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TOPPENISH, WASH.

Tozier - Interior

BUREAU OF INDIAN AFFAIRS

For Release July 8, 1954

INDIAN BUREAU RELOCATION OFFICE MOVES TO DENVER

National headquarters for the Indian Bureau's relocation program, involving guidance and help for Indian workers and their families seeking to establish new homes away from the reservations, will be moved on August 1 from Washington, D. C. to Denver, Colo., Secretary of the Interior Douglas McKay announced today.

Charles F. Miller, Chief of the Bureau's Branch of Relocation for the past two years, will continue to direct the program from Denver. However, Charles B. Rovin, Assistant Chief of the Branch, will remain in Washington as a liaison with the Bureau's Central Office.

The move, which will place the Bureau's top relocation staff in closer proximity to the major centers of Indian population, points up the increased emphasis which the Bureau is now giving to this phase of its operations. ✓

Two other recent developments also underline the growing importance of relocation activity.

One is the focusing of attention by Commissioner Glenn L. Emmons on the urgent need for providing reservation Indians with wider and more diverse opportunities for economic advancement. Commissioner Emmons has stressed this theme frequently and has pointed to the Bureau's relocation program as one practical answer to the problem. ✓

Relocation was also featured prominently in the report of the survey team which completed an organization study of the Bureau in late 1953. "More attention," the report stated, "should be given to

Indians' needs as individuals and in helping them earn a livelihood in much the same ways as the majority of American people who are working for salaries and wages in towns and cities."

The Bureau's present relocation program is an outgrowth of job placement activities which began about seven years ago on the Navajo Reservation aimed chiefly at channeling Indian workers into seasonal employment in agriculture and on the railroads. Since that time seasonal job placement among the Indians has been turned over almost entirely to the State employment services and the Railroad Retirement Board while the Bureau has centered its attention increasingly on helping Indians to make a permanent move away from the reservations. Today the Bureau has relocation personnel stationed in 14 Indian agencies and in four cities where substantial numbers of Indians have been relocating.

Agency relocation personnel are headquartered in North Dakota at Belcourt, Fort Yates and New Town; in South Dakota at Pine Ridge and Rosebud; in Oklahoma at Muskogee and Anadarko; in Arizona at Phoenix, Sells, and Window Rock; in Montana at Harlem; in New Mexico at Albuquerque; in Minnesota at Cass Lake; and in Wisconsin at Ashland. The four city offices are in Chicago, Denver, Los Angeles, and Oakland, California. Under the new move the Denver field office will be combined with national headquarters.

Lying behind the Bureau's recent stress on relocation are two increasingly obvious and stubborn physical facts. One is the fact that on most Indian reservations today the lands are not capable of providing

a decent level of living for more than a fraction of the present population. The other is the fact that tribal populations are steadily increasing, in most cases at a more rapid rate than the general population throughout the country.

To help the Indian in escaping from this squeeze between submarginal resources and growing population, Commissioner Emmons has emphasized three types of action : (1) additional development of reservation resources, through irrigation and similar work, wherever feasible; (2) establishment of private industries and "payroll" enterprises around the perimeters of reservations; and (3) relocation.

The relocation program is completely voluntary and is intended simply as a service for Indians who decide on their own initiative to re-establish themselves and their families in non-Indian communities. It involves not only counseling and guidance but also a moderate amount of financial aid for those who need it in making the transition.

Counseling and guidance work begins when the individual Indian first comes around to agency headquarters indicating an interest in relocation and continues until he is reasonably well established in the community of his choice. Assistance is given not merely in job placement but in the whole broad field of community adjustment including such things as housing, school facilities, social and religious associations and numerous others. In this work the Bureau has enlisted the active cooperation of a great many organizations and agencies. Invaluable assistance has been provided by the National Travelers Aid Association, local church groups, local welfare agencies, and local civic clubs as well as by the companies and corporations employing the Indian workers. In cities and towns where no Bureau

employees are located, the entire job of assisting the Indian in community adjustment necessarily has to be done by such organizations.

Financial aid for the needy relocating Indian is intended to cover transportation for the worker and his immediate dependents, if any, and also to provide subsistence for a period of one to three weeks until the paychecks start coming in. Funds available for this purpose, however, are strictly limited.

In commenting on the costs of the relocation program, the survey team report had this to say. "While specific cost figures are not yet available, it appears probable that the Indian Bureau is expending for each Indian residing on or near a reservation annually as much as it would cost to assist an Indian to relocate. Also, many of those who have relocated increase their income to the point where in a short time the income tax they pay would off-set the amount spent on their relocation. Indications are that less than one-third of those relocated are returning to the reservations."

While there has been nothing resembling a mass exodus from Indian reservations since the relocation program started, the outward movement has continued in most areas at a steady pace and in some places has been increasing. In the eight-month period from July 1, 1953 through February 28, 1954 the Bureau helped in the relocation of 1,352 individuals including both Indian workers and their immediate dependents. Of these, 991 received financial aid and the other 361 were provided merely with counseling and guidance. For the full fiscal year which ended on June 30, 1953, a total of 1,440 individuals were relocated with financial aid from the Bureau.

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The great majority of those who have relocated to date have achieved good employment records and have made satisfactory adjustments in their new home communities. Many employers who have recently added Indian workers to their payrolls have written to the Bureau enthusiastically endorsing the relocation program and expressing the hope that additional Indian employees will be available. In addition, many of the relocating Indians themselves have written back to relatives and friends on the reservations and indicated a growing enthusiasm for their new surroundings.

New home communities for the relocatees are spread over a wide area between Chicago and the Pacific Coast. Chicago has been the favorite destination and received more than a third of all those relocated with Bureau financial aid in 1953. During 1954, however, Los Angeles has been receiving a greatly increased volume of relocatees and will probably be the Number One destination for the present fiscal year.

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BUREAU OF INDIAN AFFAIRS

YAKIMA INDIAN AGENCY  
TOPPENISH, WASH.

For Release July 20, 1954

DETAILS OF PROPOSED INDIAN RESERVATION ROAD PROGRAM ANNOUNCED

Secretary of the Interior Douglas McKay today announced the details of a proposed \$10,000,000 program under the Federal Aid Highway Act of 1954 to improve and maintain roads on Indian reservations in 24 States.

To carry out the program, the Department is asking Congress for a supplemental appropriation of \$3, 900,000 in addition to the amounts of \$2,897,000 for Indian road construction and \$2,043,000 for Indian road maintenance already appropriated for the fiscal year 1955. Contract authority in the amount of \$1,160,000, provided by the Federal Aid Highway Act, would be used to round out the \$10,000,000 program.

A substantial portion of these funds will be used to meet payments for contracts to be awarded to private contracting firms under competitive bidding.

The proposed program provides for grading and draining 463.8 miles of reservation roads, surfacing 436 miles, and constructing 2,594 running feet of bridges. Most of the work will be on reservations in the western states. Projects are included, however, for the Seminole reservation in Florida, the Choctaw reservation in Mississippi, the Cherokee reservation in North Carolina, and the Chippewa, Potawatomi, and Menominee reservations in Minnesota and Wisconsin.

One of the major objectives of the new program will be to bring reservation roads up to acceptable standards so that they can be turned over to the counties for maintenance. Federal responsibility

for constructing Indian roads is based primarily on the tax-exempt status of Indian trust lands. However, since most of the county road maintenance funds are derived from gasoline taxes and motor vehicle license fees, which Indians pay the same as other citizens, the counties are generally willing to assume maintenance of these roads after they have been improved by the Federal Government. More than 1,000 miles of reservation roads have been transferred to the counties for maintenance in the past few years.

Another important aim of the program is to promote more widespread economic and social progress and greater self-sufficiency among the Indian people. Construction of all-weather roads on the reservations will help in the marketing of Indian agricultural and livestock products, in the protection of Indian forests and the harvesting of timber, and in the development of mineral resources such as coal, uranium, fertilizer, and oil. In some areas, such as the Southwest, improvement of reservation roads will also play an important part in the Indian Bureau's intensive drive to provide schooling for all Indian children at the earliest possible date.

To make all roads and trails improvements needed on Indian reservations, the Bureau of Indian Affairs estimates that \$134,000,000 will be required. The Federal Aid Highway Act of 1954 authorized \$10,000,000 for Indian road construction and maintenance for the 1955 fiscal year and a like amount for the fiscal years 1956 and 1957. This is a considerable increase in the Bureau's road program which has ranged from \$3,000,000 to \$6,000,000 in the postwar years.

The Bureau is currently responsible for maintaining about 15,000 miles of primary and secondary roads and approximately 4,000 miles of truck trails serving reservations or other Indian areas.

Following are the allocations of funds proposed for each of the Bureau's administrative areas together with the more important projects contemplated under the 1955 fiscal program.

The Aberdeen Area, which covers North and South Dakota and Nebraska, will be allocated \$900,000 for road improvements. Among the more important improvements are the Shelby Bus road and the Harrison Creek road on the Crow Creek reservation in South Dakota -- \$91,700. On the Pine Ridge Reservation in South Dakota improvements will be made to the American Horse Creek road, Agency streets, the Porcupine-Wounded Knee road, the Porcupine-Sharps Store road, and the Eagle Nest-Wanblee Kyle road in the amount of \$311,600. The St. Francis Spring Creek road on the Rosebud reservation is being allocated \$115,800. Improvements to the Veblen South road on the Sisseton reservation will cost \$71,100. The Grand River road on the Standing Rock reservation in North Dakota will be allocated \$119,100. On the Turtle Mountain reservation in North Dakota \$55,500 will be allocated to the improvement of the Gordon Lake road and the Belcourt South road. The Santee-Hove Creek road on the Santee reservation in Nebraska will be allocated \$30,500; and the Cherry Creek road on the Cheyenne River reservation in South Dakota will be allocated \$104,900.

An allocation of \$400,000 is being made for road construction work on the reservations in New Mexico and Colorado under jurisdiction of the former Albuquerque Area Office. Project allocations include

\$59,300 for the Tom Newton road and the Strain road on the Consolidated Ute reservation in Colorado, and in New Mexico \$62,000 for the Las Morias road on the Jicarilla reservation, \$64,000 for improvements on the Elk Silver road of the Mescalero reservation, \$100,400 for road improvements on the San Felipe, Tesuque, and Taos Pueblos, and \$100,000 for the Zuni West road on the Zuni reservation.

The Anadarko Area, covering reservations in Western Oklahoma, will be allocated \$195,605. This will cover improvements on the Calumet road, Canton road, the Fort Cobb River road, Spring Creek road, and the Watchhorn road. These improvements are on the Cheyenne and Arapaho Kiowa, and Pawnee Indian reservations.

An allocation of \$450,000 is being made to the Billings Area which covers reservations in Montana and Wyoming. Among the projects are the Heart Butte Short Cut road on the Blackfeet reservation -- \$62,500; Little Horn Feeder roads on the Crow reservation -- \$68,500; the Agency-Mays road on the Fort Belknap reservation -- \$66,500; the Laredo road on the Rocky Boy's reservation -- \$26,000; the Wiota School roads and Box Elder-Fort Kipp road on the Fort Peck reservation -- \$93,800; and the Fort Washakie-Arapaho road on the Wind River reservation in Wyoming -- \$68,600.

An allocation of \$400,000 is being made to the Minneapolis Area which covers reservations in Minnesota, Wisconsin, Michigan, and North Carolina. Among the projects are the Old South Branch and Old Stockbridge roads on the Menominee reservation in Wisconsin -- \$78,450; the Redby Ponemah road on the Red Lake reservation in Minnesota -- \$64,000;

the Big Cove and Bunches Creek roads on the Cherokee reservation in North Carolina -- \$67,000; the Mineral Center-Grand Portage road on the Grand Portage reservation in Minnesota -- \$34,000; the Mission road and Shady Rest road on the Leech Lake reservation in Minnesota -- \$36,000; the Reserve-Hayward road on the Lac Courte Oreilles reservation in Wisconsin -- \$36,250; the Wilson-Hannaville road in Upper Michigan -- \$32,000; the Herman road on the L'Anse reservation in Michigan -- \$20,540.

An allocation of \$300,000 will be made to the Muskogee Area, covering eastern Oklahoma, Mississippi and Florida. Project allocations include \$109,000 to the Choctaw agency for improvements to the Pearl River-Necie and Community Loop roads in Mississippi; \$151,000 to the Five Tribes agency in eastern Oklahoma for improvements to the Milan, Dry Creek, Chewey-Chance, and Marble City roads; \$47,000 to the Seminole agency in Florida for improvements on the Devils Garden road on the Big Cypress reservation, the Indian Prairie bridge on the Brighton reservation, and the Agency Reserve road on the Dania reservation.

An allocation of \$999,395 will be made to the Phoenix Area which covers reservations, not including Navajo, in Arizona, Nevada, and Utah. Among the projects are the Valley Farm roads on the Colorado River reservation -- \$190,000; the Supai Canyon road on the Hualpai reservation -- \$35,000; the Cibique White River road on the Fort Apache reservation -- \$60,000; the Wadsworth-Nixon road on the Pyramid Lake reservation in Nevada -- \$97,500; the Covered Wells-Chuichu road on the Papago reservation in Arizona -- \$206,700; the Maricopa Colony and Post roads on the Gila River reservation in Arizona -- \$90,700; the

San Carlos-Peridot road on the San Carlos reservation in Arizona -- \$49,000; and the White Rocks road on the Uintah and Ouray reservation in Utah -- \$83,000.

An allocation of \$850,000 will be made to the Portland Area, covering reservations in the States of Washington, Oregon, and Idaho. Among the projects to be built are the Joe Moses Creek, Park City, and Silver Creek roads on the Colville reservation in Washington -- \$118,215; the Ford-Willpinit road on the Spokane reservation in Washington -- \$100,000; the Shoeship-Curl-Kanine roads on the Umatilla reservation in Oregon -- \$40,000; the Worley-State Line road on the Coeur d'Alene reservation in Idaho -- \$50,000; the Sheepskin-Edmo-Lodge-Poog-Pauguitch-Siler roads on the Fort Hall reservation in Idaho -- \$81,625; the Lamm-Godowa-Yellow Jack Spring Creek roads on the Klamath reservation in Oregon -- \$80,000; the Clallam Bay-Neah Bay road on the Makah reservation in Washington -- \$33,000; the Taholah Village Streets on the Quinault reservation in Washington -- \$15,000; the Satus III roads on the Yakima reservation in Washington -- \$203,000; and the Agency and Simnasho-He He roads on the Warm Springs reservation in Oregon -- \$101,610.

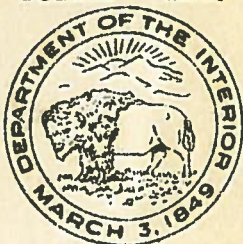
An allocation of \$600,000 will be made to the Sacramento Area, covering reservations and rancherias in the State of California. Agreements have already been concluded between California counties and the Indian Bureau to take over all roads which the Indian Bureau improves. The projects include the improvement of 5.6 miles of Indian roads in Mendocino County -- \$75,900; Indian roads in Placer County, .8 miles -- \$12,000; Del Norte County Indian roads, 4.3 miles -- \$72,900; Indian

roads in Humboldt County, which includes the Hoopa Valley reservation, 13.35 miles -- \$153,000; Indian roads in Inyo County, 5.0 miles -- \$98,800; Riverside County Indian roads, 4.0 miles -- \$58,300; and Sonoma County Indian roads, 1.8 miles -- \$38,800.

An allocation of \$2,065,000 will be made to the Gallup Area to complete roads on the Navajo reservation under the long-range rehabilitation program. Projects include the St. Michaels-Sawmill Junction road, 6.6 miles -- \$278,000; St. Michaels bridge -- \$15,000; the Canado Wash bridge -- \$33,000; road to Canado, 1.3 miles -- \$45,000; the Holbrook Junction-Keams Canyon road, 12.8 miles -- \$485,000; the Dinnebito Wash bridge -- \$129,000; the Hamblin Wash bridge -- \$108,000; the Tuba City to U. S. Highway 89 road, 11 miles -- \$387,000; the Tuba City airstrip -- \$15,000; the Kayenta airstrip -- \$15,000; the Shiprock-Mexican Water road, 10 miles -- \$270,000; the Shiprock Wash bridge -- \$185,000; surveys and plans -- \$100,000.

An allocation of \$535,000 is being made to the Phoenix Area for the following projects on the Hopi reservation: The Old Oraibi to Bacabi road, 3.1 miles -- \$199,000; the Bacabi to Dinnebito Wash road, 5.2 miles -- \$176,000; the Polacca Wash bridge -- \$125,000; surveys and plans -- \$36,000.

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DEPARTMENT OF THE INTERIOR  
INFORMATION SERVICE

BUREAU OF INDIAN AFFAIRS

For Release DECEMBER 5, 1955

McKAY LETTER TO LA FARGE OUTLINES BASIC INDIAN POLICY

The aim of the present Administration in the field of Indian affairs is not to "detrribalize" the Indian or deprive him of his identity but to give him a wider range of choice and a greater opportunity for fulfilling his own potentialities than he has previously enjoyed, Secretary of the Interior Douglas McKay emphasized today in making public a letter he wrote November 30 to Oliver La Farge, president of the Association on American Indian Affairs, Inc.

The Secretary's letter was in response to a letter addressed to President Eisenhower by Mr. La Farge on November 10 criticizing many aspects of current Federal policy and practice in Indian affairs.

In his reply Secretary McKay covered a broad range of topics. These include the Indian Bureau's voluntary relocation program, efforts to improve economic opportunities near the reservation, the right of Indians to retain their tribal identity if they wish, the policy of consultation with Indians, background of the so-called "termination" policy, the Indian Bureau's credit program, fee patent policy, and several other matters.

The full text of Secretary McKay's letter is attached:

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DEC 14 1955  
YAKIMA INDIAN AGENCY  
TOPPENISH, WASH.