

IN THE SENATE OF THE UNITED STATES.

APRIL 11, 1892.—Ordered to be printed.

Mr. CAMERON, of Wisconsin, from the Committee on Claims, submitted the following

REPORT :

[To accompany bill S. 1633.]

The Committee on Claims, to whom was referred the memorial of Ben Holladay, praying compensation for spoliations by Indians on his property while carrying the mails of the United States, and for damages and expenses incurred in consequence of the changing of his mail route in compliance with military orders, and for property taken and used by the military forces of the United States, having had the same under consideration, submit the following report :

From the evidence taken in this case it appears—

First. That Ben Holladay was the contractor for carrying the overland mail in 1861 from the Missouri River to Salt Lake City, at the rate of \$450,000 a year; that from July 2, 1862, to September 30, 1864, he paid to the Pacific Mail Steamship Company \$75,000 a year for carrying printed matter, leaving him \$375,000; that from October 1, 1864, to November 13, 1866, he received at the rate of \$365,000 a year.

Second. That in the performance of this service he usually employed about 110 coaches, 1,750 horses and mules, and 450 men, not including persons engaged in the repair of coaches, wagons, and harness, nor agents, clerks, and other employés in the offices at New York and San Francisco. That he erected houses and stables necessary at 120 stations, for the use and convenience of passengers, employés, and animals; that he had as many as 150 wagons, and 420 oxen and cows, for the purpose of supplying food and forage, all of which involved an outlay of more than two millions of dollars.

Third. When the original contract was made for carrying the overland mail, in 1860, we were at peace with all the Indian tribes along this route. As a matter of fact, nearly the whole Army of the United States was posted in that country for the purpose of preventing or putting down any possible Indian outbreak. In 1861 most of the soldiers were withdrawn, leaving small garrisons, far apart, and wholly inadequate to protect this line. Upon the removal of the troops, seven or eight warlike tribes of Indians, who had been repressed by the presence of the Army, suddenly attacked the stations on about 500 miles of the line, murdered agents and drivers, captured and drove away great numbers of horses and mules, burned buildings, wagons, coaches, large quantities of forage and provisions, and other property, all of which, in order to carry out his contract, he was compelled to rebuild and replace at great expense. That the Indians, for many miles on each side of the

line, set fires that consumed the grass, greatly increasing thereby the cost of forage.

Fourth. That during these Indian depredations, the line being unprotected by soldiers, Mr. Holladay, knowing that he was in great danger of losing all that he had invested, besides incurring obligations beyond his power to meet, came to Washington and made known the situation to President Lincoln and the Postmaster-General. He was assured by the President that it was a political necessity that the mails should be carried; that a line of communication must be kept open across the continent, for the reason that Confederate cruisers had already rendered communication by sea unsafe, and that under no circumstances, and for no reasons, should the overland mail route be abandoned. The President also assured him that soldiers would be furnished sufficient for his protection, and that Mr. Holladay could rely implicitly upon the honor and justice of the government to reimburse him for all the losses he might incur. The President also advised him to keep an accurate account of his losses, so that he might at the end of his contract substantiate his claims. Relying upon the statement of the President, upon the justice of the government, seeing the necessity for carrying the mail, and for keeping a communication open with the Pacific coast, Mr. Holladay, careless alike of loss and danger, carried the mails, rebuilt the stations as soon as burned, restocked the line as often as necessary, and fulfilled his contract.

Fifth. That it became necessary to remove the route from the North Platte, and Sweetwater or South Pass, to that known as Bridger's Pass, along the Laramie Plains, then known as the Cherokee Trail. That this change of route was made in accordance with military orders. That he was compelled to abandon a large number of his stations and buildings, together with a considerable amount of his supplies. That on making such change he erected new stations at great expense, under great difficulties, and exposed to great danger. That he changed the route for at least five hundred miles of the line, and that the change involved the abandonment of old stations and the building of new, the construction of roads and bridges, and the loss of much valuable property.

Sixth. It also appears that Mr. Holladay was obliged to remove from the Platte River route, to the so-called Cut-off route, by order of Colonel Chivington, by which removal he sustained great damages, not only by the abandonment of his property, but by a lengthening of his line.

Seventh. That large quantities of his hay, grain, and other provisions were taken for the use and service of the government troops and agents, for which no compensation was ever made.

Eighth. In 1866, on the 24th of January, the claim of Mr. Holladay to be reimbursed for his losses incurred, was referred to the Committee on Indian Affairs of the House of Representatives. Mr. Holladay asked that his case might be passed upon by the Court of Claims, the two houses of Congress disagreeing as to the proper relief to be granted; pending which, Congress adjourned. On the 6th of March, 1872, Mr. Holladay again presented his petition to the Senate, setting forth his contract and his losses, and again asking that he be reimbursed. That petition was referred to the Committee on Claims, and on the 26th day of November, 1877, the committee reported a bill authorizing Mr. Holladay to bring suit in the Court of Claims. That report was accompanied by twenty-three affidavits, together with letters from several military officers, including Colonel Chivington, Generals Craig and Mitchell, and others, establishing the facts set forth in the petition. But inasmuch

as the testimony was *ex parte*, the committee thought best to refer the whole matter to the Court of Claims. On the 12th of March, 1878, the bill being under consideration, the Senate refused to send the case to the Court of Claims, but recommitted it to the committee, with instructions to report to the Senate what amount, if any, was equitably due the claimant. The committee proceeded to take the testimony of witnesses acquainted with the facts, and after an investigation of the claim, including the examination of more than thirty witnesses, reported that Mr. Holladay was fairly and equitably entitled to the sum of \$526,739. It will thus be seen that this claim has been examined by three committees, consisting of nine members each, and that these committees have reported in favor of its payment.

Ninth. After a careful examination of all the testimony in this case, your committee is of opinion that the memorialist, Holladay, is equitably entitled to compensation. Your committee find that in the summer of 1862, in consequence of Indian hostilities, about 500 miles of the main line of claimant's route was so damaged and infested by Indians as to compel its abandonment by the claimant, under the orders of the Post-Office Department and of the officers in command of the military forces sent to protect the overland mail. That he was forced to select a route further south, involving the establishment of a new line, for a distance of over 500 miles, and distant from the old line from 100 to 300 miles. That this removal was an absolute necessity, as it was not possible to carry the mail by the old route, "except," according to the testimony of General Craig, "with the consent of the Indians themselves." And, further, that the claimant was assured not only protection but indemnity for his losses, by the President of the United States.

Your committee also find that the removal thus mentioned involved the abandonment of twenty-six mail stations, a large amount of forage, and many articles of value necessary to the running of the stages. That the memorialist was compelled to construct new stations on the new line, twenty-five in number, at large expense, sustaining by such removal from the old line, damages, in the opinion of your committee, to the extent of \$77,000. (See Appendix A for details.)

Your committee further find that, in pursuance of a military order of Col. J. M. Chivington, commanding the District of Colorado, the memorialist was compelled to remove the stage line from the Platte River route, to the Cut-off route, being forced to abandon some of his stations on 140 miles of the road, and to remove twelve others to the new road, and to rebuild the same at great loss and expense. That the testimony tends to show that the damage to the memorialist by the removal to this line, under the order of Colonel Chivington, rendering necessary, as it did, the transfer of houses, barns, hay, grain, and other articles, and rebuilding necessary structures on the new line, amounted to about \$50,000. (See Appendix B for details.)

Your committee also find from the testimony that a large amount of hay, provisions, and other property belonging to the memorialist, was taken and used from time to time, by the military forces of the United States scattered along the route of the new line. That large quantities of wood belonging to the stations were taken and appropriated by the soldiers and several houses and stables destroyed and used by them for fuel, for none of which were vouchers given. That the testimony on this claim tends to show that the value of the property thus taken and destroyed by the military forces was in the neighborhood of \$30,000. (See Appendix C for details.)

Your committee further report that the evidence shows that the dam-

ages sustained by the memorialist while carrying the mails of the United States, by reason directly of depredations and hostilities of Indians along his route, was \$369,739, which sum, added to the other sums above found, makes a total of \$526,739, as the damages sustained by the memorialist in the discharge of his duties in carrying the mails of the United States. (See Appendix D for details.)

Your committee refer for full details to the report made by this committee June 13, 1878.

While your committee is satisfied that the claimant is equitably entitled to the sum mentioned in said report, and that he sustained losses to that amount, it has been deemed best to take into consideration only the losses sustained by the said claimant during the existence of the contract expiring October 1, 1864; a doubt existing in the minds of some of the committee as to whether claimant is equitably entitled to be reimbursed for losses sustained by Indian depredations under the second contract, as the testimony shows that the promises of the President and Postmaster-General to the effect that the claimant should be reimbursed, and the orders of the War Department applied only to the first contract.

Your committee report in favor of paying the losses incurred by Indian depredations during the existence of the first contract, namely, to the 1st day of October, 1864. The evidence shows such losses, together with the dates, up to the 1st day of August, 1864, amounting to \$163,153. The evidence then shows only the amount from August to January, to wit, \$57,467.32; and consequently it is a matter of doubt as to how much loss was incurred before October 1.

Taking into consideration the fact that most of the Indian depredations, according to the testimony, were committed in the summer and fall, your committee think they might fairly allow *half* of said amount, but on account of the uncertainty of the time when these losses happened your committee exclude them entirely.

Your committee also report that the losses of claimant arising from the removal of the route from the North Platte and Sweetwater of Laramie Plains and Bridger's Pass were \$77,000; and that the removal from the Platte River to what was known as the "Cut-off," involved an expense and loss amounting to at least \$50,000.

Your committee also report that the amount taken, used and destroyed of the property of the claimant, by the soldiers of the United States for the use of the United States, amounted to at least \$30,000; making an aggregate of \$320,153, to which, in the judgment of your committee, the said claimant is equitably entitled.

It should not be forgotten that the services of the claimant were of the highest importance to the whole country, and that it would be hard to overestimate the magnitude of the undertaking, the obstacles overcome, or the ability, perseverance, and courage that were necessary to success.

Your committee therefore report the accompanying bill, and recommend that it do pass.

APPENDIX A.

The cost of removal from the North Platte and Sweetwater or South Pass route, to the route through Bridger's Pass, along Laramie Plains and Bitter Creek, sometimes called the Cherokee trail, or Butes Creek route, and the damages incident to it, is shown by the affidavit of Col. Isaac E. Eaton (p. 12) in the printed copies of evidence. He was superintendent of the Overland Mail-line under Holladay, in 1862, when the Indian raids, detailed in his evidence, were perpetrated. He states that Holladay was

compelled to abandon 26 stations, worth \$2,000 each, and a large amount of forage, and other articles of value, necessary to the running of the line, of the amount of which he could form no true estimate; but Holladay, who had to pay for supplies to replace those lost on the old line, and abandoned, under the enforced removal, states (p. 61 of printed evidence) that the sum of \$25,000 would not cover these losses.

Under the circumstances, the line being changed in the face of hostile savages, it must be apparent that no exact computation could be made of the various articles of equipment existing necessarily at each of the twenty-six abandoned stations, as the removal was a retreat in the face of a vigilant and dangerous foe, in the midst of actual hostilities, and under the apprehension of destruction to the lives of the employes. There could have been no time for anything like taking account of the articles left behind. The hostile attitude of the savages is abundantly proven by General Craig, who stated that the line could only have been kept up "by consent of the Indians; and the removal ordered was a wise measure in all respects." (P. 57 of printed evidence.) David Street, an officer of the line (p. 54 of printed evidence), testifies to the abandonment of a great deal of valuable property, owing to the hasty manner of the removal; and also that the stations abandoned were of a substantial character, all of them; and that the one at Horse-Shoe Creek, which was a supply-station, was a blacksmith shop, coach and harness shop, warehouses, lodging-houses, offices, and corrals, of the most substantial nature, erected at heavy outlay.

APPENDIX B.

The cost of removal from the Platte River route to the so-called Cut-off route, by order of Colonel Chivington, is shown by the evidence (p. 60) of George K. Otis, who gave instructions for it, as he was then acting as superintendent of the line.

He states that he made an estimate of the cost—knowing the number of teams necessary, the distance to haul, as well as an estimate of the loss of grain and hay in removal—and that he is well satisfied that it did cost \$50,000; fully that, if not more.

David Street (p. 54 of the evidence) sustains Otis in the statement he makes, that the line was subjected to heavy losses in consequence of the removal.

The evidence of the claimant is to the effect that he objected to removal, stating to the military officer that winter was on him, the stations then supplied, the grain-sacks emptied into bins, and the sacks sent off to be filled again, fuel procured, &c.; and that the stations had to be pulled down, hauled, and put up again; all which he represented to that officer.

Edward F. Hooker (p. 51 of evidence) states that, in his opinion, the loss of hay and grain, and putting up new stations, the labor of removal, &c., would cost not under \$5,000 a station.

George H. Carlyle (p. 42 of evidence) stated that the sum of \$50,000 for removing the station, and the loss in grain and hay and corrals, and wood, &c., was not too great. His evidence is very full on the subject, and minutely describes the process of removing stations; and the distance for removal from 25 to 60 miles.

William Reynolds, superintendent of the line (p. 23 of the evidence), also states matter of importance in regard to the damage by removal, showing the nature of the removal, its incident, and extent of work necessary to accomplish the act.

APPENDIX C.

The damages sustained by the claimant for grain, fuel, hay, &c., used by the military forces in the line of the claimant in the Territory of Colorado, is proven by Carlyle (p. 41 of the evidence). He states that the military forces took at one time twenty-nine head of oxen from the line at Fort Kearney, worth \$100 a head; and one hundred cords of wood at Julesburg, worth \$50 a cord, and that from what he knew to have been destroyed and used by the soldiers, he did not consider \$30,000 an overestimate of the damage inflicted by the military on the line of the claimant, and that when a receipt for anything used was wanted it was refused. He stated that they were in the habit of going to stations and getting whatever was wanted by them, grain or provisions, until to stop the raids a military order was procured, and that this damage was done between October, 1864, and December, 1865.

David Street (p. 54 of the evidence) also gave evidence that the line was subjected to serious losses in consequence of damage done and property taken by the United States soldiers.

Then George K. Otis states (p. 60 of the evidence) that he made the estimate of the

damages done by the military forces to the property of the claimant, and that he made the estimate of \$30,000 after consultation with the division agents and men employed on the stage-line; that no record could be kept of the property taken or used, or what was eaten up and consumed; but from the number of troops constantly passing up and down the road, he was satisfied that at least \$30,000 would be required to indemnify the claimant.

William Reynolds (p. 23), superintendent of the line from October, 1864, to March, 1866, stated that large amounts of grain and hay and wood were consumed by the military forces on the line, the property of claimant, while he was superintendent of the line, and several houses and stables used for fuel and other purposes.

APPENDIX D.

I.

The Indian depredations on the stage-line of the claimant, as established by the evidence, appear as follows:

A. D. 1863. 173 horses and 34 mules, near Fort Halleck, page 4, printed evidence of R. L. Pease, total value \$41,400 00

II.

Loss at 3-Crossings Station:

April 16, 1862.	22 mules and horses, at \$225 each.....	4,950 00
	10 sets 4-horse harness, at \$110 each	1,100 00
	3 head oxen, at \$50 each	150 00
April 17, 1862.	9 head mules, at \$200 each.....	1,800 00
	9 sets 4-horse harness, at \$110 each.....	990 00
	Damage to two coaches	500 00
		9,490 00

At Plant Station:

April 18, 1862.	5 mules, at \$200 each	1,000 00
	4 horses, at \$225 each	900 00
	20 sets 4-horse harness, at \$110 each.....	2,200 00
April 20, 1862.	10 mules, at \$200 each.....	2,000 00
		6,100 00

At Ice Spring Station:

April 23, 1862.	10 mules, at \$200 each	2,000 00
	5 sets 4-horse harness, at \$110 each.....	550 00
	1 cow and ox, at \$50 each.....	100 00
		2,650 00

At Strawberry Station:

May 23, 1862.	35 sacks barley, 3,500 pounds, at 15 cents per pound.....	525 00
	At Upper Crossings Sweet Water:	
	18 sacks barley, 1,800 pounds, at 15 cents.....	270 00
		795 00

Damage done to stations at 3-Crossings, Sweet Water, Split Rock, and Ice Springs, each \$500..... 1 500 00

To establish the damages above claimed, reference is made to the evidence of Flowers, division agent (p. 5 of evidence); R. Murray, employé (p. 6 of same).

III.

Loss at Sweet Water Bridge:

April 18, 1862.	8 mules and horses, at \$200 each.....	\$1,600 00
	At Horse Creek Station:	
Mar. 23, 1862.	5 horses, at \$175 each.....	875 00
	18 mules, at 225 each.....	4,050 00
		6,525 00

At Red Buttes:		
April 1, 1862.	15 mules and horses, at \$125 each	\$2,625 00
April 21, 1862.	6 mules and horses, at \$175 each	1,050 00
At Platte Bridge Station:		
March, 1862.	13 mules, at \$150 each	1,950 00
		5,625 00

To prove the loss above claimed reference is made to the evidence of J. A. Slade, division agent (p. 7 of evidence).

IV.

Loss at Big Sandy Station:		
April, 1862.	18 mules, at \$225 each	4,050 00
	4 horses, at \$225 each	900 00
	1 4-horse harness	110 00
		5,060 00

V.

At Green River Station:		
April, 1862.	100 sacks barley, 10,000 pounds, at 15 cents	1,500 00
	50 sacks oats, 5,000 pounds, at 15 cents	750 00
		2,250 00

This is proven by Babcock (p. 8 of evidence).

VI.

Loss at Dry Sandy Station:		
Mar. 15, 1862.	2 mules, at \$200 each	400 00
At Green River Station:		
April 20, 1862.	5 horses, at \$200 each	1,000 00
	6 sets harness, at \$20 each	120 00
	120 sacks oats, at \$5 each	600 00
	480 empty sacks, at 60 cents each	288 00
	damage done to station	600 00
		2,608 00
At Big Sandy Station:		
June 7, 1862.	4 mules, at \$200 each	800 00
	20 sacks oats, at \$5 each	100 00
	3 tons hay, at \$30 per ton	90 00
	damage to station	500 00
		1,490 00
At Muddy Station:		
June 12, 1862.	4 mules, at \$200 each	800 00
At Bear River Station:		
	2 horses, at \$100 each	200 00
	damage to station at Pacific Springs, Dry Sandy, and Little Sandy, at \$500 each	1,500 00
		2,500 00

At Little Sandy Station:		
	30 sacks oats, at \$5 per sack	150 00

To establish the losses above, reference is had to the evidence of J. E. Bromley, division agent (pages 8 and 9 of the same printed evidence).

VII.

At Split Rock Station:		
Mar. 1, 1862.	10 mules, at \$200 each	\$2,000 00
	1 horse, at \$200	200 00
	12 sets single harness, at \$20 each	240 00
Mar. 30, 1862.	7 mules, at \$200 each	1,400 00
	8 sets single harness, at \$20 each	160 00
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		4,000 00
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At Rocky Ridge Station:		
April 18, 1862.	6 mules, at \$200 each	1,200 00
To prove this loss, reference is made to the evidence of W. A. Reid, division agent (pages 10 and 11 of evidence).		

VIII.

At Wells Station:		
April 20, 1862.	2 horses, each at \$150	\$300 00
This loss is established by the evidence of Johnson (p. 11 of evidence).		

IX.

Loss at Midway Station:		
August, 1864.	Dishes and furniture destroyed	\$500 00
At Platte Station:		
	4 horses, at \$350 each	1,400 00
	250 sacks corn, 28,000 pounds, at 20 cents each	5,600 00
	10 tons of hay, at \$40 per ton	400 00
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		7,900 00
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At Plum Creek Station:		
	250 sacks corn, 28,000 pounds, at 20 cents per pound	5,600 00
At Craig Station:		
	250 sacks corn, 28,000 pounds, at 20 cents per pound	5,600 90
	29 head of oxen, at \$100 each	2,900 00
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		14,100 00

The evidence to prove these losses consists of the proof made by George W. Carlyle and Solomon Riddle (pages 13, 14, 15, 16, of the printed evidence, reported).

X.

Losses at Diamond Springs:		
August, 1864.	250 sacks corn, 28,000 pounds, at 20 cents	\$5,600 00
	15 tons hay, at \$40	600 00
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		6,200 00
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At Sand Hill Station:		
	250 sacks corn, 28,000 pounds, at 20 cents	5,600 00
	15 tons hay, at \$40	600 00
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		6,200 00
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At Alkali Station:		
	250 sacks corn, 28,000 pounds, at 20 cents	5,600 00
	20 tons hay, at \$40	800 00
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		6,400 00
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At Elk Horn Station:		
	65 sacks corn, 7,280 pounds, at 20 cents	1,456 00
	10 tons hay, at \$40	400 00
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		1,856 00
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At Cold Spring Station :	
40 sacks corn, 4,480 pounds, at 20 cents	\$896 00
15 tons hay, at \$40.	600 00
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	1,496 00
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At Gilman's Station :	
30 sacks corn, 3,360 pounds, at 20 cents	672 00
At Midway Station :	
30 sacks corn, 3,360 pounds, at 20 cents	672 00
15 tons hay, at \$40	600 00
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	1,944 00
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At Willow Island :	
August, 1864. 50 sacks corn, 5,600 pounds, at 20 cents	1,120 00
10 tons hay, at \$40	400 00
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	1,520 00
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XII.

Loss at Junction Station :	
July 16, 1864. 5 stage-horses, \$250 each	\$1,250 00
At Beaver Creek :	
1 horse, at \$250	250 00
At Lupton Station :	
August, 1864. 1 horse	250 00
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	1,750 00
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These losses are shown by the evidence of Thomas (page 21 of evidence), and evidence of William Trotter (page 36).

Liberty Farm :	
August 12, 1864. Coach burnt up	\$1,200 00
Elkhorn :	
Sept., 1864. Station burned	3,500 00
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	4,700 00
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XI.

Losses at Summit Station :	
August, 1864. Station, furniture, and bedding destroyed	\$2,500 00
At 32-Mile Creek Station :	
Furniture, crockery, and stores destroyed	2,500 00
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	5,000 00
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At Little Blue Station :	
Furniture and grain destroyed	2,000 00
2 horses killed on the road, \$200 each	400 00
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	2,400 00
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At Pawnee Ranch :	
4 horses, \$200 each	800 00
At Muddy Station :	
1,500 pounds corn, 12 cents	180 00
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	980 00
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At Lone-Tree Station :	
Station destroyed	1,000 00
9 horses taken, \$200 each	1,800 00
5 horses killed in escaping from Indians	1,000 00
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	3,800 00
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At Liberty Town:		
2 sets double harness, \$110 each.....		\$220 00
At Summit Station:		
200 bushels corn, 11,200 pounds, at 12 cents		1,344 00
		<u>1,564 00</u>
Total losses to August, 1864		<u>163,153 00</u>

Losses accruing from August, 1864, to January, 1865, \$57,467.32.

The evidence in regard to the above losses will be found at pages 17, 18, 19 of printed proof given by Lloyd, Ivins, and Jerome.

At Murray's Ranch:		
August, 1864. 15 tons hay		\$750 00
to Junction Ranch:		
Jan., 1865. 10 tons hay, \$50		500 00
Bijou Station:		
7 tons hay, \$50		350 00
		<u>1,600 00</u>
Valley Station:		
20 tons hay, \$50		1,000 00
Beaver Creek Station:		
75 sacks corn, 8,400 pounds, 22 cents		1,848 00
Murray's Station:		
100 sacks corn, 11,200 pounds, 22 cents		2,464 00
		<u>5,312 00</u>
Junction Station:		
100 sacks corn, 11,200 pounds, 22 cents		2,464 00
Bijou Station:		
48 sacks corn, 5,376 pounds, 22 cents		1,182 72
Toll-gate Station:		
20 tons hay, \$50		1,000 00
		<u>4,646 72</u>
Box Elder Station:		
August, 1864. 10 tons hay, \$50		500 00
Kiowa:		
15 tons hay, \$50		750 00
Living Springs:		
5 tons hay, \$50		250 00
Rock Bluff:		
7 tons hay, \$50		350 00
		<u>1,850 00</u>
At American Ranch:		
Jan., 1865. 8 horses, \$250		2,000 00
2 sets 4-horse harness, \$110 each		220 00
2 horses, \$250 each		500 00
58 head of oxen, \$100 each		5,800 00
		<u>8,520 00</u>
At Antelope Station:		
Aug., 1864, to		
Jan., 1865. House, barn, and corral burned		5,000 00
25 tons hay, at \$50		1,250 00
125 sacks corn, 14,000 pounds, at 20 cents		2,800 00
		<u>9,050 00</u>

At Spring Hill:

Houses, barns, and furniture destroyed	\$6,000 00
20 tons hay, at \$50	1,000 00
90 sacks corn, 10,080 pounds, at 22 cents	2,217 60
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	9,217 60

At Dennison Station:

Barn and corral burned	2,500 00
25 tons hay, at \$50	1,250 00
200 sacks corn, 22,400 pounds, at 22 cents each	4,928 00
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	8,678 00

At American Ranch:

Barn destroyed, burned	1,500 00
30 tons hay, at \$50	1,250 00
227 sacks corn, 25,424 pounds, at 22 cents	5,593 00
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	8,593 00

RECAPITULATION.

1863.	173 head of horses	\$41,400 00
1862.	Three-Crossings Station	9,490 00
	Plant Station	6,100 00
	Ice Springs Station	2,650 00
	Strawberry and Upper Crossings	795 00
	Damage to stations	1,500 00
	Sweetwater and Horse Creek	6,525 00
	Red Buttes	5,625 00
	Big Sandy	5,060 00
	Green River	2,250 00
	Dry Sandy	400 00
	Green River	2,608 00
	Big Sand	1,490 00
	Muddy Station and Bear River	2,500 00
	Little Sandy	150 00
	Split Rock Station	4,000 00
	Rock Ridge Station	1,200 00
	Wells Station	300 00
Aug., 1864.	Midway and Platte Station	7,900 00
	Plum Creek and Craig Station	14,100 00
	Testimony of G. H. Carlyle	25,216 00
	Junction Beaver Creek and Lupton	1,750 00
	Summit Little Blue Pawnee, Lone Tree, Liberty Town, and Summit	13,744 00
	Liberty Farm and Elkhorn	4,700 00
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		161,453 00
	Printer's error in previous report, price per sack should be \$15 in place of \$5 (100 lbs., 15 c.), as per testimony of J. E. Bromley	1,700 00
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		163,153 00
	Amount of losses to October 1, 1864	163,153 00
	From August, 1864, to January, 1865, as per report, amounts to one-half	\$57,467 32
	Losses on first removal	77,000 00
	Losses on second removal	50,000 00
	Property taken, used, or destroyed by United States troops	30,000 00
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		157,000 00
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		348,876 60