

330,000 Afghan military and police personnel.

The international community is now providing 60 percent of the Afghan GDP, and almost all of these so-called peacekeeping—really, U.N. wars—the U.S. taxpayers are paying over 90 percent of the cost.

When the so-called coalition bombs go astray killing civilians and women and children, they are really seen by the locals as being U.S. bombs, creating even more hatred and resentment for our country.

We have now had almost 2,500 young American soldiers killed in Afghanistan and 20,000 wounded, many maimed for life. We have spent \$1 trillion directly on this war and even more indirectly.

Mr. Speaker, the American people don't want forever, permanent wars. This Afghanistan folly has lasted four times longer than World War II. We should have come home a long time ago.

PERSONAL STORIES OF DREAMERS IN PORTLAND

The SPEAKER pro tempore. The Chair recognizes the gentleman from Oregon (Mr. BLUMENAUER) for 5 minutes.

Mr. BLUMENAUER. Mr. Speaker, yesterday I was standing next to JOHN LEWIS as we joined our Democratic colleagues from the House and the Senate who delivered a spirited message of resolve to fight Donald Trump's cruelty towards almost 800,000 young Americans and, of course, several million other members of their families, their friends, their employers, who all had their lives turned upside down by Trump's senseless, unnecessary decision.

Strange for somebody who professes to love the DREAMers, Trump is caught in his own trap. He clearly didn't know what he was doing, trying to figure out ways to pass responsibility for his decision on to others. But, of course, that is sort of what we have come to expect from someone who appears to care only for himself. He was afraid, even, to deliver the message himself. Typical of Donald Trump, he outsourced the decision to Jeff Sessions, who Trump spent most of the summer demeaning.

Now, I think there is a simple solution: take it back. Donald Trump is famous for mulligans on the golf course, do-overs. If he didn't like the shot, he would just do it again. Well, let's declare a DACA mulligan. Take it back. Yes, it might look foolish, but that really hasn't stopped him before.

In the meantime, the outrage builds: the community of faith, the business community, people across the country who are understanding the lunacy of this decision, its unfairness. But the most telling and powerful points are from the young DREAMers themselves.

My colleagues have delivered this message from people whom they have

heard from in their districts. I have countless ones that have been shared with us.

Jamie, a 31-year-old father of two, a DACA recipient, was 12 when his family fled to the United States to escape poverty and corruption. For 9 years, he has dedicated his life to helping young people cope with these challenges. He is working with young people impacted by the issue, concerned about their mental health and their well-being.

Eddie arrived from Mexico as a 1-year-old baby. He really didn't understand the impact of being undocumented until he applied for college and was not eligible for Federal assistance, but eventually he attended and graduated from Portland State University; and he has become the first undocumented student admitted to Oregon Health & Science University School of Dentistry. Scheduled to graduate next year, he wants to be able to serve the community that raised him.

Karla, arrived as a 4-year-old, is currently a student, but whose concern is the message that is being sent to others whom she works with. DACA recipients are not all young professionals or valedictorians. Some work in fast-food restaurants and are struggling to get through community college.

She makes the point that some may call her a DREAMer, but she felt that the real DREAMers were her parents, who had the dream for her. They fought to come to this country to raise her and give her the opportunity to work, attend school, and live without fear of deportation.

These are compelling stories, Mr. Speaker, but the one that stands out in my mind most clearly was one of my first meetings after the election. I was meeting with a number of the young DREAMers, listening to their concerns, their apprehensions. The conversation stopped with one young man who just said, "What country should I go to?" He had choices to go to Canada or Europe. He was an accomplished student, ambitious.

"What country should I go to?" I must admit, at the time, I counseled him to not give up on the United States too quickly. I wonder what he thinks today.

HONORING CLIFF GLOVER

The SPEAKER pro tempore. The Chair recognizes the gentleman from Georgia (Mr. FERGUSON) for 5 minutes.

Mr. FERGUSON. Mr. Speaker, I rise today in honor of one of the Third District's most upstanding citizens, Mr. Cliff Glover.

Mr. Glover passed away last month at the age of 104, but not before touching countless lives in our community. His community service began at a young age in the Boy Scouts, an organization that he would work with for the rest of his life, earning the rank of Life Scout and the Silver Antelope Award for his service to the organization.

Mr. Glover also served his Nation in the Civil Engineer Corps of the U.S. Naval Reserve during World War II, working on the U.S. Naval Air Station in Jacksonville, Florida, now known as Cape Canaveral.

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In the private sector, Mr. Cliff successfully led the Batson-Cook Construction Company as it built many important buildings and developments throughout the southeast.

I consider myself blessed to have known Mr. Glover personally, and his commitment to serving others helped inspire my own public service.

I want to challenge all of my colleagues, friends, and neighbors to carry on his legacy of serving others.

A 21ST CENTURY AIR TRAFFIC CONTROL SYSTEM

The SPEAKER pro tempore. The Chair recognizes the gentleman from Oregon (Mr. DEFAZIO) for 5 minutes.

Mr. DEFAZIO. Well, Mr. Speaker, I was just reading a message from Citizens for On Time Flights.

Now, I fly a lot and I would love to be on time more. They are talking about our aviation system here. Air traffic control is a World War II relic and saying that if we only would give it over to the private sector, i.e., the airlines, it would work better.

Well, let's see, a couple of things wrong with that statement. Number one, the greatest problem with air delays is weather. Now, actually, we are dealing with that technologically through a new system called Datacom, where, at our 55 busiest airports, the pilots and the air traffic controllers now can communicate by text and they don't have to repeat over and over on the radio the messages; many fewer misunderstandings, easier to reroute. This has been implemented by the FAA.

What is the number two cause?

Oh, it is airline operations and scheduling—the airlines themselves. They are the second greatest cause of delays, they, in themselves.

So it turns out that Citizens for On Time Flights is actually funded by a group of airlines.

Now, what is the bottom line here? Do we have a World War II relic, as Gary Cohn has said after he read some of this and heard this propaganda?

No, actually. We have the most advanced system in the world. We could fly planes today closer together using GPS technology called ADS-B and not use the older radar system, except—the system is up and running, except the airlines won't pay to put the equipment in their planes. They say it is too expensive.

So they are complaining about the FAA and saying they could do a better job, they could do it more efficiently, they could fly planes closer together, but they won't invest in the equipment.

Now, it is very expensive. For instance, American Airlines would have to spend 40 percent of last year's baggage fees to equip every one of their planes so they could use this modern system—40 percent of their baggage fees. Wow, what a hit they would take for that.

Now, what is the bottom line here?

The bottom line is we fund the current system—the largest, most complex, most advanced in the world—with a tax on the tickets. It is a progressive tax; the more you pay for your ticket, the more you pay for air traffic control, 7½ percent tax.

For years the airlines have said to me: That's our money.

I said: What do you mean it's your money? I pay the tax when I buy a ticket.

They said: No. That's our money. We should have it.

In fact, a few years ago, when the FAA bill expired for 2 weeks because of a chairman named John Mica, every airline in America, except for one—when the 7½ percent tax went away for 2 weeks, every airline in America, except Alaska Airlines, raised their ticket prices 7½ percent.

So what is the bottom line of this bill?

This bill—going to be pushed by the Republicans over here—would repeal the 7½ percent tax. That would be a \$10 billion windfall for the aviation industry.

And then what? How are we going to pay for it?

Well, the private corporation will decide. Congress will have nothing to say about how it is paid for, and it is going to be paid for with a head tax. So you get on the plane; they will say: Oh, it's 50 bucks to sit in that seat, to use the public airspace of the United States of America.

That's how the corporation is going to pay for it, with a head tax.

So we go from a progressive tax to a regressive tax. If you buy a \$50 ticket, you are going to pay 50 bucks to sit in the seat. So it is now \$100. Today you would have paid \$3.75.

So that is the real bottom line here. It is not about efficiency. It is not bringing the system up to date.

Now, they have done a great job with this propaganda, and the chairman of the committee has done a great job. They talk about those paper strips. They use paper strips in the traffic control towers.

Well, yeah, we do. It works real well. We replaced them in the en route centers, but we haven't replaced them yet in the towers. It is infallible. It has worked forever. It is efficient. But we are going to go to electronic flight strips, and we are going to do it in a way that actually is going to improve the efficiency of the system and dispatch planes better.

Now, they say: Well, Canada has electronic flight strips.

Yeah, they did it for billing purposes because they charge per flight. They

don't, and are not going to, have the new system we are going to have, which is going to sort out all the planes by their future routes, everything as they depart from the airport, and it is going to be way more efficient.

So, actually, the FAA is doing an excellent job. And 7 to 10 years ago I never would have said that. But they have got it straightened out over the last 7 years. Randy Babbitt and Mr. Huerta have got it straightened out. It is working today.

There is a GAO report, which I am releasing today, which the Republicans tried to repress, which says, in fact, the system is on time, on budget, and, in fact, privatization will delay the modernization of the system.

So the House is going to push and the Republicans are going to push for a bill that actually is going to set us back instead of moving us forward into the 21st century air traffic control system.

HOUSTON STRONG

The SPEAKER pro tempore. The Chair recognizes the gentleman from Texas (Mr. OLSON) for 5 minutes.

Mr. OLSON. Mr. Speaker, 2 weeks ago, a monster Category 4 hurricane named Harvey hit my home. It hit us very hard. And 2 days after the first blow, it hit us once again. It reversed course and hit us twice in the span of 2 days.

It took out our schools, our shops, our homes, our pets, and the lives of over 50 Texans. But there is one thing that Harvey can never take from us, and that is, we are "Houston Strong."

Houston Strong is the Smith family. Annie was going into labor as her apartment was being swallowed up by floodwaters. She and her husband, Greg, were doctors. They prepared to have a home delivery of their first child. Their phone calls for help were unanswered.

Annie called her church and, within an hour, a rescue truck drove up. That is her right there, being assisted on the rescue truck an hour after she made that call. Twelve hours later, their family grew by one. Their daughter, Adrielle, was born. The Smith family is Houston Strong.

Houston Strong is Buster Stoker and the Cajun Navy. Buster and his buddies from Louisiana brought 14 boats to rescue others in our disaster. Buster said: "There were a lot of submerged cars and street signs underneath us." It reminded Buster of cypress knees in the marshes at home. Buster rescued over 100 people, seven by seven. Buster and the Cajun Navy are Houston Strong.

Houston Strong are our first responders, our police officers, firemen, EMS drivers, our military, the entire Texas National Guard. And first responders include normal, everyday Texans like this man carrying a mother and her baby out of harm's way. Texans are Houston Strong.

Two days ago, I took a helicopter tour of the damage with Leader

MCCARTHY. The crew on our Coast Guard helicopters rescued 2,000 people in harm's way. And I am sure this scene was played out over and over inside those helicopters—a neighbor, glad to be alive, her hand resting on a rescuer's shoulder. Our first responders are Houston Strong.

Houston Strong is the thousands of volunteers who have been in shelters and churches and schools all throughout southeast Texas. I went to this high school, Cinco Ranch, in the Katy Independent School District. This was up and running within 24 hours of getting the go order. They had food, water, toiletries, clothes, and a smile.

I saw on those people who lost everything smile after smile after smile because of volunteers at shelters like Cinco Ranch High School. Shelters in Cinco Ranch are Houston Strong.

I have saved the best for last. This young boy's name is J.W. Claburn, IV. He lives in my district, Richmond, Texas. This young boy's photo is exactly what I have been trying to convey these last 5 minutes.

In closing, I will say that we—America is strong, Texas is strong, and Houston is stronger because of Hurricane Harvey.

CONDEMNING PRESIDENT TRUMP'S DECISION TO END DACA

The SPEAKER pro tempore. The Chair recognizes the gentlewoman from Illinois (Ms. KELLY) for 5 minutes.

Ms. KELLY of Illinois. Mr. Speaker, I rise today to condemn in the strongest possible terms the President's decision to end the Deferred Action for Childhood Arrivals program, also known as DACA.

This issue should be very simple. These are children who were brought here by their parents, through no fault of their own. They grew up with our kids, attended the same schools, played on the same playgrounds, and learned to drive in our neighborhoods. These kids are Americans in their hearts and in their minds, just not on paper, yet.

Beyond that, my faith, my conscience, my understanding of basic economics prevents me from supporting this cruel and inhumane decision by President Trump.

If we are to love our neighbors as ourselves, we must remember that we, too, were once strangers in a strange land. Many of us have our own immigrant stories, stories of how we became Americans.

My family's story begins like many of yours. My great-grandfather, Metro, was born in Austria in 1881, and my great-grandmother, Margaret Skrutt, was born in Ukraine in 1882. They got married and knew that they could find a better life in America; so, in 1906, they took a chance and came to America, arriving on November 1, 1906.

They settled in Northumberland County, Pennsylvania, because other Ukrainians already lived there. They joined the community, worked hard,