

SPOKANE AND PALOUSE RAILWAY COMPANY.

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FEBRUARY 19, 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 S. 3041.]

*The Committee on Indian Affairs, to whom was referred the bill (S. 3041) granting right of way through the Cœur d'Alene Indian Reservation to the Spokane and Palouse Railway Company, report as follows:*

This bill grants the Spokane and Palouse Railway 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 farms, houses, school and church. They raise a surplus of farm produce and live stock for sale annually. 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, on the Northern Pacific Railroad, 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 districts, the development of which demands immediate rail transportation, both for the purpose of transporting out the large quantities of galena ore now being taken out of the mines, and to transport in supply for several thousand persons 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 any Indian's farm that they shall be paid the amount of the damage, and that the amount of compensation for the right of way, depot grounds, damage, &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. The committee recommend the passage of the bill.

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