

Mr. Speaker, I urge my colleagues to join me in supporting this resolution. As we prepare to attend the Chiefs' playoff game this Saturday at Arrowhead, which could be the coldest NFL game since 2016, a balmy 5 degrees, I say, once again: Go Chiefs.

202ND ANNIVERSARY OF THE GREAT SEAL OF MISSOURI

Mr. ALFORD. Mr. Speaker, I rise today to recognize the 202nd anniversary of the adoption of the great seal of the State of Missouri, seen right here and above our very heads on the ceiling of this distinguished Chamber.

On January 11, 1822, the Missouri General Assembly adopted an act that established a symbol of the State of Missouri for the people of Missouri. This seal symbolizes the bravery, strength, and unity of the Show-Me State.

"Salus populi suprema lex esto," our State motto, means: the welfare of the people shall be the supreme law. The great seal designer, William Wells, intended the motto to represent the very fabric of the State government.

The crescent Moon symbolizes Missouri at the time of the seal's creation—of small population and wealth but would increase soon, just like the crescent Moon.

The two bears represent the strength of our State.

There are 24 stars. Twenty-three of them represent the States that were already in existence when Missouri became the 24th.

The clouds surrounding the stars represent the rocky process that led to Missouri becoming a State.

The seal itself declares and emphasizes: "United We Stand, Divided We Fall." Our founders knew that if we work together, we can accomplish great things for our State and our Nation.

CONGRATULATING JIM LEYLAND ON ELECTION TO BASEBALL HALL OF FAME

The SPEAKER pro tempore. The Chair recognizes the gentlewoman from Iowa (Mrs. MILLER-MEEKS) for 5 minutes.

Mrs. MILLER-MEEKS. Mr. Speaker, I rise to congratulate Jim Leyland on his well-deserved election to the National Baseball Hall of Fame.

Jim Leyland was the baseball manager of the Clinton Pilots for three seasons and is now the first member of the team to enter the museum in Coopers-town, New York.

During his time with the Pilots, Leyland took the team to the playoffs in 1973 with a 73-51 record. The Pilots impressively ended the '73 season in first place for the North Division. Leyland finished his three seasons managing the Pilots with a satisfying record of 189-189.

Mr. Speaker, I congratulate Jim Leyland and the Clinton Pilots.

CONGRATULATING MADISON HERRING FOR EARNING GIRL SCOUTS' SILVER AWARD

Mrs. MILLER-MEEKS. Mr. Speaker, today, I rise to recognize Madison Her-

ring, a Girl Scout from Maquoketa, Iowa, who received the Girl Scouts' Silver Award.

Madison collaborated with Vestas American Wind Technology on her sustainability project to construct a gaga ball pit, a popular children's game.

After visiting a Vestas facility and learning about wind energy possibilities, she pitched her idea to the city manager, Josh Boldt, to create this recreational area with recycled materials from wind turbines.

With design and material support from both Vestas and Canvas, as well as assistance from the Maquoketa Parks Department, Madison's idea was brought to life.

Mr. Speaker, I congratulate Madison on her award for making our community in Maquoketa better and more beautiful, and for her commitment to sustainability and our community.

RECOGNIZING SEVENTH ANNIVERSARY OF QUAD CITIES VETERANS OUTREACH CENTER

Mrs. MILLER-MEEKS. Mr. Speaker, I rise today to recognize the seventh anniversary of the Quad City Veterans Outreach Center in Davenport, Iowa.

The Quad City Veterans Outreach Center was founded by Lola VanDeWalle in memory of her father, Emerson "Ted" Walters, who served in World War II.

The center is a nonprofit organization that provides various outreach services to veterans in the Quad Cities and surrounding areas.

With them, I have handed out and delivered food to over a thousand veterans in line when they do their food drives. The center also helps with job placement, housing assistance, and veterans benefit counseling, and it provides monthly programming free of charge.

Most importantly, it provides our veterans a place to go where there is no judgment, no questions. I have seen remarkable recovery of veterans who are suffering from PTSD and have not had contact with their families.

They recently have acquired a building in Davenport that they will be turning into a housing center for homeless veterans.

Mr. Speaker, I congratulate Lola and the Quad City Veterans Outreach Center on their seventh anniversary. I thank them so much for all they do for our veterans and for their continued generosity.

CONGRATULATING NORTH SCOTT VOLLEYBALL

Mrs. MILLER-MEEKS. Mr. Speaker, I rise today to congratulate the North Scott Volleyball team for winning their first State championship since 1985.

In true Cinderella story fashion, the Lancers beat out the top-ranked Clear Creek Amana in the semifinals.

For their final match, North Scott defeated Indianola 25-12 in set three to secure the State championship title.

What does this say about perseverance and tenacity?

Mr. Speaker, I congratulate North Scott Lancers for bringing the 4A State championship back to Eldridge.

Mr. Speaker, I offer best wishes and a very good retirement to my sister, Marianne, the oldest girl of the eight children, and I wish her a very happy birthday.

COMMEMORATING THE LIFE AND SERVICE OF COMMANDER DELBERT AUSTIN OLSON

The SPEAKER pro tempore. The Chair recognizes the gentleman from North Dakota (Mr. ARMSTRONG) for 5 minutes.

Mr. ARMSTRONG. Mr. Speaker, I rise today to honor the life and service of Commander Delbert Austin Olson.

Commander Olson was born on January 4, 1926, in Arthur, North Dakota. In 1943, while still in high school, Commander Olson enlisted in the Navy Reserves, listing Casselton, North Dakota, as his home.

Commander Olson was designated as a naval aviator in 1947. He served honorably in World War II, the Korean war, and then Vietnam.

Commander Olson's service was one of distinction. He was a member of the secret Observation Squadron 67, with his final mission declassified in 1998.

In existence for just 500 days, the Observation Squadron consisted of 12 9-man crews that flew along the Ho Chi Minh Trail in Laos and Cambodia. The purpose of the mission was to place sensors along the trail to monitor hostile movements and to listen in on conversations. This strategy was named "McNamara's Line" after Defense Secretary Robert McNamara. These missions were dangerous as they were required to fly close to the ground, making them prime targets.

On January 11, 1968, Commander Olson's plane went down. Commander Olson lost his life, along with his other crewmen and their mascot, a dog named "Skippy."

In 1968, Commander Olson was first listed as missing in action and later changed to killed in action.

While ground conditions made recovery extremely dangerous, we are grateful that the U.S. military sent out multiple teams and that the remains of all the crew were recovered.

Commander Olson was laid to rest at the Arlington National Cemetery in 2003.

Commander Olson earned multiple awards for his service, including the Navy Commendation Medal with Valor, Purple Heart, National Defense Service Medal, Vietnam Service Medal, and Republic of Vietnam Campaign ribbon bar.

His name is inscribed on the Vietnam Veterans Memorial wall on The National Mall here in Washington, D.C.

Mr. Speaker, I know I speak for all North Dakotans when I say that we are proud of Commander Olson's dedicated service to our Nation. By honoring him today, we ensure that Commander Olson has a permanent place in our country's history and that his memory will live on forever.

□ 1115

## CORPORATE AVERAGE FUEL ECONOMY

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

Mr. LAMALFA. Mr. Speaker, there is a proposal by the National Highway Traffic Safety Administration, often coupled with EPA as well on this topic, regarding corporate average fuel economy. This is a standard that was developed many years ago in order to increase the fuel efficiency of automobiles and trucks sold in America.

They have been cranking up that standard over the years, including a giant leap during the Obama era, where the manufacturers basically came into hearings and acquiesced to these really far-reaching standards they would have. This basically means the fleet of vehicles that the manufacturers would sell has to meet a certain level of average miles per gallon for cars and for light trucks.

Years ago, when it was first established, these were within reach, with work, with new technology, with the efforts modern manufacturers were making. During the Obama era they wanted to raise it from the ultimate goal of, I believe, 27 miles per gallon by X year to 55 miles per gallon by, I believe, 2025 at the time. Think about that a minute, 55 miles per gallon. This is before any of this electric car mess we are talking about right now being forced upon consumers.

How many cars do you know of today that get 55 miles per gallon that are not electric assist or electric in total, which gets, I guess, infinite miles per gallon in that sense? Now, the electricity still comes from somewhere, whether it is a coal plant, a natural gas plant, or a windmill that runs only when the wind blows or a solar plant that is taking up many hundreds of acres of land that only works when it is daylight or not cloudy or rainy or snow covering the solar panels, but I digress a bit.

Basically, during the Obama era they wanted to double it to 54. There are not a lot of cars that most people want to drive day in and day out that get 54, 55 miles per gallon. Indeed, right now, the fleet, when you average trucks and cars, at this moment is about 26.4 miles per gallon across the board. This is after some years of fuel efficiency since this first came out. Consumers have voted for what they want. They vote with their wallets, and that is where the average is right now.

Some folks want a high-mileage car for their commute or that is what they use every day, or what have you. Some folks want electric cars. They think they are being part of an ecological solution. However, a lot of Americans have shown already that they don't want to have electric cars forced upon them, the EVs. Indeed, we are seeing the manufacturers, after all this enthu-

siasm, the CEOs coming out and saying, Oh, it is the wave, it is the future; they are finding that after an initial jolt of people buying these vehicles, that market has more or less become saturated for this moment.

It has taken a lot of incentives, a lot of government money thrown around to help manufacturers put these out, and then giant incentives to buyers to buy these electric cars. Now we have the National Highway Traffic Safety Administration trying yet again to push even harder on these fuel standards to be what might take 58 miles per gallon to reach the goals that they set out.

They say "our" goals. Whose goals are these? This is government, this is not people's goals. You are going to be even availed less choice of vehicle to drive and use, and it has shown by sales. People are less inclined to want to buy an electric vehicle unless they are forced to. They like internal combustion engines.

What has not really been given a whole lot of credit is that in the last 30, 40, 50 years there has been an incremental gain. When electronic fuel injection really started hitting in the 1990s on more and more, and pretty much all vehicles, the efficiency jumped up as far as MPG; it improved. Emissions dramatically improved, as well. However, nobody really gives credit for that.

It is like, oh, no, that doesn't count because we have the California Air Resources Board in California just dreaming up a new regulation every month because that is what they do. They just grind them out. Other States follow along blindly and say, oh, let's be like California, the so-called progressive States. We find out that we are going to have fewer choices. We find out that we are going to have an issue where people can't buy what they need.

If a person needs an F-150, F-250 truck to do their job, it is not going to be solved by buying four Priuses, okay? Other people just like what they like. I personally am a car enthusiast. I like a Mustang with a V-8. It feels good, and it is fun to drive. I don't want that taken away from me or even the people who drive Camaros. They may not have as good a taste. I am kidding.

It is a deal where the car enthusiasts have this thing they like to do together, whether it is a rivalry, but it all works together, car shows, the whole thing. That is an important part of Americana, including politicians who like to ride in these cars in parades. Who doesn't like a 1972 Cadillac convertible to use in a parade? No, I am going to go back to using my Prius or acting like I am later on.

This corporate average fuel economy is going to take away choices that people want, that people can afford. This forced mandate of electric vehicles by NHTSA is basically what they are doing here. They are not even supposed to be using electric vehicles in calculating the corporate average fuel econ-

omy standard, yet they are sneaking that in there in this proposal. They take away consumer choice via this.

## STOP ILLICIT SUBSTANCES IN PRISONS

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

Mr. BACON. Mr. Speaker, I rise in support of H.R. 5266, because the Federal prison system is in a crisis. Overdoses have skyrocketed 600 percent in prisons and jails, with 65 percent of inmates suffering from active substance abuse disorders.

The influx of fentanyl and contraband into the prisons through fentanyl-soaked mail and forged legal correspondence is a threat to inmates and our prison staff who risk exposure to tainted mail.

The Federal Bureau of Prisons deployed successful pilot programs at two Federal prisons which digitized all mail for 1 year. During the trial, 100 percent of fentanyl was intercepted, and no opioids or other drugs were introduced into the facilities via the mail.

I introduced H.R. 5266 with Representative CARTWRIGHT to ensure the safety of staff and inmates in custody. The bill calls for stringent inspection protocols to halt the flow of illicit substances. We must reverse the dangerous trend of drug consumption and trafficking in our prisons. I urge the House to embrace this legislation and pass it.

## RECESS

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

Accordingly (at 11 o'clock and 21 minutes a.m.), the House stood in recess.

□ 1200

## AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. DESJARLAIS) at noon.

## PRAYER

The Chaplain, the Reverend Margaret Grun Kibben, offered the following prayer:

Today, O Lord, may we hear Your voice. Inspire us not to harden our hearts, as we are so often inclined to do. Keep us from our quarreling when we find ourselves without answers, without direction. Save us from our anger when we are tested by demands and doubts and frustrated with misgivings and mistrust.

Though we test Your patience day after day, do not be angry with us nor abandon us even when we turn away from You.