

## IN THE SENATE OF THE UNITED STATES.

FEBRUARY 20, 1890.—Ordered to be printed.

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

## REPORT:

[To accompany bill H. R. 346.]

The committee reports favorably the bill (H. R. 346) entitled an act to extend "An act to grant the right of way to the Kansas City and Pacific Railroad Company through the Indian Territory, and for other purposes."

The following letter, received from Hon. R. S. Stevens, president of the Kansas City and Pacific Railroad Company, formerly a member of Congress, explains fully the reasons for the passage of the bill.

Wherever the word "railway" occurs the word "railroad" should be inserted, so that the bill may conform to the original act.

WASHINGTON, D. C., February 15, 1890.

DEAR SIR: There is now before your committee a bill (House bill No. 346) extending the time for building the Kansas City and Pacific Railroad through the Indian Territory. The grant, or right to build this road, was approved May 14, 1888. The company at once made a partial survey of its line in the Territory, and fully intended proceeding, with all convenient dispatch, building its line through the Territory, but on careful consideration, from a business stand-point, it was deemed best to commence work on the north line of the Territory and build northward so as to secure connection with Kansas City, as by so doing a good traffic could be secured, and also an "outlet" therefor. Had the road been built through the Territory first the company would have found itself "bottled up," so to speak, on the south line of Kansas. It therefore commenced work at this last-named "south line," and built northward to Paola, in Kansas, 125 miles, from which point into Kansas City it has a "traffic arrangement" with the Kansas City, Fort Scott and Memphis Railroad Company, by which through trains, both passenger and freight, can run into and from Kansas City. This road (the Kansas City and Pacific) is built and equipped in a first-class manner—steel rails, iron bridges, fine and commodious depots, etc. This company is not "adventurers," seeking for a charter to speculate upon and sell out, but intends in good faith to build its road. Up to this date over two millions of dollars have been spent. The railroad company has not a dollar of indebtedness, and not a single bond has been sold, the builders having advanced their money to construct and equip it. It now desires to build through the Indian Territory, and will immediately, after Congress shall have extended the time, as proposed by the bill now before your committee, commence work and prosecute it with vigor. The construction of this road does not antagonize any one now existing, but will develop a territory at present devoid of railroad facilities. For these reasons I trust your committee will consider the bill favorably and recommend its passage.

Very respectfully,

R. S. STEVENS,

*President Kansas City and Pacific Railroad Company.*

Hon. HENRY L. DAWES,

*Chairman of Committee on Indian Affairs, United States Senate.*