

these three little illegal stowaways in this massive amount of paper pulp from Brazil.

So they took the pulp, and it's sitting on the dock. It's going to be sprayed down for any disease. They even gave one of these grasshoppers an official government ID number. Here it is down here: 234735719. Of course, the grasshopper was found in Jefferson County, Texas. The other two, apparently, didn't look quite as bad as this one. They thought this one might be carrying some type of disease and it has, lo and behold, been brought to Washington, D.C., to be examined further by Federal authorities to see if it was carrying any type of disease or contamination from the nation of Brazil.

Madam Speaker, I bring this to the House's attention for this reason: our United States Department of Agriculture is so good and so intense and so competent that they are able to keep out of the United States illegal grasshoppers about three inches long. They're able to find them on this massive ship in the port of Port Arthur, Texas, carrying 13,000 tons of paper pulp. They're able to capture these grasshoppers, send one to Washington, D.C., to be examined to see if it's carrying disease. I commend the Department of Agriculture for their work and tenacious activity in making sure illegal Brazilians—that are grasshoppers—don't enter the United States without being caught.

Now it seems to me that if we are so advanced with technology and manpower and competence that we can capture illegal grasshoppers from Brazil in the holds of ships that are in a little small place in Port Arthur, Texas, on the Sabine River—the Sabine River, Madam Speaker, is the river that separates Texas from Louisiana—if we're able to do that as a country, how come we cannot capture the thousands of people that cross the border every day on the border of the United States? They're a little bigger than grasshoppers, and they should be able to be captured easier.

Well, maybe it's because the country doesn't have the moral will, the government doesn't have the moral will, to protect the borders from people coming in. But we sure have the moral will as a Nation to keep these grasshopper critters from coming into the United States from Brazil. Maybe we need to make the guy down there in southeast Texas that captured this grasshopper from Brazil, he ought to be in charge of homeland security. If he's able to do this with grasshoppers, just think what he can do on the southern border of the United States.

So, Madam Speaker, we have the technology; we have the capability. We need the moral will as a Nation to secure the border of the United States. That is the responsibility of the Federal Government. The Federal Government should take some lessons from the guy that captured this grasshopper

and make sure that the southern border of the United States is protected from people who come here without permission. We can do it. Let's have the moral will. Let's send the National Guard, if necessary, to the border to protect the dignity of the Nation. Because that's the job of the Federal Government.

And that's just the way it is.

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

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

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

HELP FOR THE BORDER

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. Let me just say that Mr. POE of Texas, my good friend who just spoke, he added a little bit of levity, but it was very important. The point that he was making, in that we have the ability in this country to really deal with things like agriculture and insects that might come in and contaminate our crops, but we have a serious, serious problems on the 1,980-mile border between us and Mexico.

The administration has cut some of the money from the whole project of putting fences and more broad Border Patrol agents on that border. And it's a war zone, as Mr. POE has said. Mr. POE is the leader in pointing out the problems with what's going on on the border between Texas and Mexico, as well as the border all the way between the United States and the whole country of Mexico.

So I'd just like to say if I were talking to the President or anybody in his administration, listen to Mr. POE and the guys who've been down there on the border. They know. The sheriffs and the police in Arizona and all of them know that this is a war zone. American lives are at risk. And we're not doing anything from the Federal level to deal with the problem.

As Mr. POE said in a letter that he wrote that I cosigned the other day, they need to send, if necessary, the National Guard down there to augment the Border Patrol agents, some of whom are at risk every single day, every single night. And so if I were talking to the administration on behalf of my good friend, Mr. POE, and all of us that are concerned about the border and the illegals that are coming in by

the thousands and now into the millions over the years, we really need to do something to protect that border. No more talking about it. Let's do it. Let's send the National Guard down there with the ability to do whatever is necessary when they're dealing with armed drug dealers or people coming across the border who may mean to do harm to American citizens.

If we give them that right and we put the National Guard down there with the ability to defend themselves against these people that are coming across the border, we can sew that thing up and we can stop the illegal immigration. Then, once we secure the border, we can start talking about a real, viable immigration reform bill. But until we secure the border, we shouldn't be talking about that. That's the number one objective.

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

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

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

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

CHRYSLER DEALERSHIPS

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

Mr. SHIMKUS. I'd like to read a letter from a former Chrysler dealer in my district: "Dear Congressman, I'd like to thank you for cosponsoring H.R. 2743, the Automobile Dealers Economic Rights Restoration Act of 2009, and H.R. 3179, the Financial Services and Government Appropriations Act for Fiscal Year 2010.

"The letter I received from you, dated August 7, 2009, was appreciated. The H.R. 3288 bill has no doubt done a great deal of good for a lot of GM and Chrysler dealers. However, the bill did not address the dealerships that lost everything and has no possible way of going back into business.

"When Chrysler informed me on May 14, 2009, that my franchise was going to be terminated effective at the close of business on June 9, 2009, I had 263 new Chrysler vehicles in inventory and \$412,000 of Chrysler parts. In their letter they stated: 'We intend to maintain business as usual and after rejection, we want to work with you to assist in the redistribution of new vehicles and parts to ease the burden on you.'

"They did nothing except lie to Congress. Chrysler went out of their way to make sure I could not stay in business. The week of May 18, they sent

letters to all my customers informing them that I could not be a Chrysler dealer as of June 10, 2009, and if they need service work to take their vehicles to another dealership. At the time I was terminated, my dealership was in the top 5 percent of sales; my customer satisfaction was one of the highest Chrysler had. In 2006, my parts and service managers both were awarded Chrysler Managers of the Year and I was runner-up for Dealer of the Year.

"I could not believe I was being terminated. When I tried to call and inquire as to why I was terminated, no one would answer my call. To this day, no one has explained why I lost my franchise. By the close of business on June 9, the dealership had sold all but 186 vehicles at retail and reduced the parts inventory to \$352,000. When I called Chrysler about what I should do with the leftover new vehicles, I was told that they had other issues to deal with and would get back to me in a few months. They also stated that I could not retain the vehicles as new, and the vehicles would not qualify for any of the factory rebates or factory warranties.

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"I was forced to sell all of the 186 vehicles to other Chrysler dealers at \$3,000 to \$4,000 loss per vehicle, which amounted to a loss of \$700,000 of cash. When I tried to sell my Chrysler parts to other dealers, they received phone calls and were told if they need parts to call Chrysler, not Dave Croft Motors."

Madam Speaker, this is just the first page of three that I am submitting for the RECORD which talks about, really, the theft of personal-property in the government bailouts of automobile companies. This is an individual family business that has existed for decades that was destroyed, abused, and left with nothing.

He ends with, "I will keep telling my story to anyone who will listen. I hope that some kind of law will be put in place so this cannot happen to another business in the future. I still have to tell myself that I live in America and not in China."

What he experienced was the government intervention and taking over of personal, private wealth in this country. And it's an indication of a sad direction this country has taken when it thwarts the capitalist model of raising capital, taking a risk, and either benefiting from that risk or losing everything.

When we get involved in bailing out Wall Street banks, and then we don't bail out small Main Street businesses, what we have here is a discrepancy. If we would allow the market to work, it's not compassionate. It's very, very tough, but it is the best way to turn around the economy. Otherwise, small businesses around this country will continue to get rolled over by Big Business and Big Government.

And with that, I would like to submit the entire letter for the RECORD.

DAVE CROFT,

Edwardsville, IL, April 5, 2010.

Congressman JOHN M. SHIMKUS,
Regency Centre,
Collinsville, IL.

DEAR CONGRESSMAN: I would like to thank you for cosponsoring H.R. 2743 "The Automobile Dealers Economic Rights Restoration Act of 2009" and H.R. 3179, "The Financial Services and General Government Appropriations Act for FY 2010." The letter I received from you dated August 7, 2009, was appreciated. The H.R. 3288 bill has no doubt done a great deal of good for a lot of the GM and Chrysler dealers. However, the bill did not address the dealerships that lost everything and has no possible way of going back in business.

When Chrysler informed me on May 14th, 2009 that my franchise was going to be terminated effective at the close of business on June 9th, 2009, I had 263 new Chrysler vehicles in inventory and \$412,000 of Chrysler parts. In their letter they stated "We intend to maintain 'business as usual' and 'After rejection, we want to work with you to assist in the redistribution of new vehicles and parts to ease the burden on you'". They did nothing except lie to Congress. Chrysler went out of their way to make sure I could not stay in business. The week of May 18th they sent letters to all my customers informing them that I would not be a Chrysler dealer as of 6/10/2009 and if they need service work to take their vehicles to Cassens & Sons in Edwardsville.

At the time I was terminated my dealership was in the top 5% of sales, my customer satisfaction was one of the highest Chrysler had. In 2006 my Parts & Service managers both were awarded Chrysler's managers of the year and I was runner-up for dealer of the year. I could not believe I was being terminated. When I tried to call to inquire as to why I was terminated, no one would answer my call. To this day no one has explained why I lost my franchise!!

By the close of business on June 9th, the dealership had sold all but 186 vehicles at retail and reduced the parts inventory to \$352,000. When I called Chrysler about what I should do with the left over new vehicles, I was told they had other issues to deal with and would get back to me in a few months. They also stated that I could not retail the vehicles as new and the vehicles would not qualify for any of the factory rebates or factory warranty. I was forced to sell all of the 186 vehicles to other Chrysler dealers at \$3,000 to \$4,000 lost per vehicle which amounted to a loss of \$700,000 dollars of cash. When I tried to sell my Chrysler parts to other dealers, they received phone calls and were told if they need parts to call Chrysler, not Dave Croft Motors.

In 2006 the dealership did \$47,251,683 in sales and employed 55 families. In 2007 we had \$55,894,301 in sales and employed 53 families. Just think of the tax dollars the State of Illinois, County of Madison and the City of Collinsville was collecting from my dealership!

After wholesaling my new car inventory to other Chrysler dealers and selling most of the parts for 15% on the dollar, it was the end of July and the dealership was out of cash. I did everything I could to keep the dealership open but without a franchise it was impossible to pay the overhead. I had to let most of my employees go. On January 19th, 2010 I had to file Chapter 7 bankruptcy. I was forced, to sell the building, which I built in 1979, to pay my creditors. My family and I lost everything we worked for the last 34 years.

It is still hard for me to believe that this could happen in America. I was always under the belief that my Congress would make sure

that nothing like this could ever happen to anyone who worked as hard as my family did. I could understand if Chrysler file bankruptcy and did not receive my tax dollars to keep them in business, and then my government gave 15% to Fiat who put no money into the deal—we the people are going to lose billions of dollars on Chrysler! I just look at Chrysler's sales! Anyone can see that the government will have to give them more money. Crazy!!

After Congress passed the Automobile Dealers Economic Rights Restoration Act, 400 of the 798 dealers filed for arbitration, I being one. Chrysler reviewed the 400 who had requested arbitration and decided that 50 of the terminated dealers should NOT have been terminated and gave them a letter of intent (gave them back their franchise) without going through the arbitration process, I am one of the 50 dealers. After losing my building, all of my parts, all of my equipment, have no cash and they tell me sorry you should not have been terminated—give me a break, and, oh yes, Chrysler gave all my customers to other dealers. What do I do now? I was making a profit when my dealership was terminated and believe I would still be a strong dealer today if Chrysler had not terminated my franchise. This has been a nightmare for my customers.

I know that when you cosponsored the above bill that you had great intentions. You have to know that Chrysler will not deal in good faith. They will make the requirements to get reinstated so unreal that very few dealers will be able to meet their requirements. What about dealers like myself who cannot go back into business? It does nothing for me. At one time NADA was trying to get compensation paid to the dealers that lost their franchise: \$3000 dollars for each unit retailed in one of the following years, 2006, 2007 or 2008, and purchase back all the Chrysler parts and special tools. This would only be a fraction of what my family has lost, but we have nothing now. Starting over at the age of 65 will be very hard and I will have a hard time putting any trust in the laws of our country.

I will keep telling my story to anyone who will listen. I hope that some kind of law will be put in place so this cannot happen to another business in the future. I still have to tell myself that I live in America and not in China.

DAVE CROFT.

WE NEED TO PASS COMPREHENSIVE IMMIGRATION REFORM NOW

The SPEAKER pro tempore. Under the Speaker's announced policy of January 6, 2009, the gentleman from Colorado (Mr. POLIS) is recognized for 60 minutes as the designee of the majority leader.

Mr. POLIS. Madam Speaker, I will be joined throughout the course of this evening by some of my colleagues, including the gentleman from Minnesota (Mr. ELLISON) and others who might join us. We want to speak tonight about a topic that's been in the news lately and is incredibly important to the American people, and that's the topic of immigration, securing our borders, immigration reform. A lot of us were, frankly, shocked at some of the steps that Arizona took a couple of weeks ago which has sent a powerful message to us here in Washington that we need to act.