

UTAH MIDLAND RAILWAY COMPANY.

FEBRUARY 8, 1887.—Referred to the House Calendar and ordered to be printed.

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

REPORT:

[To accompany bill H. R. 11109.]

The Committee on Indian Affairs, to whom was referred the bill (H. R. 10432) to grant the Utah Midland Railway Company the right of way through the Uncompahgre and Uintah Reservations, and for other purposes, beg leave to submit the following report:

The company seeking this franchise is organized under the laws of Utah and composed of the following persons, to wit: Caleb W. West, governor of Utah; Eli H. Murray, ex-governor of Utah; W. S. Cornick, P. H. Lanaun, Frederick H. Auerbach, John A. Groesbeck, O. J. Salisbury, Joab Lawrence, H. W. Lawrence, and G. S. Erb, all of Salt Lake City; also James J. Hagerman, Orland Metcalf, D. B. Robinson, H. D. Fisher, and Henry T. Rogers, of Colorado.

The bill grants the right of way only, with the usual amount of ground for stations, turn-outs, &c., necessary for the construction and operation of the road. The right of way, as provided in the bill, enters the Uncompahgre Reservation at a point on the east boundary line of Utah Territory at or near where the White River crosses said boundary line, running thence by the most feasible route in a westerly direction through the two small reservations in question, the road having Salt Lake City for its western terminus.

The bill as introduced has been so changed by the substitute as to make it conform to the conditions and limitations found in House bill 10056. That bill was favorably reported from this committee during the present term of Congress and passed by the House December 22, 1886. It is believed that the rights of the Indians and the Government are carefully guarded. The amount of land which may be taken is less than that given by the general statute where roads are constructed through the ordinary public lands of the United States. The Secretary of the Interior is charged with the duty of fixing the amount of compensation which shall be paid by the railway company to the Indians, and to provide a time and the manner in which such payment shall be made. Thus the danger that the Indians might be deluded and cheated in making contracts with the company is avoided. The road is to be constructed within three years from the passage of the act or from the date of the consent of the Indians, or the rights granted shall be forfeited.

The road contemplated by the bill, when constructed, is to be operated in conjunction with the Colorado Midland Railway Company, making a

continuous line of standard gauge road from Salt Lake City to Colorado Springs, a distance of something more than 400 miles. It will be about midway between the "Denver and Rio Grande" on the south and the "Union Pacific" on the north. These two latter roads are from 100 miles to 250 miles apart. The line in question will furnish transportation facilities to this vast stretch of country, most of which, outside of the reservations named, is rich in minerals. It will also enable the Government to send supplies to the Indian agencies and military posts located on or near the line at greatly reduced rates.

After full and due consideration your committee recommend the passage of the substitute herewith reported.