ESTIMATES—SIOUX ANNUITIES.

LETTER

FROM THE

SECRETARY OF THE INTERIOR,

TRANSMITTING

Estimates for the transportation of the Sioux annuities, &c.

JANUARY 15, 1855.—Referred to the Committee of Ways and Means, and ordered to be printed.

DEPARTMENT OF THE INTERIOR,
Washington, January 12, 1855.

SIR: I have the honor to communicate to the House of Representatives, herewith, a copy of a communication, dated the 8th instant, with accompanying papers, from the Commissioner of Indian Affairs, and, in view of the considerations therein set forth, to ask that the following appropriations be made, viz:

For expenses of transportation of annuity goods and provisions to the Sioux of Mississippi, during the fiscal years ending the 30th of June, 1855, and 30th of June, 1856, thirty-two thousand dollars.

For actual expenses incurred, and that may hereafter be incurred, by officers of the Indian department, in the rescue of prisoners from Indian tribes, and returning them to their homes; and for expenses incident to the arrest and confinement, within the territory of the United States, by order of those officers, of persons charged with crimes against Indians, five thousand dollars.

I am, sir, with much respect, your obedient servant,

R. McCLELLAND, *Secretary*.

Hon. LINN BOYD,
Speaker of the House of Representatives.

AUTHENTICATED U.S. GOVERNMENT INFORMATION GPO

Abstract of bids for transportation.

Names.	Chippewas.	Winnebagoes	Sioux.
S. B. Olmstead	$1 86	.....	.....
Culver & Farrington	1 79	$1 79	$1 95
L. Robert	.....	.....	1 94
Bass, Borup & Co	1 65	1 75	3 25
A. M. Fridley	1 49	1 57	1 90
J. Brown	.....	.....	2 88

EXECUTIVE OFFICE, MINNESOTA TERRITORY,
St. Paul, December 7, 1854.

SIR: Yours of the 17th ultimo was received yesterday, by which you acknowledge the receipt of abstract of bids for transportation, and by which you have approved the contract of Bass, Borup & Co., for powder and tobacco for the Sioux, and of the payment therefor.

You call my attention to the fact of Mr. Fridley's being indebted to the United States in a large amount, and that payment could not be made him therefor, if the services were performed heretofore. This, it seems, Mr. Fridley avoided, by assigning the contract to Culver and Farrington, *before any part* of the service was performed; which contract and assignment were forwarded to you about two weeks since, to which you are referred.

You call my attention to your letter of the 3d March last, by which you suggested that I advertise for supplies for the Sioux, "to be delivered at such time and in such quantities as would be best for their interest," and "not involve too heavy an expense for transportation."

I did, accordingly, advertise for supplies, to be delivered at St. Paul at specified times, &c. &c., and could not, safely for the interest of the Indians, designate any point of delivery nearer their agency, owing to the uncertain navigation of the Minnesota river, and the heavy charges for freight by the boats in that trade. The water was everywhere, as you are aware, unusually low during the past season, and especially so in this region of the West, and I found if I designated Henderson or Traverse des Sioux, the transportation (from this point to either of the latter, on the Minnesota) would cost the Indians about 80 cents or $1 per hundred pounds, which would so reduce their provision that it would work serious injury to their interests.

If you will turn your attention to the treaty and the amount they were to receive annually in goods and provisions, you will not fail to observe, that it was expected that contracts were to be made for their delivery at St. Paul, as at that time no boats, or but few, in 1851, had ever ventured up the Minnesota, and up to that date its safety was not by any means a known fact, even in the highest stage of water. I therefore concluded that St. Paul was the point at which contractors should deliver their provision. The question you now present is, whether the estimates for this year's transportation

will probably be required from year to year; if so, "that Congress may be asked by your department to make such provision in the premises as in its wisdom may be adjudged necessary and proper."

In reply to this, I think the amounts stipulated for provision annually, under the treaty, indicates that St. Paul was considered as the point from which the government should transport it to their agency. But I would here observe, that I think it would not be detrimental to the welfare and general good of the Indians to lessen the annual money payment under the treaties of 1851, and increase the goods and provision fund; this proposition needs only to be stated to be fully understood. Or, if that should not be deemed best, then to lessen, after this year, their annual agricultural fund, from $12,000 annually to $10,000, by which $4,000 each year might be applied to the provision fund, and $4,000 each year out of their money annuity fund—making $4,000 for the upper and $4,000 for the lower bands, to be added to their provision fund—and then advertise for their annual supplies of provision to be delivered at Henderson or Traverse des Sioux by the contractors, which would only leave a sum equal to about $4,000 or less, as a charge upon the contingent fund of the Indian department. It must be borne in mind, that heretofore their agency was at Fort Snelling; now it is removed to Redwood, a distance of 135 or 140 miles further by the land route, and 250 miles by the course of the Minnesota river.

Therefore, if contracts were hereafter to be made for goods and provisions to be delivered at Traverse des Sioux, the Indians would not receive one-half the amount they would if delivered at St. Paul; and this I think would not be justice to them, or at all satisfactory. If the goods and provisions are to be contracted for to be delivered at St. Paul, and the government is to pay transportation thence to the agency, the present estimates will be required each year. But I think it would be equally to the interest of the Indians to divert part of the agricultural fund to the provision fund, as both may be considered, in one sense, a provision fund. I think $10,000 per annum agricultural fund to each of the upper and lower bands, would produce about the same as if $12,000 per annum were expended; therefore I advise that course. My reason for this conclusion is, that this year the first ploughing, fencing, and building, had to be done at a much larger expense than need be next year. The first ploughing costs about $5 per acre; the next ploughing not more than half that sum.

The first fencing will last, with a little annual repair, say five years. The first year the farmer's, interpreter's, blacksmith's, &c., houses and shops had to be built, and the next year this expense will be nothing excepting what the *remainder* of the $24,000 (heretofore sent this superintendency) will fully meet. You desire to be informed at what season of the year the transportation from St. Paul to the Sioux reservation is generally cheapest, and the range of prices at the different seasons of the year, and the means of transportation at the various seasons of the year. In reply, I would say, that transportation is cheapest on said route in May, June, and July; the mode of conveyance being by steamboat generally during those months, and at about $1 25 per hundred pounds. But this season, owing to the low

stage of water, no boat could go to the agency. You can rely upon steamboat conveyance in May, June, and July to Traverse des Sioux, a distance of fifty-five miles from the agency. From Traverse des Sioux to the agency the cost, in the summer and fall, would be about seventy-five cents to one dollar per hundred by wagons. Freight from St. Paul to Redwood after August is about $1 75 to $2 25 per hundred pounds. From St. Paul to Redwood, steamboat navigation opens in April and closes in November, but is uncertain after August.

In my annual report for 1853, I recommended the payment of goods, provisions, and money, in July or August, for reasons therein stated. I adhere to that recommendation now.

I enclose you another estimate for transportation, and the probable cost during the different seasons, and by the available means.

FROM ST. PAUL TO REDWOOD.

May, June, July, by water, per hundred pounds.....	$1 25 to $1 50
August, September, October, by water to Traverse des Sioux, and from thence by land in wagons..	2 25
November, December, January, February, March, and April, by land in wagons.....	2 50
Navigation closes the middle of November, and opens the middle of April; general average cost of transportation during the year, including every risk, per hundred pounds.....	1 90
Average transportation from Traverse des Sioux to Redwood by land, in wagons, per hundred pounds, a distance of 55 or 60 miles.....	75 to 1 00
Average transportation from St. Paul to Traverse des Sioux by land, in wagons, per hundred pounds.	1 50 to 1 75
By steamboat, per hundred pounds.....	50 to 75

This year the provisions were sent up in May, June, and July. This year, goods were sent up in September, October and November, they not being received in time for spring navigation, and low water delayed them until late in September in getting to Henderson, 16 miles below Traverse des Sioux, where they had to be stored. You say "a copy of your advertisement for proposals for transportation has not reached me." I herewith forward a copy.

I have the honor to be, your obedient servant,

W. A. GORMAN.

Hon. G. W. MANYPENNY,
Commissioner of Indian Affairs, Washington City.

EXECUTIVE OFFICE,
Saint Paul, August 21, 1854.

SIR: I have the honor to inform you that the following sum—$15,904 50 for the Sioux, and $3,186 30 for the Winnebagoes, making

in all $19,090 80—is required to pay the contractor for transporting the Winnebago and Sioux provisions and goods, as follows, viz:

WINNEBAGO TRANSPORTATION.

Flour, delivered at Watab	122,170 pounds.	
Pork.....do.....do	78,336 "	
Lard.....do.....do	18,400 "	
Goods....do.....do	24,000 "	
Total	242,906 "	
At 96 cents per cwt		$2,232 90
Flour, delivered at Long Prairie	30,542 pounds.	
Pork.....do.....do	19,584 "	
Lard.....do.....do	4,600 "	
Goods.....do.....do	6,000 "	
Total	60,726 "	
Number of pounds delivered at Watab, 242,906; at 96 cents per cwt		$2,232 90
Number of pounds delivered at Long Prairie, 60,726; at $1 57 per cwt		953 40
Total		3,186 30

SIOUX TRANSPORTATION.

1,189 barrels flour; at 216 lbs., 256,824; at $1 90 per cwt.	$4,879 65
401 barrels pork; at 320 lbs., 128,320; at $1 90 per cwt.	2,438 08
Hog's lard, 24,400 lbs.; weight of kegs, 4,000 lbs. = 28,400; at $1 90 per cwt	539 60
6,164 bushels corn and sacks, 384,566 lbs.; at $1 90 per cwt.	6,622 75
107 kegs powder, 2,668 lbs.; weight of kegs, 1,070 lbs. = 3,738; at $1 90 per cwt	71 02
Bar lead, 2,800 lbs.; at $1 90 per cwt	53 20
Tobacco, 1,616 lbs.; weight of boxes 500 lbs. = 2,116; at $1 90 per cwt	40 20
Annuity goods, 40,000 lbs.; at $1 90 per cwt	760 00
Contingencies	500 00
	15,904 50

The above were all to be delivered at Redwood.

Very respectfully, your obedient servant,

W. A. GORMAN.

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

Estimate for transportation of annuities for Sioux Indians for the year 1854.

Articles.		Total weight.	Amount.
		Pounds.	
926 bbls. flour, 216 lbs. each		200,016	$3,800 30
401 bbls. pork, 320...do		128,320	2,438 08
Kegs hogs' lard	19,400 lbs.		
Weight of kegs	3,000 "		
		22,400	425 60
6,164 bushels corn, and sacks		348,566	6,622 75
107 kegs powder	2,668 lbs.		
Weight of kegs	1,070 "		
		3,785	71 02
Bar lead		2,800	53 20
Tobacco	1,616 lbs.		
Weight of boxes	500 "		
		2,016	40 20
500 bushels potatoes	30,000 lbs.		
260 sacks	520 "		
		30,520	579 88
18 bushels seed-corn, part in ears		1,170	22 23
Annuity goods, say		40,000	760 00
Contingencies			500 00
			15,313 26

The above estimate is based on the average, being $1 90 per hundred pounds from St. Paul to Redwood.

W. A. GORMAN,
Governor, and Superintendent Indian Affairs.

ST. PAUL, *December* 7, 1854.

DEPARTMENT OF THE INTERIOR,
Office Indian Affairs, November 17, 1854.

SIR: Referring to your letter of the 15th August last, enclosing an abstract of proposals received to the 15th April last, for supplying annuity provisions to sundry tribes in your superintendency in 1854, and an abstract of bids received (time not stated) for the transportation of the same, with contracts for the transportation, entered into by the acting governor, J. T. Rosser, esq., with A. M. Fridley, and a contract for part of the provisions with Bass, Borup & Co.; and referring also to your letter of the 21st August last, submitting estimates of the amounts required to pay for said transportation, I have now to state that the acting governor, by letter of the 25th April last, submitted an abstract of the bids received to the 15th April for furnishing the provisions, but did not inform me to whom the contracts had been awarded.

Information on this latter point has been derived from your correspondence from time to time, and the contracts concluded have reached this office at various times—one of them through Marshall & Co., of St. Paul.

The contract with Bass, Borup & Co., dated the 18th April, for the delivery of powder and tobacco for the Sioux, is approved, and will be recorded and filed. You are, therefore, authorized to pay their account when the contract is fully complied with on their part. As to the contracts for the transportation, entered into with A. M. Fridley, I have to remark that, should the service have been performed by him heretofore, it will not be proper for me to authorize payment to be made to him. I have recently received an official communication from the Second Auditor of the Treasury, by which I am informed that a large amount is due the United States from Mr. Fridley, for moneys unaccounted for as Indian agent, and it would be my duty to take measures to apply any amount that might be found due him for subsequent services rendered to the United States, towards the liquidation of the balance alluded to.

On the receipt of this, you will at once inform me what has been done in regard to this transportation.

I must also remark further, in reply to the letter of the 21st August, before mentioned, that the amount which it appears is likely to be required for the transportation of the Sioux provisions is so large, that it could not safely be met from the contingent fund of the department without embarrassing every branch of the Indian service.

If such an amount is, and will be, necessarily required from year to year, you will at once inform me, and submit a special estimate, that Congress may make such provision in the premises as in its wisdom may be adjudged necessary and proper.

In this connexion, your attention is called to that part of my letter to you of the 3d of March last, by which you were instructed to advertise for the delivery of these annuity provisions "at such time and in such quantities as will be best for the interests of the Indians, and not involve too heavy an expense for transportation."

I desire that you would report at what seasons of the year transportation from St. Paul to the Sioux reservations is generally cheapest, the range of prices at the different seasons of the year, and the means of transportation available at the various seasons.

By the same letter (of the 3d March,) you were instructed also to advertise for a contract for the transportation. A copy of your advertisement for proposals for the transportation has not reached me.

For other remarks as connected with the contract with E. G. Potter, I would refer you to my letter of this date, more particularly in relation thereto.

Very respectfully, your obedient servant,

GEO. W. MANYPENNY, *Commissioner.*

His Excellency WILLIS A. GORMAN,
Governor, &c., St. Paul, Minnesota.

DEPARTMENT OF THE INTERIOR,
Office Indian Affairs, January 8, 1855.

SIR: I have the honor herewith to enclose a copy of a letter dated August 21, 1854, received from his excellency Willis A. Gorman, in

regard to the transportation of Sioux annuity goods, and my reply thereto of the 17th November last.

The estimate alluded to in my letter to him is submitted in his letter of the 17th ultimo, of which I also herewith submit a copy; and as appropriations for the Indian service are now engaging the attention of Congress, I have thought best to call your attention to the subject, with a view of suggesting that an appropriation be asked for.

Prior to the ratification of the treaty of July 23, 1851, the Upper Sioux did not receive any annuity goods or provisions, and those paid to the Lower Sioux were delivered at points near to St. Paul, Minnesota, and hence the department was not subjected to any heavy expense for the transportation. Until within the last year, and since the removal of these Indians to the reservations on the St. Peter's river, provided for them by the treaties of July 23 and 5th of August, 1851, as originally negotiated, and which reservations the President, under authority of those treaties and concurrent action of Congress, at its last session, has recently confirmed to them, the department has been subjected to an annual expense of only $1,000 to $1,500, for the insurance and transportation of Sioux annuity goods.

The removal having been accomplished more than a year ago, it has since become necessary to send the annuity goods and provisions of these Indians from St. Paul to the agency at Redwood.

The means of transportation between those two points is at all seasons of the year expensive; and by the treaties of 1851 the amount of goods and provisions payable to these Indians is largely increased. The item of transportation for them has thus suddenly become one of importance, and involving a considerable sum of money.

I transmit also herewith a copy of the abstract of bids received by the acting governor of Minnesota Territory some time last spring. A contract was entered into by the acting governor, J. T. Rosser, with A. M. Fridley, for the transportation of the Sioux goods, dated the 18th day of April last, which appears subsequently to have been assigned to Culver and Farrington.

Not being, as yet, fully satisfied with regard to the propriety and fairness of the contract, the assignment, &c., and in view of the fact that the contractor, as late Indian agent, was, if he is not yet, largely indebted to the government for moneys not satisfactorily accounted for, I have withheld my approval of the contract and assignment.

The estimate of Governor Gorman, and the rates exhibited on the abstract of bids received, lead me to the conclusion that the annual amount required for the service indicated will be about sixteen thousand dollars.

It will be observed that the estimates submitted by Governor Gorman are for transportation beyond St. Paul, and do not include the cost of the insurance and transportation on the dry goods from New York to St. Paul.

There is no appropriation, except that for "contingencies of the Indian department," to which the expense of transportation of annuity goods is properly chargeable. Of the appropriations under that head theretofore made, there remained in the treasury, June 30, 1853, $6,302 07, and on 30th June, 1854, $3,394 62; and these balances were

then liable for sundry items of service, the accounts for which had not then been rendered—and which, when rendered, almost entirely exhausted those balances. It will, therefore, at once be perceived that the fund in question, viz: "contingencies Indian department," is entirely inadequate to meet the liabilities for the transportation of the Sioux annuity goods and provisions beyond St. Paul, and to meet the usual current charges against it.

I would therefore respectfully request that you recommend to Congress that an appropriation be made at the present session, applicable generally to the expense of the transportation of the annuity goods and provisions to the Sioux Indians of the Mississippi, as follows: For expenses of transportation of annuity goods and provisions to the Sioux of the Mississippi, during the fiscal years ending June 30, 1855, and June 30, 1856, $32,000.

Referring to reports of late agent Whitfield, accompanying my late annual report, I would remark that the two Mexican children rescued by him last summer from the Cheyennes are now at Fort Leavenworth Indian manual-labor school; and their parents, in New Mexico, are reported by Governor Meriwether to be poor, and unable to defray the expenses which have been, and would be incurred, in the rescue and the return of their children to them. It is also well known that there are many Mexican women and children in captivity among the tribes of Indians within and on the borders of New Mexico and Utah, and there may be also some who are citizens of the United States. It is deemed highly probable that our Indian agents in those regions might, by a concerted effort, and by means of a few presents of inconsiderable value, secure the release of such prisoners and their return to their homes. This office has also felt inconveniences, during the past year, from not being provided with any fund to defray expenses that might be incident to the arrest and confinement, in the Indian country, of persons charged with crimes committed upon Indians—the commission of which not unfrequently is the cause of retaliation on the part of the Indians, the robbery and murder of emigrants, and other deplorable consequences.

I have, therefore, also to request that you will recommend that Congress, at its present session, by appropriation, place at the disposal of the department the sum of $5,000, as follows:

For actual expenses incurred, and that may be hereafter incurred, by officers of the Indian department, in the rescue of prisoners from Indian tribes, and returning them to their homes; and for expenses incident to the arrest and confinement, within the territory of the United States, by order of officers of the Indian department, of persons charged with crimes against Indians.

Very respectfully, your obedient servant,

GEO. W. MANYPENNY,
Commissioner.

Hon. ROBERT MCCLELLAND,
Secretary of the Interior.