

## RAILWAY THROUGH THE INDIAN TERRITORY.

MARCH 2, 1886.—Referred to the House Calendar and ordered to be printed.

Mr. HALE, from the Committee on Indian Affairs, submitted the following

### REPORT:

[To accompany bill H. R. 6388.]

*The Committee on Indian Affairs, to whom was referred the bill (H. R. 4764) to grant to the Denison and Washita Valley Railway Company a right of way through the Indian Territory, and for other purposes, respectfully report:*

That they have examined into the facts relating to the character of the company asking the right of way, and the ability of the people engaged in the enterprise to accomplish the object proposed, and find:

That the said Denison and Washita Valley Railway Company is a corporation duly organized and existing under the laws of the State of Texas, and that the parties engaged in the enterprise are amply able to build the road proposed, and earnestly desire to do so as soon as authority is granted.

That the line of road proposed to be constructed is of great importance to the people of the sections of country sought to be connected by it. It passes through a portion of the Indian Territory in which there are large deposits of excellent coal that is much needed by the people of Northern Texas, who are now paying more than double the price at which coal can be profitably laid down at their doors as soon as this road is constructed.

That the timber along its line, now valueless, is and will be much needed by the country seeking to reach it by means of this road.

That the State of Texas now has but two outlets by rail to the Northern and Eastern markets, and they are both largely controlled by the same owners.

That the road sought to be built will secure to Texas an independent and competing outlet for its rapidly increasing commerce. It is about 65 miles in length, and will connect the Saint Louis and San Francisco Railway with the three lines of road in Texas now having their northern termini at Denison, to wit:

The Houston and Texas Central, running from Houston through Central Texas to Denison; the Denison and Pacific, which, with its connections, penetrates Mexico at Laredo; and the Denison and South-eastern, which connects with the International and Great Northern Railway system and all Eastern Texas.

That the people asking the franchise are not speculators, but are argently interested in the welfare and commercial prosperity of the sections of country and cities sought to be connected, being citizens of

Saint Louis, Mo., on one side, and Texas on the other, and are earnestly seeking the advantages incident to competition in transportation.

That the committee have conferred with the Senate Committee on Indian Affairs, having like bills under consideration, and have formulated a substitute with a view to more carefully guard the rights and interests of the Indian Nations through whose lands the route passes.

We believe it to be the duty of Congress to give every possible encouragement to all laudable enterprises looking to the employment of the idle labor and hoarded capital of the country, and to remove all obstacles in the way of commerce between the States.

The committee therefore report back the original bill and ask that it lie on the table, and report the accompanying substitute and recommend its passage.