

strengthen democratic government and civil society in that country, and to make available funds under that Act to conduct a study of the feasibility of creating a new foundation toward that end; to the Committee on Foreign Relations.

By Mr. HARKIN:

S. 373. A bill to prohibit the acquisition of products produced by forced or indentured child labor; to the Committee on Governmental Affairs.

By Mr. CHAFEE (for himself, Mr. GRAHAM, Mr. LIEBERMAN, Mr. SPECTER, Mr. BAUCUS, Mr. ROBB, and Mr. BAYH):

S. 374. A bill to amend the Public Health Service Act, the Employee Retirement Income Security Act of 1974, and the Internal Revenue Code of 1986 to protect consumers in managed care plans and other health coverage; to the Committee on Health, Education, Labor, and Pensions.

By Mr. STEVENS (for himself, Mr. INOUE, Mr. MURKOWSKI, and Mr. AKAKA):

S. 375. A bill to create a rural business lending pilot program within the U.S. Small Business Administration, and for other purposes; to the Committee on Small Business.

By Mr. BURNS (for himself, Mr. MCCAIN, Mr. DORGAN, Mr. BRYAN, Mr. BROWNBACK, and Mr. CLELAND):

S. 376. A bill to amend the Communications Satellite Act of 1962 to promote competition and privatization in satellite communications, and for other purposes; to the Committee on Commerce, Science, and Transportation.

By Mr. ENZI:

S. 377. A bill to eliminate the special reserve funds created for the Savings Association Insurance Fund and the Deposit Insurance Fund, and for other purposes; to the Committee on Banking, Housing, and Urban Affairs.

By Mr. KENNEDY (for himself and Mr. KERRY):

S. 378. A bill to provide for the non-preemption of State prescription drug benefit laws in connection with Medicare+Choice plans; to the Committee on Finance.

By Mr. ROCKEFELLER (for himself, Mr. DORGAN, Mr. WYDEN, Mr. HARKIN, and Mr. BINGAMAN):

S. 379. A bill to amend title 49, United States Code, to authorize the Secretary of Transportation to implement a pilot program to improve access to the national transportation system for small communities, and for other purposes; to the Committee on Commerce, Science, and Transportation.

By Mr. CRAIG (for himself, Mr. BAUCUS, Mr. CRAPO, Mr. FRIST, Mr. ASHCROFT, Mr. THOMPSON, Mr. BURNS, Mr. BROWNBACK, Mr. INHOFE, Mr. HELMS, Mr. COCHRAN, Mr. ENZI, Mr. LOTT, Mr. THOMAS, Mr. GREGG, Mr. SESSIONS, and Mr. MURKOWSKI):

S. 380. A bill to reauthorize the Congressional Award Act; to the Committee on Governmental Affairs.

By Mr. INOUE:

S. 381. A bill to allow certain individuals who provided service to the Armed Forces of the United States in the Philippines during World War II to receive a reduced SSI benefit after moving back to the Philippines; to the Committee on Finance.

By Mr. JOHNSON (for himself and Mr. DASCHLE):

S. 382. A bill to establish the Minuteman Missile National Historic Site in the State of South Dakota, and for other purposes; to the Committee on Energy and Natural Resources.

SUBMISSION OF CONCURRENT AND SENATE RESOLUTIONS

The following concurrent resolutions and Senate resolutions were read, and referred (or acted upon), as indicated:

By Mr. INOUE:

S. Res. 32. A resolution to express the sense of the Senate reaffirming the cargo preference policy of the United States; to the Committee on Commerce, Science, and Transportation.

By Mr. BROWNBACK (for himself, Mr. WYDEN, Mr. MACK, Mr. SMITH of Oregon, Mr. HATCH, Mr. KERREY, Mr. FITZGERALD, Mr. HELMS, Mr. ASHCROFT, Mr. SCHUMER, Mr. TORRICELLI, Mr. GRAMS, and Mr. LAUTENBERG):

S. Con. Res. 5. A concurrent resolution expressing congressional opposition to the unilateral declaration of a Palestinian state and urging the President to assert clearly United States opposition to such a unilateral declaration of statehood; to the Committee on Foreign Relations.

STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mr. BINGAMAN (for himself and Mr. DOMENICI):

S. 366. A bill to amend the National Trails System Act to designate El Camino Real de Tierra Adentro as a National Historic Trail; to the Committee on Energy and Natural Resources.

CAMINO REAL DE TIERRA ADENTRO NATIONAL HISTORIC TRAIL

• Mr. BINGAMAN. Mr. President, I rise today to introduce a bill to amend the National Trails System Act to designate El Camino Real de Tierra Adentro as a National Historic Trail. Senator DOMENICI is once again a co-sponsor of this legislation which enjoyed bipartisan support in both the Senate and in the House in the last Congress. I want to thank Senator DOMENICI for his continued support of this bill.

While we passed this bill last year in the Senate, it appeared that there just wasn't enough time for the House to go through its process on the bill at the end of the 105th Congress. My hope is that we will be able to move this bill through the Senate quickly this year and that the House will pass it as well.

While this legislation is important to my home state of New Mexico, it also contributes to the national dialogue on the history of this country and who we are as a people. In history classes across the country, children learn about the establishment of European settlements on the East Coast, and the east to west migration which occurred under the banner of Manifest Destiny. However, the story of the northward exploration and settlement of this country by the Spanish is often overlooked. This legislation recognizes this important chapter in American history.

In the 16th century, building upon a network of trade routes used by the indigenous Pueblos along the Rio Grande, Spanish explorers established a migration route into the interior of

the continent which they called "El Camino Real de Tierra Adentro", the Royal Road of the Interior. In 1598, almost a decade before the first English colonists landed at Jamestown, Virginia, Don Juan de Onate led a Spanish expedition which established the northern portion of El Camino Real which became the main route for communication and trade between the colonial Spanish capital of Mexico City and the Spanish provincial capitals at San Juan de Los Caballeros, San Gabriel and then Santa Fe, New Mexico.

For the next 223 years, until 1821, El Camino Real facilitated the exploration, conquest, colonization, settlement, religious conversion, and military occupation of the Spanish colonial borderlands. In the 17th century, caravans of wagons and livestock struggled for months to cross the desert and bring supplies up El Camino Real to missions, mining towns and settlements in New Mexico. As with later Anglo settlers who travelled from St. Louis to California during the 1800s, the Spanish settlers faced very harsh conditions moving into what would become the American Southwest. On one section known as the Jornada del Muerto, or Journey of Death, they traveled for 90 miles without water, shelter, or firewood.

The Spanish influence from those persevering colonists can still be seen today in the ethnic and cultural traditions of the southwestern United States.

As we enter the 21st century, it's essential that we embrace the diversity of people and cultures that make up our country. It is the source of our dynamism and strength. The inclusion of this trail into the National Historic Trail system is an important step towards advancing our understanding of our rich cultural history.

Mr. President, I ask unanimous consent that the text of the bill be printed in the RECORD.

There being no objection, the bill was ordered to be printed in the RECORD, as follows:

S. 366

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "El Camino Real de Tierra Adentro National Historic Trail Act."

SEC. 2. FINDINGS.

The Congress finds the following:

(1) El Camino Real de Tierra Adentro (the Royal Road of the Interior), served as the primary route between the colonial Spanish capital of Mexico City and the Spanish provincial capitals at San Juan de Los Caballeros (1598-1600), San Gabriel (1600-1609) and then Santa Fe (1610-1821).

(2) The portion of El Camino Real de Tierra Adentro that resided in what is now the United States extended between El Paso, Texas and present San Juan Pueblo, New Mexico, a distance of 404 miles;

(3) El Camino Real is a symbol of the cultural interaction between nations and ethnic groups and of the commercial exchange that made possible the development and growth of the borderland;