

BRIDGE ACROSS THE RED RIVER

JUNE 4, 1924.—Referred to the House Calendar and ordered to be printed

Mr. RAYBURN, from the Committee on Interstate and Foreign Commerce, submitted the following

REPORT

[To accompany H. R. 9517]

The Committee on Interstate and Foreign Commerce, to whom was referred the bill (H. R. 9517) granting the consent of Congress to the Texas & Oklahoma Red River Bridge Co. (Inc.), of St. Jo, Tex., a corporation organized under the laws of the State of Texas, to construct a toll bridge across the Red River in the vicinity of Illinois Bend, Tex., having considered the same, report thereon with amendments and as so amended recommend that it pass.

The bill as amended has the approval of the War and Agriculture Departments, as will appear by the letters attached and which are made a part of this report.

Amend the bill as follows:

Page 1, line 3, strike out the word "Texas."

Page 1, line 4, strike out the words "and Oklahoma Red River Bridge" and insert in lieu thereof the words "North Texas"; also strike out the word "Incorporated."

Page 1, line 5, strike out the word "toll."

Amend the title so as to read:

A bill granting the consent of Congress to the North Texas Company, of Saint Jo, Texas, a corporation organized under the laws of the State of Texas, to construct a toll bridge across the Red River in the vicinity of Illinois Bend, Texas.

WAR DEPARTMENT, June 4, 1924.

Respectfully returned to the chairman Committee on Interstate and Foreign Commerce, House of Representatives.

The purpose of the accompanying bill, H. R. 9517, Sixty-eighth Congress, first session, is to grant the consent of Congress for the construction of a bridge over Red River at Illinois Bend, Tex.

In the case of State of Oklahoma *v.* State of Texas, United States intervener, decided by the United States Supreme Court May 1, 1922, it was held in effect that no part of the Red River west of the eastern boundary of the State of

Oklahoma is navigable. The site of the proposed bridge is more than 250 miles west of the eastern boundary of Oklahoma, and in view of the aforementioned decision, it is understood that the river at that point is not subject to the laws for the preservation and protection of navigable waters. Passage of this bill, which is in the general form of measures to authorize the construction of bridges over navigable streams, is, therefore, not recommended.

It appears from the above-mentioned decision that the United States may have title to lands in the bed of Red River, but this department is not informed whether the United States owns any lands at the site of the proposed bridge. If the bridge will occupy Government lands, authority for such occupation should be granted in direct terms.

JOHN W. WEEKS, *Secretary of War.*

DEPARTMENT OF AGRICULTURE,
Washington, June 2, 1924.

HON. SAMUEL E. WINSLOW,
*Chairman Committee on Interstate and Foreign Commerce,
House of Representatives.*

DEAR MR. WINSLOW: Careful consideration has been given to the bill H. R. 9517, transmitted with your letter of May 29, 1924, with request for a report thereon and such views relative thereto as the department might desire to communicate.

This bill would authorize the Texas & Oklahoma Red River Bridge Co., a corporation of St. Jo, Tex., its successors and assigns, to construct, maintain, and operate a bridge and approaches across the Red River at or near Illinois Bend, Montague County, Tex. The site of the proposed bridge is not on the systems of Federal-aid highways approved for the States of Texas and Oklahoma. This department, therefore, would interpose no objection to the passage of the bill.

In this connection, I think it well to mention that there was referred by you H. R. 9399, which would authorize the North Texas Co., a corporation of St. Jo, Tex., to maintain and operate a bridge and approaches across the Red River at what would appear to be the same site as that indicated in the bill H. R. 9517. There was also referred by the chairman of the Senate Committee on Commerce S. 3405, which would authorize the Texas & Oklahoma Red River Bridge Co. to construct a bridge at apparently the same site. A similar report to that herein was made by the department upon each of the bills previously referred to it.

Sincerely,

HENRY C. WALLACE, *Secretary.*