

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.