

BILLINGS, CLARK'S FORK AND COOKE CITY RAILROAD
COMPANY.

FEBRUARY 19, 1887.—Committed to the Committee of the Whole House and ordered
to be printed.

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

R E P O R T :

[To accompany bill S. 2778.]

The Committee on Indian Affairs having had under consideration Senate bill No. 2778, granting to the Billings, Clark's Fork and Cooke City Railroad the right of way through the Crow Indian Reservation in Montana, submit the following report:

This company is organized under the laws of Montana, composed of the following persons, to wit: George V. Sims, of the State of New York, Thomas Hanlon, Philip M. Gallaher, and George B. Hulme, of Billings, Mont., and Henry Kelly, of Pennsylvania. The bill grants the right of way only, with the usual amount for stations, turnouts, &c., necessary for the construction and operation of the road. The right of way granted by said bill enters the Crow Indian Reservation at or near where Clark's Fork empties into the Yellowstone River, thence, following said river in a southerly direction to a point at or near where said Clark's Fork crosses the southern line of the said Crow reserve. Also a branch line to be constructed for a distance of 30 miles up the Rocky Fork, and commencing at a point where said Rocky Fork empties into said Clark's Fork.

The great commercial necessity for this road is well known to those acquainted with the country and its resources. The terminus of said road is Cooke City, in Montana, around which are valuable deposits of gold, silver, lead, iron, copper, and other ores, with no outlet whatever. On the line of said road between Billings and Cooke City are large coal and oil fields. This right of way is petitioned for by some two hundred citizens of the town of Billings, including all the county official and business men of the place, also by citizens and miners of Cooke City. The route has been thoroughly surveyed by Mr. Gallaher, a gentleman who is strongly indorsed by many of the best citizens of Billings as a reliable and competent surveyor, the maps of which have been filed and approved by the Secretary of the Interior. From his report the route is certainly a practicable one and one of great utility to the entire country when constructed. The right of way granted by this bill is subject to the prior consent of the Crow Indians, to be obtained in such manner as the President of the United States may direct, and the right

of way to be forfeited unless said road is constructed and completed within two years from the passage of the bill. The bill also contains the usual safeguards and protection to said Indians in regard to improvements on said right of way, together with just compensation for the lands condemned for said right of way, as other bills do granting rights of way through Indian Territory, passed by Forty-eighth and Forty-ninth Congresses. After full and due consideration your committee recommend that said bill pass.

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