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In the Senate of the United States. Letter from the Secretary of the Interior, transmitting a copy of a communication from the Commissioner of Indian Affairs, with draft of a bill for the construction of a wagon road on the Hoopa Valley Indian Reservation.

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IN THE SENATE OF THE UNITED STATES.

L E T T E R

FROM

THE SECRETARY OF THE INTERIOR,

TRANSMITTING

A copy of a communication from the Commissioner of Indian Affairs, with draft of a bill for the construction of a wagon road on the Hoopa Valley Indian Reservation.

FEBRUARY 15, 1894.—Referred to the Committee on Indian Affairs and ordered to be printed.

DEPARTMENT OF THE INTERIOR,
Washington, February 13, 1894.

SIR: I have the honor to transmit herewith copy of a communication of 10th instant, from the Commissioner of Indian Affairs, and accompanying draft of a bill authorizing the construction of a wagon road on the Hoopa Valley Indian Reservation, in the State of California, and making appropriation therefor.

The letters of the Commissioner and the acting agent, Capt. Wm. E. Dougherty, U. S. A., show the necessity for the construction of this road, and the matter is respectfully submitted for the early and favorable consideration of Congress.

I have the honor to be, very respectfully,

HOKE SMITH,
Secretary.

The PRESIDENT OF THE U. S. SENATE.

DEPARTMENT OF THE INTERIOR,
OFFICE OF INDIAN AFFAIRS,
Washington, February 10, 1894.

SIR: I am in receipt of a communication from Capt. W. E. Dougherty, U. S. Army, acting Indian agent in charge of the Hoopa Valley Agency, Cal., dated November 21, 1893, in which he states that the superficial area of Hoopa Valley proper is about 4,500 acres; that of this area the high-water flood plain of the Trinity River takes in fully one-third, leaving at low water extensive benches and bars shorn of

vegetation and soil; that of the remaining 1,500 acres about 900 are cultivated, and possibly 500 can not be reclaimed for some years, if at all; that a further extension of cultivation is therefore impossible in the valley; that some years ago, when serving there, he prevailed upon the people to abandon the villages, and by furnishing them with lumber and aiding them in the construction of frame houses, and by dividing the land among them in small lots, induced them to live apart and independently and depend chiefly on agriculture for subsistence instead of upon acorns and salmon; that the response to the requirement was much more prompt and general than he anticipated; that he found it was impossible to supply the people according to their ability and means with the amount of arable land necessary to subsist themselves and their stock, which in a couple of years increased materially; that he now finds himself confronted with the same necessity that existed when he left the reservation; that the population of the valley must be thinned out and part of it placed on the new land, thereby giving more room and enlarging the holdings of those who remain; that many of the most industrious and capable are now anxious to move; that several of them have already taken up locations on the new land, and two families are living there permanently in greatly advanced comfort and abundance; that he is familiar with the locality referred to, having been over it many times, and estimates, roughly, that 2,000 acres of it can be brought under cultivation without any labor in clearing it; that water is abundant, the springs being numerous, and the oak and fir timber is the finest on the reservation, the soil being fertile and adapted to the growth of grain; that to make this tract available for occupancy and cultivation it must be made accessible over a wagon road, about 10 miles of which should be opened, and that the greater part of the labor would be on the first 3 miles. He estimates the cost of the labor and materials necessary to construct this work at \$3,509, and recommends that a bill be prepared to appropriate that amount for the purpose. He submits a rough map of the reservation, showing the locality referred to and the route of the proposed road.

I do not deem it necessary, however, to submit copies of this map.

Agent Dougherty is thoroughly familiar with the Hoopa Valley Reservation and of the needs and requirements of the Indians thereon. From his statements there is no doubt but that the construction of the proposed road would be of great advantage to the Indians and enable them to utilize this body of agricultural land which it is necessary that they should have.

I have, therefore, prepared a draft of a bill authorizing the construction of this road and appropriating the sum of \$3,509 therefor, and have the honor to recommend that it be transmitted to Congress with request for favorable consideration.

Very respectfully, your obedient servant,

D. M. BROWNING,
Commissioner.

The SECRETARY OF THE INTERIOR.

UNITED STATES INDIAN SERVICE,
Hoopa Valley Agency, Cal., November 21, 1893.

SIR: I have the honor to inclose a roughly made plat of this reservation, which shows, approximately, the location and extent of the arable land on the northern part of it, which is not available to the Indians, on account of the difficulty of

reaching it with the means to bring it under cultivation and of getting to it from the valley, the only routes being difficult trails for pack or riding animals.

The superficial area of Hoopa Valley proper is about 4,500 acres. Of this area, the high-water flood plain of the Trinity River takes in fully one-third, leaving at low-water extensive benches and bars shorn of vegetation and soil. Of the remaining 1,500 acres, about 900 are cultivated, and possibly 500 can not be reclaimed for some years, if at all; 60 to 70 acres are covered with orchards, and the residue of 30 to 40 acres will be brought under cultivation this year. A further extension of cultivation is therefore impossible in the valley.

Some years ago, when serving here, I prevailed upon the people to abandon the villages (rancheries), and by furnishing them with lumber and aiding them in the construction of frame houses and by dividing the land among them in small lots, induced them to live apart and independently and depend chiefly on agriculture for subsistence, instead of upon acorns and salmon. The response to this requirement was much more prompt and general than I anticipated, and I found that it was impossible to supply the people according to their ability and means with the amount of arable land necessary to subsist themselves and their stock, which in a couple of years increased materially. Soon afterwards I was relieved. Meantime no change has occurred, and I find myself confronted with the same necessity that existed when I left here. The population of the valley must be thinned out, and part of it placed on the new land, thereby giving more room here and enlarging the holdings of those who remain. Many of the most industrious and capable are now anxious to move (which they were not before). Several have already taken up locations on the new land, and two families are living there permanently in greatly enhanced comfort and abundance.

I am familiar with the locality referred to, having been over it many times, and I estimate roughly that 2,000 acres of it can be brought under cultivation without any labor in clearing it. Water is abundant, springs being very numerous, and the oak and fir timber is the finest in the reservation. The soil is fertile and adapted to the growth of grain.

To make this tract available for occupancy and cultivation it must be made accessible over a wagon road. About 10 miles of road should be opened. The greater part of the labor would be on the first 3 miles. I went over this section yesterday with a hand level, and estimate that about 3,400 cubic yards of earth would have to be moved, and over the whole distance about 7,000. The remainder of the survey is over ground so easily worked that a valuation is difficult and scarcely necessary, being open ground on easy grade. Very little blasting would be necessary, and no bridging on any part of the route.

The work should be done by day labor by Indians. The following is my estimate of the cost.

1 span work mules		\$300.00
1 pair double harness		25.00
1 side hill plow		18.00
1 dozen shovels, L. H., B. & H		12.00
½ dozen spades, L. H., B. & H		6.00
1 dozen picks and handles		18.00
½ dozen axes, handled		9.00
1 cross-cut saw, handled		8.00
2 crowbars, solid steel, 20-inch		6.00
Drills and tool steel		5.00
Explosives		12.00
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Labor		419.00
2 overseers (Indians) 60 days, at \$1.50 per day	\$180.00	
Labor, 30 Indians 60 days, at \$1	1,800.00	
Subsistence of 32 Indians 60 days, at 50 cents per day	960.00	
Contingencies	150.00	
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Total		3,090.00
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Total		3,509.00

I recommend that a bill be prepared, embracing the above-described subject, to appropriate the amount shown above for the purpose, and that it be submitted to the House of Representatives as early as possible in the next regular session.

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

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

The COMMISSIONER OF INDIAN AFFAIRS,
Washington, D. C.

A BILL authorizing the construction of a wagon road on the Hoopa Valley Indian Reservation, in the State of California, and making appropriation therefor.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled: That the sum of three thousand five hundred and nine dollars, or so much thereof as may be necessary, be, and the same hereby is, appropriated, out of any money in the Treasury not otherwise appropriated, for the construction of a wagon road on the Hoopa Valley Indian Reservation, in the State of California, in accordance with the recommendation of Captain W. E. Dougherty, United States Army, acting Indian agent in charge of said reservation, to the Commissioner of Indian Affairs, dated November twenty-first, eighteen hundred and ninety-three, and his estimates therein.