

for 1 minute and to revise and extend his remarks.)

Mr. CARNAHAN. Mr. Speaker, it has been barely over 100 days since the Recovery Act was passed by this Congress and signed into law by President Obama. Since the recession began, Americans have understandingly been worried about our Nation's future and their own economic future.

Because of the Recovery Act, we have created and saved over 150,000 jobs, cut taxes for 95 percent of Americans, and made funds available for over 4,000 transportation projects across the country. We have made progress in a short time, but there is still a lot more to do on the road to recovery. I commend President Obama on his efforts to speed up those efforts to get Americans back to work even faster.

The Department of Transportation is quickly putting \$27.5 billion to work creating jobs in my home State of Missouri and across the country to rebuild and repair highways, roads, and bridges. By the end of 2010, the funds will have created or saved an additional 150,000 jobs.

Investments in our national transportation system are critical to our long-term economic success, and part of getting there will be putting people back to work rebuilding America on the road to recovery.

CAP-AND-TRADE DESERVES TO FAIL

(Mr. CASSIDY asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. CASSIDY. Mr. Speaker, cap-and-trade threatens to be a well-intended disaster. Under the ruse of reducing carbon emissions to clean the environment, cap-and-trade will hobble the economy. By some estimates, it reduces GDP by \$9.6 trillion over two decades, eliminates 1.1 million jobs per year, and increases the Federal debt by 26 percent. Electricity rates jump 90 percent, gas prices 74 percent, and natural gas prices 55 percent.

Cap-and-trade is designed to disguise what it truly is, in the words of Mr. DINGELL, "a great big tax." It imposes higher taxes on producers, so producers pass higher prices to consumers. The authors are targeting the producers so that the producers increase the prices on consumers. If the authors targeted consumers rather than the producers, it would connect them too much, and therefore, they must distance themselves from the families who bear the costs.

The authors know the effects. They are hiding from them. It is underhanded, it is subterfuge, it deserves to fail.

HONORING THE MEMORY OF STAFF SERGEANT JEFFREY ALAN HALL

(Mr. GRIFFITH asked and was given permission to address the House for 1 minute.)

Mr. GRIFFITH. Mr. Speaker, I rise today to honor the memory of Staff Sergeant Jeffrey Alan Hall. On June 1, 2009, Jeffrey was killed in action in Afghanistan. As north Alabama mourns this sudden, devastating loss, I would like to recognize Staff Sergeant Hall and his entire family's sacrifice.

Jeffrey was an 8-year veteran of the United States Army, earning many well-deserved awards and decorations, including two Army Commendation Medals, the National Defense Service Medal, a NATO Medal, and a Global War on Terrorism Expeditionary Medal.

Staff Sergeant Hall is an inspiring example of someone we can all look up to and inspire to be like. He put the safety of all Americans before his own, and the people of this Nation will be forever grateful. He motivated and inspired those who were around him, and he will be greatly missed by all who knew him, as well as those who never had the honor and privilege of meeting him.

Our country has lost a great soldier and an even better son. All of us in north Alabama are deeply saddened by the loss of Jeffrey. On behalf of the entire community in the Tennessee Valley and across Alabama and the Nation, I rise today to join Huntsville Mayor Tommy Battle, the United States Army, and the family of Jeffrey Hall in honoring his service, memory, and life.

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HEALTH CARE REFORM

(Mr. GINGREY of Georgia asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. GINGREY of Georgia. Mr. Speaker, the government-run health care plan that my Democratic colleagues are pushing will lead to health care rationing and, ultimately, months of wait time for patients seeking treatment.

Today, I want to read a testimonial from a Canadian citizen who has experienced firsthand the ill effects of their government-run health care.

"When I came to the major hospital in downtown Toronto with appendicitis, I had to wait overnight until a doctor saw me, but they did not have a CAT scan machine available, so they sent me home. I had to return to the hospital the next day, and at that time they rated me 'less urgent.' When I asked them why, they told me I received the less urgent rating 'because I have not died yet.' Again, it took many hours before I was able to see the doctor. Then I had to wait hours for an operating room before I was told that only those who would otherwise certainly die would receive surgery. However, the vet care in Canada is private, so there is nothing like this when it comes to taking care of my dog. The doctor is always available for a dog, but not for a human."

Mr. Speaker, health reform must not preclude man nor his best friend from access to quality health care.

H.R. 1550, THE CONSUMER ASSISTANCE TO RECYCLE AND SAVE (CARS) ACT OF 2009

(Mr. PETERS asked and was given permission to address the House for 1 minute.)

Mr. PETERS. Mr. Speaker, today the House will consider the CARS Act of 2009. This legislation is critical, not only to spur growth in America's auto industry, but to save and create jobs throughout the economy.

History shows that one of the quickest ways to end a recession is to sell more automobiles. New car sales constitute a major percentage of the Nation's consumer spending, and increasing vehicle sales also stimulates demand for raw goods, from which automobiles are manufactured. Production of glass, steel, plastics, and other primary materials will be increased as more new cars are sold, creating jobs throughout the economy.

Similar programs have shown proven results abroad. In Germany, sales were boosted roughly 40 percent. Many other nations have acted to strengthen their economies with policies designed to sell more automobiles, and the U.S. should not be left behind.

We must pass the CARS Act today to create a recovery, not just for our auto industry, but for the entire economy.

U.S. JOURNALISTS ARE POLITICAL PRISONERS IN NORTH KOREA

(Mr. POE of Texas asked and was given permission to address the House for 1 minute.)

Mr. POE of Texas. Mr. Speaker, two American journalists, Laura Ling and Euna Lee, are reporters for Current TV. They were in China near the North Korean border making a film about the horrible sex trafficking between North Korea and China. The North Koreans claim they crossed the border illegally, so the Communist court sentenced them to 12 years at hard labor. That's some border enforcement policy.

The conditions in these prison camps are harsh. Some reports say a quarter of the inmates die of starvation every year. The prisoners do backbreaking work in factories, coal mines and rice paddies. They're also used in experiments involving biological weapons. I guess the Communists didn't get the memo on human rights.

Now we hear that the journalists may have actually been kidnapped and forcibly taken to North Korea. Anyway, they are being used as political prisoners to try to force this administration to give more concessions and American money to North Korea.

North Korea is starving. The Communist regime is bankrupt. But they want to be able to sell nuclear technology to terrorist nations, so they're holding these journalists ransom until they get their way.