

questions, Mr. Speaker. That report found that the Department of Treasury did not show why the elimination of dealers was either necessary for the sake of a company's economic survival or prudent for the Nation's economic recovery.

The report went on to say that Treasury made a series of decisions that—and they say—may have substantially contributed to the accelerated shuttering of thousands of small businesses, and that those decisions resulted in adding tens of thousands of workers to already lengthy unemployment rolls, all based on a theory and without sufficient consideration of the decision's broader economic impact.

These findings seem to back up what many of us were saying at that time, Mr. Speaker. The elimination of customers for the auto companies is counterintuitive to the financial well-being of these companies, and the government's aiding and abetting the elimination of tens of thousands of jobs—of good jobs—is certainly abhorrent at any time but particularly at a time of economic difficulty when such jobs are already in very, very short supply.

Fortunately, Congress took action that required an arbitration process for dealers, which has led now to the reinstatement of over 700 auto dealerships, but this is very little consolation to the tens of thousands of workers who have lost their jobs or to the communities that have lost very good taxpayers and excellent corporate citizens.

These types of outcomes also further erode the confidence of the American people in the idea that Federal intervention in our economy will bring about positive results. Because of the actions taken last year by this administration, thousands and thousands of our fellow Americans are today searching for jobs. American citizens are being victimized by an inept Federal Government plan that went wrong.

This administration needs to understand that the American people do not want further Federal intervention into our economy. They simply want the government to get out of the way and to allow the entrepreneurial spirit of this Nation to, once again, take flight and to lead us back to prosperity.

As President Ronald Reagan said so well 30 years ago, “Big government is not the solution to our problems, it is the problem.”

It is long past time for this administration and this Congress to focus like a laser on how we create jobs instead of devising plans that actually destroy jobs, Mr. Speaker. Too many American auto dealers and the workers who lost their jobs have paid a very dear price as a result of this administration's actions. Let us be determined now that we in Congress will conduct our proper oversight responsibilities to get to the bottom of how this happened and to make sure that it never happens again. American auto dealers, Mr. Speaker, deserve no less from this Congress.

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

(Ms. KAPTUR addressed the House. Her remarks will appear hereafter in the Extensions of Remarks.)

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

(Mr. FLAKE 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 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 Georgia (Mr. GRAVES) is recognized for 5 minutes.

(Mr. GRAVES of Georgia 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 Georgia (Mr. GINGREY) is recognized for 5 minutes.

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

MANUFACTURING

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

Mr. GARAMENDI. Mr. Speaker, thank you very much.

I want to spend this evening talking about manufacturing. Manufacturing matters. It is the foundation of any solid economy. It is the one part of the American economy that is seriously hurting, and with the great recession, the manufacturing sector in America has even further weakened.

I would like to start this discussion with just a quick review of what has happened with regard to jobs over the last 3 years.

If you will look here on this diagram, you will notice that, beginning in 2007, jobs in America slowed down and began to decline, so much so that, between 2007 and November of 2009, some 700,000 jobs a month were being lost in the fall and into the early winter of 2009.

When the Obama administration came in, it was at the lowest possible point of some nearly 800,000 jobs lost in December and January. As the administration came in, very strong action

was taken—the American Recovery and Reinvestment Act in February, which was an effort to move the economy and to put people back to work.

□ 1700

It was a major tax cut in that. The largest middle class tax cut ever was part of that. There was an effort to build roads and streets and infrastructure, and money was sent to school districts to continue to employ teachers and to stabilize the American economy. It worked. It worked, and slowly we saw a decline in the number of jobs that were lost. We didn't see an immediate growth in jobs. It didn't happen.

It takes a long time to recover from a very serious recession, in fact, the worst recession since the 1930s. But over the months that followed, each month, improvement, improvement, improvement, so that this year we're beginning to see the effects of the efforts of the Democratic Congress, some Senate help, and the President in turning around the economy, so that in 2010, in the most recent months, we're beginning to see job growth. In fact, we've added nearly 600,000 jobs this year. No longer a decline; stabilization and now job growth.

So with this background, we can begin to understand the efforts that are being made here in Congress by the Democratic Party and by the President.

An historic piece of legislation was signed today that deals with the underlying collapse and the reasons for the collapse of the American economy and, indeed, the economy of the entire world. Today, around 11:30 today, President Obama signed the Wall Street Reform and Consumer Protection Act, a very important law—clearly, the most important financial regulation law since the 1930s—designed specifically to deal with the underlying problems that led to the collapse of Wall Street. Many parts of it, the kinds of excesses and gambling with our money that took place are going to be history. They're not going to be allowed under the new law. A consumer protection agency has been put in place to provide consumers with a place to go with their complaint and to protect them.

Now, I know about this. I did this for two terms as the insurance commissioner in California. I know the importance of a consumer protection agency. We will soon have such an agency in the United States to help us, as consumers, to make sure that those mortgages are no longer subprime and hidden costs with hidden resets. All of that is in law now, as a result of what this Democratic Caucus did, and with the help of just three Republicans over in the Senate passing the Wall Street Reform and Consumer Protection Act.

Now, what has been done is good, and I'll talk about some other bills as we go through this afternoon, but I want also to make it clear that it is not enough.

Manufacturing matters. We need to rebuild the manufacturing base of America. We need to make it in America, and we can. I don't think there's a person on this floor that doesn't want to walk into a Target store and find "Made in America" labels on everything. We're not going to get there immediately, but we can sure get there much, much faster if we pass the correct laws.

Joining me today in this discussion are several of my colleagues from around the Nation who are going to tell their story and what's happening in their community. I'd like to start on the far east coast. Now, I'm a west coast person. I'm from California, but there is another side to the continent. They'd like to say it's the right side, and sometimes they call California the left side.

But my colleague from the great State of Pennsylvania would like to inform us about what's going on in Pennsylvania and, more specifically, in the Philadelphia area.

I yield to the gentleman.

Mr. FATTAH. I want to thank our leader on this effort of focusing in on what really matters economically in our country, which is manufacturing-based jobs. You know, in Philadelphia we have some 1,300 manufacturers, and in your package of bills that I'm very happy to be a cosponsor of, you focus in on a number of issues: closing foreign tax loopholes, dealing with the question of mass transit, bus, rail, and also energy systems.

The SPEAKER pro tempore. The gentleman will suspend.

REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H.R. 1264, MULTIPLE PERIL INSURANCE ACT OF 2009

Mr. PERLMUTTER, from the Committee on Rules, submitted a privileged report (Rept. No. 111-555) on the resolution (H. Res. 1549) providing for consideration of the bill (H.R. 1264) to amend the National Flood Insurance Act of 1968 to provide for the National Flood Insurance Program to make available multiperil coverage for damage resulting from windstorms or floods, and for other purposes, which was referred to the House Calendar and ordered to be printed.

MANUFACTURING—Continued

The SPEAKER pro tempore. The gentleman from Pennsylvania may proceed.

Mr. FATTAH. We always want to have due deference to our colleagues on the Rules Committee because they rule over all of us.

But I want to focus in on Philadelphia. We have some 1,300 manufacturers. The average wages earned by people working for manufacturers in the Philadelphia area is well over \$45,000 annually. It is a major source of where our future economic growth is going to come from.

And the gentleman from California, who has dedicated a great deal of his life on economic development, really understands that at the end of the day the only way to really build wealth in our Nation is that we have to be making products, that we can't be a consumer-driven economy and expect to continue to have a high quality of life for ourselves and for our families and for our children and grandchildren.

In Philadelphia, we're making everything from Peanut Chews, which are the best candy bars in the world, to saltwater fishing reels, which are the world class among fishermen and -women throughout the world. We're making railcars. We're making railcars and we're making upholstery for railcars. We have manufacturers that are engaged in making bicycles. I mean, you run through the gamut and you will see.

Now, people, when they first think about our city, they say, well, you lost a couple hundred thousand manufacturing jobs over the last 30 years. That's true. And when you saw the old Stetson hat factories, and some of the old factories have closed down, but there's a new group of manufacturers who have stepped into the void. And some of them who have been around for a while have even improved their technology in ways that make them very competitive.

Ten percent of our manufacturing jobs are at one company in Philadelphia called CARDONE Industries. I've visited there, and it's an amazing thing. We have a strong immigrant community; 22 different languages spoken on the plant floor. They have over 3,000 employees, and they are making refurbished or reengineered car parts. And they only have one competitor, in Mexico, but they are doing a yeoman's job. They have a prayer service at the beginning of the day where they have chaplains and religious leaders in the different religions, and they have a prayer before they go to work. But they are dedicated to producing world-class products, and they do a great job.

So I want to get to the point here, which is that, as Members of Congress, we have a responsibility, a duty, to create a glide path in which our manufacturers can rise to the point where they can, again, make the best products in the world, compete fairly across the globe.

We only have 1 percent of our businesses in this country export. And of that, 58 percent of them export with only one other trading partner anywhere in the world. But we know that just as we see these containers unloading products coming in here, that we can be putting products in those container vessels, sending them to other parts of the world. But we have to have a fair trading system.

But first and foremost, charity begins at home. We have to build the things that we need to be able to purchase in our own economy. And so, whether they are household appliances,

whether they're cars or mass transit vehicles, we have to build the capacity to reengineer our manufacturing sector and also give them the kind of assistance they need from a policy standpoint.

And it's amazing to me that as we have started to grapple with this issue of rebuilding this economy and turning this around, the President has done an extraordinary job, and his economic team, an extraordinary job.

Here in the House, with this focus on manufacturing, we've already, as was the case today, started to move legislative initiatives that are, both as a symbol and substance, providing real messaging to manufacturers here in our country that they're going to get the support that they need, that they're going to get the help that they need, and that, as a Democratic majority, we understand that there is no way possible for us to have the American economy that we want without manufacturing, without manufacturing at the heart and center of it.

Technology is great. Information is great. But we need to have a system in our country that respects the fact that when we make things with our hands, when we make the finest products in the world, that we'll have a market here at home, we'll have a market across the world, and we'll be in a position to have an economy that generates the jobs that we need and the incomes we need to raise our families on.

I want to thank the gentleman for his leadership, thank him for what he is doing. Even if he is from California, he obviously is a person who has been called for a time like this.

□ 1710

In my church they say that God always provides us people for a time like this. These are difficult days, but I believe that, rather than curse the darkness, we have a gentleman now who is lighting a candle through this legislative vehicle. I want to stand with him and we're going to get these things passed into law.

Mr. GARAMENDI. The gentleman is getting carried away. Let me just cut you off and say that there is no candle that I've lit that was not already lit by the Democratic Caucus. I came here just 8 months ago and much of this work was under way.

You did mention something that caught my attention, and that is that in Philadelphia there is a rail car manufacturer.

Mr. FATTAH. That's correct.

Mr. GARAMENDI. Under the present laws of the United States, the Department of Transportation has the opportunity to use our tax money to purchase rail cars made in Philadelphia, or buses made in California or in the Midwest, but they don't often do it. Instead, they use one of four waivers that are in the law that allows our tax money to be spent on things that are manufactured—buses, trains, light rail, subway cars—manufactured overseas