

is the Constitution. The Declaration is the promise; the Constitution is the fulfillment.

As we sit here in this most blessed country in the history of the world, Mr. Speaker, we are watching it be taken apart by executive fiat and executive edict piece by piece. ObamaCare changed 30-some times. Immigration changed five or six times. And a President who threatens to go out and do that again, one who suspended Welfare to Work when it was written specifically to tighten up, that a President couldn't suspend the work component of Welfare to Work. And No Child Left Behind, suspended by the application of waivers that go on because he didn't agree with the policy and he thought he had a better policy, but he didn't want to come to Congress because Congress might not think it is a better policy.

This President doesn't negotiate with this Congress. He doesn't work in a cooperative fashion. He imposes the whim of the White House on the American people.

□ 1830

This Congress went through a government shutdown to assert its will and came in to second place on that because not enough Members of this Congress had the will. We watched the Constitution be eroded because of that lack of will.

Now, Mr. Speaker, what I see coming is an effort to grant more amnesty through the legislative process instead of, this time, the executive fiat or executive edict or executive overreach process, and the President threatens to use his pen more to grant more amnesty if we don't pass it here in the House.

We have some misguided people on my side of the aisle that ought to be better thinkers than they are. I understand why Democrats are for amnesty almost universally because they get the big political benefit from it.

They have been discouraging me for years from bringing up this topic, that Democrats have long known, Mr. Speaker, that a significant majority, 2 to 1, 3 to 1, 5 to 1—there are even statistics out there of 8 to 1—that newly arriving immigrants, if given an opportunity to vote, are going to vote in those kind of statistics at least 2 to 1 for Democrats.

Here is a King axiom, Mr. Speaker, that newly arriving immigrants will assimilate into the politics of the locale where they arrive because they don't know what party they are when they get here.

They will simply associate with their neighbors, their friends, and their family. When they go to political events, if they go, they will go with them, encouraged by them, and when they go to the polls, they are going to take their first advice.

I look down through my neighborhood. We have fourth generation FDR Democrats that by heritage are Demo-

crats, by philosophy are Republicans, but they don't change, necessarily, their voting stripes.

If someone thinks I am wrong about this, they could go to Boston, and they could find me an Irish Catholic Republican. I am sure one of them exists. I understand there are two. But the heritage of inheriting the politics of the locale where you arrive as a newly arriving immigrant is a big part of this.

That is what drives Democrats. It is not about truth, justice, and the American way. It is not about justice and equity. It is not about fairness. It is about political power, and it is about Democrats seeking to expand the dependency class in America because that expands their political class and their political leverage at the expense of the Constitution, the rule of law, safety in the streets of America, and at the expense of the destiny of our country.

We need to think this through much more deeply. We need to look ahead, Mr. Speaker. We need to see that, if we make an immigration decision in this Congress, we are going to live with that decision and our children and our grandchildren. Every succeeding generation lives with the decisions that we make here on immigration.

It is different than ObamaCare. ObamaCare is bad. It is a horrible usurpation of God-given American liberty. It can be repealed. It can even be, in components, diminished in its negative effects by some tweaks that we could do, and I have got some on the books that I will be advancing here in the upcoming week; but we could repeal ObamaCare.

We could undo it. We could recover. We could even somehow struggle through a massive amendment of it and come out with a product that the American people could live with and still have a measure of freedom; but if we get the immigration question wrong, there is no going back to repeal. There is no going back to change. There is no going back to undo what would be done by the colossal mistake of amnesty.

Whatever you think about demographics, whatever you think about political power, and whatever you think about economics, there is an essential pillar of American exceptionalism that we can't do without and still be a great country. It is called the rule of law.

The rule of law means that the law has to treat everyone equally. Justice must be blind. Lady Justice stands there with the scales in her hands, balanced, and most of the time, you will see her with a blindfold on because Justice needs to be blind and treat everyone equally. If we lose the rule of law, we will never be able to restore it again.

If we sacrifice the rule of law in a misguided idea that, somehow, our sympathy for people that want a better life—and by the way, there are some 6 billion of them on the planet that want a better life—if our idea that our sym-

pathy for people that want a better life is more important than our fidelity to the rule of law, then we have sacrificed the core of the greatness of America because our hearts overruled our heads.

I am not surprised when Democrats do that. That is what they are in business to do, is have their hearts overrule their heads; but we can't let that happen on this side of the aisle, Mr. Speaker, not even—not even—for someone who came into the United States illegally, misrepresented themselves to get into the United States military, put on a uniform, took an oath to preserve, protect, and defend the Constitution of the United States and maybe, just maybe, risked their life in a performance of that duty.

They have already violated our laws, they have already misrepresented themselves, and they have already defrauded the Department of Defense.

Any bill that might be attached to a National Defense Authorization Act or comes to this floor in any form that rewards someone who has defrauded the Department of Defense or the United States—whether or not they have taken an oath to uphold the Constitution, it is a false oath because they have given their false word—any bill like that needs to be met with the full rejection of the full vigor of the rule of law here in the floor of the United States Congress.

That includes those things that are coming out now in the press today. We don't need to have an intense fight over immigration. We have an election coming up in November.

We have taken an oath to uphold the Constitution and have defended it, generally, from this side of the aisle and not exclusively, Mr. Speaker.

We have an obligation to defend that rule of law, preserve the sovereignty of America, and refuse to reward lawbreakers. If we reward lawbreakers, we get more lawbreakers. We need fewer lawbreakers, not more.

I will defend my oath to this Constitution and the rule of law, and I will encourage and challenge all of my colleagues to do the same.

#### LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted to:

Ms. CLARK of Massachusetts (at the request of Ms. PELOSI) for today on account of attending funeral in district.

#### ENROLLED BILL SIGNED

Karen L. Haas, Clerk of the House, reported and found truly enrolled a bill of the House of the following title, which was thereupon signed by the Speaker:

H.R. 4152. An act to provide for the costs of loan guarantees for Ukraine.

#### SENATE ENROLLED BILLS SIGNED

The Speaker announced his signature to enrolled bills of the Senate of the following titles:

S. 1557. An Act to amend the Public Health Service Act to reauthorize support for graduate medical education programs in children's hospitals.

S. 2183. United States international programming to Ukraine and neighboring regions.

### ADJOURNMENT

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

The motion was agreed to; accordingly (at 6 o'clock and 36 minutes p.m.), under its previous order, the House adjourned until tomorrow, Thursday, April 3, 2014, at 10 a.m. for morning-hour debate.

### EXECUTIVE COMMUNICATIONS, ETC.

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

5149. A letter from the Regulatory Specialist, Department of the Treasury, transmitting the Department's final rule — Basel III Conforming Amendments Related to Cross-References, Subordinated Debt and Limits Based on Regulatory Capital [Docket ID: OCC-2014-0004] (RIN: 1557-AD73) received March 11, 2014, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Financial Services.

5150. A letter from the Attorney Advisor, Department of Homeland Security, transmitting the Department's final rule — Safety Zones; Annual Events Requiring Safety Zones in the Captain of the Port Lake Michigan Zone [Docket No.: USCG-2013-1033] (RIN: 1625-AA00) received March 20, 2014, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

5151. A letter from the Attorney Advisor, Department of Homeland Security, transmitting the Department's final rule — Regulated Navigation Area; Southern Oahu Tsunami Vessel Evacuation Honolulu, HI [Docket No.: USCG-2012-0080] (RIN: 1625-AA11) received March 10, 2014, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

5152. A letter from the Attorney Advisor, Department of Homeland Security, transmitting the Department's final rule — Safety Zone; Havasu Triathlon; Lake Havasu, AZ [Docket No.: USCG-2014-0004] (RIN: 1625-AA00) received March 10, 2014, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

5153. A letter from the Attorney Advisor, Department of Homeland Security, transmitting the Department's final rule — Safety Zone: Maintenance Dredging 35-Foot Channel and Rock Removal; Portland Harbor, Portland, ME [Docket No.: USCG-2014-0010] (RIN: 1625-AA00) received March 10, 2014, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

5154. A letter from the Attorney Advisor, Department of Homeland Security, transmitting the Department's final rule — Safety Zones; Eleventh Coast Guard District Annual Fireworks Events [Docket No.: USCG-2013-0362] (RIN: 1625-AA00) received March 10, 2014, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

5155. A letter from the Attorney Advisor, Department of Homeland Security, transmitting the Department's final rule — Drawbridge Operation Regulation; Inner Harbor Navigational Canal, New Orleans, LA [Docket

et No.: USCG-2013-0562] (RIN: 1625-AA09) received March 10, 2014, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

5156. A letter from the Attorney Advisor, Department of Homeland Security, transmitting the Department's final rule — Drawbridge Operation Regulation; Terrebonne Bayou, LA [Docket No.: USCG-2013-1072] (RIN: 1625-AA09) received March 10, 2014, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

5157. A letter from the Attorney Advisor, Department of Homeland Security, transmitting the Department's final rule — Great Lakes Pilotage Rate — 2014 Annual Review and Adjustment [USCG-2013-0534] (RIN: 1625-AC07) received March 10, 2014, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

5158. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Minimum Altitudes for Use of Autopilots [Docket No.: FAA-2012-1059; Amdts. No. 121-368, 125-63, 135-128] (RIN: 2120-AK11) received March 10, 2014, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

5159. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Rolls-Royce Deutschland Ltd & Co. KG Turbofan Engines [Docket No.: FAA-2013-0352; Directorate Identifier 2013-NE-14-AD; Amendment 39-17750; AD 2014-03-16] (RIN: 2120-AA64) received March 10, 2014, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

5160. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Amendment of Class D and Class E Airspace; Christiansted, St. Croix, VI [Docket No.: FAA-2013-0757; Airspace Docket No. 13-ASO-19] received March 10, 2013, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

5161. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Various Restricted Category Helicopters [Docket No.: FAA-2013-0736; Directorate Identifier 2013-SW-013-AD; Amendment 39-17747; AD 2014-03-10] (RIN: 2120-AA64) received March 10, 2014, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

5162. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Airplanes [Docket No.: FAA-2013-0791; Directorate Identifier 2012-NM-026-AD; Amendment 39-17745; AD 2014-03-08] (RIN: 2120-AA64) received March 10, 2014, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

5163. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; The Boeing Company Airplanes [Docket No.: FAA-2013-0210; Directorate Identifier 2012-NM-053-AD; Amendment 39-17744; AD 2014-03-07] (RIN: 2120-AA64) received March 10, 2014, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

5164. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Bombardier, Inc. Model Airplanes [Docket No.: FAA-2014-0054; Directorate Identifier 2014-NM-001-AD; Amendment 39-17754; AD 2014-03-17] (RIN: 2120-AA64) received March 10, 2014, pursuant

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

5165. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Bell Helicopter Textron, Inc. (Bell) Helicopters [Docket No.: FAA-2013-0735; Directorate Identifier 2013-SW-014-AD; Amendment 39-17748; AD 2014-03-11] (RIN: 2120-AA64) received March 10, 2014, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

5166. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; ATR — GIE Avions de Transport Regional Airplanes [Docket No.: FAA-2013-0799; Directorate Identifier 2012-NM-153-AD; Amendment 39-17746; AD 2014-03-09] (RIN: 2120-AA64) received March 10, 2014, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

5167. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Helicopters (Type certificate currently held by Eurocopter France) [Docket No.: FAA-2013-0737; Directorate Identifier 2012-SW-111-AD; Amendment 39-17739; AD 2014-03-02] (RIN: 2120-AA64) received March 10, 2014, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

5168. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Amendment of Class E Airspace; Morrisville, VT [Docket No.: FAA-2013-0683; Airspace Docket No. 13-ANE-1] received March 10, 2014, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

5169. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Establishment of Class E Airspace; McMinnville, TN [Docket No.: FAA-2013-0682; Airspace Docket No. 13-ASO-17] received March 10, 2014, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

5170. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Amendment of Class D and Class E Airspace; Kailua-Kona, HI [Docket No.: FAA-2013-0622; Airspace Docket No. 10-AWP-10] received March 10, 2014, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

5171. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Establishment of Class E Airspace, Amendment of Class D and Class E Airspace; and Revocation of Class E Airspace; Salinas, CA [Docket No.: FAA-2013-0708; Airspace Docket No. 13-AWP-11] received March 10, 2014, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

5172. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Amendment of Class D and Class E Airspace; Grand Forks, ND [Docket No.: FAA-2013-0950; Airspace Docket No. 13-AGL-34] received March 10, 2014, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

5173. A letter from the Paralegal Specialist, Department of Transportation, transmitting the Department's final rule — Modification of the Dallas/Fort Worth Class B Airspace Area; TX [Docket No.: FAA-2012-1168; Airspace Docket No. 07-AWA-3] received March 10, 2014, pursuant to 5 U.S.C.