

Blackfeet Reservation, Mont.—My last annual report gave a brief history of the extension of the St. Paul, Minneapolis and Manitoba Railway—the Great Northern Railway Line—through the above reservation. Mention was also made of the fact that the map of definite location presented by the company for approval represented an area of land for station purposes greater than the limit fixed in the agreement with the Indians, and that the company had been called upon in office letter of July 1, 1891, for an explanation of the matter. The company was again called upon in office letter of December 23, 1891, to file a new map of definite location through the reservation conformable with the agreement with the Indians. Up to date the company has neglected to do this.

The company tendered February 26, 1892, a draft for \$2,629.75 in payment in full for timber taken from the Reservation in the construction of the road.*

Crow Reservation, Mont.—The history of the application for right of way of the Big Horn Southern Railway through the Crow Reservation will be found in my last annual report. On January 14, 1891, the agent forwarded the report of the proceedings of the council held by him with the Indians, in which the latter agreed upon the rate of compensation to be paid the tribe for right of way through the tribal lands. The maps of definite location were retained at the agency pending the negotiations to be had with the individual occupants for right of way through the individual tracts. Under date of July 19, 1892, the agent forwarded the report of the proceedings of a council held by him on July 18, 1892, with the individual occupants of tracts through which the right of way of the road passes, according to the maps of definite location, for the purpose of negotiating with them individually for right of way through their separate tracts. The Indians, one and all, refused to name a price at which they would consent to the passage of the road through their respective tracts, and refused to negotiate with the company for the desired right of way. They insisted that the road should run "along the hills" where it would not pass through any occupied tracts and where it would do little or no damage.

There is now pending before Congress a bill (Senate bill 3317) to extend the time two years from December 20, 1892, within which the company may construct the road.

Yakama Reservation, Wash.—Congress has not yet taken the necessary action to ratify the agreement made with the Indians of the Yakama Reservation granting to the Northern Pacific Railroad the right of way through that reservation. This office has on numerous occasions recommended that the agreement be ratified and that the Indians be paid the amount agreed upon. A full report of all the correspond-

* October 18, 1892, the company, through Thos. R. Benton, Esq., land attorney, tendered a draft for \$5,540 in payment for right of way and station grounds which amount has been credited to the company.

ence had and all action taken in this case up to that time will be found printed in Senate Executive Document No. 45, Fiftieth Congress, first session. A number of bills have been introduced in Congress at different times without any final definite action having as yet been reached. Senate bill No. 2292, for the ratification of the agreement, was introduced in Congress at its last session and is still pending.

Puyallup Reservation, Wash.—On April 1, 1892, Mr. Allen introduced a bill (Senate bill 2821) to ratify and confirm an agreement between the Puyallup Indians and the Northern Pacific Railroad Company for right of way through the Puyallup Indian Reservation, which agreement was assented to and approved by said Indians November 23, 1876. This office is not aware that any action whatever was taken on the bill.

Nez Percés Reservation, Idaho.—Under date of August 21, 1891, Agent Robbins submitted his report of the council proceedings with the Indians of the above reservation for right of way of the Spokane and Palouse Railway through the same. He also submitted a list of the names of individual Indians who sustained damages by reason of said right of way, and stated that the company had paid all the individual claims for damages, amounting to \$3,876.06, and had deposited with him the amount agreed upon as tribal damages—\$1,414 for land taken and \$195 for the destruction of a log stable and some fruit trees belonging to the agency. On January 29, 1892, this office instructed Agent Robbins to notify the company that they could proceed with the construction of the road. On April 25, 1892, Mr. Dubois introduced in the Senate (Senate bill 2999) a bill extending the time for the completion of the road through the reservation. The bill was reported on favorably by this office in office letter of May 7, 1892, and is still pending.

CONDITIONS TO BE COMPLIED WITH BY RAILROAD COMPANIES.

In the construction of railways through Indian lands a systematic compliance by companies with the conditions expressed in the right-of-way acts will prevent much unnecessary delay. Each company should file in this office—

1. A copy of its articles of incorporation, duly certified to by the proper officers under its corporate seal.
2. Maps representing the definite location of the line. In the absence of any special provisions with regard to the length of line to be represented upon the maps of definite location, they should be so prepared as to represent sections of 25 miles each. If the line passes through surveyed land, they should show its location accurately according to the sectional subdivisions of the survey; and if through unsurveyed land, it should be carefully indicated with regard to its general direction and the natural objects, farms, etc., along the route. Each of these