

and interest of the United States in and to approximately 6.3 acres of real property in the Newlands Reclamation Project, Nevada, generally known as "380 North Taylor Street, Fallon, Nevada", and identified for disposition on the map entitled "Fallon Rail Freight Loading Facility".

(2) MAP.—The map referred to in paragraph (1) shall be on file and available for public inspection in—

(A) the offices of the Commissioner of the Bureau of Reclamation; and

(B) the offices of the Area Manager of the Bureau of Reclamation, Carson City, Nevada.

(b) CONSIDERATION.—

(1) IN GENERAL.—The Secretary shall require that, as consideration for the conveyance under subsection (a), the city of Fallon, Nevada, shall pay to the United States an amount equal to the fair market value of the real property, as determined—

(A) by an appraisal of the real property, conducted not later than 60 days after the date of enactment of this Act by an independent appraiser approved by the Commissioner of Reclamation and paid for by the city of Fallon, Nevada; and

(B) without taking into consideration the value of any structures or improvements on the property.

(2) CREDIT OF PROCEEDS.—The amount paid to the United States under paragraph (1) shall be credited, in accordance with section 204(c) of the Federal Property and Administrative Services Act of 1949 (40 U.S.C. 485(c)), to the appropriate fund in the Treasury relating to the Newlands Reclamation Project, Nevada.

(c) LIABILITY.—The conveyance under subsection (a) shall not occur until such data as the Commissioner of Reclamation certifies that all liability issues relating to the property (including issues of environmental liability) have been resolved.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Nevada (Mr. GIBBONS) and the gentleman from Guam (Mr. UNDERWOOD) each will control 20 minutes.

The Chair recognizes the gentleman from Nevada (Mr. GIBBONS).

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

(Mr. GIBBONS asked and was given permission to revise and extend his remarks.)

Mr. GIBBONS. Mr. Speaker, I rise today to express strong support for H.R. 1870, the Fallon Rail Freight Loading Facility Transfer Act; and I want to thank the gentleman from Utah (Mr. HANSEN) and my good friend, the gentleman from Guam (Mr. UNDERWOOD), and the Committee on Resources for moving this bill expeditiously to the floor for a vote.

H.R. 1870 will privilege the city of Fallon, Nevada, the exclusive right to purchase approximately 6.3 acres of public land located in the downtown area of the city.

The Fallon Rail Freight Loading Facility Transfer Act will enable the city of Fallon to make the necessary long-term investments and capital improvements to the property to ensure the future viability of this important municipal asset is maintained.

Fallon is a rural agricultural community of approximately 8,700 residents located in northern Nevada approximately 70 miles east of the city of Reno. Since 1984, the city of Fallon has leased approximately 6.3 acres of prop-

erty from the U.S. Bureau of Reclamation that it utilizes as a rail freight yard and loading facility. The city, the State of Nevada, the U.S. Department of Transportation, and the Southern Pacific Railroad have collectively invested a significant amount of money in this rail facility, providing more than 400 jobs in the community.

On January 1 of 2000, the long-term lease between the city of Fallon and the Bureau of Reclamation expired. As negotiations began for a new long-term lease, the city of Fallon and the bureau came to the common conclusion that it would be in the best interest of both parties to have ownership of this property transferred to the city of Fallon. The city would be able to make long-term investments to a facility that it owned without having to worry about renegotiating new leases and the possibility of losing access to the property. The Bureau of Reclamation would be able to divest itself from an asset that no longer serves a purpose to its core mission, allowing more of its scarce resources to be focused on the traditional roles of the bureau.

Of course, Mr. Speaker, this transfer will be contingent upon the satisfactory conclusion of all necessary and environmental reviews, and it will be purchased by the city at fair market value.

Finally, Mr. Speaker, H.R. 1870 has strong support from Nevada's bipartisan congressional delegation. On behalf of the city of Fallon, I urge my colleagues to pass the Fallon Rail Freight Loading Facility Transfer Act, a bill which will create a win-win situation for everyone involved.

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

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

Mr. Speaker, H.R. 1870 would direct the Secretary of the Interior to convey to the city of Fallon, Nevada, all right, title and interest in approximately 6.3 acres of property within the Newlands project. The city would like to use the property for a planned truck-to-railroad transfer structure. The bill reflects changes recommended by the Interior Department. It would require the city to pay fair market value without regard to the value of structures or improvements in the property. I urge adoption of the bill, and I congratulate my colleague, the gentleman from Nevada (Mr. GIBBONS).

Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. GIBBONS. Mr. Speaker, I urge everyone to support this bill.

Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Nevada (Mr. GIBBONS) that the House suspend the rules and pass the bill, H.R. 1870, 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.

A motion to reconsider was laid on the table.

BURNT, MALHEUR, OWYHEE, AND POWDER RIVER BASIN WATER OPTIMIZATION FEASIBILITY STUDY ACT OF 2001

Mr. WALDEN of Oregon. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1883) to authorize the Secretary of the Interior to conduct a feasibility study on water optimization in the Burnt River basin, Malheur River basin, Owyhee River basin, and Powder River basin, Oregon.

The Clerk read as follows:

H.R. 1883

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 "Burnt, Malheur, Owyhee, and Powder River Basin Water Optimization Feasibility Study Act of 2001".

SEC. 2. STUDY.

The Secretary of the Interior may conduct a feasibility study on water optimization in the Burnt River basin, Malheur River basin, Owyhee River basin, and Powder River basin, Oregon.

SEC. 3. AUTHORIZATION OF APPROPRIATIONS.

There are authorized to be appropriated such sums as are necessary to carry out this Act.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Oregon (Mr. WALDEN) and the gentleman from Guam (Mr. UNDERWOOD) each will control 20 minutes.

The Chair recognizes the gentleman from Oregon (Mr. WALDEN).

Mr. WALDEN of Oregon. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I thank you for the opportunity to speak in favor of H.R. 1883.

This legislation would authorize the Secretary of the Interior to engage in a feasibility investigation for the Burnt, Malheur, Owyhee River basins in eastern Oregon. It is the next step in the United States Bureau of Reclamation process now that their initial study has been completed. The United States Bureau of Reclamation's earlier studies examined problems associated with such issues as excess nutrients in surface water, sedimentation, high-water temperatures, degraded fish habitat, low-stream flows and lack of adequate stream-side vegetation.

The feasibility study that H.R. 1883 authorizes would help find the most logical approaches to address these issues.

Mr. Speaker, the farmers and ranchers are the driving force behind this legislation. As they have proven over and over again, it is the farmers and ranchers who are some of our strongest environmentalists. They care deeply about the land and water that they use

to grow the crops that feed us all. This bill will set a process in motion that will allow the farmers to leave more water in stream while maintaining their current yields.

The bill is supported by the Burnt River Irrigation District, the Power Valley Water Control District, the Baker Valley Irrigation District, the Owyhee Irrigation District, the Owyhee Ditch Company, the Vale Oregon Irrigation District, and the Warm Springs Irrigation District. It is a simple, straightforward bill that deserves our support.

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

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

Mr. Speaker, I rise in support of H.R. 1883. This bill is a simple and discretionary authorization to allow the Secretary of the Interior to conduct a feasibility study on water optimization in three river basins in northeastern Oregon. The bill would authorize appropriations as are necessary to carry out the study.

During the summer there is no remaining unappropriated water in these river basins. In low-water years, available water may be inadequate to supply junior water rights holders. The Bureau of Reclamation developed the multi-purpose irrigation facilities in these basins, but the projects are now operated by the local water users. Local interests want to continue the involvement of the Bureau of Reclamation to construct small-scale water management projects, and H.R. 1883 provides for the study of appropriate projects. I urge my colleagues to support H.R. 1883.

Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. WALDEN of Oregon. Mr. Speaker, I thank my colleague for his support of the legislation. I appreciate the assistance of the minority in helping us move this bill forward. It will be good for fish. It will be good for farmers. I urge passage of the bill.

Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Oregon (Mr. WALDEN) that the House suspend the rules and pass the bill, H.R. 1883.

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

A motion to reconsider was laid on the table.

DESIGNATION OF GEORGE ROGERS CLARK NORTHWEST CAMPAIGN TRAIL FOR STUDY FOR POTENTIAL ADDITION TO THE NATIONAL TRAILS SYSTEM

Mr. HANSEN. Mr. Speaker, I move to suspend the rules and pass the bill

(H.R. 1963) to amend the National Trails System Act to designate the route taken by American soldier and frontiersman George Rogers Clark and his men during the Revolutionary War to capture the British forts at Kaskaskia and Cahokia, Illinois, and Vincennes, Indiana, for study for potential addition to the National Trails System.

The Clerk read as follows:

H.R. 1963

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

SECTION 1. DESIGNATION OF GEORGE ROGERS CLARK NORTHWEST CAMPAIGN TRAIL FOR STUDY FOR POTENTIAL ADDITION TO THE NATIONAL TRAILS SYSTEM.

Section 5(c) of the National Trails System Act (16 U.S.C. 1244(c)) is amended by adding at the end the following new paragraph:

“(41) GEORGE ROGERS CLARK NORTHWEST CAMPAIGN TRAIL.—The George Rogers Clark Northwest Campaign Trail, tracing the water route and overland route of the 1778 and 1779 expedition of Lieutenant Colonel George Rogers Clark and his Virginia militia against the British in which he captured the British forts at Kaskaskia and Cahokia, in what is now Illinois, and twice captured Vincennes, in what is now Indiana.”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Utah (Mr. HANSEN) and the gentleman from Guam (Mr. UNDERWOOD) each will control 20 minutes.

The Chair recognizes the gentleman from Utah (Mr. HANSEN).

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

Mr. Speaker, H.R. 1963, introduced by the gentleman from Illinois (Mr. COSTELLO), would amend the National Trail System to authorize the Secretary of the Interior to conduct the suitability and feasibility study for including the route taken by Colonel George Rogers Clark during the American Revolutionary War as part of the National Trails System.

Colonel George Rogers Clark, the older brother of William Clark of the famous Lewis and Clark expedition, led a daring and, some might say, suicidal mission 180 miles from Kaskaskia and Cahokia, Illinois, and I probably fouled that up, through flooded prairies and freezing temperatures in 1779 to capture British Lt. Colonel Henry Hamilton in Vincennes, Indiana.

Colonel Hamilton, also known as “hair buyer,” supported the Indian Nations west of the Appalachian Mountains by paying for the scalps of our pioneers.

Mr. Speaker, as a result of this historic act, the British ceded what is now Ohio, Illinois, Indiana, Michigan, Wisconsin, and the eastern portion of Minnesota to the United States. Mr. Speaker, this bill is supported by the majority and the minority of the committee and the administration. I urge my colleagues to support H.R. 1963.

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

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

Mr. Speaker, H.R. 1963, introduced by our colleague from Illinois (Mr. COSTELLO), provides for a study of the route used by George Rogers Clark and his troops during the military campaign of 1778 and 1779 in what is now Illinois and Indiana. From February 5 through the 23rd, 1779, Lt. Colonel George Rogers Clark and his Virginia militia marched 180 miles through freezing weather and flooded country side to defeat British Lt. General Henry Hamilton and his troops. During this campaign the Americans captured the British forts at Kaskaskia and Cahokia, in what is now Illinois, and twice captured Vincennes, in what is now Indiana.

The military campaign conducted by George Rogers Clark is regarded as an important event in the Revolutionary War.

The purpose of the trail study authorized by H.R. 1963 would be to determine whether portions of the route used in that campaign meet the criteria for designation as a national historic trail.

Mr. Speaker, the George Rogers Clark Northwest Campaign Trail would commemorate a historic march and campaign. I support a trail study of this important event in American history. I commend the gentleman from Illinois (Mr. COSTELLO) for his legislation, and I urge its passage by the House.

Mr. Speaker, I yield as much time as he may consume to the gentleman from Illinois (Mr. COSTELLO).

Mr. COSTELLO. Mr. Speaker, I thank my friend for yielding me time.

Mr. Speaker, I rise in strong support of H.R. 1963, legislation I introduced to authorize the study to include the path taken by George Rogers Clark into our National Trails System.

George Rogers Clark was born in 1752, the second oldest of 10 children and the older brother of William Clark of Lewis and Clark fame.

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During the Revolutionary War in 1778, Clark led his troops from Redstone, Pennsylvania, to Kaskaskia, Illinois, which is in the Congressional District I am privileged to represent. They surprised Kaskaskia on the night of July 4, 1778, and occupied the fort and town without a single shot being fired. Clark offered the French settlers in Kaskaskia the privileges of American citizenship and won the support of the French in the region. He also won the neutrality of the Native Americans.

This support was key as Clark led his troops on the final leg of their journey as they moved to overtake the British in Vincennes, Indiana. Banking on the element of surprise, Clark led his troops across what is now known as the State of Illinois, from Kaskaskia to Vincennes. The journey would normally take between 5 and 6 days, but because of the freezing flood waters, the journey took 18 days. At times in icy water up to their shoulders, it was