

YANKTON AND MISSOURI VALLEY RAILWAY COMPANY.

FEBRUARY 4, 1889.—Committed to the Committee of the Whole House and ordered to be printed.

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

REPORT:

[To accompany bill S. 2315.]

The Committee on Indian Affairs, to whom was referred the bill (S. 2315) granting the right of way to the Yankton and Missouri Valley Railway Company through the Yankton Indian reservation in Dakota, report that they have considered the said bill and recommend its passage.

Identically the same bill passed both houses of Congress at the last session of this Congress, but reached the President too late for his examination and approval. For the further information of the House, your committee append their report on the House bill referred to, which is as follows:

The Yankton and Missouri Valley Railway Company is a corporation duly organized under the laws of Dakota Territory. The construction of this railway is intended to be an extension of the Chicago and Northwestern, and Chicago and Milwaukee, and Saint Paul Railways, in a northerly and westerly direction from the city of Yankton, in said Territory, which is now the terminus of said railways.

The proposed line of railway enters the reservation at a point 15 miles from the northeast corner thereof, and will run about 30 miles in the reservation, being extended across it in a northwesterly direction, the reservation being about 30 miles in width at this point. There are about eighteen hundred Indians upon the reservation, and they are making some progress in agriculture and stock-raising. The construction of this proposed line of railway will furnish the Indians upon this reservation with convenient markets for their surplus produce. The Indians desire very much to have the railway constructed, there being none nearer than 15 miles.

The construction of the proposed railway and stations, etc., will not in any manner interfere with the lands improved and actually occupied by the Indian. 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.