

## ABERDEEN, BISMARCK AND NORTHWESTERN RAILWAY.

MARCH 2, 1888.—Committed to the Committee of the Whole House and ordered to be printed.

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

### REPORT:

[To accompany bill H. R. 7964.]

*The Committee on Indian Affairs, to whom was referred the bill (H. R. 5046) granting the right of way to the Aberdeen, Bismarck and Northwestern Railway across a portion of the Sioux Reservation in Dakota, having had the same under consideration, respectfully submit the following report:*

The Aberdeen, Bismarck and Northwestern Railway Company is a corporation duly organized under the laws of Dakota Territory.

The construction of this railway is intended to be a branch of the main line; was during the year 1887 graded and prepared for the iron from Aberdeen to Bismarck, in said Territory, a distance of 160 miles.

The proposed line of railway passes through the reservation in a southwesterly direction from a point within 10 miles of Winona, Emmons County, in said Territory, to a point on the new line of the reservation near the South Fork of Grand River, a distance of about 185 miles, and is intended to reach the coal-fields in northern Wyoming, and thereby place this much-needed article of fuel within the reach of the settlers upon the great prairies of Dakota.

This line of railway is also much needed to furnish a direct line of communication between the northeast, central, and southwestern portions of the Territory. The construction of this line of railway will also bring the Indians upon the northern portion of the great reservations of the Sioux Indians into more direct communication with substantial white settlements, and furnish to those Indians who are disposed to farm a market for their grain and stock.

The construction of the railway will not interfere in any manner with the lands actually occupied by the Indians.

The bill provides for a right of way 75 feet on each side of the central line of the railroad, and depot grounds for stations, side-tracks, etc., not to exceed 300 feet in width and 300 feet in length, to the extent of one station for each 10 miles of road. The bill also provides that the President may require that said company procure the consent of said Indians in such manner as he may direct; also that full compensation

for right of way and depot grounds, damage to farms, etc., shall be paid for, and plats of survey of line of route, stations, etc., be filed with and approved by the Secretary of the Interior before any right shall attach.

The bill also provides that the road shall be built within two years from the approval of this act or the right of way is forfeited. It also provides that Congress may at any time add to, alter, amend, or repeal this act.

The committee recommend the passage of the substitute.