

A NEW ABSOLUTE AIRSPEED RECORD

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

Mr. KNIGHT. Madam Speaker, I am truly blessed to represent a district in southern California that is the home of so many historic feats.

Today, I would like to tell you about one of those feats that turned 50 years old today. October 3, 1967, is a date I will never forget, but it is probably a date I will never remember either because I was 9 months old.

On that date, a B-52 flew down the runway of Edwards Air Force Base with a small, white airplane tucked underneath her wing. A major who had thousands of hours in different platforms was the pilot of that airplane. He had been on several different programs and had been a test pilot for many years and was a graduate of the United States Air Force Test Pilot School. He was the pilot of that small, white aircraft.

The plan was simple on paper. It was to accelerate to 100,000 feet and achieve a Mach of 6.50. As the pilots at Edwards Air Force Base will also tell you, it is a profession that they go about, and they do this in a very professional manner. The terms were 100,000 feet and 6.50, the ending was 102,100 feet and 6.72—a new airspeed record.

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The interesting thing about this is that the air speed record had been set on November 18, 1966, by the same pilot and broken just 10 months later. That flight has now stood for 50 years.

If that pilot was here today, he would say that it is a travesty that that air speed record has stood for 50 years. In fact, I was standing with him on the 30th anniversary and he said just those same words: Why are we stuck where we were in the sixties? Why haven't we continued to push forward?

I believe he was right and I believe he would be right today. I hope that I am not standing here on the 60th anniversary talking about the same issue.

The great men of that era did some phenomenal things. They pushed the limits. They knew that the sky was no limit and that it was actually just a boundary that we needed to push forward.

There were 12 pilots in the X-15 program. I grew up with many of them or their kids. There was General Rushworth, Neil Armstrong, Bob White, Joe Walker, Bill Dana, Joe Engle, Scott Crossfield, John McKay, Milton Thompson, and Forrest Petersen. Mike Adams lost his life in the X-15 program in November 1967—the only one to lose his life in that program.

The pilot of the October 3, 1967, flight was my father, Pete Knight. He flew the aircraft 16 times, setting the air speed record several times, breaking it, and then achieving 4,520 miles an hour on October 3, 1967, which still stands today.

I think the lesson is that we have got to keep pushing. Technology is not out there for no reason. It is out there for us to grab and continue to achieve. Those records are made to be broken. We must continue to push in aerospace and in every endeavor we encounter. That is what America does and that is what we do for all of mankind.

I think this record was a great achievement, and I can tell you one quick story. I knew of this record when I was a small kid because my father pulled that Machmeter out of the X-15 after he set the record. That Machmeter sat on our television for every year of my life, until he was on his death bed. He said: I want that Machmeter to go to the Smithsonian. Which is exactly where we sent it.

This was something that was an achievement by many engineers, pilots, mothership pilots, and chase pilots, but it is something that is now 50 years old, and we need to continue to push.

DEVASTATION AND HUMANITARIAN CRISIS IN PUERTO RICO

The SPEAKER pro tempore. The Chair recognizes the gentleman from New York (Mr. ESPAILLAT) for 5 minutes.

Mr. ESPAILLAT. Madam Speaker, any comments that I make in Spanish, I will provide translation in English.

Madam Speaker, I witnessed the devastation and humanitarian crisis this weekend when I traveled to the island of Puerto Rico with my colleague from Chicago, Illinois, LUIS GUTIÉRREZ.

As I traveled throughout the area, I met dozens of emergency workers from various cities around our Nation on their way to provide assistance to families in Puerto Rico.

(English translation of the statement made in Spanish is as follows:)

I had the privilege of travelling to Puerto Rico this weekend along with my colleague from the State of Illinois, Congressman LUIS GUTIÉRREZ, and witnessed the devastation caused by Hurricane Maria. But most importantly, I saw how the Puerto Rican people has united to work in restoring Puerto Rico from its current state. Thousands and thousands of people, including Mayor Carmen Yulín Cruz and the Governor, are compromised with the well-being of the Puerto Rican people. I saw firefighters and emergency workers at the Philadelphia airport trying to reach Puerto Rico to help their brothers and sisters. This has moved me and I understand the Puerto Rican people have a very big heart and immense solidarity.

Tuve el privilegio de viajar este fin de semana a Puerto Rico con mi colega del Estado de Illinois, Congresista LUIS GUTIÉRREZ, y fui testigo ocular de la devastación causada por el Huracán María. Pero más importante, vi cómo el pueblo puertorriqueño se ha unido a trabajar para levantar a Puerto Rico del estado donde se encuentra; miles y miles de personas, incluyendo la

alcaldesa Carmen Yulín Cruz y el mismo Gobernador están comprometidos con el bienestar del pueblo puertorriqueño. Vi a bomberos, trabajadores de emergencia, en el aeropuerto de Philadelphia tratando de llegar a Puerto Rico para darle ayuda a sus hermanos; algo que me ha conmovido y que entiendo que el pueblo puertorriqueño tiene un corazón muy grande y una solidaridad humana inmensa.

Madam Speaker, I met with Puerto Rico Governor Ricardo Rossello and San Juan Mayor Carmen Yulín Cruz. It bewilders me how someone could criticize the mayor of San Juan, Puerto Rico, from a cozy clubhouse in a well-heeled golf course when she was chest deep in water contaminated with toxic fuels and human excrement, bringing help to those who need it in San Juan, Puerto Rico.

We discussed with them efforts currently under way and ways that the Federal Government and Congress can improve our response to address immediate and long-term goals to help rebuild the island of Puerto Rico and the U.S. Virgin Islands—let's not forget them.

Yesterday, I released a 10-point plan following my assessment, and I offer this as a solution to provide an immediate emergency relief package for the humanitarian crisis we are witnessing in Puerto Rico and the U.S. Virgin Islands.

It is my hope that we, as Members of Congress, will work together to find solutions quickly, as the lives of U.S. citizens and the efforts to rebuild have remained encumbered.

Madam Speaker, I call for an immediate \$20 billion emergency relief package for Puerto Rico and the Virgin Islands.

Congress needs to act on a humanitarian emergency relief package for Puerto Rico and the U.S. Virgin Islands no later than this week. They cannot wait another week.

It is estimated that Puerto Rico will need \$85 billion for their recovery efforts. At a minimum, Congress need to enact a \$20 billion emergency relief package for Puerto Rico and the U.S. Virgin Islands.

Also, I call for a hearing on Puerto Rico and U.S. Virgin Islands recovery efforts. A congressional task force for coordinated relief efforts must be put in place. The delayed response in Puerto Rico was egregious.

I join my colleagues in calling for a hearing on Puerto Rico and U.S. Virgin Islands recovery efforts and for a full assessment on how to mitigate delayed reactions in the future and a strategic plan on a long-term recovery effort not only for Puerto Rico and the U.S. Virgin Islands, but for the entire Caribbean region that, unfortunately, stands on the pathway of natural disasters, including hurricane season.

As my colleagues have stated, the Hurricane Sandy Rebuilding Task Force resulted in a comprehensive plan

developed by Federal and local stakeholders, which then helped aid the recovery efforts in U.S. and elsewhere. A similar plan is needed for all of the areas affected during this hurricane season.

We must also create a permanent waiver of the Jones Act for diesel and fuel. The latest 10-day waiver by the Trump administration is not nearly enough. The Jones Act needs to be waived for at least a year so that response and rebuilding efforts are not encumbered. I also call for a permanent waiver for diesel and fuel.

I also call for immediate deployment of the USS *Abraham Lincoln* aircraft carrier.

I joined 145 Members of Congress in urging the President to deploy the USS *Abraham Lincoln*.

We need to repair telecommunications and authorize the Army and engineers to repair hospitals.

Madam Speaker, I have four other points that I will later present to you.

The SPEAKER pro tempore. The gentleman from New York will provide a translation of his remarks to the Clerk.

POLITICAL COURTS

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

Mr. DUNCAN of Tennessee. Madam Speaker, the new term of the U.S. Supreme Court begins this week. I was a judge for 7½ years before I came to Congress, so I have great interest in their proceedings. It seems to me that our courts have become far too political over the last many years.

Up until the mid-1930s, most Federal courts seemed to try to stay out of politics and paid great deference to actions by Federal and State legislative bodies as being expressions of the will of the people.

For many years now, though, some Federal judges believe they should have been elected to Congress or to State legislatures. One of many examples involves the drawing of congressional, legislative, and local government voting districts. The word “gerrymandering” came into use in 1812, but it really has only been in very recent years that the Federal courts have become heavily involved in drawing specific lines in so many States.

If the court has a liberal judge, he or she will seemingly go to great lengths to throw out any lines that seem to benefit conservatives.

I was at the U.S. Supreme Court recently to introduce some lawyers from Knoxville. That day, the Court was hearing a challenge to some lines drawn by the Virginia Legislature. This is something that the Federal courts should really stay out of and leave to the State legislatures.

Also, opinions now are much longer than in the first 150 years or so, as some judges seem to believe they know almost everything.

Madam Speaker, what we really need is more judges at all levels who have a little more humility.

Many of the issues that the courts are dealing with involve freedom of religion. Our Founding Fathers came here to this country to get freedom of religion, not freedom from religion.

I think it was very sad that a very intolerant group from Wisconsin went to great lengths to get a Bible verse removed from the Knoxville Police Department. It seems that people who proclaim their tolerance the loudest are some of the most intolerant people in this country today, and aimed primarily at conservative Christians.

In *Zorach v. Clauson*, a 1952 U.S. Supreme Court case, Justice William O. Douglas wrote that the law should not prefer “those who believe in no religion over those who do believe,” and that there is “no constitutional requirement which makes it necessary for government to be hostile to religion and to throw its weight against efforts to widen the effective scope of religious influence.”

Justice Douglas was one of the most liberal Justices who ever served on the U.S. Supreme Court.

It surprises many when I tell them that we open every session of the House and Senate with prayer, that there is a prayer room in the center of the Capitol, and several Bible studies go on in the Capitol each week.

Madam Speaker, on an unrelated topic, because we are dealing with the budget proposals this week, I think it is ironic that the only President in the last 70 or 80 years who has tried to rein in defense spending is the only one who spent his career in the military: President Eisenhower.

I spoke out in every way and voted against most of the major initiatives of the Obama administration, but it was false to say that the military has been depleted.

We spend well over \$700 billion on defense and military construction each year. Last year, we spent \$177.5 billion on new planes, tanks, weapons, and equipment, and similar amounts to that for many years. Most of this equipment does not wear out after just 1 year.

In the book “Ike’s Bluff,” when Eisenhower was told he could not cut defense spending, he replied that if he told every general who reduced his budget that he would get another star, you would have to get out of the way of the rush.

He also said: “Heaven help us if we ever have a President who doesn’t know as much about the military as I do.”

Over 80 percent of those in Congress today have never served in our Armed Forces. I am proud to have been one who was privileged to serve.

Most of the Members of Congress today are afraid to oppose or even question wasteful defense spending for fear of some demagogue calling them unpatriotic or saying they are not sup-

porting the troops. But, Madam Speaker, we need to wake up and realize that there is waste even in the Defense Department.

ENTERPRISE CARRIERS FROM MEXICO

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

Mr. DEFAZIO. Madam Speaker, today, there are over 800 so-called enterprise carriers from Mexico operating heavy trucks long distance in the United States.

Now, what is wrong with that?

Well, Mexico doesn’t have any drug or alcohol testing of its commercial drivers. Mexico does not have a centralized database of commercial driver’s licenses and driving offenses, making it difficult, if not impossible, to attract and disqualify drivers who are unsafe and who would be disqualified here in the United States.

In Mexico, truck drivers are pretty much exploited and abused. They don’t even have hours of service rules. Some drivers will drive for 1 or 2 days straight.

In the United States, of course, we have very restrictive rules for safety on hours of service. Those laws, theoretically, apply to the 800 Mexican enterprise carriers operating in the United States.

However, how many hours did that person drive before they got to the border? Was it 24 or 48?

Then they cross over the border and they are limited.

Congress objected and voted multiple times by huge bipartisan majorities on legislation I supported to say: No, we do not want these Mexican trucks ranging about here in the United States until they can prove that they meet the same standards as our truck drivers.

We have had a few offenses. We don’t even put special scrutiny on these enterprise carriers. We have very few inspectors out there. But they have managed to rack up some pretty horrific records on a random basis that raise huge questions about their safety.

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They had over 900 violations per driver that cannot read or speak the English language sufficiently to respond to official inquiries, a violation of the law; over 800 violations for brake-related issues—worn brake hoses, defective brakes, et cetera; and hundreds of other violations for tire treads, exhaust leaks, and oil leaks. One company was fined \$40,000.

There is only one way to solve this issue, and that is to modify the NAFTA agreement. Remember, this was authorized. They were given national treatment; that is, Mexico is treated the same as the U.S. They won, in one of those secret tribunals, a huge judgment against the United States.

The Obama administration caved in and allowed the door to be opened to