

And I can't help but wonder now if where Brennan heard this was when it came out of his own mouth.

"The dossier was never considered true until it was recognized in intelligence assessments and only after the late Senator John McCain and top Obama officials helped circulate it, said Paul."

"The dossier was underwritten by the Democratic National Committee and Hillary Clinton's campaign. By indicating the Kremlin interfered in the election, it helped to fuel false allegations of foreign collusion with the Trump campaign, leading to 2 years of nonstop investigations."

"I'm very concerned that it's becoming more clear that the Obama administration was able to obtain a FISA warrant to spy on our campaign based on phony opposition research from the Clinton campaign. Having Federal law enforcement spy on a Presidential campaign based on phony campaign research is really distressing and the true untold story," he said."

This is a problem. I know others may feel otherwise.

I like ADAM SCHIFF. He was put in charge of—back when he was in the Judiciary Committee where I was serving, we actually impeached two Federal judges who needed to be impeached, who needed to be removed, and my colleague, ADAM SCHIFF, did a wonderful job in handling that effort. As far as I am concerned, he developed great credibility with me in his professionalism in the way he handled the impeachment of those two Federal judges.

But, over the last 2 years, as he has continued to say we know there was collusion between the Trump administration and Russia and we have evidence and on and on, his credibility when it comes to intelligence matters has now been done great harm, not only here, but abroad. So I think it is time to have a different chairman of intelligence.

It is too important that we have someone who is a chairman that hasn't spent 2 years saying something was true that it turned out wasn't. We need to have a Democrat who has credibility with foreign governments, as well as here in the House, as well as in the Senate, and there are people like that. There are people like that on both sides of the aisle that have that kind of credibility that we know just would not be spreading something that wasn't absolutely true.

So I agree with my friends that are on the Intelligence Committee, and I appreciate my fellow Texan, MIKE CONAWAY, for pointing out this is now a problem and it needs to be addressed.

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This article points out something I very much appreciate. The article is from Gregg Re with FOX News. "President Trump, in an exclusive, wide-ranging interview Wednesday night with FOX News' Hannity"—and that

was a great interview my friend Sean Hannity had with the President, really enjoyable, last night. But anyway, it says, "... to release the full and unredacted Foreign Intelligence Surveillance Act warrants and related documents used by the FBI to probe his campaign, saying he wants to 'get to the bottom' of how the long-running Russia collusion narrative began.

"Trump told anchor Sean Hannity that his lawyers previously had advised him not to take that dramatic step out of fear that it could be considered obstruction of justice. 'I do, I have plans to declassify and release. I have plans to absolutely release,' Trump said. 'I have some very talented people working for me, lawyers, and they really didn't want me to do it early on. . . . A lot of people wanted me to do it a long time ago.'" I was one of those people.

He says: "I'm glad I didn't do it. We got a great result without having to do it, but we will. One of the reasons that my lawyers didn't want me to do it is, they said, if I do it, they'll call it a form of obstruction."

Last fall, when I was in the Oval Office along with the President talking for a while, and then his personal attorney came in, it seemed clear to me that his personal attorney was very concerned about declassifying the documents, that it was not the time to do it.

But there is no reason not to do it now, for sure. These things need to come out. We need to see just how badly abused this system was.

My friend JERRY NADLER is chairman of the Committee on the Judiciary. I remember my first term. There was no more vocal advocate on behalf of civil liberties and privacy rights. I really hope that our chairman of the Committee on the Judiciary will join in with Republicans to try to correct this situation.

Clearly, there are still many people who are working in the Trump administration who don't want President Trump to succeed, don't want the President to succeed with what he is trying to do, what he promised he would do.

I don't think anybody has to worry about President Trump being abusive secretly of somebody's rights. But if this isn't handled now, even though Republicans are not in the majority, if we don't clamp down on what we see are clear abuses within the DOJ, within the intelligence community, with the FISA courts, then we are easily headed for a time when somebody else will come in there and they will see how the system was abused during the Obama administration.

I don't know whether that will be a Democrat or a Republican, but I am telling you, if we don't clamp down on it now, the abuses will allow the arising of a Chavez. It will allow the arising of these people who got elected and then became totalitarian.

I think there is a great deal to the poster that circulated: "The problem

with socialism is, you can vote your way into it, but you have to shoot your way out of it."

That is what they found in Venezuela. They voted it in, but in order to have true socialism, you have to move toward totalitarian. You have to have such a powerful government. You can take from those who have earned and who have worked and give to those who are more desirable to have it, according to the government.

It is interesting that we have billionaires who are contributing massive amounts of money to move toward socialism. Obviously, they don't know their history well enough to know, that, yeah, they are considered good friends of the movement—thank you; you are a hero—but then when you move either toward communism—which true communism means there is no government. Everybody just shares and shares alike out of the goodness of their heart. You never can get there. You got to have a totalitarian government. That is why communism doesn't work.

Socialism, they welcome the help of all the rich people. But once you move toward real, true socialism, most of the time, the billionaires, they are going to end up in prison or dead and their money confiscated.

So I am amazed that so many billionaires don't realize they are just lackeys who are being appreciated now, but some day, they are going to go under the bus, and their money is going to be relieved from them.

It is a very critical time. As the Mueller investigation has finally concluded, having questioned Mr. Mueller numerous times, having done so much research on the man I feel like I know him very well—obviously, not as well as Eric Holder, who thought he would end up with an indictment to keep going.

I can't help but wonder if we have a new Attorney General who came in and realized there is nothing here. After all these subpoenas, tens of millions of dollars, it is time to wrap it up.

I really do think Mueller, left to his own devices, would have just kept an investigation going until every potential limitation on anything he had done wrong had run out.

But it is time to reform FISA courts, time to reform DOJ, time to reform our intelligence communities so the kind of abuses that have just gone on will not continue and Presidents in the future, whether Democrat or Republican, will not be tempted to abuse the system, as it is now appearing to have been done.

Mr. Speaker, I appreciate the indulgence. At this time, I yield back the balance of my time.

ADJOURNMENT

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

The motion was agreed to; accordingly (at 1 o'clock and 6 minutes p.m.),

under its previous order, the House adjourned until tomorrow, Friday, March 29, 2019, at 2:30 p.m.

EXECUTIVE COMMUNICATIONS, ETC.

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

524. A letter from the Deputy Assistant Administrator for Regulatory Programs, NMFS, Office of Protected Resources — Headquarters, Department of Commerce, transmitting the Department's final rule — Taking and Importing Marine Mammals; Taking Marine Mammals Incidental to National Park Service's Research and Monitoring Activities in Southern Alaska National Parks [Docket No.: 180411364-9092-02] (RIN: 0648-BH90) received March 21, 2019, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Natural Resources.

525. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Modification of Class E Airspace for the following Alaska Towns; Hooper Bay, AK; Kaltag, AK; King Salmon, AK; Kodiak, AK; Manokotak, AK; Middleton Island, AK [Docket No.: FAA-2017-0347; Airspace Docket No.: 17-AAL-3] (RIN: 2120-AA66) received March 21, 2019, 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.

526. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's interim final rule — External Marking Requirement for Small Unmanned Aircraft [Docket No.: FAA-2018-1084; Amdt. No.: 48-2] (RIN: 2120-AL32) received March 21, 2019, 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.

527. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; The Boeing Company Airplanes [Docket No.: FAA-2018-0902; Product Identifier 2018-NM-047-AD; Amendment 39-19543; AD 2019-01-04] (RIN: 2120-AA64) received March 21, 2019, 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.

528. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; The Boeing Company Airplanes [Docket No.: FAA-2018-0581; Product Identifier 2018-NM-029-AD; Amendment 39-19547; AD 2019-01-08] (RIN: 2120-AA64) received March 21, 2019, 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.

529. A letter from the Ombudsman, Federal Motor Carrier Safety Administration, Department of Transportation, transmitting the Department's final rule — ELD/DT; Commercial Driver's License Upgrade from Class B to Class A [Docket No.: FMCSA-2017-0371] (RIN: 2126-AC05) received March 21, 2019, 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.

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

tives; Safran Helicopter Engines, S.A., Turboshift Engines [Docket No.: FAA-2018-0949; Product Identifier 2018-NE-20-AD; Amendment 39-19484; AD 2018-22-11] (RIN: 2120-AA64) received March 21, 2019, 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.

531. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Pratt & Whitney Division (PW) Turboprop Engines [Docket No.: FAA-2018-0826; Product Identifier 2018-NE-27; Amendment 39-19553; AD 2019-03-01] (RIN: 2120-AA64) received March 21, 2019, 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.

532. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus SAS Airplanes [Docket No.: FAA-2018-0554; Product Identifier 2018-NM-064-AD; Amendment 39-19569; AD 2019-03-17] (RIN: 2120-AA64) received March 21, 2019, 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.

533. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus SAS Airplanes [Docket No.: FAA-2018-0788; Product Identifier 2018-NM-004-AD; Amendment 39-19544; AD 2019-01-05] (RIN: 2120-AA64) received March 21, 2019, 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.

534. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Helicopters Deutschland GmbH (Previously Eurocopter Deutschland GmbH) Helicopters [Docket No.: FAA-2017-1126; Product Identifier 2017-SW-125-AD; Amendment 39-19587; AD 2019-05-05] (RIN: 2120-AA64) received March 21, 2019, 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.

535. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; The Boeing Company Airplanes [Docket No.: FAA-2018-0793; Product Identifier 2018-NM-057-AD; Amendment 39-19545; AD 2019-01-06] (RIN: 2120-AA64) received March 21, 2019, 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.

536. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; The Boeing Company Airplanes [Docket No.: FAA-2016-9189; Product Identifier 2016-NM-114-AD; Amendment 39-19578; AD 2019-03-26] (RIN: 2120-AA64) received March 21, 2019, 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.

537. 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.: 31240; Amdt. No.: 3841] received March 21, 2019, 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.

538. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; The Boeing Company Airplanes [Docket No.: FAA-2018-0162; Product Identifier 2017-NM-116-AD; Amendment 39-19542; AD 2019-01-03] (RIN: 2120-AA64) received March 21, 2019, 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.

539. 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. 31241; Amdt. No.: 3842] received March 21, 2019, 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.

540. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Viking Air Limited (Type Certificate Previously Held by Bombardier, Inc.; Canadair Limited) Airplanes [Docket No.: FAA-2018-0638; Product Identifier 2018-NM-016-AD; Amendment 39-19552; AD 2019-02-05] (RIN: 2120-AA64) received March 21, 2019, 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.

541. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Amendment of Class E Airspace; Flippin, AR [Docket No.: FAA-2018-0952; Airspace Docket No.: 18-ASW-16] (RIN: 2120-AA66) received March 21, 2019, 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.

542. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Revocation of Class E Airspace; Beeville-Chase Field, TX [Docket No.: FAA-2018-0917; Airspace Docket No.: 18-ASW-14] (RIN: 2120-AA66) received March 21, 2019, 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.

543. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Helicopters Deutschland GmbH (Type Certificate Previously Held by Eurocopter Deutschland GmbH) Helicopters [Docket No.: FAA-2013-0555; Product Identifier 2010-SW-047-AD; Amendment 39-19537; AD 2014-05-06 R2] (RIN: 2120-AA64) received March 21, 2019, 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.

544. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Establishment of Class E Airspace; Williston, ND [Docket No.: FAA-2018-0250; Airspace Docket No.: 17-AGL-3] (RIN: 2120-AA66) received March 21, 2019, 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.

545. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus SAS Airplanes [Docket No.: