

A lot of people think that welfare was transformed and people on it are required to move towards work. No, unless the States have a way they're doing that in a more effective way than I'm hearing about. In the Federal Government, there is no longer a work requirement. There is an incentive not to work, and we're watching more and more families become the second and the third and maybe even the fourth generation who have lived on these programs.

Where do they learn their work ethic? Where do their children learn their work ethic? Who's pushing them? Who's showing them the rewards and pride of being industrious and productive and creative and the responsibility that we have to the broader society?

Each one of us has a little cell in a giant spreadsheet. That giant spreadsheet has over 300 million cells in it, people, Americans living here. We have skills that are God-given and gifts. And, yes, we are a product of our genes and our environment, and the product of that together makes us who we are. But we have a responsibility to contribute to the broader society and understand where we fit in that giant spreadsheet, and we have a responsibility to work, earn, save, invest, and leave this world a better place than it was when we came, and hopefully raise our children with those values to be even stronger and even better than the values we were raised with.

This huge hammock that used to be a safety net that we call the "welfare system" is eroding that. The contempt for the rule of law that spills out of the debate in the United States Senate and here in the House of Representatives erodes our American way of life. How do we think that we can move America beyond the shining city on the hill to another level of our destiny at an altitude higher and better and clearer and more pure and more industrious and more productive with more freedom and a better example for Western Judeo-Christianity if we're going to continue to reward people for not contributing to that value in their single cell in that spreadsheet of over 300 million Americans?

We've got a responsibility to use these gifts that we have. Let's go to work. Let's strengthen our values. Let's strengthen our families. Let's protect the rule of law. Let's not tell ourselves that there's a goal here of political expediency, that somehow because a couple of talking heads woke up the morning after the election and concluded that if Mitt Romney had just not said the words "self-deport" he would be the President of the United States today and so now we have to pass a comprehensive immigration reform bill in order to send a message to start a conversation so that in the next election or some subsequent election a Republican can win a national election again.

Who comes to that conclusion? There's no data out there that supports

that. That's just simply a belief that has been created and it's self-perpetuating, but it cannot sustain itself when you look at exit polls, when you look at public survey polls.

Yes, I know a good number of people that they're talking about. I know people who are here legally and illegally who have got a good work ethic. They're good entrepreneurs. They're good family people. They've got values that are a credit to the United States of America, although they broke the law to get here. They've got values that are a credit to our country. I know some of them, and I see those faces. I can see them in my mind's eye, and I can see it in the children that come to our schools.

There's a school in my district that's 85 percent minority, and 65 percent of them came to school on their first day not speaking English. It's never the kids' fault. It's never their fault. It's our fault. It's the fault of the adults that are supposed to be running this country, protecting and restoring the rule of law. That's the responsibility.

But this is not going to be fixed by the legislature. It's not going to be fixed by the United States Congress. We can't pass a promise to enforce the borders and trade it off for perpetual amnesty and think somehow we've got a deal that's going to make this a better country and now we can restore the rule of law. We cannot. The only way you can restore the rule of law is to enforce the law.

The President has decided that he will refuse to enforce the law, and it makes it clear to me—and it should be clear to everybody in this country that is watching this issue—that this is not a legislative problem. The legislature cannot fix the problem that is of the President of the United States making his refusal to abide by his own oath of office and take care that the laws are faithfully enforced. It is an executive branch problem. We can do some things to rein him in, but it's very difficult with the majority and the Senate being run by HARRY REID.

So, practically speaking, Mr. Speaker, it's up to the American people. The American people have to be well-informed. They will draw good judgments when they're well-informed. The American people need to speak up. I hope the American people don't need to rise up to answer this and say: Our ancestors came here. We came here. We followed the law. We got in line according to the law. We didn't ask for amnesty. We went forward and received our naturalization papers after we had met those qualifications.

I've spoken at a good number of naturalization ceremonies. It's a very rewarding experience to do so.

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The people that came here the right way that followed our laws are the ones that respect our laws today. The people that had disrespect for our laws, if they're rewarded for breaking them,

how much respect will they have for any of our other laws? Will they be like the President to pick and choose the law that he likes? I suggest, no. Lady Justice is blind. Not only blind, it doesn't matter what economic status or what cultural status you might have or how much influence you might have in your community, justice is blind before the law.

Also, we need to make sure that all laws are applied to all of us equally, that we don't exempt people from them, reward them for breaking them. In fact, Robert Rector put it this way. He said everyone who would be given amnesty under this—this 11 million that I think is 20 or more million—their only claim to all of these welfare benefits and the benefits of living in American society and civilization, their only claim, is that they broke our laws.

So the definition of "amnesty," Mr. Speaker, is this: to grant someone amnesty is to pardon immigration law breakers and reward them with the objective of their crime. That's what amnesty is.

The proponents of the 844-page bill, the Gang of Eight in the Senate and the secret committee in the House, they understand that. They understand it; that's why they keep denying their bill is amnesty. There's no rational analysis that says otherwise, Mr. Speaker.

And so I urge the American people, through my counsel with you in this speech, to take a good look at the Rector study. The Heritage Foundation released it this past Monday at 11 a.m., and it's titled, "The Fiscal Cost of Unlawful Immigrants and Amnesty to the U.S. Taxpayer," dated May 6, 2013. That good study will inform a lot of Americans.

We're going to have another immigration debate, and I'm going to suggest that the American people in their sound judgment will come down on the side of the rule of law, the Constitution, and what's good for the best long-term interest of America, the best economic, social, and cultural benefit of the United States of America, with passion and with compassion for all people who should live with God-given dignity.

With that, Mr. Speaker, I yield back the balance of my time.

LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted to:

Mr. FLORES (at the request of Mr. CANTOR) for today on account of speaking at graduation ceremonies at Texas A&M University.

ADJOURNMENT

Mr. KING of Iowa. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 1 o'clock and 32 minutes p.m.), under its previous order, the

House adjourned until Monday, May 13, 2013, at 2 p.m.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XIV, executive communications were taken from the Speaker's table and referred as follows:

1429. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Eurocopter France Helicopters [Docket No.: FAA-2013-0307; Directorate Identifier 2012-SW-079-AD; Amendment 39-17410; AD 2013-07-06] (RIN: 2120-AA64) received May 2, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1430. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Dassault Aviation Airplanes [Docket No.: FAA-2013-0306; Directorate Identifier 2013-NM-049-AD; Amendment 39-17417; AD 2013-07-13] (RIN: 2120-AA64) received May 2, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1431. A letter from the Regulatory Ombudsman, Department of Transportation, transmitting the Department's final rule — Self Reporting of Out-of-State Convictions [Docket No.: FMCSA-2012-0172] (RIN: 2126-AB43) received May 2, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1432. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Amendment of Restricted Area R-6601; Fort A.P. Hill, VA [Docket No.: FAA-2012-0561; Airspace Docket No. 12-AEA-7] (RIN: 2120-AA66) received May 2, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1433. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Amendment of Class D and E Airspace; Portland-Hillsboro, OR [Docket No.: FAA-2012-1142; Airspace Docket No. 12-ANM-25] received May 2, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1434. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Modification of Area Navigation (RNAV) Route T-266; AK [Docket No.: FAA-2012-1295; Airspace Docket No. 12-AAL-10] (RIN: 2120-AA66) received May 2, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1435. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Amendment of Class E Airspace; St. Helena, CA [Docket No.: FAA-2013-0283; Airspace Docket No. 13-AWP-3] received May 2, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1436. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Amendment of Class E Airspace; Astoria, OR [Docket No.: FAA-2012-0853; Airspace Docket No. 12-ANM-23] received May 2, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1437. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Amendment of Class E Airspace; Omak, WA [Docket No.: FAA-2012-1247; Airspace Docket

No. 12-ANM-27] received May 2, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1438. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Modification of Class E Airspace; Lakeview, OR [Docket No.: FAA-2012-1254; Airspace Docket No. 12-ANM-28] received May 2, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1439. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Amendment of Class E Airspace; Reno, NV [Docket No.: FAA-2012-1195; Airspace Docket No. 12-AWP-7] received May 2, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1440. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Turbomeca S.A. Turboshift Engines [Docket No.: FAA-2012-1131; Directorate Identifier 2012-NE-34-AD; Amendment 39-17440; AD 2013-08-22] (RIN: 2120-AA64) received May 2, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1441. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Airplanes [Docket No.: FAA-2012-0810; Directorate Identifier 2011-NM-195-AD; Amendment 39-17420; AD 2013-08-03] (RIN: 2120-AA64) received May 2, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1442. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Rolls-Royce plc Turboprop Engines [Docket No.: FAA-2012-0004; Directorate Identifier 2012-NE-01-AD; Amendment 39-17390; AD 2013-05-18] (RIN: 2120-AA64) received April 9, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1443. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Airplanes [Docket No.: FAA-2012-1036; Directorate Identifier 2011-NM-122-AD; Amendment 39-17408; AD 2013-07-04] (RIN: 2120-AA64) received May 2, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1444. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; BRP-Powertrain GmbH & Co. KG Rotax Reciprocating Engines [Docket No.: FAA-2013-0263; Directorate Identifier 2013-NE-12-AD; Amendment 39-17416; AD 2013-07-12] (RIN: 2120-AA64) received May 2, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1445. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Diamond Aircraft Industries GmbH Airplanes [Docket No.: FAA-2012-1148; Directorate Identifier 2012-CE-039-AD; Amendment 39-17405; AD 2013-07-01] (RIN: 2120-AA64) received May 2, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1446. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; International Aero Engines AG Turboprop Engines [Docket No.: FAA-2012-1217; Directorate Identifier 2012-NE-39-AD; Amendment 39-17414; AD 2013-07-10] (RIN: 2120-AA64) received May 2, 2013, pur-

suant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1447. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; The Boeing Company Airplanes [Docket No.: FAA-2012-1042; Directorate Identifier 2010-NM-094-AD; Amendment 39-17413; AD 2013-07-09] (RIN: 2120-AA64) received May 2, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1448. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Rolls-Royce plc Turboprop Engines [Docket No.: FAA-2013-0196; Directorate Identifier 2013-NE-03-AD; Amendment 39-17376; AD 2013-05-04] (RIN: 2120-AA64) received May 2, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1449. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; The Boeing Company Airplanes [Docket No.: FAA-2011-1094; Directorate Identifier 2011-NM-070-AD; Amendment 39-17412; AD 2013-07-08] (RIN: 2120-AA64) received May 2, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1450. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; The Boeing Company Airplanes [Docket No.: FAA-2012-0497; Directorate Identifier 2011-NM-140-AD; Amendment 39-17415; AD 2013-07-11] (RIN: 2120-AA64) received May 2, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1451. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; The Boeing Company Airplanes [Docket No.: FAA-2012-0933; Directorate Identifier 2012-NM-107-AD; Amendment 39-17411; AD 2013-07-07] (RIN: 2120-AA64) received May 2, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1452. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Eurocopter France Helicopters [Docket No.: FAA-2012-1297; Directorate Identifier 2012-SW-100-AD; Amendment 39-17285; AD 2012-25-04] (RIN: 2120-AA64) received May 2, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XII, public bills and resolutions of the following titles were introduced and severally referred, as follows:

By Mr. POMPEO (for himself, Mr. MATHESON, Mr. OLSON, Mr. GARDNER, and Mr. JOHNSON of Ohio):

H.R. 1900. A bill to provide for the timely consideration of all licenses, permits, and approvals required under Federal law with respect to the siting, construction, expansion, or operation of any natural gas pipeline projects; to the Committee on Energy and Commerce.

By Mr. SMITH of Texas (for himself and Mr. GOWDY):

H.R. 1901. A bill to amend the Immigration and Nationality Act to provide for extensions of detention of certain aliens ordered removed, and for other purposes; to the Committee on the Judiciary.