

## SPOKANE AND PALOUSE RAILWAY COMPANY.

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FEBRUARY 1, 1887.—Committed to the Committee of the Whole House and ordered to be printed.

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

### REPORT:

[To accompany bill H. R. 11021.]

The Committee on Indian Affairs have had under consideration the bill (H. R. 10639) granting the right of way through the Cœur d'Alene Indian reservation to the Spokane and Palouse Railway Company, and report a substitute therefor.

The substitute grants the Spokane and Palouse Railway Company the right of way through the Cœur d'Alene Indian reservation in Idaho Territory. This railway company was duly organized under the laws of Washington Territory in 1885, and during the year 1886 built and are now operating 43 miles of standard-gauge railway. The route of this road is from a point in Washington Territory near the town of Spokane Falls, about 18 miles west of the reservation line, thence running southeasterly. It is proposed to extend this railway across the Cœur d'Alene reservation, about 30 miles of the proposed road being actually inside of the reservation limits.

The purpose of building this railway is to reach the Cœur d'Alene mining district, the development of which demands immediate rail transportation, both for the purpose of bringing out the large quantities of ore now being taken out of the mines and to bring in the produce of farming regions of Eastern Washington and Northwestern Idaho.

There is no objection on the part of the Indians to the building of this road; in fact it will benefit them largely and enable them to market their crops to better advantage than now, and the past year their grain crop alone amounted to something like 100,000 bushels. The bill provides for the consent of the Indians to be obtained, and in view of the fact that the reservation embraces about 600,000 acres and the Indians number less than 450 there will be plenty of room left outside of this line of railway.

The bill also provides that the Indians shall be paid for this right of way and depot grounds; also, that if said road should run through or damage any Indian's farm that they shall be paid the amount of the damage. The committee recommend the passage of the substitute.