Through the establishment of the Oil Region National Heritage Area, we are allowing this great story to be told through maintenance of exhibits, restoration of buildings, and the development of educational and recreational opportunities. I would like to thank the cosponsors of H.R. 695, including my good friend, the gentleman from Pennsylvania (Mr. MURTHA), a neighbor. In fact, the majority of the Pennsylvania delegation supports the creation of the Oil Region National Heritage Area, and I would like to thank them as well. This bill is supported by the majority and minority party of the Committee on Resources as well as the administration. It is indeed now time to recognize the national significance of this great region by designating the Oil Region as a National Heritage Area. I hope my colleagues will want to recognize the important contribution that oil has made to the world as we know it by voting to pass H.R. 695, the Oil Region National Heritage Area. I urge all of my colleagues to support H.R. 695, as amended.

Mr. Speaker, I reserve the balance of my time.

Mrs. CHRISTENSEN. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, this legislation would establish a new national heritage area in Pennsylvania. The purpose of the new designation would be to commemorate the first successful efforts to drill for oil in the mid-19th century and to preserve historical and cultural resources of the time. The area included in this new designation is already home to six national historic districts and 17 sites listed on the National Register of Historic Places.

Similar legislation in the previous Congress raised some concern because, at the time, no study of the area to be included in this new designation had been conducted. In addition, the administration raised several technical issues regarding the bill. However, since that time, a study has been completed and the area was found to be appropriate for this type of designation. Further, the sponsor of the bill has made the changes suggested by the administration and, with those changes, we join the administration in supporting H.R. 695.

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

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

The SPEAKER pro tempore (Mr. ISAKSON). The question is on the motion offered by the gentleman from Pennsylvania (Mr. PETERSON) that the House proceed to the consideration of the bill, H.R. 695, as amended.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the bill, as amended, was passed.

Motion to reconsider was laid on the table.

SEC. 2. FINDINGS.

Congress finds that—

(1) El Camino Real de los Tejas (the Royal Road to the Tejas), served as the primary route between the Spanish viceregal capital of Mexico City and the Spanish provincial capital of Tejas at Los Adaes (1721-1773) and San Antonio (1773-1821);

(2) the seventeenth, eighteenth, and early nineteenth century rivalries among the European colonial powers of Spain, France, and England and after their independence, Mexico and the United States, for dominion over lands fronting the Gulf of Mexico, were played out along the evolving travel routes in this immense area;

(3) the future of several American Indian nations, whose prehistoric trails were later used by the Spanish for exploration and colonization, was tied to these larger forces and events and the nations were fully involved in and affected by the complex cultural interactions that occurred in a large area of the borderland that was facilitated by El Camino Real de los Tejas as it carried Spanish and Mexican influence northeastward, during a historical period which extended from 1689 to 1850;

(4) the Old San Antonio Road was a series of routes established in the early 19th century sharing the same corridor and some portions of El Camino Real as Amer- ican immigrants from the east, contributing to the formation of the Republic of Texas, and its annexation to the United States;

(5) the exploration, conquest, colonization, settlement, migration, military occupation, religious conversion, and cultural exchange that occurred in a large area of the borderland was facilitated by El Camino Real de los Tejas as it carried Spanish and Mexican influences northeasterward, and by its successor, the Old San Antonio Road, which carried American influence westward, during a historic period which extended from 1689 to 1850; and

(6) the portions of El Camino Real de los Tejas in what is now the United States extended from the Rio Grande near Eagle Pass and Laredo, Texas and involved routes that changed through time, that total almost 2,500 miles in length, generally coursing northeasterly through San Antonio, Bastrop, Nacogdoches, and San Augustine in Texas to Natchitoches, Louisiana, a general corridor distance of 600 miles.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Pennsylvania (Mr. PETERSON) and the gentleman from the Virgin Islands (Mrs. CHRISTENSEN) each will control 20 minutes.

The Chair recognizes the gentleman from Pennsylvania (Mr. PETERSON).

Mr. PETERSON of Pennsylvania. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, H.R. 1828 would establish El Camino Real de los Tejas as a National Historic Trail. The Clerk read as follows:

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 los Tejas National Historic Trail Act of 2001”.

SEC. 2. FINDINGS.

Congress finds that—

(1) El Camino Real de los Tejas (the Royal Road to the Tejas), served as the primary route between the Spanish viceregal capital of Mexico City and the Spanish provincial capital of Tejas at Los Adaes (1721-1773) and San Antonio (1773-1821);

(2) the seventeenth, eighteenth, and early nineteenth century rivalries among the European colonial powers of Spain, France, and England and after their independence, Mexico and the United States, for dominion over lands fronting the Gulf of Mexico, were played out along the evolving travel routes in this immense area;

(3) the future of several American Indian nations, whose prehistoric trails were later used by the Spanish for exploration and colonization, was tied to these larger forces and events and the nations were fully involved in and affected by the complex cultural interactions that occurred in a large area of the borderland that was facilitated by El Camino Real de los Tejas as it carried Spanish and Mexican influence northeastward, during a historic period which extended from 1689 to 1850;

(4) the Old San Antonio Road was a series of routes established in the early 19th century sharing the same corridor and some portions of El Camino Real as American immigrants from the east, contributing to the formation of the Republic of Texas, and its annexation to the United States;

(5) the exploration, conquest, colonization, settlement, migration, military occupation, religious conversion, and cultural exchange that occurred in a large area of the borderland was facilitated by El Camino Real de los Tejas as it carried Spanish and Mexican influences northeasterward, and by its successor, the Old San Antonio Road, which carried American influence westward, during a historic period which extended from 1689 to 1850; and

(6) the portions of El Camino Real de los Tejas in what is now the United States extended from the Rio Grande near Eagle Pass and Laredo, Texas and involved routes that changed through time, that total almost 2,500 miles in length, generally coursing northeasterly through San Antonio, Bastrop, Nacogdoches, and San Augustine in Texas to Natchitoches, Louisiana, a general corridor distance of 600 miles.

The Speaker: The time of the gentleman from Pennsylvania (Mr. PETERSON) had expired. Pursuant to the rule, the gentleman from Pennsylvania (Mr. PETERSON) may continue for not to exceed 20 minutes.

The Chair recognizes the gentleman from Pennsylvania (Mr. PETERSON).

Mr. PETERSON of Pennsylvania. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, H.R. 1828 would establish El Camino Real de los Tejas National Historic Trail to the National Trails System. The Camino Real, also known as the Royal Road, was a network of historic routes totaling 2,500 miles used by the Spanish to connect them to Spanish Capitals. The history of the

Each section is numbered as follows: 1. Short Title 2. Findings

Designation of El Camino Real de los Tejas under this Act does not itself confer any additional authority to apply other existing Federal laws and regulations on non-Federal lands along the trail. Laws or regulations requiring public entities and agencies to take into consideration a national historic trail shall continue to apply notwithstanding the foregoing. On non-Federal lands, the national historic trail shall be established only when landowners voluntarily request certification of their site and authorization for the trail consistent with section 3(a)(3) of the National Trails System Act. Notwithstanding section 7(g) of such Act, the United States is authorized to acquire privately-owned real property or an interest in such property for purposes of the trail only with the written consent of the owner of such property and shall have no authority to condemn or otherwise appropriate privately-owned real property or an interest in such property for the purposes of El Camino Real de los Tejas National Historic Trail.
trail extends from early American Indian nations to modern exploration and colonization.

Today, the trail extends from the Texas-Mexico border along the Rio Grande River to Natchitoches, Louisiana. These roads were primary transportation routes starting in the 1600s, and thus had significant influences on the culture and political identity of South central Texas and western Louisiana.

In addition to the designation as a National Historic Trail, H.R. 1628 would authorize the Secretary of the Interior to coordinate an international effort to recognize the significance of this trail, and foster education and research of its history with the country of Mexico.

Finally, H.R. 1628 specifies that the acquisition of privately-owned land or interest in land would occur only with the consent of the owner. Mr. Speaker, H.R. 1628 is supported by the majority and the minority, as well as the administration. I urge my colleagues to support H.R. 1628.

Mr. Speaker, I reserve the balance of my time.

Mrs. CHRISTENSEN. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, a study authorized by the 103rd Congress found that the El Camino Real de los Tejas was eligible for designation as a National Historic Trail under criteria established by the National Trails System Act, H.R. 1628, which will officially add this new route to our National Trails System.

The trail would be comprised of several different and overlapping routes totaling more than 2,500 miles. Beginning on the U.S.-Mexican border between the Texas cities of Eagle Pass and Laredo, the trail would run across Texas and end in the Texas cities of Eagle Pass and Laredo, and in the town of Natchitoches, Louisiana.

These routes were established around 1680 during the Spanish colonial period and remained in use through the early 1800s. During that time, these trails played a significant role in the settlement and economic development of the Fatherland during the Spanish, Mexican, and Anglo-American periods.

This legislation makes clear that the trail may only be established with the consent of any affected private landowners, and mandates that any land acquisition for trail purposes may be from willing sellers only.

We commend our colleague, the gentleman from Colorado (Mr. HANSEN), and are pleased to support him for his hard work on this legislation. I urge my colleagues to support H.R. 1628.

Mr. Speaker, I yield such time as he may consume to the gentleman from Texas (Mr. RODRIGUEZ), and am honored to ask the House to suspend the rules and pass the bill, H.R. 1628, the Camino Real de los Tejas Historic Trails Act of 2001. This legislation would designate a series of historic trails dating back to the 1600s as National Historic Trails. These trails, used first by the Native Americans, became the primary travel routes for exploration and then for commercial routes for the Spanish, the Mexicans, the Texans, and the Americans. Before I go any further, Mr. Speaker, I am pleased to express my sincere thanks to the chairman and to the committee for their hard work; and to the gentleman from Utah (Mr. HANSEN) and the ranking member, the gentleman from West Virginia (Mr. RAVENHALL), for their hard work in bringing the bill to the floor today.

The Subcommittee on National Parks, Recreation, and Public Lands has been very supportive. I would like to thank the gentleman from Colorado (Mr. HEFFLEY), and the ranking member, the gentlewoman from the Virgin Islands (Mrs. CHRISTENSEN). I appreciate the bipartisan support that the committee has provided.

The El Camino Real de los Tejas National Historic Trails Act has received tremendous support from local governments and community organizations all across the State of Texas. More than 60 cities, counties, and local organizations from the border from Mexico into Louisiana, have passed formal resolutions endorsing the passage of this legislation.

I owe a special thanks to the Alamo Area Council of Governments for its leadership in working on this with the National Park Service, with me and my office, and with local governments along the trail route for the more than 3 years they have worked on this legislation. Without their hard work, we would not be here today.

The National Park Service completed its feasibility study in July of 1998 pursuant to Public Law 103-145. The study concluded that the proposed trail met all the applicable criteria in the National Trails System Act, Public Law 90-543. In the 105th Congress, the Senate passed similar legislation, the El Camino Real de los Tejas National Historic Trail Act of 1998, Senate bill 2276, but the Congress ended before the House had an opportunity to consider the legislation.

The bill before the House today contains a number of important changes in the version passed by the Senate in the 105th Congress. In an effort to clarify who can and does benefit from participating in the trail program, but only if they so choose.

The bill that will be designated today is truly historic. The Camino Real, or Royal Highway, forged the way for the early development of Texas from the Spanish colony to an independent Republic as a State of the United States and as the first great highway of Texas. This Camino Real opened the door to trade and cultural exchange, which continues to impact our lives today.

The State of Texas recognized the critical importance of these royal highways in 1929 when the State legislature designated portions of the El Camino Real de los Tejas, later known as the Old San Antonio Road, as one of Texas's historic trails.

State Highway 21 marks the trail's pathway in many parts of the State, as do State historical markers. Designation as a National Historic Trail would greatly enhance the resources available for trail preservation and public education of its unique and important history.

The Camino Real de los Tejas, as defined in this legislation collectively, represents a series of trails extending for over 1,000 miles from Mexico City to Los Alamos in what is today Louisiana, beginning with the Indian trails. Remember, this goes back, it is a beautiful history, to 1689 and the explorers as well as missionaries and people who colonized the area.

All told, various portions of this El Camino Real de los Tejas now extends up to 550, and some up to 2,600 miles as they paralleled each other with various roads.

The Camino Real de los Tejas linked the Spanish in Mexico to their new outposts in East Texas in the late 17th and 18th century. The Mission San Antonio de Valero, later known as the Alamo, was established along the Camino Real route and later served as a focal point for military battles for Texas independence. Critical supplies went this way by land from colonies during the war of independence via the Camino Real de los Tejas trail system.
The El Camino Real de los Tejas road system provided many transportation routes for Mexican and Texan armies during the Texas revolution, and continued to play a major role in the military future of the area.

Recognizing the significance of El Camino Real de los Tejas and its historical importance grounds us for the future and provides us great opportunities for today. The trail’s designation will help enhance tourism and economic development for many of the small cities that it goes through, and for the towns and trails that it passes through. The local museums as well as historical sites will give new opportunities for growth.

The San Antonio Missions National Historic Park and the importance of the beautification network of the mission to San Antonio will provide a base for operation of the trail. The number of public roads, State parks, and national forests can also provide public access to this important piece of our history.

As we strive to boost international trade and development of our local communities, as well as enhance educational opportunities, we only have to look to the El Camino Real de los Tejas for inspiration. I can just add once again, I thank the gentleman very much. We always talk about the westward movement. We forget there was a northward movement also, and a southern movement.

Mr. UDALL of New Mexico. Mr. Speaker, I rise today in strong support of H.R. 1628, the El Camino Real de los Tejas National Historic Trail Act of 2001. I want to commend my colleague, Representative Ciro Rodriguez of Texas for introducing this bill.

H.R. 1628, the El Camino Real de los Tejas National Historic Trail Act of 2001, is a good bill because it recognizes and conserves our cultural heritage. The enactment of H.R. 1628 will serve to continue recognizing the cultural heritage and preservation of the Southwest United States. The measure will also go a long way in strengthening the many common ties between the United States and Mexico that are symbolized by and embodied in the Camino Reales of the Southwest.

The El Camino Real de los Tejas has connected the people of Mexico and the United States in transportation and commerce. This network and its presence will help rekindle the spirit of cooperation and respect between the people of the United States and Mexico that is symbolized by and embodied in the Camino Reales of the Southwest.

Designating El Camino Real de los Tejas as a National Historic Trail will, undoubtedly reconnect our citizens even more closely to the ties of historical and cultural heritage with Mexico and Spain. Revitalizing the Camino Real de los Tejas will also allow the larger family of Americans to participate in and benefit from that effort. It will lead to a more rounded, more holistic view of the history of our continent, one that will enable us to continue to discover and explore the commonalities that bond the U.S. with Mexico and Spain.

Last year, Representative Sylvestre Reyes and I sponsored similar legislation that was signed by President Clinton. That measure designated El Camino Real de la Tierra Adentro, which ran from El Paso, Texas to San Juan Pueblo in New Mexico as a National Historic Trail.

H.R. 1628 is equally important to the preservation of our cultural resources. Again, I commend Mr. Rodriguez for recognizing this legislation and urge my colleagues to support it.

I hope that together through efforts like this, we can continue to expand cultural heritage preservation and tourism initiatives throughout the Southwest. In doing so, we celebrate our rich cultural history while expanding economic opportunities.

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

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

Mr. PETERSON of Pennsylvania. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 434) to direct the secretary of Agriculture to enter into a cooperative agreement to provide for the retention, maintenance, and operation, at private expense, of the 18 concrete dams and weirs located within the boundaries of the Emigrant Wilderness in the Stanislaus National Forest.

The Clerk read as follows:

H.R. 434

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 “Emigrant Wilderness Preservation Act of 2001”.

SEC. 2. OPERATION AND MAINTENANCE OF CERTAIN WATER IMPOUNDMENT STRUCTURES IN THE EMMIGRANT WILDERNESS, STANISLAUS NATIONAL FOREST, CALIFORNIA.

(a) COOPERATIVE AGREEMENT FOR MAINTENANCE AND OPERATION.—The Secretary of Agriculture shall enter into a cooperative agreement with a non-Federal entity described in subsection (c), under which the entity will retain, maintain, and operate at private expense the water impoundment structures specified in subsection (b) that are located within the boundaries of the Emigrant Wilderness in the Stanislaus National Forest, California, as designated by section 3(b) of Public Law 94-532 (88 Stat. 254; 16 U.S.C. 1122 note).


(c) ELIGIBLE ENTITY.—The following non-Federal entities are eligible to enter into the cooperative agreement under subsection (a):

(1) A private individual, organization, corporation, or other legal entity.