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Denison and Washita Valley Railway Company.

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DENISON AND WASHITA VALLEY RAILWAY COMPANY.

FEBRUARY 17, 1890.—Referred to the House Calendar and ordered to be printed.

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

REPORT:

[To accompany bill H. R. 856.]

The Committee on Indian Affairs, to whom was referred the bill (H. R. 856) to amend section 1 and section 9 of an act entitled "An act to authorize the Denison and Washita Valley Railway Company to construct and operate a railway through the Indian Territory, and for other purposes," approved July 1, 1886, submit the following report:

In 1886 Congress passed an act granting a right of way through the Indian Territory, from a point about 100 miles west of the northeast corner of the State of Texas, at or near Denison, in Grayson County, Tex., to a point near Fort Smith, Ark., on the eastern boundary of the Indian Territory, to the Denison and Washita Valley Railway Company. This act, among other conditions, required the company to construct at least 50 miles of the proposed road in the Indian Territory within three years from the passage of the act. About 10 miles has been so constructed and is now in operation therein. The whole line contemplated to be built in the Territory was something near 125 miles in length. The reason given why the 50 miles has not been built is the failure to secure the necessary funds, the company being composed largely of persons of limited means, who depended on the sale of the bonds of the road for the purpose of completing it.

The committee is informed that the company has now practically succeeded in making arrangements by which it can go on and complete the road and the branch road by this bill proposed to be built in a short time. The advantages claimed to result from the road when built are that it will open up the lumber region of the Red River on the one hand to the people of Oklahoma, the Indian Territory, and Kansas, while on the other it will give an outlet to the coal mines of the Indian Territory which are now in operation to the south, northwest, and western portions of that region and to the people of Texas.

Your committee are of opinion that the bill should be amended so as to require the company to complete the construction of not less than 100 miles of the proposed road and branch within the limits of the Indian Territory in three years; also, that the further privileges conferred by the bill should be given upon the same conditions and limitations as were imposed in the original act to which this bill is amendatory.

We therefore recommend that section 1 of the bill be amended by inserting at the end thereof the following proviso, viz:

Provided, That all of the rights, franchises, powers, and privileges by this act granted to said railway company are hereby declared to be, and are hereby, given, granted,

and conferred upon and to it and its successors and assigns, subject to the same conditions and limitations as are contained in the act to which this is amendatory, except only as to the time in which to complete the construction of that part of said company's road required by section 2 of this act, which shall be done within the time therein set forth.

Also amend section 2 by striking out the word "fifty" in line 3 of said section, and insert the words "one hundred" in its stead; and as thus amended we recommend the passage of the bill.