

1-27-1886

Saint Louis and San Francisco Railway Company

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Recommended Citation

H.R. Rep. No. 182, 49th Cong., 1st Sess. (1886)

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SAINT LOUIS AND SAN FRANCISCO RAILWAY COMPANY.

JANUARY 27, 1886.—Referred to the House Calendar and ordered to be printed.

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

REPORT:

[To accompany bill H. R. 105.]

The Committee on Indian Affairs, to whom was referred the bill (H. R. 105) to amend an act to grant a right of way for a railroad and telegraph line through the lands of the Choctaw and Chickasaw Nations of Indians to the Saint Louis and San Francisco Railway Company, and for other purposes, respectfully report:

That they have examined into the facts of the case, as exhibited by the statements of responsible officers of the railroad company, and as shown by a map furnished by the company, and find:

That the principal reasons why the company has not proceeded with the construction of the line from Fort Smith to Paris, and completed the same within the time prescribed by the act of authorization, are as follows, viz:

That there was much delay in securing the approval of the War Department of the location of the bridge at Van Buren, and until this approval was obtained, which was only a few months since, the bridge could not be built, and the company could not be expected to proceed with the construction of the road.

That at the time of the passage of the bill granting the right of way through the Indian Territory, it was the intention of the company to proceed with this work simultaneously with that of building other new lines and extensions, all of which have been completed, as will be seen by the map referred to, save the line in question.

That the construction of this line involved the expenditure of a very much larger sum of money than any of the other work, and that since the passage of the act authorizing its construction the home and foreign demand for new bonds has been much less than could have been anticipated, and that the delay caused by the action of the Government in the matter of the approval of the location of the bridge at Van Buren prevented the company from placing its bonds before the depression in financial matters became so general.

For these reasons your committee are of the opinion that it was through no negligence of the company, but from causes beyond its control, that the line was not completed within the time prescribed, and recommend the passage of the bill.