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Hoopa Valley Wagon Road, California. Letter from the Secretary of the Treasury, transmitting an estimate from the Secretary of the Interior of an appropriation for the construction of a wagon road from the Hoopa Valley Agency to the southern boundary of the Hoopa Valley Reservation, California.

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HOOPA VALLEY WAGON ROAD, CALIFORNIA.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

TRANSMITTING

An estimate from the Secretary of the Interior of an appropriation for the construction of a wagon road from the Hoopa Valley Agency to the southern boundary of the Hoopa Valley Reservation, California.

JANUARY 9, 1888.—Referred to the Committee on Indian Affairs and ordered to be printed.

TREASURY DEPARTMENT, *January 5, 1888.*

SIR: I have the honor to transmit herewith, for the consideration of Congress, copy of a communication from the Secretary of the Interior of the 27th ultimo, submitting an estimate for an appropriation of \$5,500 for construction of a wagon road from Hoopa Valley Agency to the southern boundary of the Hoopa Valley Indian Reservation in California.

Respectfully, yours,

C. S. FAIRCHILD,
Secretary.

THE SPEAKER OF THE HOUSE OF REPRESENTATIVES.

DEPARTMENT OF THE INTERIOR,
Washington, December 27, 1887.

SIR: I have the honor to inclose herewith, for presentation to Congress, in accordance with the provisions of section 2 of the act of July 7, 1884 (23 Stat., 254), copy of a letter of the 24th instant, from the Commissioner of Indian Affairs, with estimates of appropriations noted therein in the sum of \$5,500, or so much thereof as may be required, to be expended under the direction of the Secretary of the Interior in the construction of a wagon road, by Indian labor as far as possible, from Hoopa Valley Agency to the southern boundary of the Hoopa Valley Reservation in California, to afford the Indians of said reservation ac-

cess to market for their surplus supplies; also map and accompanying papers relating thereto.

The matter has the approval of the Department.

I have the honor to be, very respectfully,

H. L. MULBROW,
Acting Secretary.

The SECRETARY OF THE TREASURY.

DEPARTMENT OF THE INTERIOR,
OFFICE OF INDIAN AFFAIRS,
Washington, D. C., December 24, 1887.

SIR: I have the honor to submit herewith a copy of a communication, dated January 29, 1887, received from William E. Dougherty, captain United States Army, and acting United States Indian agent at Hoopa Valley Indian Agency, Cal., in which, on behalf of, and at the request of, the Hoopa Valley Indians, he petitions Congress for an appropriation of money sufficient to construct a wagon road from the agency to the southwestern boundary of the reservation, a distance, as the grade would run, of about 8 miles.

He estimates roughly that to make a practicable grade about 7,000 cubic yards of earth per mile must be moved, besides much standing and fallen timber and here and there some rock.

A topographical sketch is appended hereto, made on a scale of 4 miles to the inch, which will give a general idea of the route from Humboldt Bay to Hoopa Valley, over which a good road is graded to within 7 miles of the reservation line.

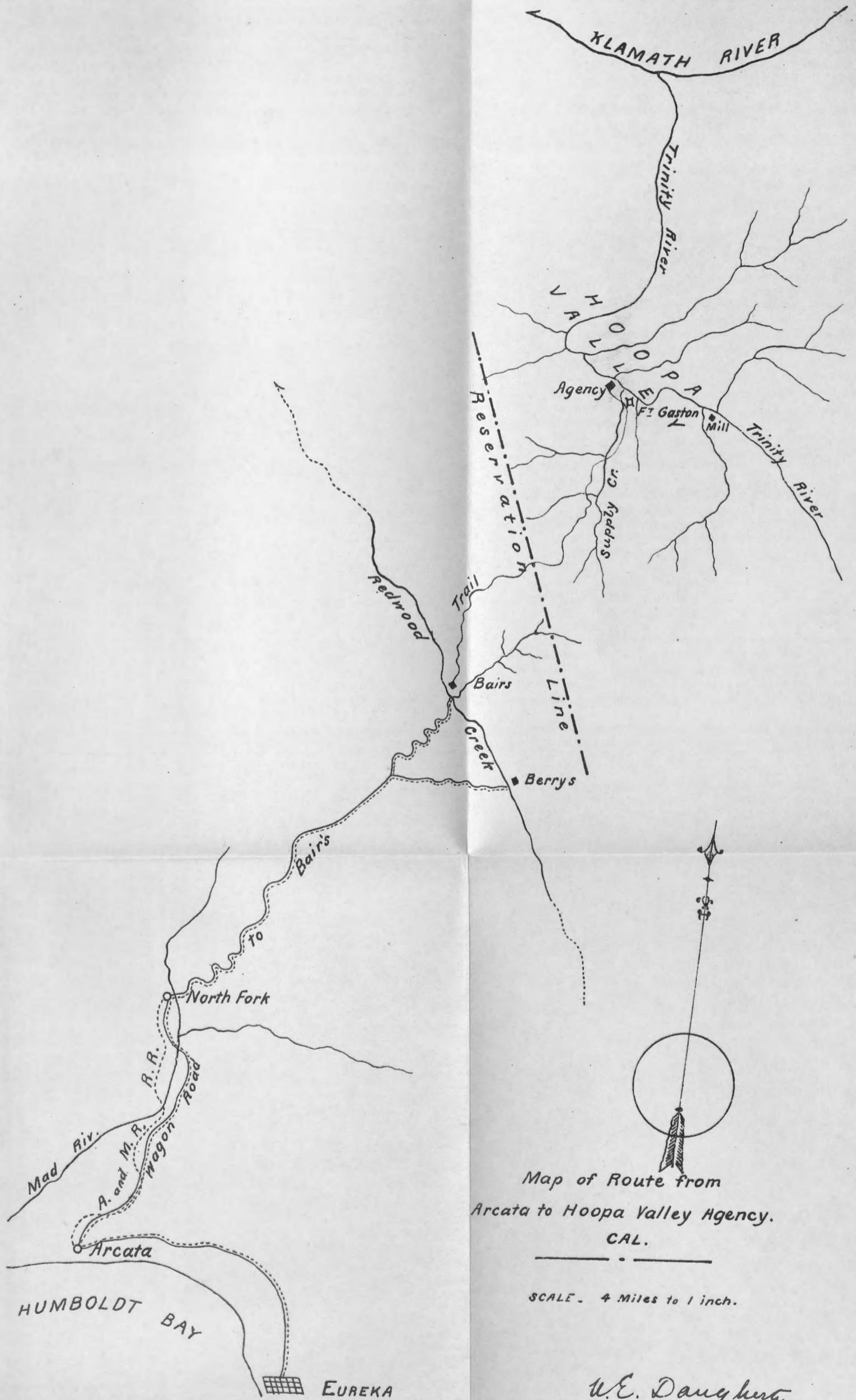
He states that, in his belief, a good and permanent road can be graded from the valley to the line of the reservation on the summit at an expense of about \$700 per mile.

The acting agent states that the Indians are now anxious for a road, and will gladly do the work, and can do it more cheaply than it can be done by white laborers under contract, and thus the measure would benefit them in every way. That they fully realize that while they remain shut up in the valley, without access to a market, except over a mule trail, they can have no hope of escaping the miserable hand-to-hand existence they have endured heretofore, and that industrial advancement, sufficient to enable them to meet the expectations of the Government and the people is impossible.

He further states that there are about 2,000 acres of fertile arable land in the valley, and a very fine open tract of perhaps 1,500 acres more on the hills northwest of it, and should the yield this year be the same per acre that it was last, the valley will produce about 520,000 pounds of wheat and 300,000 pounds of oats, about half of which will be needed for consumption and for seed. Next year these figures will be much more than doubled, if there is any hope that the surplus can be disposed of.

The Indians are therefore now face to face with a difficulty which there is only one way to meet at present, and that one way is to give them the means to open a way to a market.

In addition to this large yield of grain, the acting agent states that the valley produces great quantities of fine fruit, which could be marketed with profit at Eureka. Thirteen orchards are in the valley, that produced this year a surplus of about \$2,500 worth of fruit that went to waste on the ground.



Map of Route from
Arcata to Hoopa Valley Agency.
CAL.

SCALE. 4 Miles to 1 inch.

W.E. Daugherty.

W.E.

From the above statements of facts, I am of the opinion that it would be good policy to construct this road as a measure tending to self-support of these Indians, and in order to carry out the suggestions of Captain Dougherty, I submit herewith a draught of an estimate of appropriation in the sum of \$5,500, with the recommendation that the same be forwarded to Congress for action and consideration as an amendment to the bill making appropriation for the Indian service for the fiscal year ending June 30, 1889.

Very respectfully,

J. D. C. ATKINS,
Commissioner.

The SECRETARY OF THE INTERIOR.

Proposed amendment to the bill making appropriations for the Indian service for the fiscal year ending June 30, 1889.

This amount, or so much thereof as may be necessary, to be expended under the direction of the Secretary of the Interior, in the construction of a wagon road by Indian labor, as far as possible, for the Hoopa Valley Agency, Cal., to the southwestern boundary of the Hoopa Valley Reservation, Cal., in order to afford the Hoopa Indians access to a market for their surplus supplies, \$5,500.

UNITED STATES INDIAN SERVICE,
Hoopa Valley Agency, Cal., January 29, 1887.

SIR: I have the honor to inclose a copy of a petition made on behalf of the Hoopa Indians to Congress, for an appropriation of money sufficient to construct a wagon-road from the agency to the reservation line. The paper is sent for the information of the department commander, and with the hope that he may think it advisable to aid the enterprise by recommending it.

I am, sir, very respectfully, your obedient servant,

WM. E. DOUGHERTY,
Captain, U. S. Army, Acting Agent.

ASSISTANT ADJUTANT-GENERAL,
Headquarters Department California, San Francisco, Cal.

FORT GASTON, CAL., *January 29, 1887.*

SIR: On behalf of and at the request of the Hoopa Valley Indians, I have the honor to refer hereby their petition to Congress through the honorable Commissioner of Indian Affairs and the honorable the Secretary of the Interior, for an appropriation of money sufficient to construct a wagon-road from this agency to the southwestern boundary of the reservation, a distance, as the grade would run, of about 8 miles.

The grade from the valley to the summit at the reservation line would be about 200 feet to the mile. I estimate roughly that to make a practicable grade about 7,000 cubic yards of earth per mile must be moved, beside much standing and fallen timber and here and there some rock.

Several practicable routes are presented from the valley, the shortest, and in my opinion the most practicable, being that by way of Supply Creek, an affluent of the Trinity that divides the military post from the agency.

A topographical sketch is appended hereto, made on a scale of 4 miles to an inch, which will give a general idea of the route from Humboldt Bay to Hoopa Valley, over which a good road is graded to within 7 miles of the reservation line.

It is my belief that a good and permanent road can be graded from the valley to the line of the reservation on the summit at an expense of about \$700 per mile.

Perhaps it might be done for less, but this can not be determined without making a profile, which I have not had time to do.

The Indians are most anxious for a road, and will gladly do the necessary work, and can do it more cheaply than it can be done by white labor or by contract, and thus the measure would benefit them in every way, and I am convinced that if they had

the means to do the work they would long since have made the road without assistance, for they fully realize that while they remain shut up in this valley and without access to a market, except over a mule trail, they can have no hope of escaping the miserable hand-to-mouth existence they have endured heretofore, and that industrial advancement sufficient to enable them to meet the expectation of the Government and the people is impossible.

There are about 2,000 acres of fertile arable land in the valley, and a very fine open tract of perhaps 1,500 acres more on the hills northwest of it. Should the yield per acre be the same this year that it was last year, in proportion, the valley will produce next summer about 520,000 pounds of wheat and about 300,000 pounds of oats. About half of this only will be needed for consumption and for seed.

Next year these figures will be much more than doubled if there is any hope that the surplus can be disposed of.

The Indians are, therefore, now face to face with a difficulty which there is only one way to meet at present, and that one way is to give them the means to open a way to a market. Beside the produce that can be grown here, the valley produces great quantities of fine fruit, which could be marketed with profit at Eureka. There are 13 orchards in the valley that produced this year a surplus of about \$2,500 worth of fruit that went to waste on the ground. Without a road to a market, where the Indians may enjoy the advantages of competition in selling and buying, it will not be possible to give effect to the policy of the Interior Department to make the Indians self-sustaining and independent of the Government, or to advance their condition much beyond what it is at present.

I am, sir, very respectfully, your obedient servant,

WM. E. DOUGHERTY,
Captain U. S. Army, Acting Agent.

Hon. COMMISSIONER INDIAN AFFAIRS,
Washington, D. C.

[First indorsement.]

HEADQUARTERS DEPARTMENT OF CALIFORNIA,
San Francisco, February 7, 1887.

Respectfully forwarded to the Adjutant-General of the Army.

Captain Dougherty acts in a double capacity. Of course the within petition and recommendation, which I regard as very timely, sensible, and right, belongs to his work as Indian agent, and I hope the Indian Department may be able to comply with the petition.

O. O. HOWARD,
Major-General, Commanding.

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