

Mr. THURMOND. Mr. President, I wish to associate myself with the remarks made by our able majority leader on both subjects. He has shown leadership here, just as he has shown in so many other instances.

(The remarks of Mr. THURMOND pertaining to the introduction of S. 1426 are located in today's RECORD under "Statements on Introduced Bills and Joint Resolutions.")

MESSAGES FROM THE HOUSE RECEIVED DURING ADJOURNMENT

Under the authority of the order of the Senate of January 4, 1995, the Secretary of the Senate, on November 21, 1995, during the adjournment of the Senate, received a message from the House of Representatives announcing that the House has passed the following bill, without amendment:

S. 1328. An act to amend the commencement dates of certain temporary Federal judgeships.

The message also announced that the House has agreed to the following concurrent resolution, without amendment:

S. Con. Res. 32. Concurrent resolution providing for a conditional recess or adjournment of the Senate on Monday, November 20, 1995, until Monday, November 27, 1995, and a conditional adjournment of the House on the legislative day of Monday, November 20, 1995, or Tuesday, November 21, 1995, until Tuesday, November 28, 1995.

The message further announced that the House agrees to the amendment of the Senate to the bill (H.R. 2491) to provide for reconciliation pursuant to section 105 of the concurrent resolution on the budget for fiscal year 1996.

The message further announced that the House agrees to the amendment of the Senate to the joint resolution (H.J. Res. 122) making further continuing appropriations for the fiscal year 1996, and for other purposes.

ENROLLED BILLS AND JOINT RESOLUTION SIGNED

The message also announced that the Speaker has signed the following enrolled bills and joint resolution:

S. 440. An act to amend title 23, United States Code, to provide for the designation of the National Highway System, and for other purposes.

S. 1328. An act to amend the commencement dates of certain temporary Federal judgeships.

H.J. Res. 122. Joint resolution making further continuing appropriations for the fiscal year 1996, and for other purposes.

Under the authority of the order of the Senate of January 4, 1995, the enrolled bills and joint resolution were signed on November 21, 1995, during the adjournment of the Senate by the President pro tempore (Mr. THURMOND).

MEASURE PLACED ON THE CALENDAR

The following measure was placed on the calendar:

H.R. 1833. An act to amend title 18, United States code, to ban partial-birth abortions.

ENROLLED BILLS PRESENTED

The Secretary of the Senate reported that on November 24, 1995 he had presented to the President of the United States, the following enrolled bills:

S. 440. An act to amend title 23, United States Code, to provide for the designation of the National Highway System, and for other purposes.

S. 1328. An act to amend the commencement dates of certain temporary Federal judgeships.

EXECUTIVE AND OTHER COMMUNICATIONS

The following communications were laid before the Senate, together with accompanying papers, reports, and documents, which were referred as indicated:

EC-1620. A communication from the Under Secretary of Defense, transmitting, pursuant to law, the report of a violation of the Antideficiency Act, case number 94-07; to the Committee on Appropriations.

EC-1621. A communication from the Director of the Office of Management and Budget, Executive Office of the President, transmitting, pursuant to law, the cumulative report on rescissions and deferrals dated November 1, 1995; referred jointly, pursuant to the order of January 30, 1975, as modified by the order of April 11, 1986, to the Committee on Appropriations, Committee on the Budget, Committee on Finance, Committee on Foreign Relations.

PETITIONS AND MEMORIALS

The following petitions and memorials were laid before the Senate and were referred or ordered to lie on the table as indicated:

POM-471. A resolution adopted by the Council of the City of Toledo, Ohio relative to the "Contract With America"; ordered to lie on the table.

POM-472. A resolution adopted by the Captive Nations Committee of New York, New York relative to Chechnia; to the Committee on Foreign Relations.

POM-473. A resolution adopted by the Board of Directors of the Seattle Education Association of Seattle, Washington relative to Federal spending on education; to the Committee on Labor and Human Resources.

REPORTS OF COMMITTEES SUBMITTED DURING ADJOURNMENT

Pursuant to the order of the Senate of November 20, 1995, the following report was submitted on November 21, 1995, during the adjournment of the Senate:

By Mr. PRESSLER, from the Committee on Commerce, Science, and Transportation:

Report to accompany the bill (S. 1396) to amend title 49, United States Code, to provide for the regulation of surface transportation.

INTRODUCTION OF BILLS AND JOINT RESOLUTIONS

The following bills and joint resolutions were introduced, read the first

and second time by unanimous consent, and referred as indicated:

By Mr. MURKOWSKI (for himself, Mr. HATCH, Mr. STEVENS, and Mr. BENNETT):

S. 1425. A bill to recognize the validity of rights-of-way granted under section 2477 of the Revised Statutes, and for other purposes; to the Committee on Energy and Natural Resources.

By Mr. THURMOND (for himself and Mr. CRAIG):

S. 1426. A bill to eliminate the requirement for unanimous verdicts in Federal court; to the Committee on the Judiciary.

STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mr. MURKOWSKI (for himself, Mr. HATCH, Mr. STEVENS, and Mr. BENNETT):

S. 1425. A bill to recognize the validity of rights-of-way granted under section 2477 of the Revised Statutes, and for other purposes; to the Committee on Energy and Natural Resources.

THE REVISED STATUTES 2477 RIGHTS-OF-WAY SETTLEMENT ACT

Mr. MURKOWSKI. Mr. President, I rise today to introduce legislation co-sponsored both by myself, Senator HATCH, Senator STEVENS and Senator BENNETT. The purpose of this legislation is to allow State law to continue to determine revised statute covering 2477 right-of-ways, as it is known in the West.

Mr. President, for almost 130 years State law has applied to the validation of R.S. 2477 right-of-ways. Simply stated, that is the "right-of-way for the construction of highways over public lands, not reserved for public uses, is hereby granted."

Originally, the grant was section 8 of the Mining Act of 1866. The provision then became section 2477 of the revised statute, R.S. 2477, until its repeal by the Federal Land Policy Management Act of 1976, known as FLPMA.

Section 706 of FLPMA repealed R.S. 2477. However, section 701 states—and I quote—"Nothing in this act terminates any valid right-of-way existing on the date of approval of the act." Similarly, Section 509 of FLPMA states that nothing in title V on right-of-ways—and I quote—"shall have the effect of terminating any right-of-way or rights-of-use heretofore issued, granted, or permitted."

Under the authority of R.S. 2477, highways were established to achieve access through the public domain. It was a primary authority under which many existing State and country highways were constructed and operated over Federal lands in the Western United States.

Mr. President, in my State of Alaska many of these access routes were nothing more than perhaps a dogsled trail or footpath, but nevertheless provided essential routes from village to village for Alaska's Native people and other residents of the State. At that time it was a territory.

The original grant was viewed as an open-ended offer that only required acceptance to fully vest. Once a right-of-way is fully vested, significant property rights would be attached to it.

Historically, the Department of the Interior looked to the State highway laws as the standard for acceptance of the grant. The Federal Government did little to keep track of the number or location of these rights-of-ways for more than a century.

However, the Department of the Interior proposed regulations in August 1994 to make it extremely difficult to establish right-of-way claims across Federal lands established under this law. The Department of the Interior claims the reason they are doing the regulations is to make a logical process to get R.S. 2477 rights-of-ways recognized.

Mr. President, the regulations would actually do the following: They would override State law with restrictive new definitions of "highway" and "construction." They would put a cloud in the title of R.S. 2477 roads, treating them as invalid until proven valid. They would prevent any further expansion of scope of an R.S. 2477 right-of-way. And it would prevent making the right-of-way any wider. It set a sunset of administrative and court action on validity of R.S. 2477 by extinguishing claims not filed within 2 years, and 30 days after final ruling.

Further, construction and maintenance would not be permitted without approval of DOI with 3 days' notice, preventing the fixing of washed-out roads until the Department of Interior gave approval. The draft Department of the Interior regulations are nothing more than an attempt to prevent legal access across our public lands. It would impose an almost impossible task on State and local governments to make all claims for rights-of-ways on Federal lands, and then have to validate each and every one of those claims.

Nowhere would this be more burdensome than in my State, Alaska, twice the size of Texas, and less roads than the State of Vermont.

This is clearly an effort to make sure Alaska and other Western States, Utah and others, would not have access across Federal lands for valid rights-of-way egress and access.

It is really an effort to take away the rights of the States to validate and use their rights-of-ways.

This legislation which I have introduced today will define those who can file a claim, will put a time line on the filing of these claims. It will ensure there are validated claims according to State law at the time of the assertion of those claims. Further, it would put the burden of proof on the Secretary of the Interior if he wants to challenge their validity.

Additionally, legislation introduced herein will not, first, create any new rights-of-ways. If they were nonvalid in 1976, they will not be valid today.

Further, we will not supersede existing environmental protections. We will

not trample on private lands or Native lands.

And, finally, Mr. President, the Federal Government has better things to do, in my opinion, than put unnecessary burdens on the Western States. I urge all of my colleagues to support this legislation.

I would also add, Mr. President, that the State of Alaska has only been a State for 36 years. We are still very much involved in making claims based on the use across public lands for access. And so it is very much a real part of developing our State today. And I would urge my colleagues to recognize it. In most of the other States this process was done 100 years ago.

Mr. HATCH. Mr. President, I rise to express my strong support for this legislation being introduced today by my good friend from Alaska, Senator MURKOWSKI, regarding rights-of-way granted under revised statute [R.S.] 2477. This issue is of extreme and critical importance to my State, and this legislation is necessary to resolve, once and for all, the current situation that has clouded these rights since 1976.

I want to congratulate Senator MURKOWSKI for his leadership to bring the matter of claims made pursuant to R.S. 2477 to a close. I have worked closely with him to draft this proposal that meets the needs of all claimants in the various States, especially Alaska and Utah, where the overwhelming majority of R.S. 2477 claims are located.

Mr. President, since 1976, when R.S. 2477 was repealed with passage of the Federal Land Policy and Management Act [FLPMA], State and local governments have had to wage constant battle with the Federal Government as to what constitutes a valid R.S. 2477 claim as well as what the scope of that claim is once it is determined valid under this statute.

In Utah, this battle has been raging for quite some time. And, this firestorm is quickly spreading throughout the West. The controversial and highly publicized Burr Trail case in Garfield County, Utah, which has been litigated during the past decade, has brought this issue to the forefront. Nearly every county in UT, as well as many others in the West, has identified numerous R.S. 2477 rights-of-way claims. These local governments are justifiably concerned that the validation process of each claim may require enduring the same financial and legal burdens as the Burr Trail case, especially considering that more than 10,000 claims have been identified in Utah alone.

There has to be a better solution than the current system, which is what my colleagues from Alaska, Senators MURKOWSKI and STEVENS, and my colleague from Utah, Senator BENNETT, and I have been fighting for during the past few years.

At issue here is what constitutes a right-of-way as authorized by Congress in 1866. R.S. 2477 rights-of-way are

thoroughfares, cart paths, one lane dirt roads, small log bridges over streams or ravines, and other roads that time and necessity have created in our western States. These rights-of-way, which traverse Federal lands—and we are obviously not using the term highway in the modern sense—have been an integral part of the rural American landscape for over 100 years.

These rights-of-ways constitute an important part of the infrastructure of the Western States. I would ask my colleagues to think of this issue this way: suppose your front yard belonged to someone else—the Federal Government, for example—and the gravel driveway through the front yard was the only way to get to your house from the street. If you do not have complete authorization to maintain, improve, and keep open this driveway, then access to your home and possessions is eliminated. You would have to haul your groceries to your front door from the street. A simple illustration, perhaps, but one that shows the importance of these R.S. 2477 rights-of-way to the people in the West. These rights-of-ways were accepted before 1976 and, like your driveway, have been used continuously for decades as an integral part of the West's transportation systems. The Senate should take appropriate action to protect the well-being of western and Utah communities.

Our legislation proposes to resolve the current controversies surrounding R.S. 2477 rights-of-way in several ways. It would provide a method of relief that many of us in the West have been pursuing for several years, namely that the designation of rights-of-way claims made pursuant to this authority should be determined under State law. The validity of these rights-of-way should be determined at the local level, and not by Congress, the U.S. Department of Interior, or the U.S. Department of Transportation.

At the same time, the process for submitting claims under R.S. 2477 should be as simple as possible consistent with legal requirements. A system for determining the validity of such claims should be designed to promptly resolve outstanding R.S. 2477 claims. Our bill creates such a process and places the burden of proof of each claim squarely on the shoulders of the Federal Government. Without this process, I envision a Federal system under which resolutions of such claims will become tremendously bogged down with no substantial resolution to this issue.

My colleagues may ask that if these rights-of-way have existed for 100 years, why is this legislation necessary?

Last August, the Clinton administration and Secretary Babbitt proposed regulations to settle this issue. These regulations would require a complete abandonment by State and local governments of R.S. 2477 rights-of-way claims and a total rejection of any evidence that documents the existence

and historic use of these rights-of-ways from 1866 up to 1976. They would allow the Secretary to determine whether or not a right-of-way existed prior to 1976 which, in my opinion is nothing more than asking State and local governments to abrogate their responsibilities as the owners of these rights-of-ways. We in the West are unwilling to do that. The Secretary's regulations are evidence that the task of achieving a solution that protects the intent and scope of the original statute while preserving the infrastructure of rural communities must involve Congress. As far as I am concerned, we are beyond a regulatory fix on this subject, particularly in light of the regulatory proposal put forward by the Clinton administration.

Fortunately, Congress has included language in next year's Interior appropriations bill that prohibits the implementation of these misguided regulations.

Basically, our legislation will ensure that: First, the intent and scope behind the original statute are consistent with the intent and scope underlying congressional passage of FLPMA; second, the congressional intent regarding the interpretation of R.S. 2477 in accordance with State law is preserved; third, the large body of settled, well-established, and well-documented Federal and State case law and agency regulatory determinations is adhered to, and fourth, the trust and respect for State and local governments, which hold these rights and are entitled to exercise their powers within the sphere of their authority without Federal intervention are restored.

Mr. President, this matter is critical to communities and citizens in the rural West. In many cases, these roads are the only routes to farms and ranches; they provide necessary access for schoolbuses, emergency vehicles, and mail delivery. The Interior Department regulations would significantly confound transportation in the Western States, jeopardizing the livelihoods of many citizens and possibly their health and safety as well.

Some claim that R.S. 2477 rights-of-way are nothing more than dirt tracks in the wilderness with no meaningful history, whose only value to rural counties arises from the hope of stopping the creation of wilderness areas. Nothing could be further from the truth. No one is suggesting that we turn these rights-of-way into six-lane lighted highways with filling stations, billboards, and fast food restaurants.

Although, I am confident in saying today that I expect those opposed to this legislation to initiate a campaign of misinformation, dishonest facts, and outright untruths about the impact of our bill. They will paint a picture of our bill as authorizing the construction of paved roads through wilderness areas, native American trust lands, and national parks. They will employ these scare tactics, like they have on other public land measures now before Con-

gress, to mislead the public and the media into believing an array of bulldozers, graders, and other road building vehicles are ready to begin an assault on the Nation's most pristine areas. Again, nothing could be further from the truth. If the right-of-way exists, then the scope and the attributes of that right must be protected from the local entity with jurisdiction. We are not—I repeat, not—authorizing the construction of roads over public lands where no right-of-way exists. Our bill provides the Secretary of Interior considerable latitude to express his position on each and every claim that is submitted and why these claims may or may not be valid.

I do not like to be so forthcoming in this way, but after witnessing the misinformation campaign being waged against our Utah wilderness bill, I want to prepare my colleagues for what is coming. I would ask that they carefully confer with those of us who have thousands of these claims in our States so as to fully recognize the importance of this matter to our citizens.

There is no pressing environmental reason to change the R.S. 2477 rules other than to make Federal land more pristine than it has been since the pioneers settled in the West. I urge the Senate to support adoption of this legislation during this Congress.

Mr. BENNETT. Mr. President, I am pleased to join my colleagues today in introducing this important legislation and I congratulate Chairman MURKOWSKI for his tremendous leadership, as well as Congressman JIM HANSEN, who has led the debate in the House of Representatives. While the issue of R.S. 2477 rights-of-way may not be of concern to many of our colleagues east of the Rocky Mountains, it is certainly an issue of importance to States in the West. The bill which we are introducing today will take great strides in putting an end to a controversy which has nearly paralyzed many rural counties in the State of Utah.

As my colleagues have eloquently described the history of this issue, I will not go into great detail. However, I would like to make a few very important points.

The R.S. 2477 statute is the authority under which many of the existing State and county highways in my State were constructed and operated. For example, in Garfield County, UT, portions of Highway 12, one of the most scenic and most heavily traveled routes in southern Utah, have no other written authorization besides the R.S. 2477 authorization. Another example is the Hole-in-the-Rock road, historically one of the most significant routes in Utah history.

This legislation seeks to address the problems that developed by the failure of R.S. 2477 to define what a highway was. By modern definition, highways are generally considered to be paved two or four lane roads, suitable for all types of traffic. However, southern Utah is crisscrossed with literally

thousands of improved and unimproved roads which, regardless of the condition of the roads, are the lifelines to many native American communities, rural communities, public recreation areas, mining, oil and gas, and grazing claims.

Currently, the only way a State or county can confirm the legality of a right-of-way is to file a lawsuit in a Federal court. This has placed an onerous financial burden on county governments which sincerely want to resolve the issue. Indeed, many of the smaller counties in Utah cannot afford to file claims even though R.S. 2477 rights-of-way is critical to their current and future economic survival. Mr. President, Utah has asserted more claims for R.S. 2477 than any other State. Nearly 5,000 claims have been asserted at one time or another. You can imagine the tremendous financial burden that result both for the county and the Federal Government.

This legislation preserves the important role of State law in determining what is and is not a valid right-of-way. R.S. 2477 was originally an offer made by Congress to State and local governments to create highways across the vast stretches of western desert and to help settle the West. The original act recognized State law and relied on State law to provide many of the details of its implementation. In years past, the Department of the Interior has generally acquiesced to State law. Since the passage of FLPMA, and even up until the recent administration took office, the Department of the Interior's policy has generally looked to State law to determine what constitutes a public highway.

Mr. President, this is a good bill. It restores the role of the State in determining what is and is not a valid right-of-way. It forces both the claimant and the Federal Government to come to the table. It narrows the time frame in which claims might be filed to 5 years. It grants the Secretary 2 years to object in writing to the claim and to provide a factual and legal basis for each objection. The proposed regulations would put the burden of proof on the claimant. It places responsibility on the holders of the claims to define, file, and defend them in court.

This legislation will prevent roads from deteriorating which have been locked up. Most important, the legislation will preserve the ability of citizens to access public lands and, in many cases, private lands to mine, hunt, fish, camp, hike, view wildlife, and enjoy our fabulous natural beauty.

The bill is not without its critics. The administration has already claimed that the bill will make it too easy to file new claims, and too burdensome for the Government to reject ones that do not meet the statutory criteria. Mr. President, I believe that we can take steps that will permit us to work through a large portion of the outstanding claims and I intend to work closely with my colleagues to do

so. I encourage my colleagues to support this legislation and I look forward to assisting the chairman in any way possible to move this bill quickly through the Senate.

By Mr. THURMOND (for himself and Mr. CRAIG):

S. 1426. A bill to eliminate the requirement for unanimous verdicts in Federal court; to the Committee on the Judiciary.

FEDERAL COURT LEGISLATION

Mr. THURMOND. Mr. President, I rise today to introduce legislation on behalf of myself and Sen. LARRY CRAIG of Idaho to amend the Federal rules of criminal and civil procedure to allow convictions on a 10 to 2 jury vote.

It is my belief that this change to the Federal rules will bring about increased efficiency in our Nation's court system while maintaining the integrity of the pursuit of justice.

This legislation is consistent with the Supreme Court ruling concerning unanimity in jury verdicts, specifically in *Apodaca v. Oregon*, 406 U.S. 404. In that case, the Supreme Court ruled that the sixth amendment guarantee of a jury trial does not require that the jury's vote be unanimous. The Supreme Court affirmed an Oregon Court of Appeals decision which upheld a guilty verdict under an Oregon law that allowed a 10 to 2 conviction in criminal prosecutions.

Mr. President, clearly there is not a constitutional mandate for the current requirement under the Federal rules of criminal and civil procedure of a jury verdict by a unanimous vote. The origins of the unanimity rule are not easy to trace, although it may date back to the latter half of the 14th century. One theory proffered is that defendants had few other rules to ensure a fair trial and a unanimous jury vote for conviction compensated for other inadequacies at trial. Of course, today the entire trial process is heavily tilted toward the accused with many, many safeguards in place to ensure that the defendant receives a fair trial.

Although majority verdicts were permitted during 17th century America in South Carolina, North Carolina, Connecticut, and Pennsylvania, unanimous verdicts became an accepted part of common-law juries by the 18th century.

Mr. President, I found it interesting that the proposed language for the sixth amendment, as introduced by James Madison in the House of Representatives, provided for trial by jury as well as requisite of unanimity for conviction. While this particular proposal was passed by the House with little change, it met a significant challenge in the Senate and was returned to the House in a different form. Later, a conference committee was appointed and reported the language adopted by the Congress and the States which reflects the current sixth amendment.

The earlier House proposal requiring a unanimous jury verdict for conviction

was considered and not made a part of the sixth amendment. For purposes of discussion of this legislation, I will quote the pertinent part of the sixth amendment: "In all criminal prosecutions, the accused shall enjoy the right to a speedy and public trial, by an impartial jury of the State and district wherein the crime shall have been committed."

The sixth amendment includes some features of common-law juries. However, the Supreme Court has admonished reliance on the easy assumption that if a given feature existed in a jury at common law in 1789, then it was necessarily preserved in the Constitution. So here we see the Supreme Court has noted specifically that all features of the common-law jury are not mandated by the Constitution.

Mr. President, there may be a number of inferences to be drawn from the deletion of the unanimity for conviction requirement in the proposed sixth amendment. One point we cannot escape is the fact that a unanimity requirement was considered by our Founding Fathers and determined that it should not be constitutionally mandated.

In *Duncan v. Louisiana*, 391 U.S. at 156, the Supreme Court stated that the purpose of the right to a trial by jury is to prevent oppression by the Government by providing a "safeguard against the corrupt or overzealous prosecutor and against the biased or eccentric judge." Carrying this view further in the subsequent case of *Williams v. Florida*, 399 U.S. 78 (1970), the Supreme Court stated, "The essential feature of a jury obviously lies in the interposition between the accused and his accuser of the commonsense judgment of a group of laymen" *Williams*, supra, at 100.

Juries are representative of the community and their solemn duty is to hear the evidence, deliberate, and decide the case after careful review of the facts and the law. Of course, this should be done free of intimidation from outside and within the jury. The Supreme Court has noted that a jury can responsibly perform its function whether they are required to act unanimously or allowed to decide the case on a vote of 10 to 2.

There are cases where a requirement of unanimity produced a hung jury where had there been a nonunanimous allowance the jury would have voted to convict or acquit. Yet, in both instances, the defendant is accorded his constitutional right of a judgment by his peers. It is my firm belief that this legislation will not undermine the pillars of justice or result in the conviction of innocent persons.

The American people, I believe, will strongly support change in the Federal rules of criminal and civil procedure to allow a jury conviction by a vote of 10 to 2. This change for jury verdicts in the Federal courts will also reduce the likelihood of a single juror corrupting

an otherwise thoughtful and reasonable deliberation of the evidence.

Mr. President, I hope the Congress will give careful and favorable consideration to this proposal and I ask unanimous consent that the bill be printed in the RECORD.

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

S. 1426

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

SECTION 1. AMENDMENT OF FEDERAL RULES OF CRIMINAL PROCEDURE.

Rule 31(a) of the Federal Rules of Criminal Procedure is amended by striking "unanimous" and inserting "by five-sixths of the jury".

SEC. 2. AMENDMENT OF FEDERAL RULES OF CIVIL PROCEDURE.

Rule 48 of the Federal Rules of Civil Procedure is amended—

(1) by inserting after the first sentence the following: "The verdict shall be by five-sixths of the jury."; and

(2) in the last sentence, by striking "(1) the verdict shall be unanimous and (2)".

ADDITIONAL COSPONSORS

S. 881

At the request of Mr. PRYOR, the name of the Senator from Michigan [Mr. LEVIN] was added as a cosponsor of S. 881, a bill to amend the Internal Revenue Code of 1986 to clarify provisions relating to church pension benefit plans, to modify certain provisions relating to participants in such plans, to reduce the complexity of and to bring workable consistency to the applicable rules, to promote retirement savings and benefits, and for other purposes.

S. 969

At the request of Mrs. KASSEBAUM, the name of the Senator from Colorado [Mr. CAMPBELL] was added as a cosponsor of S. 969, a bill to require that health plans provide coverage for a minimum hospital stay for a mother and child following the birth of the child, and for other purposes.

S. 1137

At the request of Mr. THOMAS, the name of the Senator from New Hampshire [Mr. SMITH] was added as a cosponsor of S. 1137, a bill to amend title 17, United States Code, with respect to the licensing of music, and for other purposes.

S. 1228

At the request of Mr. D'AMATO, the name of the Senator from California [Mrs. FEINSTEIN] was added as a cosponsor of S. 1228, a bill to impose sanctions on foreign persons exporting petroleum products, natural gas, or related technology to Iran.

S. 1253

At the request of Mr. ABRAHAM, the name of the Senator from Iowa [Mr. GRASSLEY] was added as a cosponsor of S. 1253, a bill to amend the Controlled Substances Act with respect to penalties for crimes involving cocaine, and for other purposes.