

immigration. So we have a 50,000 slot. If we eliminated that stupid lottery that we don't even decide who is coming in, that it is left up to chance, well, we eliminate that, and then we set up a special fund. And the fund is a dedicated fund that whoever puts in \$1 million into that dedicated fund will do so in exchange for immediate residency and U.S. citizenship within 2 years.

□ 1815

In other words, foreign people who are successful in whatever they have done in order to accumulate wealth, and we are not going to bring in criminals, it is going to be vetted just like every other legal immigrant will be vetted to make sure they are not criminals or terrorists or anything, but people who are overseas who would love to become U.S. citizens, that they will be given guaranteed U.S. citizenship within 2 years.

Now, that would mean \$1 million per person, and perhaps we might want to say that individuals could bring in their immediate family, minors, for \$500,000. But whatever that is, the revenue raised from this program could be put into that special account managed by the Secretary of Homeland Security for the purpose of carrying out border security and immigration enforcement activities.

In other words, the President of the United States does not have to have the burden of raising taxes in order to pay for that Southern border wall. He does not have to pass it off on further generations by increasing the debt by that level.

We have a method in this to bring in a better quality of people who we need coming into our country rather than selecting at random and paying for a wall that will reestablish the security of the people of this country and will go a long way to establish a mindset around the world that no longer are our borders open. No longer, whoever can get over here, are we going to take in and then give them free education and free health care and let them commit crimes and not even be kicked out of the country for it. No. Those days are over, and this wall will symbolize that.

What I have suggested, having these foreign wealthy people pay for that wall, makes it a real possibility. If people would be interested in talking to their Member of Congress, they can call or write, but they should call and say the idea of letting rich foreigners build that wall is the answer. Let's get going on it. Let's not wait for 5 years. Build the wall and let the others pay for it. That is a plan that will work.

I would like to also discuss another issue that I have been involved in. But let me just note that, on the tax bill, I have also asked for an amendment that would increase the well-being. And, how do you say, right now our wealth is becoming so centralized in just a few hands.

What we have now in the United States is a vision that the poor are get-

ting poorer and the rich are getting richer. There is a problem with this concentration of wealth.

Now, the reason we have that concentration of wealth is because there are a few people in our country that own capital, own the companies that produce the wealth. And over the years, that has been focused on fewer and fewer hands, and the working people are being shut out of a system that is something that they are essential players in.

So with that said, I am certainly not against profit motive and I am certainly not against competition. I am certainly for the private sector and not for big bureaucracy. But if we just passed an incentive into our system, that incentive would be this: I am proposing that when an employer provides stock for his employees, it has to be an equal distribution to all the employees. Those employees don't have to pay income tax on it. And if those employees keep that stock for over 10 years, the employees don't have to pay capital gains tax on it.

So what we have got—if a company is successful and we have got a large increase in the value of that company, it is being shared with the workers in the company. It is not being held up in the one percent of the elite management. What we need to do is to make sure that we deal with this concentration of wealth because the American people, that is what it was all about. It wasn't about having some elite. That was what the Homestead Act was all about that helped my grandparents. We need a Homestead Act for people who are working in the various industries in our country. And tweaking the system with a little tax incentive like I am talking about, this would be an ESOP, which are already in existence but have very complicated structure associated with them, an expensive structure associated with them, that this would be like ESOPs on steroids. We will have working people thinking in terms of partnership with their employer instead of being on an adversarial relationship. People with startup companies will be able to get the top-quality people knowing if their company is successful, the capital gains tax will be zero for them who came onboard early on.

This is another proposal that I am making, and I would hope that people will look at that again and ask their Congressman to consider Congressman ROHRBACHER's Employee Ownership Bill, Expanding Employee Ownership.

Finally, I would like to talk about one last issue that is something that is very controversial, I know, and I have never stepped away from being controversial. But what we have got here today is a major change in public attitude towards something that has been wrong for a long time but the public was not aware of it.

I would hope that we do not pass up the chance again of legalizing the medical use of marijuana. And the fact is,

44 States have taken many restrictions off the use of medical marijuana.

I have legislation that says respect State marijuana laws. This should be left up to the States. This should be left up to the people who decide for themselves whether or not they believe medical marijuana should be available to seniors, to veterans, and to other people. And we should stop paying money to the drug cartels by making sure that this medicine that we now know is possible with marijuana that we don't want to have the source being the drug cartels around the world.

So I would ask my colleagues to join me in supporting the medical marijuana initiative, what I have, which says we will respect medical marijuana laws and the United States.

I would hope that my colleagues get the message. These are four very important issues. These are issues I spent a lot of time on, but I am doing that because I understand these are fundamental. We have to start doing more. If we are going to drain the swamp, as the President says, we have got to be working on the fundamentals that are wrong with the system rather than just trying to create some image of progress and image of activity here.

We can do it. We have got good leadership here in the House. We have got a willingness to cooperate with the other side of the aisle. We have got a President who wants to work with us. Congress is here. We are in action, and we have got some great new creative ideas. Now the American people are welcome to participate.

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

RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess subject to the call of the Chair.

Accordingly (at 6 o'clock and 22 minutes p.m.), the House stood in recess.

□ 2331

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. YOUNG of Iowa) at 11 o'clock and 31 minutes p.m.

ADJOURNMENT

Mr. MCHENRY. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 11 o'clock and 32 minutes p.m.), under its previous order, the House adjourned until tomorrow, Thursday, April 27, 2017, 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:

1147. A letter from the Acting Under Secretary, Bureau of Legislative Affairs, Department of State, transmitting the "Iran-Related Multilateral Sanctions Regime Efforts" report for the period of August 7, 2016 to February 6, 2017; to the Committee on Foreign Affairs.

1148. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Sikorsky Aircraft Corporation Helicopters [Docket No.: FAA-2015-7095; Directorate Identifier 2015-SW-085-AD; Amendment 39-18848; AD 2017-07-09] (RIN: 2120-AA64) received April 21, 2017, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

1149. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Helicopters Deutschland GmbH [Docket No.: FAA-2016-3257; Directorate Identifier 2015-SW-072-AD; Amendment 39-18846; AD 2017-07-08] (RIN: 2120-AA64) received April 21, 2017, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

1150. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Bell Helicopter Textron Canada Helicopters [Docket No.: FAA-2017-0189; Directorate Identifier 2017-SW-008-AD; Amendment 39-18847; AD 2017-05-51] (RIN: 2120-AA64) received April 21, 2017, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

1151. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Airplanes [Docket No.: FAA-2016-8184; Directorate Identifier 2016-NM-036-AD; Amendment 39-18843; AD 2017-07-05] (RIN: 2120-AA64) received April 21, 2017, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

1152. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Bombardier, Inc. Airplanes [Docket No.: FAA-2016-6897; Directorate Identifier 2015-NM-187-AD; Amendment 39-18853; AD 2017-08-04] (RIN: 2120-AA64) received April 21, 2017, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

1153. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Bombardier, Inc., Airplanes [Docket No.: FAA-2016-9299; Directorate Identifier 2016-NM-119-AD; Amendment 39-18851; AD 2017-08-02] (RIN: 2120-AA64) received April 21, 2017, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

1154. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Gulfstream Aerospace Corporation Airplanes [Docket No.: FAA-2014-0651; Directorate Identifier 2014-NM-043-AD; Amendment 39-18850; AD 2017-08-01] (RIN: 2120-AA64) received April 21, 2017, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110

Stat. 868); to the Committee on Transportation and Infrastructure.

1155. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments [Docket No.: 31127; Amdt. No.: 3741] received April 21, 2017, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

1156. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Gulfstream Aerospace Corporation Airplanes [Docket No.: FAA-2016-9385; Directorate Identifier 2016-NM-111-AD; Amendment 39-18844; AD 2017-07-06] (RIN: 2120-AA64) received April 21, 2017, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

1157. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; General Electric Company Turbofan Engines [Docket No.: FAA-2013-0879; Directorate Identifier 2013-NE-30-AD; Amendment 39-18842; AD 2017-07-04] (RIN: 2120-AA64) received April 21, 2017, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

1158. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Airplanes [Docket No.: FAA-2017-0245; Directorate Identifier 2017-NM-023-AD; Amendment 39-18841; AD 2017-07-05] (RIN: 2120-AA64) received April 21, 2017, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

1159. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; M7 Aerospace LLC Models Airplanes [Docket No.: FAA-2016-9531; Directorate Identifier 2015-CE-011-AD; Amendment 39-18839; AD 2017-07-01] (RIN: 2120-AA64) received April 21, 2017, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

1160. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Embraer S.A. Airplanes [Docket No.: FAA-2014-0059; Directorate Identifier 2013-NM-075-AD; Amendment 39-18832; AD 2017-06-08] (RIN: 2120-AA64) received April 21, 2017, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

1161. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Meggitt (Troy), Inc. Combustion Heaters [Docket No.: FAA-2014-0603; Directorate Identifier 2013-CE-026-AD; Amendment 39-18827; AD 2017-06-03] (RIN: 2120-AA64) received April 21, 2017, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

1162. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Direc-

tives; Airbus Airplanes [Docket No.: FAA-2016-8851; Directorate Identifier 2016-NM-070-AD; Amendment 39-18831; AD 2017-06-07] (RIN: 2120-AA64) received April 21, 2017, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

1163. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Airplanes [Docket No.: FAA-2017-0245; Directorate Identifier 2017-NM-023-AD; Amendment 39-18841; AD 2017-07-03] (RIN: 2120-AA64) received April 21, 2017, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

1164. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; American Champion Aircraft Corp. [Docket No.: FAA-2017-0283; Directorate Identifier 2017-CE-009-AD; Amendment 39-18849; AD 2017-07-10] (RIN: 2120-AA64) received April 21, 2017, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

1165. A letter from the Trial Attorney, Office of the Chief Counsel, Federal Railroad Administration, transmitting the Administration's final rule — Implementation of the Federal Civil Penalties Inflation Adjustment Act Improvements Act for a Violation of a Federal Railroad Safety Law, Federal Railroad Administration Safety Regulation or Order, or the Hazardous Material Transportation Laws or Regulations, Orders, Special Permits, and Approvals Issued Under Those Laws [Docket No.: FRA-2016-0021; Notice No.: 3] (RIN: 2130-AC59) received April 21, 2017, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

1166. A letter from the Acting Under Secretary, Policy, Department of Defense, transmitting a progress report for the period of July 1, 2016, through September 30, 2016; jointly to the Committees on Foreign Affairs and Armed Services.

REPORTS OF COMMITTEES ON PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XIII, reports of committees were delivered to the Clerk for printing and reference to the proper calendar, as follows:

Mr. WOODALL: Committee on Rules. House Resolution 280. Resolution providing for consideration of the bill (H.R. 1694) to require additional entities to be subject to the requirements of section 552 of title 5, United States Code (commonly referred to as the Freedom of Information Act), and for other purposes; providing for consideration of motions to suspend the rules; and waiving a requirement of clause 6(a) of rule XIII with respect to consideration of certain resolutions reported from the Committee on Rules (Rept. 115-96). Referred to the House Calendar.

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. HENSARLING (for himself, Mr. McHENRY, Mr. HUIZENGA, Mr. LUTKEMEYER, Mr. DUFFY, Mr. BARR, Mrs. WAGNER, and Mr. PEARCE):