

any objective assessment, years of work are being trashed with bogus claims of fraud and corruption. The ax falls regardless of skill, merit, or accomplishment. It falls without regard to the human element of people, not merely statistics, who serve the public. It is heartless and cruel.

Most corporations, even when downsizing, take into account the most productive employees and offices. They are strategic to achieve savings.

Every new administration is entitled to look at our Federal agencies and see what efficiencies can be achieved. This execute-first style of management is not that. It creates a stain on America, and it does nothing to make government more efficient. We should be ashamed.

AMERICANS ARE IN FOR A ROUGH RIDE

(Under the Speaker's announced policy of January 3, 2025, Ms. KAPTUR of Ohio was recognized for 60 minutes as the designee of the minority leader.)

Ms. KAPTUR. Mr. Speaker, today is the fourth worst day on U.S. financial markets since 2022. It appears the American people are in for a rough ride. Buckle your seatbelts.

Prices are rising already, and our financial markets are turbulent in the wrong direction. Economic recession looms ahead. Unemployment is increasing and so is inflation. It wasn't supposed to be this way.

The economic repercussions of the Trump administration's tariffs are far-reaching, and they are biting down already. They threaten to raise prices on everything, including automobiles. I come from an automobile manufacturing center. Increases per car may be \$9,000 to \$12,000 per car. That is unaffordable. Housing is unaffordable now. Now cars, now other commodities like items that everybody uses—gasoline, lumber, road salt, potash, oil, energy.

The U.S. and Canadian economies are interlinked. They are interlinked. These tariffs are propelling prices upwards. We don't want them to go that way. We want to stop the rising prices.

High tariffs impose undue strain across the board, and they make American consumers and businesses alike miserable. The cost of living is climbing already, and the economic stability many workers have worked so hard to achieve is being undermined, as I speak.

Now, today's news that the stock market took a major nosedive across the board is serious. The Dow is down 900 points, the worst market outcome of this year. But it isn't just this year. If you look back, the plummet that happened today is not pretty. Perhaps the President thinks that putting a pause on tariffs will halt this market crash. I mean, his proposals have been like this, but I urge this administration to realize it is uncertainty that the market does not like.

Manufacturers cannot reinvent supply chains one month at a time. This stop-start, stop-start tariffs and tariffing are producing no benefits for America while already-rising prices and crashing workers' 401(k)s. Look what is happening to people's collective wealth in this country.

Close to home where I live, these policies are severely impacting all of the people I represent across the Great Lakes region, the industrial and agricultural heartland.

Trade policy must be targeted carefully, and it should never cause chaos. That is exactly what it is doing, causing chaos. Let me state plainly: Tariffs on our Canadian allies are foolish. The businesses and people of northwest Ohio and all of Ohio and the industrial agricultural Midwest overwhelmingly oppose this careless administration's ill-conceived trade war with Canada.

Canada is our Nation's most fair trading partner. Our accounts balance when you look over a 10-year period of time. Our Nation should stand for free trade among free people, and that is what our trade with Canada does. Imposing tariffs on North American companies already struggling to compete with penny-wage labor abroad will drive our economy backwards off a cliff. Why would anybody want to do that? It makes no sense.

Tariffs will hurt jobs across our region's manufacturing belt, in the automotive industry, in the energy sectors. The significant harm to our economy cannot be undone overnight, and it is happening right now as I speak.

The regions' economies are intertwined across the Great Lakes, with iron ore and steel, auto parts and finished vehicles, crude oil and refined gasoline crisscrossing our northern border numerous times before getting to its final customer. To put it simply, don't hurt North America.

The American people cannot stand idly by while we throw out all the hard-fought gains we have made in American manufacturing since the 1980s; and, boy, believe me, they have been hard fought. Our region lost so many jobs abroad to NAFTA and CAFTA and China PNTR. We fought against those. We knew they wouldn't work, and they didn't. Now, we have had about 10 years where we tried to rebuild our region, and now this just as we are making progress. It is really disgusting.

Who would even think about changing tariff laws through a tweet that the President did at 2 a.m. in the middle of the night? That sounds kind of peculiar to me.

Tariffs and trade policy have to be carefully calibrated. Where is "The Art of the Deal"? This looks more like collapse an economy in 50 days.

Well, we don't want any of it. The American consumers are poised to be in recession. That is where we are headed. I urge, in the strongest possible words, the Trump administration to go back to the drawing board, get

some of the most experienced people—we can recommend some to you—to figure out ways to solve the problem you want to solve, but don't put our people out of work. Don't stop reinvestment in our region. Don't drill down into people's 401(k)s. Don't harm the industries that are producing the real wealth of this country. The train on tariffs at the border is going backwards.

Mr. President, Mr. Speaker, we need to redo this Trump tariff regimen and produce a system that creates wealth, doesn't destroy it, that doesn't throw our financial markets into chaos, and allows regions like my own that have struggled so hard for decades to rebuild what was taken away from us.

Make us sound again. Don't do more harm to us.

We have just reached a point where we have to speak out against these dangerous tariffs. They are destroying our livelihoods. People can't afford groceries. Our food banks are crowded with people. These tariffs are already biting down. America needs growth, not recession.

Please, please, folks who hear my voice, urge the administration to redo its tariffs and take off this tourniquet around the whole northern border of our country that we share with Canada so that we can have robust growth again. We have worked so hard for it.

Mr. Speaker, I yield back the balance of my time.

SENATE ENROLLED JOINT RESOLUTION SIGNED

The Speaker announced his signature to an enrolled joint resolution of the Senate of the following title:

S.J. Res. 11.—A joint resolution providing for congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the Bureau of Ocean Energy Management relating to "Protection of Marine Archaeological Resources".

ADJOURNMENT

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

The motion was agreed to; accordingly (at 7 o'clock and 44 minutes p.m.), under its previous order, the House adjourned until tomorrow, Tuesday, March 11, 2025, at 10 a.m. for morning-hour debate.

EXECUTIVE COMMUNICATIONS, ETC.

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

EC-522. A letter from the Director, Rule-making Operations, National Highway Traffic Safety Administration, Department of Transportation, transmitting the Department's final rule — Anthropomorphic Test Devices, HIII 5TH Percentile Female Test Dummy; Incorporation by Reference [Docket No.: NHTSA-2024-0093] (RIN: 2127-AM13) received March 3, 2025, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110

Stat. 868); to the Committee on Energy and Commerce.

EC-523. A letter from the Director, Rule-making Operations, National Highway Traffic Safety Administration, Department of Transportation, transmitting the Department's final rule — Federal Motor Vehicle Safety Standards; FMVSS No. 305a Electric-Powered Vehicles: Electric Powertrain Integrity Global Technical Regulation No. 20 Incorporation by Reference [Docket No.: NHTSA-2024-0091] (RIN: 2127-AM43) received March 3, 2025, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Energy and Commerce.

EC-524. A letter from the Supervisory, Program Analyst, Media Bureau, Federal Communications Commission, transmitting the Commission's final rule — Amendment of Section 73.202(b), Table of Allotments, FM Broadcast Stations (Ethete, Wyoming) [MB Docket No.: 24-667] (RM-11992) received March 4, 2025, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Energy and Commerce.

EC-525. A letter from the Acting General Counsel, Office of Energy Policy and Innovation, Federal Energy Regulatory Commission, transmitting the Commission's final rule — Standards for Business Practices and Communication Protocols for Public Utilities [Docket No.: RM05-5-031; Order No.: 676-K] received February 27, 2025, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Energy and Commerce.

EC-526. A letter from the Manager, Legal Litigation and Support, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Helicopters [Docket No.: FAA-2025-0014; Project Identifier MCAI-2024-00471-R; Amendment 39-22949; AD 2025-03-01] (RIN: 2120-AA64) received February 28, 2025, 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.

EC-527. A letter from the Manager, Legal Litigation and Support, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Austro Engine GmbH Engines [Docket No.: FAA-2024-2318; Project Identifier MCAI-2023-00981-E; Amendment 39-22945; AD 2025-02-12] (RIN: 2120-AA64) received February 28, 2025, 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.

EC-528. A letter from the Manager, Legal Litigation and Support, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Rolls-Royce Deutschland Ltd & Co KG Engines [Docket No.: FAA-2024-2414; Project Identifier MCAI-2024-00530-E; Amendment 39-22947; AD 2025-02-14] (RIN: 2120-AA64) received February 28, 2025, 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.

EC-529. A letter from the Manager, Legal Litigation and Support, 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.: 31590; Amdt. No.: 4152] received February 28, 2025, 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.

EC-530. A letter from the Manager, Legal Litigation and Support, FAA, Department of Transportation, transmitting the Depart-

ment's final rule — Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments [Docket No.: 31589; Amdt. No.: 4151] received February 28, 2025, 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.

EC-531. A letter from the Manager, Legal Litigation and Support, FAA, Department of Transportation, transmitting the Department's final rule — Modification of Class D Airspace and Modification of Class E Airspace; Jack Northrop Field/Hawthorne Municipal Airport, Hawthorne, CA [Docket No.: FAA-2024-2441; Airspace Docket No.: 24-AWP-89] (RIN: 2120-AA66) received February 28, 2025, 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.

EC-532. A letter from the Manager, Legal Litigation and Support, FAA, Department of Transportation, transmitting the Department's final rule — Modification of Class D Airspace; Torrance Airport, Torrance, CA [Docket No.: FAA-2024-2443; Airspace Docket No.: 24-AWP-87] (RIN: 2120-AA66) received February 28, 2025, 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.

EC-533. A letter from the Manager, Legal Litigation and Support, FAA, Department of Transportation, transmitting the Department's final rule — Establishment of Class E Airspace; Mott, ND [Docket No.: FAA-2023-2223; Airspace Docket No.: 23-AGL-33] (RIN: 2120-AA66) received February 28, 2025, 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.

EC-534. A letter from the Manager, Legal Litigation and Support, FAA, Department of Transportation, transmitting the Department's final rule — Establishment of Class E Airspace; Zeeland, MI [Docket No.: FAA-2024-2084; Airspace Docket No.: 24-AGL-14] (RIN: 2120-AA66) received February 28, 2025, 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.

EC-535. A letter from the Manager, Legal Litigation and Support, FAA, Department of Transportation, transmitting the Department's final rule — Amendment of Class E Airspace; Austin, TX; Establishment of Class E Airspace; Austin, Lago Vista, and Lakeway, TX [Docket No.: FAA-2024-2511; Airspace Docket No.: 24-ASW-21] (RIN: 2120-AA66) received February 28, 2025, 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.

PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XII, public bills and resolutions of the following titles were introduced and severally referred, as follows:

By Mr. COLE:

H.R. 1968. A bill making further continuing appropriations and other extensions for the fiscal year ending September 30, 2025, and for other purposes; to the Committee on Appropriations, and in addition to the Committee on the Budget, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mrs. MILLER-MEEKS:

H.R. 1969. A bill to amend and reauthorize the Staff Sergeant Parker Gordon Fox Sui-

cide Prevention Grant Program of the Department of Veterans Affairs; to the Committee on Veterans' Affairs.

By Mrs. MILLER-MEEKS (for herself and Mr. PAPPAS):

H.R. 1970. A bill to amend title 38, United States Code, to direct the Secretary of Veterans Affairs to reimburse State homes for the cost of, or to furnish to State homes, certain costly medications provided to veterans who receive nursing home care in such State homes, and for other purposes; to the Committee on Veterans' Affairs.

By Mrs. MILLER-MEEKS:

H.R. 1971. A bill to amend title 38, United States Code, to include adaptive prostheses and terminal devices for sports and other recreational activities in the medical services furnished to eligible veterans by the Secretary of Veterans Affairs; to the Committee on Veterans' Affairs.

By Mrs. MILLER-MEEKS:

H.R. 1972. A bill to amend title 38, United States Code, to establish the period during which the referral of a veteran, made by a health care provider of the Department of Veterans Affairs, to a non-Department provider, for care or services under the Community Care Program of such Department, remains valid; to the Committee on Veterans' Affairs.

By Mr. VINDMAN (for himself and Mr. FITZPATRICK):

H.R. 1973. A bill to reduce the annual rate of pay of Members of Congress if the public debt limit is reached or a Government shutdown occurs during a year, and for other purposes; to the Committee on House Administration, and in addition to the Committee on Oversight and Government Reform, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Ms. DELAURO:

H.R. 1974. A bill making further continuing appropriations for the fiscal year ending September 30, 2025, and for other purposes; to the Committee on Appropriations, and in addition to the Committee on the Budget, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. ALLEN:

H.R. 1975. A bill to amend the Infrastructure Investment and Jobs Act to require States and political subdivisions of States to streamline certain fees relating to broadband infrastructure in order to receive grant funds under the Broadband Equity, Access, and Deployment Program, and for other purposes; to the Committee on Energy and Commerce.

By Mrs. BEATTY (for herself, Ms.

ADAMS, Ms. BROWN, Mr. CARSON, Mr. CARTER of Louisiana, Mr. CASTEN, Mrs. CHERFILUS-McCORMICK, Ms. CLARKE of New York, Mr. CLEAVER, Mr. DAVIS of Illinois, Mrs. DINGELL, Mr. ESPAILLAT, Mr. EVANS of Pennsylvania, Mrs. FOUSHEE, Mr. GREEN of Texas, Mr. GRIJALVA, Mrs. HAYES, Mr. JACKSON of Illinois, Mr. JOHNSON of Georgia, Ms. KAMLAGER-DOVE, Ms. KELLY of Illinois, Mr. LYNCH, Mrs. MCIVER, Mr. MEEKS, Mr. MFUME, Mr. NEGUSE, Ms. NORTON, Ms. OMAR, Ms. SEWELL, Mr. THOMPSON of Mississippi, Ms. TLAIB, Mr. TORRES of New York, Ms. UNDERWOOD, Mr. VEASEY, Ms. VELÁZQUEZ, Mrs. WATSON COLEMAN, Ms. WILLIAMS of Georgia, and Ms. WILSON of Florida):

H.R. 1976. A bill to require \$20 notes to include a portrait of Harriet Tubman, and for other purposes; to the Committee on Financial Services.