

BRIDGE ACROSS THE RIO GRANDE AT EL PASO, TEX.

MARCH 10, 1926.—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. 9346]

The Committee on Interstate and Foreign Commerce, to whom was referred the bill (H. R. 9346) granting the consent of Congress to the construction of a bridge across the Rio Grande, having considered the same, report thereon with a recommendation that it pass.

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

WAR DEPARTMENT, *February 24, 1926.*

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

So far as the interests committed to this department are concerned, I know of no objection to the favorable consideration of the accompanying bill, H. R. 9346, Sixty-ninth Congress, first session, granting the consent of Congress to the construction of a bridge across the Rio Grande.

On account of the international character of the Rio Grande at the site of the proposed bridge, being the boundary between the United States and Mexico, the consent of Congress is necessary for the construction of a bridge thereover.

DWIGHT F. DAVIS,
Secretary of War.

DEPARTMENT OF STATE,
Washington, March 2, 1926.

HON. JAMES S. PARKER,
*Chairman Committee on Interstate and Foreign Commerce,
House of Representatives.*

SIR: I have the honor to acknowledge the receipt of your letter of February 16, 1926, inclosing a copy of H. R. 9346, granting the consent of Congress to the El Paso Electric Co. and to the El Paso & Juarez Traction Co. to construct, maintain, and operate an electric street railway, vehicular, and foot bridge across the Rio Grande to Mexico at a suitable point in El Paso, Tex., and asking for an expression of my views thereon.

In reply I beg to say that from the standpoint of international relations no objection is seen to the passage of the bill in question.

I have the honor to be, sir,
Your obedient servant,

FRANK B. KELLOGG.

DEPARTMENT OF AGRICULTURE,
Washington, February 25, 1926.

HON. JAMES S. PARKER,
*Chairman Committee on Interstate and Foreign Commerce,
House of Representatives.*

DEAR MR. PARKER: Careful consideration has been given to the bill H. R. 9346, transmitted with your letter of February 16, with request for a report thereon and such views relative thereto as the department might desire to communicate.

This bill would authorize the El Paso Electric Co. and the El Paso and Juarez Traction Co., corporations organized and existing under the laws of the State of Texas, their successors and assigns, to construct, maintain, and operate an electric street railway, vehicular, and foot bridge, and approaches thereto, across the Rio Grande at or near the point where South Santa Fe Street, in the city of El Paso, crosses the Rio Grande in the county of El Paso, State of Texas, said bridge to replace the wooden bridge now operated and used by said corporations as assignees and successors of the Santa Fe Street Railway Co., a corporation which, by act of Congress approved September 6, 1888, was granted authority to construct and operate said bridge. The site of the proposed bridge is not on the Federal-aid system approved for Texas, but an approved route on said system runs easterly and westerly through the city of El Paso. The proposed bridge is to be a combination electric railway and highway bridge and undoubtedly would be a toll bridge. It also is an international bridge connecting the cities of El Paso, Tex., and Juarez, Mexico, which makes it also an intercity bridge. However, this department is opposed to authorizing the erection of other than free bridges unless the interests of the public are properly safeguarded by provisions definitely prescribing the conditions which shall govern the financing, erection, and operation of any such structure and providing for proper supervision over the tolls collected and the application of the proceeds thereof in such manner that the cost of the structure may be met and the bridge made free within a definite period.

Sincerely,

C. F. MARVIN, *Acting Secretary.*