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Denison, Bonham and New Orleans Railway Company.

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Recommended Citation

H.R. Rep. No. 716, 55th Cong., 2nd Sess. (1898)

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DENISON, BONHAM AND NEW ORLEANS RAILWAY
COMPANY.

MARCH 14, 1898.—Committed to the Committee of the Whole House on the state of
the Union and ordered to be printed.

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

REPORT.

[To accompany S. 3077.]

The Committee on Indian Affairs, to whom was referred the bill (S. 3077) entitled "An act to grant the right of way through the Indian Territory to the Denison, Bonham and New Orleans Railway Company for the purpose of constructing a railway, and for other purposes," submit the following report:

Your committee find upon investigation that the Denison, Bonham and New Orleans Railway Company is a corporation duly organized and incorporated under a charter granted by the laws of the State of Texas. Said railway company, under and by virtue of its charter, has entered upon the construction of its road, and has located and graded about 28 miles of its right of way from the initial or starting point, extending to the city of Denison, within 2 or 3 miles of Red River, in the State of Texas, constituting the southern boundary line of the Indian Territory.

Said railway company has expended in the location of its right of way and roadbed, and in the construction of the grading thereof, about \$60,000. It is practically out of debt, not owing to exceed the probable sum of \$500. It has partially completed arrangements for an additional grade and the actual construction of 16 miles of additional road in said State of Texas, making about 40 miles on the Texas side.

Said railway company is desirous of extending its line of road and of locating, constructing, equipping, operating, and maintaining such extension of its railway, together with a telegraph and telephone line, through the Indian Territory, beginning at a point to be selected by said railway company on Red River, near Denison, in Grayson County, in the State of Texas, and running thence by the most practicable route through the Indian Territory in a northerly direction to the southern boundary of the State of Kansas at some point on the south line of Chautauqua County, in said State, with the right to construct, own,

maintain, and operate a branch line of railway, telegraph, and telephone beginning at a point not exceeding 35 miles north of Red River, on the main line, thence in a northwesterly direction to Fort Sill, in Oklahoma Territory, with the right to construct, use, and maintain such tracks, turn-outs, branches, sidings, and extensions as said company may deem it to their interest to construct.

Your committee therefore, after a full investigation, report said Senate bill, as amended by the Senate, favorably, and recommend its passage.

