

The Republican Party of One Percent can't respond to the other 99 percent of America.

When hurricanes destroy lives and property in the Gulf Coast, Republicans send condolences instead of competent leaders.

While more vulnerable American children and families fall into poverty, Republicans call for more tax holidays for the wealthy.

When distinguished Americans need help paying for prescription drugs, Republicans have drug companies write the legislation, and forbid the federal government from negotiating cheaper prices for distinguished Americans, every American 65 and older, like my Mom.

The Republican Party of one percent has done more to undermine America's financial security than any administration in history. The Republican Party of one percent uses the word security every chance it gets.

But our Ports are not secure, our environment is not secure, our financial future is not secure, our most vulnerable children are not secure, and America's Middle Class is anything but secure.

The Republican One Percent Party has spent the last five years concerned with only one thing—the top one percent of America.

Poverty is up.

Middle Class wages are down in real dollars.

Health care costs are up.

The number of Americans with health care coverage is down.

Every day, America's Middle Class hurts a little more, and every day the top one percent earn a lot more.

That's Republican math. Divide a nation into the very wealthy and nobody else.

That's the Republican Party of One Percent.

Not all of my Republican colleagues think this way, but they have to vote the way they're told by the White House.

Independence is another one percent illusion.

And that is precisely why the Republican One Percent Party has to receive a one-way ticket out of power this November. They're out of touch with 99 percent of America.

#### SPECIAL ORDERS

The SPEAKER pro tempore. Under the Speaker's announced policy of January 4, 2005, and under a previous order of the House, the following Members will be recognized for 5 minutes each.

#### H.R. 4808, THE UNFAIR CHINESE AUTOMOTIVE TARIFF EQUALIZATION ACT

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. Mr. Speaker, I would like to submit in its entirety for the RECORD a letter from the United States Business and Industry Council at the conclusion of my remarks, but I will be reading from parts of this letter.

Mr. KILDEE and myself have introduced H.R. 4808, the Unfair Chinese Automobile Tariff Equalization Act. I am going to read several paragraphs from this letter that I will submit. It is a letter to me from Mr. Kevin Kearns,

President of the United States Business and Industry Council.

"Dear Representative JONES: On behalf of the 1,500 U.S. companies comprising the U.S. Business and Industry Council, I am writing to express our strong support for H.R. 4808, the Unfair Chinese Automobile Tariff Equalization Act.

"Equalizing U.S. and Chinese tariffs on passenger cars, as the bill would require, is an important and greatly overdue step toward restoring equitable competition in both U.S.-China trade and global automobile trade. Such competition in turn is essential to restoring the health of the U.S.-owned automotive sector, which makes up such a large share of our economy and which has undergirded the American middle class for so many decades."

I am going to skip on with paragraphs, Mr. Speaker. Again, I have asked that this entire letter be submitted for the RECORD.

"In fact, according to the latest data available, imports have grabbed two-thirds of the domestic U.S. auto market in 2004, up from 50 percent just 7 years earlier. Small wonder that Ford and GM are downsizing as fast as they can.

"Much of the blame clearly falls on incompetent trade policies, many of course supported by Detroit itself in a triumph of shortsightedness. Presidents of both parties have signed numerous free trade agreements over the years. But despite the promises made to sell them to an increasingly skeptical public, they have manifestly failed to open foreign markets for U.S. producers, or even to limit predatory foreign commercial practices such as subsidizing, dumping, and exchange rate manipulation.

"In fact, the trade flows clearly shows that the main new accomplishments of these trade agreements have been to help U.S. and foreign-brand automakers alike supply the American market from low-wage export platforms like Mexico.

"As symbolized by the ludicrously unequal auto tariffs left in place by U.S. negotiators of China trade deals, U.S. policy on automotive trade with China is speeding down the same road and will likely produce the same results. The United States still runs a small trade surplus in autos with China, but since 2000, Chinese auto exports to the United States have outpaced the United States vehicle exports to China by a four-to-one ratio.

"The Unfair Chinese Automotive Tariff Equalization Act can begin reversing this process and help put the U.S.-owned auto industry and the domestic manufacturing base as a whole back on the path of high-wage growth not low-wage stagnation. And the time to pass it is now, before the Chinese export drive takes off."

Mr. Speaker, the close on this letter is, "We strongly urge prompt House and Senate passage, and we will do ev-

erything we can to help make it the law of the land."

Mr. Speaker, I also want to mention that the Chair of the caucus known as the House Automotive Caucus has urged Members of this House to support 4808 that is signed by Mr. KILDEE and Mr. UPTON, and we are asking just fairness in this trade issue. That is all we are asking, is that the Congress send a message to the trade negotiators that we in this Congress want our manufacturers and our workers to be treated fairly. That is all we are asking in 4808 is to send a message.

If we could get this bill to the floor of the House and pass this legislation, we would say to our trade negotiators that we need you, the trade negotiators, to make sure that we have fair trade as it relates to the American worker and the American manufacturers.

With that, Mr. Speaker, I want to thank you for this time, and I want to close by asking God to please bless our men and women in uniform, and to ask God to please bless the families and to ask God to please bless America.

UNITED STATES BUSINESS  
AND INDUSTRY COUNCIL,  
Washington, DC, Mar. 9, 2006.

Congressman WALTER JONES,  
House of Representatives,  
Washington, DC.

DEAR REPRESENTATIVE JONES: On behalf of the 1,500 domestic U.S. companies comprising the U.S. Business and Industry Council, I am writing to express our strong support for H.R. 4808, The Unfair Chinese Automotive Tariff Equalization Act.

Equalizing U.S. and Chinese tariffs on passenger cars, as the bill would require, is an important and greatly overdue step toward restoring equitable competition in both U.S.-China trade and global automotive trade. Such competition in turn is essential to restoring the health of the U.S.-owned automotive sector, which makes up such a large share of our economy, and which has undergirded the American middle class for so many decades.

For many years, America's trade performance in passenger cars has been nothing less than disastrous. Despite the proliferation of foreign transplant factories throughout the country, the United States ran a \$101.8 billion trade deficit in autos and light trucks in 2005. U.S. imports of these products last year, which totaled more than \$126 billion, represented fully 84 percent of two-way global U.S. vehicle trade.

In fact, according to the latest data available, imports had grabbed two-thirds of the domestic U.S. auto market in 2004, up from 50 percent just seven years earlier. Small wonder that Ford and GM are downsizing as fast as they can.

Much of the blame clearly falls on incompetent trade policies (many, of course, supported by Detroit itself in a triumph of short-sightedness). Presidents of both parties have signed numerous free trade agreements over the years. But despite the promises made to sell them to an increasingly skeptical public, they have manifestly failed to open foreign markets for U.S. producers, or even to limit predatory foreign commercial practices such as subsidization, dumping, and exchange-rate manipulation.

In fact, the trade flows clearly show that the main new accomplishments of these trade agreements have been to help U.S.- and foreign-brand automakers alike supply the American market from low-wage export platforms like Mexico.

As symbolized by the ludicrously unequal auto tariffs left in place by U.S. negotiators of China trade deals, U.S. policy on automotive trade with China is speeding down the same road, and will likely produce the same results. The United States still runs a small trade surplus in autos with China. But since 2000, Chinese auto exports to the U.S. have outpaced U.S. vehicle exports to China by a four-to-one ratio.

Yet it is vital to realize that the development of China as an automotive export platform has only just begun. Vehicle makers from all over the world (Japan, Europe, the United States, and China itself) are building far more auto production capacity in the People's Republic than the Chinese market can possibly absorb. And since China desperately needs to create jobs to keep politically explosive unemployment in check, Beijing has no interest in preventing or even slowing this production glut. Indeed, to reduce joblessness, it has every interest in encouraging overproduction and exporting the surplus. The United States, the world's largest single national automotive market, and the most open major market by far, is the most promising destination.

Chinese auto makers, who frequently steal U.S. know-how outright or force their U.S. partners to transfer it, have already announced plans to sell hundreds of thousands of vehicles in the United States by 2012. And foreign auto makers in China (including U.S. multinational companies) will jump on the export bandwagon as well.

The bottom line is that, without dramatic changes in U.S. trade policy, China's inevitable emergence as an auto export power will either further undermine U.S.-owned, U.S.-based auto production, or it will permit such production to survive only on a greatly reduced scale, and with a dramatically lower pay structure.

The Unfair Chinese Automotive Tariff Equalization Act can begin reversing this process, and help put the U.S.-owned auto industry and the domestic manufacturing base as a whole back on the path of high-wage growth not low-wage stagnation. And the time to pass it is now, before the Chinese export drive takes off.

We strongly urge prompt House and Senate passage, and we will do everything we can to help make it the law of the land.

Sincerely,

KEVIN L. KEARNS,  
*President.*

#### REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF HOUSE CONCURRENT RESOLUTION 376, CONCURRENT RESOLUTION ON THE BUDGET FOR FISCAL YEAR 2007

Mrs. CAPITO, from the Committee on Rules, submitted a privileged report (Rept. No. 109-405) on the resolution (H. Res. 766) providing for consideration of the concurrent resolution (H. Con. Res. 376) establishing the congressional budget for the United States Government for fiscal year 2007 and setting forth appropriate budgetary levels for fiscal years 2008 through 2011, which was referred to the House Calendar and ordered to be printed.

#### REPORT ON RESOLUTION WAIVING REQUIREMENT OF CLAUSE 6(a) OF RULE XIII WITH RESPECT TO CONSIDERATION OF CERTAIN RESOLUTIONS

Mrs. CAPITO, from the Committee on Rules, submitted a privileged report (Rept. No. 109-406) on the resolution (H. Res. 767) waiving a requirement of clause 6(a) of rule XIII with respect to consideration of certain resolutions reported from the Committee on Rules, which was referred to the House Calendar and ordered to be printed.

#### A DYNASTY IS BORN

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

Mr. HOYER. Mr. Speaker, for years, the University of Maryland Terrapin sports fans have advised our opponents that they should "fear the turtle." Well, tonight, in my opinion, we can alter that formulation somewhat. They should "revere the turtle."

Tonight, Mr. Speaker, I want to extend my congratulations to Coach Brenda Frese and her coaching staff and the University of Maryland Women's Basketball Team on winning the national championship last night with an exciting, nail-biting 78-75 victory in overtime over a talented, courageous Duke University team.

Mr. Speaker, there is a deep, long-standing rivalry between University of Maryland, my alma mater, and Duke University. But I think anyone watching that game last night, regardless of who they were cheering for, had to be unbelievably impressed by the athleticism, the teamwork, the sportsmanship, the determination shown by the women of both teams, the University of Maryland and Duke, two great universities.

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Quite simply, this was college athletics at its finest, and I might say, at least in the second half for me, the most entertaining. Who could not be impressed by this awesome display of basketball fundamentals, from shooting, to passing, to rebounding, to sound team defense.

In their come-from-behind win, the Terrapins erased a 13-point second-half deficit. The largest deficit that had been overcome, except for a 14-point deficit, and the freshman guard, Kristi Toliver, hit a 3-point shot with 6.1 seconds left to play, and she hit that shot over an extraordinary center who plays for Duke who is 6 foot 7 fully extended, and she got that shot over her outstretched hand. Kristi is not lacking in confidence, you can tell.

Terp Marissa Coleman said, "We've played like this all year. Nothing gets to us. We never thought we were going to lose this game." That positive psychology led to victory.

The Terps win caps a tremendous 34-4 season and makes Maryland only the

fourth university in America, and the gentleman from Connecticut is here, and Connecticut is one of those universities who has had both of its men's team win the national championship and its women's team win the national championship. They are two extraordinary programs, both the men and women in Connecticut. Stanford is one of those four, and then there are two ACC schools that fit that category, the University of North Carolina and the University of Maryland. Our men's team won the national championship just a few years ago in 2002.

The Lady Terps' championship quest was not paved with ease, however. Before reaching the final matchup with Duke University, the team defeated Sacred Heart 91-80; St. John's, an outstanding program, 81-74; and defending national champion Baylor 82-63; Utah in overtime 75-65; then perennial powers North Carolina, 81-70. And lastly, for the national championship, the extraordinarily good Duke team.

Mr. Speaker, this was a consummate team win for the most unselfish of teams. In this championship game, for example, three Terps scored 16 points each. One scored 12 points, and another scored 10 points. In other words, all five starters were in double figures.

And, what makes this championship win even more impressive is that the Terps have no seniors on their team. They started two freshmen, two sophomores and one junior so we are going to be around for a little bit of time. The Lady Terps are extraordinary young women, proud today, as they will be tomorrow when I think we are visiting the White House. They are: Charmaine Carr; Marissa Coleman; Shay Doron; Laura Harper, who was voted the most outstanding player of the tournament among a lot of outstanding players; Crystal Langhorne, an All American; Kristi Marrone; Kalika France; Ashleigh Newman; Aurelie Noriez; Jade Perry; Angel Ross; Kristi Toliver and Sa'de Wiley-Gatewood.

The coaching staff, in addition to Head Coach Frese, includes Jeff Walz, Erica Floyd, Joanna Bernabei, and Director of Basketball Operations Mark Pearson.

Let me say that Head Coach Frese deserves extraordinary credit for turning the Maryland women's program around in just 4 short years she has been at Maryland. We got her from Minnesota. I know Minnesota is sorry to have lost her, but what a great gain for us. Brenda arrived in College Park in 2003 from the University of Minnesota after leading the Gophers to a 2-8 record in 2002 and being named the Associated Press National Coach of the Year.

In 2003, the Terps went 10-18 in a rebuilding year, and in both 2004 and 2005, just the next season, Brenda Frese saw her teams advance to the second round of the NCAA tournament with records of 18-13 and 22-10 respectively in those years.