

July 27 1910

Umatilla Roads.

The Honorable

The Secretary of the Interior.

Sir:

On April 2, 1910, the Department approved an application of the Board of County Commissioners of Umatilla County, Oregon, for the establishment of certain public roads across the Umatilla Indian Reservation. The application was approved subject to the regulations prescribed by the Department on August 2, 1906, regarding driving of stock across the reservation lands. Subsequent to the promulgation of this approval, letters were received in the Office from the Hon. William R. Ellis and Hon. Jonathan Bourne, in which it was shown that the County authorities were not willing to accept the roads subject to the restrictions imposed by the Department. These gentlemen were informed by the Office that it did not believe all these restrictions should be removed, but that it was willing to recommend to the Department the removal of the charge for crossing the Indian lands, providing the Indians would give their consent. The matter was taken up with the Superintendent and he was instructed to circulate among the Indians a petition addressed to the Department, requesting the removal of the charge. It was thought best to take this action rather than have him bring the matter before the tribal council, as previous efforts to have the council consent to the establishment of the roads as public highways had been unsuccessful, the influence of three or four of the older and more influential Indians having prevailed.

I have the honor to enclose a letter dated July 14, 1910, from the Superintendent transmitting a petition signed by 303 adult Indians requesting that such part of the regulations prescribed by the Department on August 2, 1906, for the driving of stock across the reservation, which relates

to the payment of a charge for the privilege be revoked, but that the regulation providing for a written agreement between the owner of the stock and the Superintendent before entering the reservation, and the entering into a good and sufficient bond with approved sureties to indemnify the Indians in case of damage done by the stock be continued in force.

It appears that the petition has been signed by a majority of the adult Indians belonging on the reservation. The Superintendent recommends that the charge for the privilege of crossing the reservation with stock be removed, but that the remainder of the regulations be continued in force, and says that if this be done the authorities will accept the roads. The Office respectfully recommends that Department approval of April 2, 1910, be modified so as to revoke the charge for driving stock across the reservation, named in the regulations of August 2, 1906, and that all other parts of such regulations remain in force.

There is also enclosed another communication, dated July 14, 1910, from the Superintendent transmitting a petition signed by 96 adult Indians on the reservation, requesting that the road running east from Cayuse, along the Umatilla River, to the east boundary of the reservation, be not turned over to the County of Umatilla as a public road, for the reason that it is believed that the road will be used principally for automobiles, which the Indians think would be dangerous to them. This road is one of those indicated on the map approved by the Department on April 2, 1910. The Superintendent reports that if the County assumes jurisdiction over the road, it will be improved, and that in all probability the automobile owners will use it the same as they do the other reservation roads; that if repaired the residents of Pendleton will have a more direct route to Wenaha Springs, a summer resort on the

reservation, and the assumption of jurisdiction over the road by the County authorities will make the Agency and the City of Pendleton more accessible to the people living along the river east of the Cayuse, as they now have to travel a roundabout way. He recommends that ~~now~~ action be taken on the petition as the Indians will suffer no loss if the road becomes a public highway.

In-as-much as this road from Cayuse to the eastern boundary of the reservation was included in those approved on April 2, 1910, and as the protest of the Indians does not seem to be well supported, the Office recommends that it be not further considered.

Very respectfully,

(signed) C. F. Hauke

Second Assistant Commissioner.

July 29 1910

Approved:

(signed) Frank Pierce

First Assistant Secretary.