gasoline 10% ethanol, 90% standard gasoline.

But the proportions can be higher than that. Some American and Canadian public-sector vehicles run on B20. Californians use unmixed, 100% biodiesel, and, with additives to keep it usable down to -20°C , it is sold even in such colder places as Germany and Austria. As for ethanol, in its pure form it can damage standard gaskets and hoses. But, to meet Brazil's supply problems, carmakers there, already familiar with the stuff, in 2003 brought in flex-fuel engines that can run on any ethanol-petrol blend you like; at present 75% to 25% is standard. These now win 30% of new car sales there. The American version of flex-fuel runs on E85 (in practice, 70-85% ethanol, depending on the region and the season). Already America has 4m such cars, and they are multiplying. So are E85 pumps for them. Indeed, the corn-state press delights in anecdotes of John Doe who habitually fills his ancient Chevy with E85 and avers that it suffers no harm.

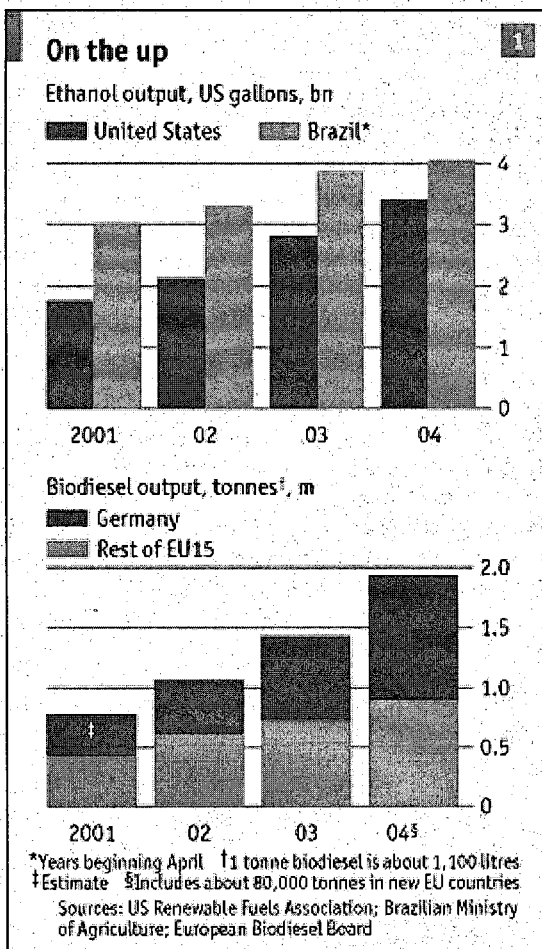
If he's right, he is no fool: E85 (though not E10) gives a bit less oomph per gallon than standard fuel, but even so he is saving money. Supply constraints may prevent E85 being the future of ethanol in America. But if the oil price stays high, Mr Doe and other penny-pinchers will certainly be using more biofuel.

The oil companies were originally far from happy to see their filling stations openly selling a rival fuel. They are still not eager. But pro-ethanol pressure has grown. America's environmentalists favour it (except the purists who object, truly enough, that the real green issue there is not the fuel but the cars that guzzle it). And the law, in some areas, is with them. Anti-smog rules require a clean-burn additive to petrol, and one formerly favoured, known as MTBE, turned out to have nasty properties, and is being phased out. Ethanol—as such, or used roughly half and half with another chemical in a compound known as ETBE—can do the job.

There is pressure too from the corn-growers, gleefully envisaging a huge new market; and hence from their politicians. The market is big already: of America's 255m tonnes of maize last year, 30m went into ethanol. One or two states have adopted mandatory requirements for a certain use of this fuel; Minnesota requires E10 as a minimum, and its legislature has just voted to make that E20. A federal bill launched in March, calls for the use of eight billion gallons of biofuels a year by 2012.

This and less ambitious bills are still merely bills, not law; and even eight billion gallons, though near double this year's likely American output, looks trivial beside total motor fuel use, which already exceeds 175 billion gallons. Yet if oil stays high that target may be exceeded, law or no law, greens or no greens, because drivers will demand ethanol.

Do the sums



The arithmetic is simple. Ethanol's federal tax credit is by now 51 cents per gallon (in European terms, 10.5 euro-cents per litre). So-called "small" producers, making up to 30m gallons a year, get an extra 10 cents. Several states add their own tax breaks, which can be worth 10-20 cents a gallon. Say, very crudely, 70 cents in all: 7 cents per gallon of E10, and nearly 60 cents for E85.

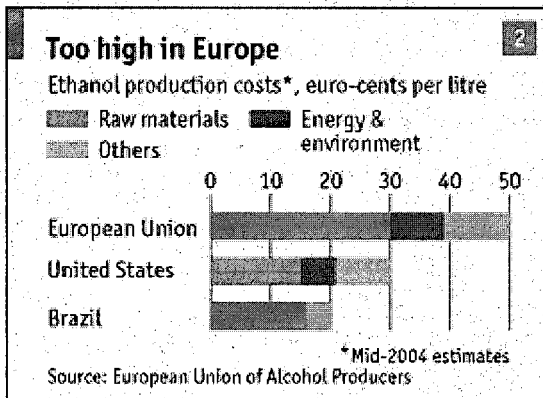
The subsidies in theory go mostly to the blender; how much in fact ends up with whom depends on the market, and is not simple at all. Witness some figures from filling stations in Minnesota—the E85 capital of America—in early May. The pump price of the E10 gasoline standard in that state varied little, from around \$1.90 a gallon to \$2.10. E85 prices varied more, from about \$1.50 to \$1.80. And the gap between the two varied wildly: 26 cents in Austin, 34 in Owatonna, 45 in Eagan and Shakopee, 50 in Redwood Falls, 58 in Alden.

Say, typically, 35-45 cents and what the figures show is again simple, and conclusive: at today's prices, in that corn state, the wise driver buys subsidised E85 ethanol if he can; and it is only 10 cents or so from being cheaper than standard gasoline even were there no subsidies at all.

Other obstacles may be on the way out. Even now, a new flex-fuel car costs barely more than a standard one. There is little reason for any real differential, and as these cars gain popularity there may be none—as in Minnesota already. Guarantees have been a trouble: John Doe and his Chevy are past caring, but would you buy a brand-new car and risk invalidating its guarantee by using E85? But the car makers' attitudes are changing.

Guarantees are especially relevant to America's infant biodiesel industry. A heavy truck or combine harvester is a big investment to put at risk. But Case, a leading farm-equipment maker recently extended its guarantees to B5 (and at another, John Deere, machines leave the factory filled with B2). Volkswagen has just done likewise, as it and others did long ago in Europe, for its diesel-engined cars, a rare species in America, but now spreading.

American output of biodiesel is still trivial: last year 30m gallons, in a total on-road diesel consumption of 36 billion. A year ago, biodiesel cost about 20-30 cents a gallon more than petro-diesel. But in October a new law gave it too a federal tax credit: one cent for every 1% of biodiesel in the mix. Oil prices are higher now. And new rules requiring diesel in 2006 to be all-but free of sulphur will help. Taking the sulphur out makes the fuel less slippery; adding biodiesel can make it more so.



The story has been much the same in Europe, though the leader there is biodiesel. In Germany, where more than half of all cars are diesel-engined, pure biodiesel, retailed as such, has long escaped fuel tax. In January 2004 blends up to B5 were legalised, and the exemption was extended, pro rata, to them. Per "biolitre", it is now worth €0.47 (in American terms, \$2.30 a gallon). Italy takes off 40 euro-cents, France 33 (though both governments set a quota for output), Spain and Britain 29.

The public hears little of these tax breaks: in Germany or in France—where pure biodiesel is not sold—the driver looking for "diesel" seldom knows, or cares, that he may be getting B5. And even in Germany the pure stuff is available at only one filling-station in ten, thanks to the hostility of the oil companies. But where it is, drivers are eager for it: it is 10-12 euro-cents a litre cheaper than plain diesel. Big users buy in bulk, to blend for themselves at whatever percentage they like. And demand from the oil companies, since blending was authorised, has given Germany's biodiesel producers a huge boost.

Go, diesel, go!

As in America, there is also political pressure, though the politics, so far, is more that of the green lobby than the farmers. The European Union, unlike the United States, has ratified the Kyoto treaty on emissions and the environment, and the EU authorities in 2003 issued indicative targets for translation into national law: 2% of motor-fuel consumption should be biofuel by 2005, and 5.75% by 2010.

Many of the 25 EU governments have thumbed their noses at Brussels. In February, the European Commission sent warnings to 19 for failing to put their targets into

law; and later to nine for not even fixing targets. Even of those that have, many picked figures below the EU's hopes. The politics sounds like a typical EU non-event.

In fact, not so: EU governments dislike being tied down by Brussels, but few will mind tying down their own citizens, or at least cajoling them with tax breaks. And there is national pressure for that, from committed greens below and ministers eager to look green above. Even Britain's government this year extended its biodiesel subsidy to bioethanol too. France is to enlarge the quotas of biofuel output that qualify for subsidy.

Yet in the end it is the market—producers,, intermediaries and consumers—that will decide. And there are already signs that, given the price signals (and the supply of raw materials) they may in time leave governments behind.

Really? In America and Europe alike, that today looks far from likely. And if oil prices slump, the signals will not come. Yet look at the response, already visible, to the leap in oil prices and the biofuel savings or profit opportunities it represents.



Reuters Pick your mix

In America, by late 2005 ethanol capacity may hit 4.4 billion gallons a year, against 3.4 billion in 2004. There are 84 existing plants, 16 being built, and new projects galore. And while one big grain firm, ADM, used to dominate the ethanol industry, many are backed by local farmers, eager for a new outlet as corn prices have slid. In Missouri, 730 farmers put in \$24m of \$62m needed for a 50m-gallon plant—a size that reflects the cost of corn transport.

State governments aid such plants. Missouri gives producers 20 cents a gallon for their first 12.5m gallons, 5 cents for the second. Besides \$7m for an ethanol research centre, and freeing biofuels from state sales tax on biofuel, Illinois has put \$4.8m into one project to help it raise other capital. North Dakota has done likewise. Predictably, though, enthusiasm is abruptly reversed if the fuel is not American-made (or even, in some cases, made from home-state corn). The import tariff apart, two bills came up in the Senate last year to block the small volume from Brazil that could avoid it by being partly processed in the Caribbean basin.

Sprouting plants

In Europe, Germany's biodiesel producers say output has trebled since 2002 to maybe 1.5m tonnes (about 1.7 billion litres, or 450m American gallons) this year, as new plants come on stream. The producers say that by now 4% of all diesel sold there is theirs—over 2% of all motor fuel already, even if ethanol were never to make its mark there (as it certainly will).

France's biggest diesel producer, Diester Industrie, already making 250,000 tonnes a year at Europe's biggest plant, near Rouen, plans to double another plant in the north to 200,000 tonnes, and build a 160,000 tonne one in central France. It is also in talks with Cargill, an American grain and oilseed giant, about yet another plant at west-coast Saint-Nazaire.

In Britain, though half of all motor fuel sold is diesel, biodiesel use has been tiny. But a new 50,000-tonne Scottish plant is due to be overtaken later this year by a 250,000-tonne monster on Teesside, near the east coast. And, with partners, Tesco, a supermarket giant that also runs filling stations, plans another east-coast plant. It will not be huge, but in Britain Tesco's name could give biofuels a huge boost.

So, in a different way, may the decision of Fortum Oil, part of Finland's Neste conglomerate, to build a 170,000-tonne biodiesel plant at its Porvoo refinery near Helsinki, which now makes 4m tonnes of conventional diesel. The oil companies' war with biofuels has already become a truce; now it may become an alliance. Not all their skills are transferable: coastal biofuel plants, like refineries, have an eye on bulk, seaborne inputs, but most of Europe's biodiesel is made from rapeseed (or rape oil) brought in by truck, not tanker or pipe. It is the economics of supply, more than distribution, that inspire the wide spread and relatively modest size of biofuels plants. But the oilmen are mighty.

Europe's coming ethanol boom in part reflects a different aspect of supply: its source. Italy has just cut the total of its biodiesel output eligible for tax relief, switching the money to ethanol. A greener fuel? No. But the rape or soya that go into biodiesel are not common crops in Italy; the grain, sugar or wine used for ethanol are.

Likewise, France's tax-aided biofuel push will be more ethanol-slanted than its far bigger biodiesel industry thinks fair. Lo, wheat and sugar beet, the main inputs for ethanol there, matter far more to French farmers than rape does. Three new German ethanol plants, due to make about 500,000 tonnes a year, mostly from rye, will eat near three times that weight of grain—3% of Germany's total harvest. No wonder the EU's offer to take a billion litres (near 800,000 tonnes) a year of Brazilian ethanol duty-free alarms EU farmers; they want imports limited, as in America, to a percentage of EU output. And as the EU cuts direct subsidies to farmers, their search to open, but then protect, new outlets will surely gain influence.

There may be good news for them (and, for once, for EU buyers of their products too). A firm from Spain, Abengoa, is the European leader in ethanol, with 260,000 tonnes of capacity there, and 160,000 more on the way. Big also in America, it hopes, using its experience there, to build the EU's first maize-based plant, in south-west France. But it may lead Europe in a far more significant direction than that.

The biofuellers make much of their green credentials. Critics claim their stuff takes more energy to make than it gives out; not so, say allies, citing advances in technology. But neither greenery nor energy-efficiency is the real issue. It is double-headed. First, can they compete, unsubsidised, with mineral oil? Not yet in biodiesel, says German experience. Nor in Europe's ethanol, says Abengoa's boss, Javier

Salgado: oil would have to reach \$70 a barrel. But in America, yes, at about \$50 a barrel. So...

And another thing

Second, can they compete with each other? The big transatlantic difference is in raw material costs: about 30 euro-cents (39 American ones) a litre in the EU, half that figure in America or Brazil, lament the EU's ethanol-makers. The Brazilians gleefully agree. They expect to make some 16 billion litres of ethanol this year, about as much as America. And overall, they say, American ethanol costs 50% more to make than theirs, European ethanol 150%; their stuff, they claim, became competitive with petrol, at pre-tax prices, in 2002. By 2010 their state oil company, Petrobras, hopes to be exporting 8 billion litres a year.

So, in a free-market world, only Brazil and the traditional oil companies would be keeping transport moving? Not necessarily. Biofuel technology is rapidly advancing. Even in Europe, Abengoa reckons its ethanol could compete with mineral fuels within ten years. And a new technology, aided by some biotech, may both cut costs and ease raw-material constraints. Mr Salgado's firm, under an EU contract since 2003, has been studying how to make ethanol not from grain but straw.

It is not alone—nor indeed first. A Canadian firm, Iogen, backed with capital not just from the government (which freed ethanol from federal tax in 1992) and ex-state-owned Petro-Canada, but from Shell, opened a pilot plant for such cellulosic ethanol a year ago. It now plans a full-scale one in the Canadian prairies or Idaho. Another firm has begun studying a plant, proposed for British Columbia, using wood. America's Department of Energy heavily finances similar research, and enthusiasts there say that within 20 years the result could cost only 80 cents a gallon, well below today's gasoline cost. And in a study, *Growing Energy*, put out last December, serious dreamers claim that by 2050 cellulosic biofuels, mainly ethanol from switchgrass, a native American plant, could total nearly 120 billion gallons a year—over two-thirds of today's total motor-fuel needs.

That is blue-sky stuff, and none of this is sure to happen: if the oil price were to slump (or, as America's wind farms have shown, if subsidies yo-yo), much may develop much more slowly or never. But the old idea of biofuels as merely a green diversion from the real world can no longer hold. Fine, when oil was \$20 a barrel; not even oil companies believe it now.

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FORM	SUBJECT/TITLE	PAGES	DATE	RESTRICTION(S)
Email	Fw: Chuck Blahous Note - To: Taylor Hughes - From: Karl Rove	1	01/13/2006	PRM;

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SERIES:

Subject Files - FG006-27 (Office of Senior Advisor - Karl Rove)

FOLDER TITLE:

684519 [3]

FRC ID:

9752

OA Num.:

10776

NARA Num.:

10834

FOIA ID and Segment:

2015-0037-F

RESTRICTION CODES

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Records Not Subject to FOIA

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684517

Hughes, Taylor A.

From: West, Christal R.
Sent: Wednesday, January 18, 2006 12:51 PM
To: Hughes, Taylor A.
Subject: FW: UK- HRH Prince of Wales

Send to Al Hulsebrook

Attachments: COP-UK-TRHs 11-16-05 thank you ltr.pdf



COP-UK-TRHs
1-16-05 thank you..
FYI for Karl

-----Original Message-----

From: Ensenat, Donald B [mailto:EnsenatDB@state.gov]
Sent: Wednesday, January 18, 2006 12:43 PM
To: West, Christal R.
Cc: Gottesman, Blake
Subject: UK- HRH Prince of Wales

Chief-

I want to thank you your sage advice to stay and organize the Royals visit rather than join the POTUS trip to South America. Per the attached note, the visit was not only well received by the Royals, but in addition has resulted in a significant dividend for New Orleans. The Prince's Foundation for the Built Environment has offered to become involved in the rebuilding of the city.

Joe Canizaro will travel to the UK and meet with HRH and the Foundation on March 10.

Please let the boss know since he was part of the initial conversation after the WH dinner between HRH and Joe about the Foundation becoming involved.

Enzo
Donald Burnham Ensenat
Ambassador
Chief of Protocol
202-647-4543
EnsenatDB@state.gov
<<COP-UK-TRHs 11-16-05 thank you ltr.pdf>>

**BY VAN
STRICTLY PRIVATE**

Ambassador Ensenat,
Chief of Protocol,
The White House

**BY FIRST AVAILABLE BAG - OUTWARD BAG ROOM
FOREIGN AND COMMONWEALTH OFFICE**

C.



CLARENCE HOUSE

16th November, 2005

Dear Ambassador,

My wife and I just wanted to thank you for all the care you took to ensure that our visit to the United States was so rewarding and enjoyable – you could not have taken more trouble to make us welcome. I can well imagine the extra work that these visits inevitably generate and I do hope that you will pass on to your staff our heartfelt thanks and good wishes.

We were particularly touched when we realised that you had delayed your departure for South America in order to help supervise our inspiring, if harrowing, visit to your home city of New Orleans. I do hope that it may be possible for my Foundation for the Built Environment to do something to help support the reconstruction effort there...

This comes with our warmest good wishes and heartfelt thanks.

Yours most sincerely

Manny and Camille

684519

MEETING WITH THE CHIEF OF STAFF

Tuesday, January 17, 2006
1:05 p.m. – 1:50 p.m.
Oval Office

Purpose: To discuss energy policy.

Participants: Secretary Card
Karl Rove
Steve Hadley
Dan Bartlett
Al Hubbard
Candi Wolff
Ben Bernanke
Steve McMillin
Neil Patel

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FORM	SUBJECT/TITLE	PAGES	DATE	RESTRICTION(S)
Presentation	Key Question	9	N.D.	P5;

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Subject Files - FG006-27 (Office of Senior Advisor - Karl Rove)

FOLDER TITLE:

684519 [3]

FRC ID:

9752

OA Num.:

10776

NARA Num.:

10834

FOIA ID and Segment:

2015-0037-F

RESTRICTION CODES

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JAN 18 2005
5:50 pm.684519
State of Louisiana

EXECUTIVE OFFICE

Baton Rouge

70804-9004

POST OFFICE BOX 94004
(225) 342-7015KATHLEEN BABINEAUX BLANCO
GOVERNOR

January 17, 2006

Mr. Karl Rove
The White House
1600 Pennsylvania Avenue NW
Washington, DC 20500

Dear Mr. Rove:

I am writing to express strong support for the Manufacturing Extension Partnership of Louisiana, MEPoL, an affiliate of the Manufacturing Extension Partnership (MEP) program. Louisiana's MEP, MEPoL recently received the Governor's Lantern Award in recognition of being the most effective non-profit organization in support of execution of our state's economic development strategy. I would like to urge you to support a funding level of \$106 million for the MEP program in the President's fiscal year 2007 budget request, which is the level provided by Congress in fiscal year 2006.

The MEP assists America's small manufacturers and helps boost productivity, sales, investment in modernization, and employment. Manufacturing contributes significantly to the economic growth of our state's and nations' economy, and small manufacturers are the engines that increase productivity and job growth. In Louisiana, the 5,357 manufacturers employed 148,600 prior to Hurricane Katrina. As of December, 140,000 workers are employed by manufacturers with an hourly wage of \$17.39. Eleven percent of our state economy is from the manufacturing sector. This is the second largest industry in our state. The MEP program helps small and mid-sized manufacturers modernize to compete in the demanding global marketplace, maintain jobs in America, and continue driving a higher standard of living in the United States. MEPoL has served more than 800 manufacturers since 1997.

The MEP program is one of the most successful federal/state/private partnerships in government. The MEP's clients experience productivity gains that are more than four times greater than comparable firms that did not receive MEP assistance, which is significant because productivity growth is closely correlated with earnings. Wages, profits, and our standard of living rise as the same worker produces more in the same amount of time. MEPoL clients are increasing sales, hiring workers, and investing in plant modernization. Since 1997, MEPoL clients that have answered surveys have reported \$39.2 million in increased or retained sales, 709 new or retained workers, \$15 million in cost savings, and \$24.3 million in new plant and equipment as a direct result of their MEP projects. In 2003, the national MEP program reported increased or retained sales of \$4.121 billion, created or retained 50,000 workers nationwide, cost savings of \$686 million, and investments of \$912 million in new plant and equipment as a direct result of their MEP projects.

The MEP's assistance is critical to Louisiana's small manufacturers. To maintain the program's high level of performance, we respectfully request that you provide \$106 million for the MEP in fiscal year 2007.

Sincerely,

Kathleen Babineaux Blanco
Governor

c: Maggie Grant

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FORM	SUBJECT/TITLE	PAGES	DATE	RESTRICTION(S)
Presentation	Building a New Democratic Majority	26	01/04/2006	PRM;

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FORM	SUBJECT/TITLE	PAGES	DATE	RESTRICTION(S)
Letter	[Letter] - To: Karl - From: Richard Hohlt	1	N.D.	PRM;

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FORM	SUBJECT/TITLE	PAGES	DATE	RESTRICTION(S)
Fax Cover Sheet	Candidate for U.S. Attorney of Easter Virginia [with attachments] - To: Karl Rove - From: Walter Craigie	10	01/19/2006	P2; P5; P6/b6;

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684519

THE WHITE HOUSE
WASHINGTON

Date: 1/19/06

To: Ken Rapuano

From: Deputy Chief of Staff Karl Rowe

Christanner
6-4574

- FYI
- Appropriate Action
- Direct Response
- Prepare Response For My Signature
- Per Our Conversation
- Let's Discuss
- Per Your Request
- Please Return EE03488
- Deadline
- Other

Comments: Please help draft a reply
on Karl's behalf

Ken Rapuano to draft reply

Hughes, Taylor A.

From: Karl Rove [KR@georgewbush.com]
Sent: Wednesday, January 18, 2006 1:46 PM
To: Hughes, Taylor A.
Subject: Fw: On behalf of Jorge Mas

Attachments: wetdry.pdf



wetdry.pdf (140 KB)

*to make on
stuff appears*

-----Original Message-----

From: Cristina Canales <Cristina.Canales@mastec.com>
To: kr@rove.com <kr@rove.com>
Sent: Wed Jan 18 13:45:30 2006
Subject: On behalf of Jorge Mas

<<wetdry.pdf>> <<wetdry.pdf>>

-----Original Message-----

From: Cristina Canales
Sent: Wednesday, January 18, 2006 1:44 PM
To: Cristina Canales
Subject: Scanned document <2 pages ~140 KB> -- 1/18/2006 1:43:07 PM

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January 18, 2006

Mr. Karl Rove
Sr. Advisor to the President
1600 Pennsylvania Avenue
Washington, D.C. 20502

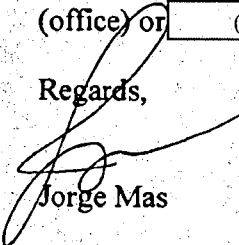
Dear Karl:

I hope you and your family are doing well and I want to wish you many blessings in 2006. I am writing you concerning my thoughts on the current crisis in South Florida regarding the "wet-foot/dry-foot policy" on Cuban refugees seeking freedom and the recent decision to return 15 rafts including women and children, contending that an abandoned bridge in the Florida Keys is not U.S. territory. These actions, as you may know, have spurred a letter writing campaign, a hunger strike by the leader of the Democracia movement and harsh words and criticism from Senator Mel Martinez and the Cuban-American congressional delegation.

I would like to offer a solution which protects the national security interests of the U.S. by stemming the illegal smuggling of Cuban refugees which accounts for a large percentage of these cases by removing the economic incentive of recently arrived Cuban exiles to pay smugglers by directing their efforts and funds to an orderly and legal process by which they can claim their family members. Any attempt to arrive via the Florida straits would forfeit their ability to enter the United States. Only in this fashion can we avoid the ugly and unfortunate incidents we have been witness to. I have attached an outline of the plan which is being supported by a wide and multi-ethnic cross section of our community. I can elaborate on this at your convenience.

I look forward to discussing this further with you and may be reached at 305-599-2563 (office) or (b)(6) (cellular).

Regards,


Jorge Mas

PROPOSAL FOR A VIABLE ALTERNATIVE TO THE "WET FOOT/DRY FOOT" POLICY

The recent images of Cubans dying in the Florida Straits are a sad reminder of what has been happening all too often when Cubans try to make it to freedom's shores. The Cuban American National Foundation (CANF) believes its duty to call attention, once more, to this ongoing human crisis at sea and to offer a sensible, viable alternative to the continued loss of lives in the Florida Straits.

The CANF is convinced that a common sense solution that balances the prevention of these human tragedies with the fundamental national security concerns of the United States can be found.

Throughout the year 2005 we saw a substantial increase in almost equal numbers of "wet footers" and "dry footers" along with countless human tragedies at sea, including several who died while in the process of being interdicted by the Coast Guard. Legitimate freedom seekers, many dehydrated and disoriented, are subjected to interviews aboard a Coast Guard vessel in circumstances that clearly conspire against a fair assessment of their eligibility for asylum.

A close look at the demographics of those who take to the sea, reveals that the overwhelming majority are young families with close relatives in the United States who pay smugglers or drive themselves fast boats for the trip to Florida. Most of the U.S. relatives, being recent arrivals themselves, lack priority status to claim their family or face many years of an extended procedural wait for family reunification.

Meanwhile, in compliance with the Immigration Accord of 1995, the United States has been issuing up to 20,000 immigrant visas annually to Cuban nationals under a lottery system whose names are extracted from a list of applicants originally made a decade ago and by now substantially depleted. The Cuban government has steadfastly refused to allow a renewed process of application. Soon, the United States will be confronted with no names from which to comply with the requirements of the Accord while thousands of relatives of previous immigrant visa lottery winners risk their lives in pursue of freedom and family reunification.

The result is that the United States, since 1995, in an effort to control the immigration of Cuban nationals, has been implementing a policy that, in effect, impedes legitimate family reunification while rewarding luck, illegality and risk taking.

Recognizing that the overwhelming majority of those who take to the seas have relatives in the United States, CANF's proposal encourages family reunification by establishing a "set-aside" program, within the current 20,000 visa limit, that apportions visas to eligible applicants on the island, targeting those whose families currently reside in the United States as well as *bona fide* political refugees. To encourage compliance and minimize attempts at illegal entry, potential applicants would forfeit their consideration for visas altogether if they make any attempts to enter the United States via the Florida Straits.

The program could be implemented within the same or similar guidelines as those established under the Agreement signed in 1988 between CANF's Cuban Exodus Relief Fund and the Immigration and Naturalization Service of the United States. That Agreement, executed during the Reagan and Bush (father) Administrations, unified in the United States over 10,000 Cuban families in three years at no cost to the U.S. taxpayer. Through CANF, the Cuban-American community committed sufficient resources to provide for relocation expenses, jobs, living quarters and health insurance for the new arrivals.

With the sincere desire to find a viable, effective solution to the incessant loss of lives in the Florida Straits, CANF is prepared to provide a detailed proposal as well as the commitment that the new arrivals will become a valuable asset, not a burden to the taxpayers of this Country.



January 18, 2006

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Sr. Advisor to the President
1600 Pennsylvania Avenue
Washington, D.C. 20502

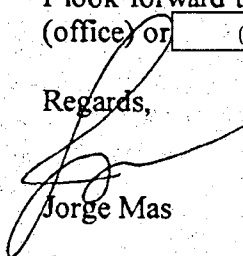
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*** TX REPORT ***

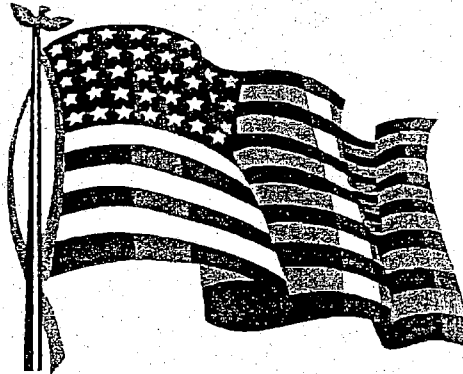
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FAX Cover Page



Date: 2-6-06 Time: 4:45

Number of pages (including this page): 7

To: Chris Tanner

From: Chad Millison

FAX: 6-2967

F: Colonial Williamsburg Christmas

684519

RANDALL F. WRIGHT

ATTORNEY AT LAW

400 CAPITOL MALL, SUITE 900
SACRAMENTO, CALIFORNIA 95814
TELEPHONE (916) 601-9128

January 3, 2006

2006 JAN 19 AM 9:48
STRATEGIC INITIATIVES
NRW

Colin G. Campbell
Chairman, President, and Chief Executive Officer
Colonial Williamsburg Foundation
PO Box 1776
Williamsburg, VA 23187-1776

Dear Mr. Campbell:

I am a member of the Colonial Williamsburg Foundation. I enjoy visiting Williamsburg, the 18th-century capitol of the colony of Virginia. I applaud the foundation's preservation and interpretation of it. I invite the foundation to reconsider how it interprets Colonial Williamsburg, however, or face a boycott until necessary change occurs.

More specifically, the foundation's "Special 2005 Holiday Edition" of *Colonial Williamsburg* magazine pains me. The magazine overlooks discussing — at Christmas — the most obvious, historically important, and unifying feature of Williamsburg's leading colonial residents and visitors: their Christianity. The foundation's website (www.history.org) similarly neglects discussing this feature. Whether accidental or intentional, this omission should, and can easily, be corrected. The foundation may either solicit articles on the subject or seek permission to reprint material already written.

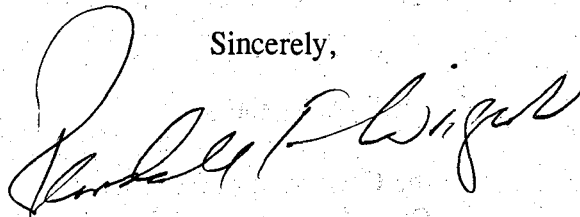
For example, the Christian heritage of colonial Williamsburg is detailed in Catherine Millard's book, *The Rewriting of America's History* (Christian Publications, Inc., 1991, softcover, pp. 291-306). Millard's book also documents the Christianity of Williamsburg's prominent colonial residents and visitors who helped create our republic, including:

- ▶ George Wythe
(Millard's book, pp. 291, 294, 296-297);
- ▶ Thomas Jefferson
(pp. 91-109, 138, 260, 291, 294, 296-299, 301);

Unless I see the foundation inform the public, at least in Colonial Williamsburg's magazine and website in **2006**, about the Christianity of Williamsburg's leading colonial residents and visitors, I will stop supporting the foundation's secularization of Colonial Williamsburg, and *I will trumpet a boycott of all things Colonial Williamsburg, starting in 2007*, until such teaching begins.

It is now time for courageous leadership against worldly attempts to conceal God's historical impact on our nation's founding fathers who populated and visited Colonial Williamsburg and helped create our democracy. Without Christ, there is no Christmas.

Sincerely,



RANDALL F. WRIGHT

P.S. I authorize anyone who receives this to copy, distribute, publish, and/or quote it in whole or in part, for "*A city on a hill cannot be hidden. Neither do people light a lamp and put it under a bowl. Instead they put it on its stand, and it gives light to everyone in the house.*" MATTHEW 5:14-15. God bless you, Mr. Campbell, God bless your colleagues in the Colonial Williamsburg Foundation, and God bless America.

cc:

George Allen
 Roger Ailes
 Philip Anschutz
 John Ashcroft
 Fred Barnes
 David Barton
 Morton Blackwell
 Roy Blunt
 Clint Bolick
 Michael Bowman
 Brent Bozell
 Jeffrey Brauch
 Sam Brownback
 Pat Buchanan

George W. Bush
 Laura Bush
 Samuel Casey
 Dick Cheney
 Roberta Combs
 John Cornyn
 Ann Coulter
 Christopher DeMuth
 James Dobson
 William Donohue
 Steve Douglass
 Edward S. Dunn, Jr.
 Terry Eastland
 Samuel Ericson

Eugene Fahrenkrog Jr.
 Jerry Falwell
 Michael Farris
 Edwin Feulner
 David Gibbs, Jr.
 John Gibson
 Mel Gibson
 Paul Gigot
 Newt Gingrich
 Billy Graham
 Franklin Graham
 Lindsey Graham
 Vince Haley
 Sean Hannity