

royal highway, forged the way for the early development of Texas into a Spanish colony, an independent Republic, and a state in the United States. As the first great highway into 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 El Camino Real de los Tejas, later known as the Old San Antonio Road, as one of Texas 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 National Park Service completed its feasibility study in July 1998 pursuant to PL 103-145. The study concluded that the proposed trail met all applicable criteria in the National Trails System Act (PL 90-543). Last Congress, the Senate passed similar legislation, the Camino Real de los Tejas National Historic Trail Act of 1998 (S. 2276). The House did not consider this bill nor a companion bill which I introduced in the House (HR 4724).

The bill I am introducing today contains a number of important changes from last year's version. In an effort to clarify the intent of the legislation and to respond to concerns raised during the bill's consideration last Congress, I have worked with the National Park Service to add language addressing the concerns of private property owners. The bill now states unambiguously that no land or interest in land can be acquired by the federal government without the willing consent of the owner, that the federal government has no authority to condemn or appropriate land for the trail, that the trail will not be established on the ground unless a private property owner voluntarily requests to participate, and that designating the trail does not confer any additional authority to apply other, non-trail federal laws. These provisions reflect my desire to assuage any concerns that a national historic trail in Texas would negatively impact private property owners. In fact, the experience of the other existing national historic trails suggests just the opposite—private property owners can and do benefit from participating in the trail program, but only if they want to do so.

The Camino Real de los Tejas as defined in this legislation collectively represents a series of roads and trails extending for more than 1,000 miles from Mexico City through Saltillo and Monclova in Mexico to Guerrero and Laredo along the Rio Grande, converging in San Antonio, the provincial capital of Texas from 1772 to 1821, and then heading north and east to Los Adeas, the earlier provincial capital of Texas from 1721 through 1772, now located in Louisiana. Beginning as Indian trails from the earliest days of human activity in the Americas, the trails developed under the Spanish as routes of exploration, missionary work and colonization. The earliest Spanish route stems back to the travels of Alonso de León in 1689 and Terán de los Ríos in 1691. During the next 150 years, explorers, traders, ranchers, armies and missionaries blazed a series of trails through South Texas to San Antonio and from San Antonio through East Texas and Louisiana. Immigration, from both

the east and south, traveled along this transportation system.

These trails gained different names over time. In South Texas, beginning at the Presidio del Rio Grande and ending in San Antonio, we find the Lower Presidio Road, or El Camino de en Medio; the Camino Pita; and the Upper Presidio Road. A separate Laredo Road linked Laredo to San Antonio and the Camino Real system. Two major arteries extended northeastward from San Antonio: the Camino de los Tejas along the Balcones Escarpment; and the Camino Arriba through the Post Oak Savannah. Both of these routes converged again in Nacogdoches, Texas.

All told, various portions of the Camino Real de los Tejas now in the United States extend for some 550 miles and together make up approximately 2,600 miles in combined length. They served as critical trade routes, post roads, cattle trails, and military highways and opened Texas to the world.

The Camino Real de los Tejas linked the Spanish in Mexico to their new outposts in East Texas in the late 17th and early 18th Centuries. These early settlements provided a Spanish presence to counter early French exploration of Texas. 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 in the military battle for Texas independence. Critical supplies made their way to the American Colonies during the War of Independence via the Camino Real de los Tejas trail system. The Camino Real de los Tejas road system provided the main transportation route for Mexican and Texan armies during the Texas Revolution and continued to play a major role in future military actions.

Recognizing the significance of the Camino Real de los Tejas and its historical importance grounds us for the future and provides opportunities for today. Trail designation will help enhance tourism and economic development in the many cities and towns along the trail system. Local museums and historical sites will be given new opportunities for growth. The San Antonio Missions National Historical Park, an important and beautiful network of missions in the San Antonio area, can provide a base of operations for trail activities. A number of public roads, state parks and national forests can provide public access to this important piece of our history. As we strive to boost international trade, develop our local communities, and enhance educational opportunities, we only have to look to El Camino Real de los Tejas for inspiration.

COMMEMORATING THE PECOS RODEO

HON. HENRY BONILLA

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 30, 1999

Mr. BONILLA. Mr. Speaker, I am proud to represent Pecos, Texas, a community which hosts the world renowned rodeo every 4th of July week. Folks from all across Texas and other states flock to Pecos for this annual event.

In the mid 1800's in cow towns across the state of Texas, a new sport, the Rodeo was created. By 1883, a little town in West Texas,

Pecos, launched the first full fledged rodeo. This annual event occurs during the week of our celebration for independence, July 4th.

Tomorrow, July 1, 1999, the tradition continues as the annual Pecos Rodeo begins with several fun filled activities and events. The first Pecos rodeo was held near the town courthouse. What used to be the old rodeo grounds is now the Pecos Community Center, Civic Auditorium, and the Texas Highway Patrol. At one time the audience would use the bumpers and hoods of their Model "T's" and "A's" as position for viewing the Rodeo. The national western pastime, marks an era of dust, cow hide, and leather popping for the traditional cowboy who utilizes his talents and abilities to entertain all citizens of the western country.

The annual event for Pecos was actually the first "true" rodeo ever held, with full fledged advertising and an array of different prizes and contestants. During that time, Pecos was proud to have the most saloons in West Texas. As legend tells us, every saloon comes with rowdy cowboys. These cowboys would compete in the Pecos rodeo to prove their "excellence" by competing for the grand prize. The winning cowboy would have the ultimate bragging rights.

However, as time changes, so do the participating cowboys. The average cowboys now include college and high school students who compete on a regular basis. As the weekend events begin, we must remember that even though cowboys and horses are the main attraction for the rodeo, the true life and blood of this spectacular event are the volunteers and spectators who make this a true success for the Pecos community. The rodeo has definitely established extensive contributions to the quality of life in Pecos.

IN RECOGNITION OF MR. MARTIN
P. DOOLAN

HON. RALPH M. HALL

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 30, 1999

Mr. HALL of Texas. Mr. Speaker, I rise today to honor and pay tribute to a fine American, Mr. Martin P. Doolan, recipient of the prestigious 1999 Ellis Island Medal of Honor.

Following a distinguished and highly-decorated military career, Mr. Doolan retired as captian in July of 1997, after 7 years active duty in the U.S. Coast Guard and 30 years of service in the reserves. His military career is augmented by an equally successful business career, which spans a quarter of a century of executive management of corporate turn-arounds with return to long-term profitability of numerous sizable corporations. Mr. Doolan's ability to salvage the equity value in these corporations has enabled their continual growth for both shareholders and the thousands of Americans employed within these firms.

Currently, he serves as President/CEO of Value City Department Stores and DSW Shoe Warehouse, a \$1.6 billion off-price retail department store and shoe chain. His accomplishments have been chronicled in nationally recognized publications such as the Wall Street Journal, Fortune, Business Week, and many others. Recently he was featured on "CEO Call" which airs on CNBC Live.

Established in 1986 by the National Ethnic Coalition Organization, Ellis Island Award Recipients embody exceptional humanitarian efforts and contributions to fellow Americans. Previous awardees have included six United States Presidents, Governors, community advocates, and members of both the Senate and House of Representatives. Along with Mr. Doolan, other 1999 Ellis Island Award recipients include: First Lady Hillary Clinton, Chief Justice William Rehnquist, and Senator John Glenn.

Mr. Doolan was joined at the awards ceremony by his lovely wife of 36 years, Grace Ann Doolan and his three daughters, Theresa Doolan, Jennifer Doolan Patty and Jeanne Doolan Cunningham. A former resident of Duncanville, TX, the Doolans currently reside in the quiet suburb of Heath, located on the outskirts of Dallas.

Mr. Speaker, as we adjourn today, let us do so in honor and respect for this great American, Mr. Martin P. Doolan.

CELEBRATING THE UNIQUE HISTORY OF MASS CITY, MICHIGAN

HON. BART STUPAK

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 30, 1999

Mr. STUPAK. Mr. Speaker, I rise today to call your attention to the 100th birthday of Mass City, a small community in the western part of the Upper Peninsula in Michigan's 1st Congressional District. Although it is a small dot on the map, like many Midwest communities Mass City has its own rich and unique history. On this centennial occasion, I'd like to share a few highlights of that history with my House colleagues.

As a local writer noted, it was the great continental glaciers 10,000 years ago that gave final shape to the topography of northern Michigan, but it was geologic activity hundreds of millions of years earlier that planted in the area rich deposits of copper. This ore would sustain a long copper culture among the earliest settlers in the region, and it would serve as one of the powerful attractions for later European settlers.

Timber was the second attraction, and land for agriculture was the third, especially for many Finnish immigrants who settled in the area in the early 1900s.

Mass City was born in 1899 in this burst of economic activity, but today's guardians of local lore are left with the mystery of the community's name. Is it an abbreviation for "Massachusetts City," since five members of the board of directors of the Mass Consolidated Mining Company were from that state?

Maybe it was named for the Mass Mine, discovered by Noel Johnson, an early African-American settler in the area. The prevailing sentiment, however, is that the name comes from the mass copper in the surrounding hills. As late as the 1990s, chunks of native copper weighing more than a ton were found in the community's Caledonia Mine.

The boom days of mining are gone now, Mr. Speaker, and only a few farms are still active. Lumbering is still important to the regional economy, but it takes a back seat to what I believe is the region's greatest asset—its remarkable quality of life. A belief in the value of

hard work and the importance of family are reinforced by the beauty of the natural surroundings. This is the North Woods, where crisp, star-filled winter nights or summer breezes rustling the pines are gentle reminders of the Presence of the Almighty.

Mass City will hold its reunion and centennial celebration July 2–4. I hope, Mr. Speaker, that the real celebration of this region will continue as long as there are men and women living there who continue to add to its history and treasure its heritage and values.

INTRODUCING THE SCHOOL AND LIBRARY CONSTRUCTION AFFORDABILITY ACT

HON. RANDY "DUKE" CUNNINGHAM

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 30, 1999

Mr. CUNNINGHAM. Mr. Speaker, today I am introducing the School and Library Construction Affordability Act to make high-quality construction and repairs less costly for our nation's communities, schools and citizens.

This measure would exempt public schools and libraries from the inflationary and costly effects of the federal Davis-Bacon prevailing wage laws.

I am offering this legislation specifically to address three issues.

First, 22 States have chosen not to impose state Davis-Bacon laws or have specifically exempted schools from coverage, so it is wise for us to make the federal laws to be more harmonious with state laws in this area.

Second, it is well-known that the AFL-CIO wants to use the President's school construction bond initiative as a vehicle to expand federal Davis-Bacon laws over a much larger number of local public schools than must abide by it today. At this time, the federal Davis-Bacon Act applies to public school construction in cases where the public school receives federal funds as general revenue. Impact Aid, for example, is such a general revenue program. By contrast, "categorical" programs like Title I, designated for a specific purpose, are not general revenue to a school, and do not trigger Davis-Bacon coverage of school construction and repair. Rather than to add to the immense federal regulatory burden on our schools, we need to work to reduce that burden so that they can focus their scarce resources on educating their children.

And third, Davis-Bacon increases construction cost 5–38 percent. Each year, the General Accounting Office makes note that eliminating the federal Davis-Bacon Act would save federal taxpayers billions of dollars. The federal Davis-Bacon Act is also well-known to be prone to extensive waste and abuse. With this legislation we will help ensure that each citizen's school bond dollar buys a dollar's worth of building and repairs.

The School and Library Construction Affordability Act allows schools and libraries to get more school buildings, and more school repairs, for their scarce taxpayer dollar. It respects the right of states and localities to establish their own labor practices, without imposing unnecessary regulations from Washington, D.C. It is neither pro-union or anti-union, for under this measure everyone will be able to compete fairly and equitably for school

and library construction and repair work. It may not be construed to diminish the high quality of construction and repairs that the purchasers of these services—our communities and our local taxpayers—always and rightfully insist upon. This bill is simply in the best interests of America's children.

This legislation is supported by the Associated Builders and Contractors, and the National School Boards Association. I have attached below the texts of their letters of support. In introducing this measure, I am joined by a dozen original cosponsors from across the country.

I hope my colleagues will join me in support of our local schools and public libraries, in support of regulatory relief for our communities, and in support of our children by cosponsoring the School and Library Construction Affordability Act, and moving to enact it.

ASSOCIATED BUILDERS & CONTRACTORS,
Rosslyn, VA, June 15, 1999.

Hon. DUKE CUNNINGHAM,
House of Representatives,
Washington, DC.

DEAR CONGRESSMAN CUNNINGHAM: On behalf of Associated Builders and Contractors (ABC), and its more than 20,000 contractors, subcontractors, suppliers and related firms across the country, I would like to express our strong support for the "School and Library Construction Affordability Act." This is much needed legislation to exempt public schools and libraries from the inflationary and costly effects of the federal Davis-Bacon Act.

By eliminating Davis-Bacon requirements for school and library construction, Congress will help lift outdated burdens and federal restrictions and help improve local control and flexibility in leveraging education dollars. It will give local school districts the ability to spend resources where they will most effectively meet students' educational needs.

As you know, Davis-Bacon inflates the cost of construction anywhere from 5 to 38 percent, thus hurting those who fund, provide, and receive public education by forcing school districts to pay more to provide students with less. Davis-Bacon siphons tax dollars which could be better spent on real efforts to help education—such as additional school repairs, more facilities, books, computers, and other services that actually improve classroom learning and benefit school children.

Twenty-two states have recognized the waste associated with federal restrictions like Davis-Bacon and have chosen not to have similar state restrictions on schools. Ohio, for example, exempted school construction and repair from the state's "little Davis-Bacon Act" in 1997, and has since found preliminary savings have averaged 10 percent lower costs. Davis-Bacon serves as an "unfunded mandate" on those states, by forcing them to work under a Depression-era labor law that mandates inefficient practices and inflates construction costs.

Additionally, eliminating Davis-Bacon restrictions will help give local residents entry-level job and training opportunities on projects in their own neighborhood, by allowing contractors to hire "helpers," as they do for schools not hindered by Davis-Bacon. This will be an important step toward ensuring job opportunities for many low-skilled minorities, at-risk youth, and displaced workers to "earn while they learn" in their community.

ABC applauds your leadership in introducing the "School and Library Construction Affordability Act" to help improve use