

RIO GRANDE PACIFIC RAILWAY COMPANY.

JULY 12, 1888.—Committed to the Committee of the Whole House and ordered to be printed.

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

REPORT:

[To accompany bill H. R. 6707.]

The Committee on Indian Affairs, to whom was referred the bill (H. R. 6707) to grant the Rio Grande Pacific Railway Company the right of way through the Uncompahgre and Uintah Reservations in the Territory of Utah, and for other purposes, beg leave to submit the following report:

The Rio Grande Pacific Railway Company is a corporation created and existing under and by virtue of the laws of the Territory of Utah. It is authorized to construct a railroad from the west line of Colorado (east line of Utah) to Salt Lake City. It is necessary first to run through the large Uintah reservation in Utah, and it is a continuation of the Denver and Rio Grande system, which is so extensively built and operated through the State of Colorado. The Denver and Rio Grande Railway was constructed from Leadville, Colo., to Glenwood Springs, Colo., within a short distance of the Utah line, during 1887. The Rio Grande Pacific Railway Company will connect with this road at the Utah line.

The bill grants the right of way only, with the usual amount of ground for stations, turn-outs, etc., necessary for the construction and operation of the road. The right of way, as provided in the bill, enters the Uncompahgre Reservation at a point on the east boundary line of Utah Territory, at the most eligible point on said boundary north of the south side of the cañon of the White River; running thence in a general westerly direction, by the most feasible route, across said Uncompahgre Reservation, and across said Uintah Reservation, to the western boundary of said Uintah Reservation, crossing such western boundary at the most feasible point to reach Salt Lake City, in said Territory of Utah.

The bill conforms to other bills which have been reported from this committee in similar cases. The bill granting a right of way through the same reservations to the Utah Midland Railway Company was reported from the committee and passed the Forty-ninth Congress.

It is believed that the rights of the Indians and the Government are carefully guarded. The amount of land which may be taken is less than that given by the general statute where roads are constructed through the ordinary public lands of the United States. The Secretary of the Interior is charged with the duty of fixing the amount of compensation which shall be paid by the railway company to the Indians,

and to provide a time and the manner in which such payment shall be made. Thus the danger that the Indians might be deluded and cheated in making contracts with the company is avoided. The road is to be constructed within five years from the passage of the act or from the date of the consent of the Indians, or the rights granted shall be forfeited.

The road contemplated by the bill, when constructed, is to be operated in conjunction with the Denver and Rio Grande Railway Company, making a continuous line from, Denver, in the State of Colorado, to Salt Lake City, in the Territory of Utah, a distance of more than 400 miles. The line in question will furnish transportation facilities to a vast tract of country, most of which is rich in mineral, mining, and stock-raising resources. It will also enable the Government to send supplies to the Indian agencies and military posts located on or near the line at greatly reduced rates.

After full and due consideration your committee recommend the passage of the bill.