

April 30—CENTRAL ARIZONA RAILWAY.
VETO MESSAGE.

Mr. Burton, from the Committee on Public Lands (Senate), reported back the message of the President of the United States, returning, with his ob-

jections, the bill (S. 4363) granting the Central Arizona Railway Company a right of way for railroad purposes through the San Francisco Mountains Forest Reserve, with the recommendation that the bill do pass, the veto of the President to the contrary notwithstanding.

The President's message was as follows :

To the Senate of the United States:

I return without approval Senate bill No. 4363, entitled "An act granting the Central Arizona Railway Company a right of way for railroad purposes through the San Francisco Mountains Forest Reserve."

The Secretary of the Interior writes me as follows concerning the attached bill :

" I enclose a copy of the report on the bill by the Commissioner of the General Land Office, dated the 5th instant, for your full information.

" He states therein that it is questionable whether or not this company could be required to supply a bond to protect the government from damage by reason of the occupancy of the right of way provided for by this bill, should it become a law.

" He also states that this company could acquire the right of way under existing laws, as other companies have done, by complying with the usual requirements, one of which is the filing of a bond for the purpose mentioned, and that he knows of no reason why this company should be exempted from such requirements."

In addition thereto, I have had the Commissioner of the Land Office before me. He informs me that in its present form it would be impossible to exact the guaranty from the railroad that would insure its making good damages resulting from fire or any carelessness on the part of the railroad company in the forest reserve through which this railroad is to pass. He further informs me that there is at present a law which will permit the railroad, if it chooses to take advantage of it, to go across forest reservations under proper safeguards, and that there is no reason why this

railroad should be singled out to be favored beyond all other railroads by being excepted from the necessity of complying with the departmental regulations with which all other railroads are forced to comply.

THEODORE ROOSEVELT.