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2-19-1866

**Petition of S. N. Goodale, praying the construction of a railroad through the Indian territory, from the south line of Kansas to the north line of Texas.**

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### Recommended Citation

S. Misc.. Doc. No. 59, 39th Cong., 1st Sess. (1866)

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P E T I T I O N

OF

S. N. GOODALE,

PRAYING

*The construction of a railroad through the Indian territory, from the south line of Kansas to the north line of Texas.*

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FEBRUARY 19, 1866.—Referred to the Committee on the Pacific Railroad and ordered to be printed.

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*To the honorable Senate and House of Representatives in Congress assembled :*

Allow me to call the attention of your honorable body to a few facts showing the importance of extending a south branch to the Union Pacific, over the Leavenworth, Lawrence, and Fort Gibson road, through the Indian nation, that the southern network of roads may all be connected therewith :

1. The distance from the south line of Kansas to the north line of Texas, by a direct southern line through Fort Gibson, will not vary much from two hundred miles, passing through the Cherokee, Creek and Choctaw nations, the valleys of the Wakarusa, Neosho, Arkansas, and Red rivers, a country the richest on the continent for agriculture and lumbering purposes.

2. Twenty-four counties in Texas, adjoining the Red river and the proposed terminus, yielded, in 1858, one million three hundred and thirteen thousand (1,313,000) bushels of as good wheat as is grown in any State, since which there has been a large increase ; and these counties are, as yet, but sparsely settled.

The citizens of Collin have furnished the United States government at Fort Warita with flour at the low rate of \$2 75 per hundred, or about \$5 50 per barrel. Rye, oats, and barley do well here, and it will be difficult to impress upon your minds the immense amount of grain destined to feed the people laboring in the mines of the west soon after you shall have finished this road. The people in this vicinity are urgently praying that you provide without delay this outlet. Along the Brazos and Trinity valleys, and prairies lying between the valleys, sheep and cattle in immense herds would be grown ; in fact, the country is filled with them at this time. It requires only this road to make them of value, the present price of sheep being one dollar, cows five dollars, fat cattle ten and fifteen dollars.

3. The Texas Central railroad has a terminus at the city of Houston, also north to Milligan eighty miles now in running order, with forty miles more graded towards the Red river. This road is now taking immense supplies of cattle from the Brazos valley, and I have known it to lay at depots along its line for at least four weeks before shipping, so great has been the press of business. At the city of Houston this road connects with steamboats running down the Buffalo bayou and Galveston bay to the city of Galveston. It also connects with the Galveston and Houston railroad, now in running order, fifty miles to

Galveston; the Houston and Boumont, seventy-five miles, Houston and Columbia, forty-five miles, Houston and Allenton, eighty miles, Houston and Brenhorn, thirty miles; Houston, therefore, forming a nucleus at which the entire network of Texas roads are destined to centre. Hon. William J. Hutchins, the president of the road, states that the Texas Central cars shall connect with those from the north through the Indian territory, as soon as the Leavenworth, Lawrence, and Fort Gibson road is built. He further states that the company have had possession of the road only from the first of June; since which, at the same rate, one year's earnings will pay four years' interest on the cost of the road, with large repairs, and for running machinery.

4. The Galveston and Houston will complete the connexion between the city of Galveston, on the Gulf, and the Union Pacific, at Lawrence, Kansas, and St. Louis, Missouri.

The members of your honorable body are all familiar with the rapidly increasing commerce at the city of Galveston, of the arrival and departure of both foreign and coastwise vessels, and can estimate the advantages to the north and south when these vessels shall break their bulk at the city of Galveston, for the mines of the west, the Pacific coast, and China.

5. The beautiful bay of Galveston contains oysters and fish sufficient to demand the construction of this road. The rich and vast country north requires a shorter and more expeditious connexion to the sea-coast to avail themselves of such supply.

6. The devastations of the war were such to the Eastern Texas Railroad Company, that a new organization will be required before the route can be extended. Previous to and during the war, its cars were run regularly from Sabine Pass north to Boumont, a distance of thirty miles. The confederates used its rails for building forts, and the iron is now in the possession of the government. The company had graded the road as far as Woodville, Taylor county, some seventy miles further north, and will transfer all rights and fee to a company possessing the means to finish the road. This is destined, therefore, to form another feeder to the Union Pacific railroad, commencing at Sabine Pass, the most secure harbor on the Gulf for medium-class vessels. The road passes north through the rich valleys of Naches, Sabine, and Trinity, with their numerous tributaries. Although the lands are as rich for cotton and sugar as any south, they have a value beyond other lands for the excellent white and red pine and cypress timber. Capital will not, therefore, be slow to discover these advantages, and this road will yet supply ties, timber, and lumber to the Union Pacific west of Kansas.

7. Congress should construct a south branch to secure to the Union Pacific the immense quantities of excellent timber found on this line.

8. The policy of the State of Texas has been liberal to railroad companies. The roads now in progress are all largely endowed with land and money, and as soon as it is known that Congress will furnish an outlet through the Indian territory, these roads will all receive a new impulse, and will be pushed rapidly towards the Union Pacific.

9. The people of Marshall, Texas, and Shreveport, Louisiana, have built a road between these two places, twenty-five miles of which is now in running order, and when the Leavenworth, Lawrence, and Fort Gibson road is built, they will connect at the north line of the State of Texas. Shreveport is connected with New Orleans at all seasons of the year *via* Red river, in addition to which the Red River Railroad Company are constructing a road from Shreveport by way of Opelousas and Berwick's bay; from the latter-named place to New Orleans, seventy-five miles, is now running, and thus, by three routes through the State of Louisiana, is the city of New Orleans connected with the Union Pacific.

10. The Shreveport, Monroe, and Vicksburg road was roughly handled dur-

ing the war, and has just been sold to a company who will rebuild it, which will directly connect Monroe, in Louisiana, Vicksburg and Jackson, in Mississippi, Mobile and Montgomery, in Alabama, Georgia and Florida railroads with the Union Pacific.

11. Starting from Savannah and Charleston, over the Central Georgia and South Carolina railroads, we secure, *via* Atlanta, Decatur, and Memphis, a direct and continuous route to Little Rock, Arkansas; from thence up the Arkansas river, intersecting the Leavenworth, Lawrence, and Fort Gibson road at Fort Gibson. The Union Pacific thus connects with the entire network of southern roads.

12. To recapitulate, pointing to the local advantages and the immense supplies which will seek transit over this railroad, would tax your time. I will only add, from the first day cars shall run, the inquiry will not be, will it pay?

With great respect, I subscribe myself your petitioner,

S. N. GOODALE.