

Idaho, Clear Water and Montana Transportation Company—Nez Percé Reserve, Idaho.—On the 27th January last, Agent Warner, in charge of the Nez Percé Indians, transmitted to this office a petition of the Idaho, Clear Water and Montana Transportation Company (a corporation of the Territory of Idaho, engaged in the construction of railroads from Lewiston east into Montana), for a right of way along the Clear Water River and through the Nez Percé Reservation, established by treaty of June 9, 1863 (14 Stat. 651), which treaty provides for the establishment of roads upon that reservation under authority of the United States. In transmitting the application the agent stated that the Indians appeared to favor the building of the road, as it would open up a good market for their farm produce, and that it would also greatly facilitate the delivery of supplies to the agency. He therefore earnestly recommended the granting of the petition, subject to the consent of the Indians.

In pursuance of department instructions of the 8th May last, Agent Warner was directed to convene a council of the Indians for the purpose of laying the matter before them and obtaining their consent to a peaceful preliminary survey in order to determine the definite location of the road upon the reservation, with the understanding that before any construction of the road could be commenced the consent of three-fourths of the adult male Indians upon the reservation would be necessary, and that reasonable compensation, subject to the approval of the department, would be required from the company for the right of way and lands taken. On the 10th June last, Agent Warner reported to this office that he had submitted the proposition to the Indians in council assembled, and that greatly to his surprise they had almost unanimously voted against it. Subsequent advices from the agent seem, however, to indicate that the Indians acted under a misapprehension, and that they will reconsider their determination this fall.

Utah and Northern Railroad—Shoshone and Bannack (Fort Hall) Reserve, Idaho.—Reference was made in my last annual report to an agreement which had been entered into with the Shoshone and Bannack Indians of Idaho for the extinguishment by the government of their title to so much of the lands of their reservation as are required for the purposes of the Utah and Northern Railroad Company in the construction of a road from east to west through the Fort Hall Reserve. By this agreement, which is dated July 18, 1881, the Shoshone and Bannack Indians ceded to the United States a strip of land extending from east to west through their reservation, to be used by said railroad company as a right of way and road bed, containing 670 acres, or thereabouts; also certain plots of land for depots, stations, &c., containing about 102 acres. For this cession the United States agreed to pay to the Shoshone and Bannack Indians \$6,000, or about \$7.77 per acre, to be deposited in the United States Treasury to the credit of said Indians, upon ratification of the agreement by Congress and necessary appropriations therefor, and to bear interest at 5 per cent.