

Mr. Speaker, these are tragic cases that occurred in our Nation. There should be consequences for countries like Bangladesh, Vietnam, and Cambodia who fail to take back their lawfully deported criminals.

The blood of Ms. Decker and these other victims are not only the fault of Islam and the other felons, but also the fault of those countries that refuse to take their outlaw citizens back. Some of the most offending countries are Cuba, Pakistan, Vietnam, Jamaica, and, yes, our “good buddies” the Chinese.

What should we do? We should do two things: One, U.S. law should allow civil suits against these offending countries for damages without any caps on compensation; and, two, freeze legal visas to nations that refuse to take back their criminals.

Mr. Speaker, did you know a similar law already exists in the U.S., but the State Department won't enforce the law for supposedly “diplomatic reasons”? According to Secretary Napolitano, DHS and the State Department are working with these offending countries to resolve these matters, that being the folks that are getting murdered in the U.S.

I have introduced legislation that removes the uncertainty and the weak knees of bureaucrats and requires the State Department to follow through with visa sanctions against these countries. Time to play a little diplomatic hardball with these nations. After all, Americans are dying because these lawfully deported illegals don't go back where they come from.

It's time to make these crooks and misfits the problem of their home country rather than continue to remain our problem; otherwise, more grandmothers are going to die in America.

And that's just the way it is.

#### EDUCATION AND LITERACY

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

Mr. CLARKE of Michigan. Mr. Speaker, I am here, along with my good friend and colleague, the gentleman from South Carolina (Mr. SCOTT), to address a national crisis that's facing us today.

Too many of our young African American and Hispanic men cannot read. They're dropping out of school and they're ending up in prison. Without the skills to be able to get a job, many of these young men may lose hope and they resort to crime.

I personally understand, to a certain degree, what these young men are going through. I lost hope myself in my early twenties.

Raised as a single child, my parents were deceased by the time I was 19. I dropped out of school, ended up being unemployed, and resorted to food stamps. My food stamps were ultimately cut off. At that time, I felt I would never make it in life, and I gave up.

Now, several factors intervened to help save me. One was my godmother,

Octavia Lyons. She wasn't a college graduate and she wasn't a professional woman. She was a domestic cleaning lady like my mother, and she was raised and educated in segregated Mobile, Alabama. She understood the value of working and the value of education, and she demanded that I do something with my life.

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The other factor that motivated me directly to go to school, again, was the fact that I was able to go to the Detroit Public Library. I caught the bus. And I started reading books on visual artists, and it inspired me to go back to school to study fine arts again. But the point is, I had the ability to read—and reading helped save my life.

I want to now yield to my good friend, Representative SCOTT, the gentleman from South Carolina.

Mr. SCOTT of South Carolina. Thank you, Congressman CLARKE.

Let me just thank Mr. CLARKE for focusing on the issue of education and, specifically, the issue of literacy. I will say that as a kid growing up in a single-parent household myself, living in poverty, I did not value education as a youngster. And so by the time I was in high school, I was flunking out. I failed the ninth grade. I failed world geography, civics, Spanish, and English. When you fail Spanish and English, they don't consider you bilingual. They may call you “bi-ignorant.”

And that's where I found myself, because I had lost hope in life. I had a mother who believed strongly in the power of education. And because of her discipline, her involvement, and her focus, I found the path back towards prosperity, which started with education. And as chairman of the county council a few years ago, I recognized that the incarcerated population of Charleston County was highly represented by young people, mostly men, who were functionally illiterate, coming from single-parent households and living in poverty, as I did.

So the value of education cannot be overemphasized enough, and the necessity of public-private partnerships to address this issue is an absolute necessity because our Nation faces a crisis.

Mr. CLARKE of Michigan. Thank you, Representative SCOTT.

To the American people, we want to show that even though this Congress many times is divided based on ideology and party, he and I—I'm one of the most liberal Members of this House and my friend, the gentleman from South Carolina, is one of the most conservative—both agree we've got to address this national crisis. We've got to save the lives of our young black and Hispanic men. And by doing so, we're going to help strengthen our economy and help create jobs. This is a national call to action for all of us in government, schools, libraries, business, and our charities and our families, to all work together to help educate our young men on the value of reading and to teach them to read.

I yield to my friend from South Carolina.

Mr. SCOTT of South Carolina. Mr. CLARKE, I would say that without any question the issue of education is not an African American issue; it's not a Hispanic issue. It is an American issue. It is an American tradition that for all access in this Nation, the power of freedom comes from the power of education. And we stand here together as one of the more conservative Members of the House and certainly one of the more liberal Members of the House focusing on the same problem. We may not even agree on all the paths to solving this problem, but we can agree on the necessity of addressing the issue of literacy. And if we can work together finding paths for the American people to focus their attention, finding paths for Congress to focus our attention, we find paths to the solution.

Mr. CLARKE of Michigan. I agree, my brother. I'm going to work with you on this.

Mr. SCOTT of South Carolina. Thank you, Mr. CLARKE.

Mr. CLARKE of Michigan. Thank you.

#### HONORING MAJOR RYAN S. DAVID

The SPEAKER pro tempore. The Chair recognizes the gentlewoman from North Carolina (Ms. FOXX) for 5 minutes.

Ms. FOXX. Mr. Speaker, it is with sadness that I rise today to honor the memory of Major Ryan S. David of Boone, North Carolina, who was a member of the North Carolina Air National Guard. On July 1, his Charlotte-based C-130 crew crashed in South Dakota while battling the State's White Draw fire. Major David was an experienced navigator who joined the National Guard in 2011 after completing Active Duty service in the U.S. Air Force. He is survived by his wife, Jenny, and his infant son, Rob.

Along with Major David, Lieutenant Colonel Paul Mikeal of Mooresville, Major Joseph McCormick of Belmont, and Senior Master Sergeant Robert Cannon of Charlotte gave their lives in service to our country. There's no question of the bravery and commitment of these men, and we are very grateful to them. My heart goes out to the families of these heroes and their Air National Guard colleagues. May God grant them comfort in this time of loss, and may He bless the sacrifices of these fallen.

#### FORD'S LOUISVILLE SUCCESS STORY

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

Mr. YARMUTH. Mr. Speaker, every 44 seconds, a 2013 Ford Escape comes off the line at the Louisville assembly plant. The Escape's parts make their way along 20 miles of conveyers inside a 3 million-square-foot facility that

stretches a mile from corner to corner. Inside that facility are more than 4,200 Louisvillians—and a few Hoosiers—operating state-of-the-art machinery capable of producing six different vehicles.

Ford has a long and robust history in Louisville. The company has been manufacturing vehicles in Derby City since the Model T in 1913. The Louisville assembly plant opened in 1955 and since then has produced the Ford Ranger, the Bronco II, and the Explorer, to name just a few. Across town, the Kentucky truck plant has been operating since 1969 and employs nearly 5,000 workers.

For years, both plants thrived—and with them, families. Just recently, a woman who now works at Ford told me that her dad had worked there for 50 years. Stories of Ford careers that span lifetimes—and generations—aren't rare in Louisville. There are fathers and daughters who have built careers side-by-side on the line.

But by 2008, the Louisville assembly plant was outmoded and the U.S. economy was in crisis. The plant's future was clouded with uncertainty. Workers came to work everyday not knowing whether their jobs would be there tomorrow. Ford needed to innovate. It needed to produce vehicles that the American people could afford, that were sleeker and more fuel efficient, and that met a changing desire among car buyers who wanted more dynamic, economical vehicles. But the company needed a financial bridge to do it.

In Congress, I worked to include the Advanced Technology Vehicles Manufacturing Loan Program in the Energy Independence and Security Act of 2007. Ford received a \$5.9 billion loan through the program, which allowed the company to invest \$600 million in the Louisville assembly plant and to remap their future. In 3 years, the Louisville assembly plant has gone from uncertainty to a complete retooling. Last month, I was proud to join Ford officials and hundreds of workers to unveil what is now the biggest, most flexible high-volume Ford plant in North America. The plant has added more than 3,000 jobs, and the increases in production have led to thousands more suppliers, of which there are 500 for the new Escape model alone.

Ford also worked with the UAW to renegotiate its contract and add a third shift at the plant. By the end of this year, the company will employ more than 8,000 people in Louisville. The positive relationships forged between organized labor and Ford in Louisville should serve as a model of compromise and cooperation for the rest of the Nation.

The Escape is a success story of American ingenuity and innovation for the private sector, for organized labor, and for the Federal Government. And it's a victory for Kentucky. Ford's new investments at the Louisville assembly plant and the Kentucky truck plant are expected to contribute more than

\$800 million to our Commonwealth's GDP. Let's be clear: this happened because of the leadership of Ford, UAW, and our unparalleled workforce. But none of it would have been possible without key government investments to advance large-scale innovation.

There were some who said we should let the auto industry fail. In Louisville, that would have meant putting thousands of Ford workers out on the street. It would have meant that the thousands of workers at supply companies who provide parts for the new Escape would have been updating their resumes instead of assembling Ford's newest and most advanced models. And it would have been an admission that in America our best manufacturing days are behind us. We're proving that wrong every day in Louisville and across the country.

Over the past 28 months, American manufacturers have created nearly 500,000 jobs. That's the strongest period of growth in manufacturing employment since 1995. And it's because we are using strategic Federal investments to spur innovation and leverage private sector investment. Just this month, the AP reported that Ford Motor Company sales rose 7 percent in June. The reason? Strong demand for the new Escape, which is selling at a higher rate than ever before.

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There are still plenty who say government is part of the problem, not part of the solution. But since at least the 1940s, we have known and generally acknowledged that the market cannot do it all on its own and that there is a role for government in pursuing short and long-term economic growth and prosperity in this country.

You can find it in Louisville. Our workers, Ford, and government partners—Federal, State, and local—have shown just how successful we can be working together to build the vehicles of the future and the innovations that keep our city, and our country, on the leading edge of manufacturing.

#### PEOPLE WITHOUT JOBS

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

Mr. MURPHY of Pennsylvania. Mr. Speaker, last week, we received some unemployment numbers, or employment numbers, of 80,000 new jobs. It was a bleak statistic telling us that now we were in our 41st straight week where unemployment was above 8 percent. Of course, the real unemployment numbers are saying there are 23 million Americans out of work or looking for work, people who are unemployed or underemployed based upon their skill set and taking whatever job they can get.

But put this 80,000 new jobs in an additional context, and it is of deeper concern. This year, 3.1 million students

graduated from high school, and 1.7 million graduated with a bachelor's degree from a program. Add to that list also those who have an associate's degree or simply have dropped out of school, and we recognize those 80,000 new jobs are barely a drop in the bucket.

Also note that among those who are college graduates, recently, 53 percent of them are underemployed; that is, working in a job below the qualification levels which they have achieved. About 1.5 million under age 25 in 2011 were jobless or underemployed, the highest in at least 11 years. In the year 2000, the share was at a low of 41 percent.

Now, families are concerned because they don't want more unemployment checks when they can be getting an employment check. They need jobs to pay for their food and their housing, to pay off loans for their cars and schools, to save something for retirement or save something for other family needs for the future.

But put this in the context of other increases families have had to face in the last few years. The increased cost for gasoline in the last 3½ to 4 years is about \$2,200 per year per family. The increased cost of electricity with new coal regulations put forth by the EPA will cause families' electric bills to rise by \$300 to \$400 per year. The new coal regulations are estimated to lead to a loss of 180,000 jobs per year. CONSOL has announced it's laying off 318 miners. Arch Coal has laid off 750 miners in Kentucky, West Virginia, and Virginia. Alpha notified employees at four West Virginia mines of a loss of 100 jobs.

The coal regulations are such from the EPA that we have had no new coal-fired power plant permits granted for the last few years. Simply, no plants are being built, and ones are being closed down. And yet we have a massive amount of coal which we can use to create clean energy if the EPA would allow us to build some newer, cleaner plants. Look at sulfur dioxide—there has been a 56 percent decrease, and with nitrous dioxide a 38 percent decrease since the 1970s, while coal has tripled in its use. Mercury emissions have decreased by 60 percent since the 1950s, and we can do better.

We also note that we can have new jobs from offshore drilling, and although the House has passed such legislation, the Senate and the White House have blocked it. If we drill for oil and natural gas, several things can happen. One, it can free up 2.5 to \$3.7 trillion, which we can use to invest in infrastructure of roads, highways, bridges, locks and dams, and water and sewer projects. But as long as those areas are blocked, we cannot reap the benefits from that. Instead, we continue to spend money to protect OPEC oil fields and had a trade deficit of \$127 billion last year with OPEC. And sadly, of course, there is that unmeasurable, immeasurable cost of having our soldiers, sailors, airmen, and marines