

WASHINGTON AND IDAHO 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

REPORT:

[To accompany bill S. 3026.]

*The Committee on Indian Affairs, to whom was referred the bill (S. 3026) granting the right of way through the Cœur d'Alene Indian Reservation to the Washington and Idaho Railroad Company, report as follows:*

This bill grants the Washington and Idaho Railroad Company the right of way through the Cœur d'Alene Indian Reservation in Idaho Territory, to the extent of 75 feet on each side of the central line of said railroad, with depot grounds not exceeding 3,000 feet in length and 300 feet in width for each station, and not to exceed one station for every 10 miles of road. It also grants the right to take timber, earth, and stone from lands adjacent to said line for the construction of said road. This reservation was set apart by Executive order dated November 8, 1873, for the Cœur d'Alene tribe of Indians. The reservation embraces an area of 592,000 acres, about three-fourths of which is mountainous and covered with timber. These Indians, who number less than 450, have made rapid advances in civilization and agricultural pursuits. They reside in a valley in the southwestern portion of the reservation, where the climate is mild and the soil very productive. They have good farm-houses, a school, and church. They raise a surplus of farm produce and live-stock for sale annually. This railroad company was duly organized under the laws of Washington Territory in 1886. The route of this proposed road is from a point in Washington Territory near the town of Farmington, which makes connection with the Oregon Railway Company running west. From Farmington it is proposed to run this road north about 12 miles to the reservation line, thence running north-easterly across the Cœur d'Alene reservation, about 35 miles of the proposed road being actually inside of the reservation limits.

The purpose of building this railroad is to reach the Cœur d'Alene mining district, the development of which demands immediate rail transportation, both for transporting out the large quantities of galena ore now being taken out of the mines, and to transport in from Washington, Idaho, and Oregon supplies for several thousand people who are engaged in mining in Shoshone County, Idaho. The building of this road will benefit the Indians and enable them to market their crops to better advantage than now. 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 in such manner as the President

directs. 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, he shall be paid the amount of such damage, and that the amount of compensation for right of way, depot grounds, damages, &c., shall be fixed by the Secretary of the Interior after plats of definite location have been filed with and approved by the Secretary of the Interior, and no right shall attach until full compensation shall have been paid. The bill also provides that Congress may at any time amend, add to, alter, or repeal the act.

Your committee recommend that the bill pass.