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Arizona Narrow-Gauge Railroad Company

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ARIZONA NARROW-GAUGE RAILROAD COMPANY.

FEBRUARY 25, 1887.—Committed to the Committee of the Whole House and ordered to be printed.

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

REPORT:

[To accompany bill H. R. 11237.]

The Committee on Indian Affairs, to whom was referred the bill (H. R. 10636) granting the right of way to the Arizona Narrow-Gauge Railroad Company through the White Mountain Indian Reservation, in the Territory of Arizona, submit the following report:

The company asking this right of way is building a railroad from Tucson nearly due north to Globe, thence the projected line runs north-easterly in the direction of Saint John's, and thence into Mexico.

The road will enter the reservation near its southwest corner, about 63 miles from Tucson, and thence skirts along the western boundary for about 30 miles, sometimes on the reservation and sometimes off, according to the conformation of the mountains and valleys in that rough, broken country. Going northeast from Globe, the line will cross the northwest corner of the reservation.

We are reliably informed that 110 miles of the road are now under contract, and that 30 miles of grading and 10 miles of track have been completed.

The building of this road would greatly reduce the cost of transportation on all Indian and military supplies for the San Carlos Agency, Fort Apache, and other posts in that country, and by many it is believed that it would be a very important aid to the Government in the management and control of the restless and troublesome Apache Indians.

Your committee have added six sections to the bill as originally sent to them, all of these sections being additional restrictions and safeguards, and these make the bill similar in all respects to the most carefully guarded right-of-way bills which have been presented to the House this session.

The location of the road is subject to the approval of the Secretary of the Interior, and the compensation to be paid to the Indians is to be fixed by him. Thus the rights of the Indians are carefully protected.

The rights granted by the bill cannot be transferred, and are to be forfeited if the road is not built in three years.

The President may in his discretion require the company to obtain the consent of the Indians, and the bill provides that Congress may amend, alter, or repeal the same at any time.

In its present shape your committee unanimously report this bill as a substitute, and recommend its passage.