AUTHORIZING AN EXPENDITURE OF $50,000 FROM THE TRIBAL FUNDS OF THE INDIANS OF THE QUINAILET RESERVATION, WASH.

FEBRUARY 1 (calendar day, FEBRUARY 12), 1926.—Ordered to be printed

Mr. HARRELD, from the Committee on Indian Affairs, submitted the following

REPORT

[To accompany H. R. 97]

The Committee on Indian Affairs, to whom was referred the bill (H. R. 97) authorizing an expenditure of $50,000 from the tribal funds of the Indians of the Quinaielt Reservation, Wash., for the improvement and completion of the road from Taholah to Moclips on said reservation, having considered the same, report favorably thereon with the recommendation that the bill do pass without amendment.

The facts are fully set forth in House Report No. 139, Sixty-ninth Congress, first session, which is appended hereto and made a part of this report.

[House Report No. 139, Sixty-ninth Congress, first session]

The Committee on Indian Affairs, to whom was referred the bill (H. R. 97) authorizing an appropriation of $50,000 from the tribal funds of the Indians of the Quinaielt Reservation, Wash., for the completion of the road from Taholah to Moclips on said reservation, having considered the same, report thereon with a recommendation that it do pass with the following amendments:

Line 3, after the word "authorized," strike out the words "an appropriation" and insert in lieu thereof the words "to be expended the sum."

Line 5, after the first "the," insert the words "improvement and."

Line 8, after the word "Interior" insert the following: "and to be available until expended: Provided, That Indian labor shall be employed as far as practicable."

Amend the title to read "Authorizing an expenditure of $50,000 from the tribal funds of the Indians of the Quinaielt Reservation, Washington, for the improvement and completion of the road from Taholah to Moclips on said reservation."

The completion of this road is urgently requested by the Indians, as it is the only means they have for reaching the outside world, and the present condition of the road is so bad that the Indians are experiencing great difficulty in hauling the fish which they catch at Taholah to the market. This fishing business is
the only means of income the Indians have, and as the Indian council has unanimously requested that this road be constructed, as evidenced by the attached minutes of the council meeting of June 16, 1925, your committee recommends the enactment of this measure.

The report of the Secretary of the Interior is also attached hereto and made a part of this report.

MINUTES OF COUNCIL MEETING OF THE QUINAIELT AND QUILEUTE TRIBES

At the annual council meeting of the Quinaielt and Quileute Indian Tribes held at Taholah, Wash., on the 16th day of June, A. D. 1925, a large attendance of the tribe was present, both from among those living outside of the reservation and those living inside of the reservation.

The meeting was called to order by William Mason, and it was stated that the first business would be the organization of the meeting. Whereupon Harry Shale was nominated as chairman, his nomination was duly seconded, and there being no other nominations, Harry Shale was unanimously elected as chairman of the meeting. On motion duly made and seconded, Frank W. Law was nominated for secretary of the meeting and was unanimously elected as secretary. Both of these officers assumed the duties of their office.

Among other business brought before the meeting was the urgent request of the tribe that the Commissioner of Indian Affairs be petitioned to cause to be appropriated from the tribal funds standing to the credit of the above-named tribes a sufficient sum of money for the purpose of completing the road between Taholah and Moclips. The Indians called attention to the fact that at the time an examination and report was made by an engineer representing the Department of the Interior, wherein he stated that “the hard beach between Point Grenville and the mouth of a small creek where it enters the beach on the Robert Wing allotment was suitable and satisfactory for a road,” the same at that time being used principally for wagons and teams; very few automobiles or trucks were in use at that time. At the present time there are no wagons or teams used on the beach by the Indians. Their transportation is entirely by automobile and truck, and the sands of the beach at times is so soft as to make it impracticable to get over the same with an automobile or truck. The fish catch in the fall and spring is endangered by the impassability of the road, and the Indians implore the department to use sufficient of their funds to give them a graveled highway between Point Grenville and the new road constructed from the south end of the reservation to the Bob Wing allotment which will be passable at all times for cars and trucks. It is no unusual thing for an Indian to wreck his car and lose it because of the impassability of the beach, which changes with the tides. They therefore recommend that the sum of at least $40,000 be appropriated for the use in continuing the road so that the trip by the beach can be avoided. The vote of the tribe on this question was unanimous.

The council next considered the matter of the construction of waterworks for the town site of Taholah. After the matter was debated, a vote was taken and the tribal council was directed to petition the Department of the Interior to cause to be appropriated from their tribal funds the further sum of $25,000 to be used for the construction of suitable waterworks in order that water may be delivered to each of the families residing at Taholah. They believe that this will add to the health of the community, as the water in the wells at times becomes very salt, owing to its proximity to the ocean, and is not suitable for drinking water. They point out the fact that there are springs available from which water can be taken to supply the village of Taholah.

The council therefore respectfully urges on the Department of the Interior that their petition, as set forth herein, be granted from their tribal funds used for the purposes herein set forth.

HARRY SHALE,
Chairman of the Meeting.

FRANK W. LAW,
Secretary of the Meeting.
Hon. Scott Leavitt,
Chairman Committee on Indian Affairs,
House of Representatives.

My Dear Mr. Leavitt: This will refer further to your letter of December 16, transmitting for report and recommendation a copy of H. R. 97, proposing to authorize an appropriation of $50,000 from the tribal funds of the Quinaielt Indians for the completion of the road from Taholah to Moclips on said reservation.

The Indian act for the fiscal year 1919 (40 Stat. L. 588) appropriated $22,500 for this road, to be reimbursed from tribal funds. However, owing to postwar conditions, the difficulty of securing labor, etc., it was impossible to do more during the year than get the road fairly started at an expenditure of $5,474. The unexpended balance of the appropriation ($17,025) was reappropriated by the Indian act for the fiscal year 1921 (41 Stat. L. 432). The total amount appropriated was spent on the road but proved insufficient, and an additional appropriation of $6,000 was made by the Indian act for the fiscal year 1922 (41 Stat. L. 1246), and a still further appropriation of $7,500 for the fiscal year 1923 (42 Stat. L. 1200), or a total of $36,000.

Owing to unexpected difficulties in the prosecution of the work and the relocation of part of the road made necessary by the high tides from the Pacific Ocean, the cost was considerably increased over the original estimate. The total length of the road will be approximately 8¼ miles, of which 4½ miles have been built with the funds already appropriated, leaving 4 miles yet to be constructed.

In its present incomplete condition the road is of comparatively little benefit to the Indians. It is the only road to that part of the reservation, which is practically inaccessible without it. Therefore, in order to get proper benefit from the money already spent, the road should be completed. It is estimated that the work will cost about $10,000 per mile, or $40,000 for the 4 miles yet to be built, which will leave $10,000 for badly needed repairs to that portion of the road already constructed.

When the original appropriation was made, the Indians had no tribal funds; and hence it was necessary to make the appropriation reimbursable. Since that time, however, tribal funds have accrued from the sale of timber, and the Indians have asked that an appropriation be made therefrom for the completion of the road. The Indians of this reservation now have to their credit in the United States Treasury the sum of approximately $142,000 derived from this source. Therefore, ample funds are available with which to repay the $36,000 appropriated from public funds and at the same time permit a direct appropriation of $50,000 from tribal funds for the completion of the road as contemplated by the bill.

Under the circumstances it is recommended that H. R. 97 receive the favorable consideration of your committee and of Congress.

The Director of the Bureau of the Budget advises that this report is not in conflict with the President's financial program.

Very truly yours,

Hubert Work.