

every day, the cap-and-trade legislation is nothing more than a national energy tax that will raise the energy costs on every American household by thousands of dollars a year. It will hit the Midwest, low-income Americans and Americans on fixed incomes the hardest.

The President, himself, said more than a year ago that, if his cap-and-trade proposal became law, utility rates would, in his words now, “necessarily skyrocket.” Millions of Americans are catching on.

Next week, House Republicans will go from coast to coast in this country with energy summits, taking our case against this national energy tax to the four corners of this Nation. I look forward to engaging the American people. During these tough economic times, the last thing we should do is raise the burden and the cost of energy on every working family in this Nation.

Let’s say “no” to a national energy tax and say “no” to cap-and-trade.

CONTINUATION OF THE NATIONAL EMERGENCY WITH RESPECT TO THE STABILIZATION OF IRAQ—MESSAGE FROM THE PRESIDENT OF THE UNITED STATES (H. DOC. NO. 111-42)

The SPEAKER pro tempore laid before the House the following message from the President of the United States; which was read and, together with the accompanying papers, referred to the Committee on Foreign Affairs and ordered to be printed:

*To the Congress of the United States:*

Section 202(d) of the National Emergencies Act (50 U.S.C. 1622(d)) provides for the automatic termination of a national emergency unless, prior to the anniversary date of its declaration, the President publishes in the Federal Register and transmits to the Congress a notice stating that the emergency is to continue in effect beyond the anniversary date. In accordance with this provision, I have sent the enclosed notice to the Federal Register for publication. This notice states that the national emergency with respect to the stabilization of Iraq declared in Executive Order 13303 of May 22, 2003, as modified in scope and relied upon for additional steps taken in Executive Order 13315 of August 28, 2003, Executive Order 13350 of July 29, 2004, Executive Order 13364 of November 29, 2004, and Executive Order 13438 of July 17, 2007, is to continue in effect beyond May 22, 2009.

Obstacles to the orderly reconstruction of Iraq, the restoration and maintenance of peace and security in the country, and the development of political, administrative, and economic institutions in Iraq continue to pose an unusual and extraordinary threat to the national security and foreign policy of the United States. Accordingly, I have determined that it is necessary to continue the national emergency with respect to this threat and maintain in

force the measures taken to deal with that national emergency.

BARACK OBAMA,  
THE WHITE HOUSE, May 19, 2009.

SPECIAL ORDERS

The SPEAKER pro tempore. Under the Speaker’s announced policy of January 6, 2009, and under a previous order of the House, the following Members will be recognized for 5 minutes each.

The SPEAKER pro tempore. Under a previous order of the House, the gentlewoman from California (Ms. WOOLSEY) is recognized for 5 minutes.

(Ms. WOOLSEY addressed the House. Her remarks will appear hereafter in the Extensions of Remarks.)

SAVING AN EMBLEM OF THE AMERICAN SPIRIT

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Ohio (Ms. KAPTUR) is recognized for 5 minutes.

Ms. KAPTUR. Mr. Speaker, President Obama has stated that America can not, must not and will not let our auto industry simply vanish. The industry is like no other, he said—“an emblem of the American spirit, a once and future symbol of America’s success.” I could not agree more with the President. We must do what we need to do to save this vital industry in the face of the Wall Street meltdown and virulent and often unfair foreign competition. No major industrial power has ever survived without a strong automobile industry.

First of all, auto production is essential for our domestic economic security. Automobiles built the middle class in America, and they made possible the greatest economic and continental expansion the world has ever seen.

Secondly, auto production is essential for our national defense. When President Obama talks about the future symbol of America’s success, he is talking about my district, including Toledo, as well as Sandusky and Lorain, but also Cleveland and Youngstown and, of course, Detroit. Why? Because we have been sowing the seeds for the rebirth of the American automobile industry in these communities and especially in my hometown of Toledo—that is, until Wall Street hit us with a blunt mallet.

Mr. Speaker, Toledo is looking forward to a visit tomorrow by Dr. Ed Montgomery, the President’s auto czar. He will visit Dayton as well as our hometown. In Toledo, we are going to tell him the story of automobiles and what they mean to America. We’ll tell him how Toledo has been making cars for over 100 years, starting with an entrepreneur named John North Willys, who founded an auto company in Toledo that became Willys-Overland, later owned by Kaiser, then by Chrysler.

Willys-Overland is a perfect example of the importance of automobiles in America. Willys was the second largest carmaker in America from 1912 to 1918—only Ford was larger—and then it took off when it won a spirited national competition, which we should repeat, to build the rough-and-ready vehicle that General George C. Marshall wanted for U.S. troops in the war. That vehicle was the Jeep.

When President Obama talks about an emblem of the American spirit, he could have been talking about the Jeep plant in Toledo, Ohio, because nowhere else did the American spirit manifest itself more magnificently. When World War II started, the United States was caught flatfooted. When Hitler invaded Poland, the United States had the 16th largest army in the world, just ahead of Bulgaria. If not for our domestic automobile platform, America could not have mobilized its industrial might to turn back Adolf Hitler and save the world.

Toledo workers, my friends and family and, indeed, their parents answered our Nation’s call and turned out hundreds of thousands of Jeeps during World War II. Men and women alike, they helped win the war, and they were proud of their contribution and deserved to be.

The goodwill alone associated with the Jeep brand name is still magic today around the world.

We’ll tell Dr. Montgomery how the Toledo factory is today the most modern and efficient, indeed, the most innovative in the Chrysler family, how it’s a model for flexible manufacturing production and labor management relations across this continent. We’ll tell Dr. Montgomery that Toledo, Ohio, will be what President Obama calls “the future system of America’s success” as the home, not only of Chrysler innovation and efficiency, but of General Motors’ new green, six-speed transmission plant that won the Harbour & Associates’ top ranking for productivity for 5 straight years and that it is poised to lead the way in America for the fuel-efficient and low-polluting vehicles of the future.

We’ll tell Dr. Montgomery how the University of Toledo, through its clean and alternative energy incubator, is leading the way in research and development and in the commercialization of green power, including for vehicles, and how the University of Toledo Transportation Center is focusing on economic development through transportation, research and education.

Detroit will always be Motown and the Motor City, but the rebirth of the American automobile industry will happen in places like Toledo, where our legacy leads us to innovate, to create, to collaborate, and to meet the challenges of a new century and to build a new symbol of America’s success. Frankly, it’s time for a new national competition, for the rough-and-ready vehicles of the future. We know those will be built in Toledo, Ohio.