

Renegades

Most important among these (Indians not located upon agencies) are the various bands of Snake. Little is known of them except that they are always determinedly hostile. They are a nomadic people sometimes appearing in Nevada under the lead of Winnemucca and treating with Governor Nye; sometimes in Utah holding council with Brigham Young or fighting Colonel Conner, sometimes warring upon miners or soldiers in ~~Oregon~~ Owyhee and Boise; and often making raids upon the friendly Indians at Warm Springs or the whites on the Canyon City road, but always having their hand against every man and every man's hand against them.

What disposition can ultimately be made of them I do not undertake to say. ~~Now~~ Now nothing is to be done but fight and exterminate them. Yet I am painfully conscious that the termination will cost the lives of ten whites for every Indian and besides cost many millions of dollars.

To attempt to treat with them now is simple folly; they cannot be even brought to a council much less to a treaty.

Their ultimate disposition is a matter that must be left to time to determine...roughly I estimate them at five thousand. They may be double that or fall below it.

...Columbia..

The Indians scattered along the Columbia river, those on the upper branches of the North Umpqua, a small band on Clatsop plains and the Nestuccas, Salmon Rivers and Tillamooks, number in all not far from 1,200 souls. They are in immediate vicinity of white settlements in fact intermingled with them and most of them are as thoroughly debauched and degraded as they well can be.

They are not parties to any treaty and I do not think it necessary that any treaty should be made with them. Indeed they are scattered over so vast a country that it would be impossible to

gather them together for a treaty. But measures ought to be taken to collect them upon some of the reservations.

..Warm Springs agency is situated in the edge of the hostile Snake country and constantly liable to predatory raids from them. They have five different times visited that agency and stolen more or less stock and taken many lives. In 1859 they drove off 700 horses and about 100 cattle, killed a number of friendly Indians and one white man and had possession of the agency for several days.

I.W.P. Huntington, Supt. of Indian affairs for Oregon,
to Hon D.N. Cooley, commissioner of Indian affairs,

Report of the Secretary of Interior. 2d session 39th congress.
1866-67.

Report of Secretary of Interior, 1868-69, Third Session, 40th Cong.

The present surface of Idaho first formed part of the Territory of Oregon as organized by act of August 14, 1848, Vol 9, p. 323.

That part of Idaho lying north of 46 degrees of north latitude was afterward included with the Territory of Washington by act of March 2, 1853, statutes vol. 10 p. 172 and the portion south of that degree constituted a portion of the Territory of Washington, pursuant to the statute of Feb. 14, 1859, Vol. 11, p. 384.

On the 3d March, 1863, Idaho was organized as a separate jurisdiction with limits since diminished by act of May 26, 1864 by organization of Montana of its then existing limits and by attaching the southern portion of Dakota, Vol 13, Pages 85-92, thus reducing the area of Idaho to 90,932 square miles. Finally this was further reduced in the organization of Wyoming by the act of July 28, 1868 so that its present surface is 86,294 square miles or 55,229,160 acres, bounded on the east by Montana, Wyoming and that portion of Dakota west of Wyoming, on the south by Utah and Nevada and on the west by Oregon and Washington and on the north by British Columbia.

Idaho forms part of the basin of the Columbia and is drained by the Snake river and by Clarke's fork of the Columbia and its tributaries. Its greatest length from north to south is 410 miles and its width on the southern boundary being 257 miles with a northern boundary of 40 miles.

Gold was first discovered in 1852 on the Pend d'Oreille river although the first mining operations were in 1860 on the south fork of the Clearwater river. The principal mines in Idaho are in the Boise basin and Owyhee mines in the southwest between the Owyhee and Snake rivers, the Salmon River mines and those on the south fork of the Clearwater.

The product of the mines in 1864 was \$6,474,080; in 1865 \$6,581,440; in 1866 \$8,023,680; while the product in 1867 was about \$6,500,000.

Many of the placer mines have become exhausted while on the other hand the annual products of the vein mines have increased. Nearly all quartz mines in the Territory are gold and silver bearing; ...the present population is estimated at 25,000. Boise City, the capital, on the north bank of Boise river 50 miles from its mouth and 390 miles from Great Salt Lake City is a thriving business place of 2,000 inhabitants.

Idaho City, 30 mile northeast of the capital is a rich mining district with a population of 3,000. Lewiston, at the head of navigation on the Snake river and 350 miles east of Portland, Ore., contains a population of 2,000 and conducts an active trade with the interior and west. Pioneer City has a population of 2,000. Silver City has 1,600.

Since our annual report of 1867 there have been 89 miles of standard, 618 miles of exterior and 807 miles of subdivisional lines surveyed in Idaho, including an area of 255,111 acres, the subdivision surveys being in the valley of Boise river.

Pursuant to the acts of June 27 and July 26, 1866, two district land offices have been established, one at Boise City and the other at Lewiston, where there are local land offices prepared to receive applications for obtaining ultimate titles.

Washington:

Report of Secretary of Interior, 1868-69 3rd session,
40th congress

The total white population of the Territory does not much exceed 20,000 but is now more than ever before on the increase. The remoteness of the locality from the sources of population, the Indian troubles of former years and the dense forests of very large trees rendering the clearing of land laborious and expensive have all contributed to retard settlement; but the forests which were formerly regarded as an ~~and~~ unmitigated curse to the country are beginning to be looked upon as a blessing and are already becoming one of the chief sources of wealth to the territory.

The value of real and personal property of the territory is about \$10,000,000, averaging each inhabitant man, woman and child about \$500.

....The progress of settlement in this territory, although slow when compared with many other sections of the Union has been more rapid during the past year than ever before. During the 12 months preceding the 30th of June last 61,117.40 acres of land were taken under the various acts of congress, an amount largely exceeding the operations of the previous year since the organization of the territory.

This remote political member of the union north of the state of Oregon, south of the 49th degree latitude, bounded on the west by the Pacific ocean and east by Idaho, embraces an area of 44,796 ,160 acres of which since the beginning of operations to the 30th of June , 1868 there have been surveyed 4,451 ,472 acres. The returns since the last annual report include ~~subsequent~~ surveys of 571,454.20 acres.

The lines extended during the last fiscal year have been mainly east of the Cascade range of mountains in the southern part of the Territory on the Columbia ~~river~~ ^{road} river near the Great Bend and in the valley of the Yakima river, an affluent of the Columbia from the west, the surveys being north and east of the Yakima Indian reservation.

The Columbia river and its numerous tributaries water the portion of the territory east of the Cascade range, those tributaries often flowing through canons with perpendicular walls in height from 500 to 2,000 feet.

The northeastern portion of the Territory north of Spokane river including the great basin of the Columbia, embracing an area of 40,000 square miles, has a general altitude of from 1,000 to 2,000 feet above the level of the ocean and is surrounded on all sides by mountains.

The formation is basaltic, generally irregular, covered with soil of varied depth of light grayish yellow in many localities strongly impregnated with alkaline matter which crystalizes upon the surface by evaporation during the dry season.

The soil is so light as to be often moved by the atmospheric currents, but supports a heavy growth of bunch grass and will produce the cereals in abundance where moisture is retained long enough to mature them.

The country south of this and east of the Cascades is one vast unbroken prairie save where the upper slopes of the mountains which are in general densely covered with evergreens, the margins of streams being fringed with such timber as the cottonwood, alder, willow, ash and other varieties.

The surface is high, rolling and irregular in many places bearing evidence of powerful glacial action. Wherever this has taken place the process of decomposition has not yet supplied the loss of earlier soil, hence the appearance of bunch grass less vigorous in its growth and the bunches at greater intervals than in those localities where no such action has taken place, while the vegetation is found more luxuriant and abundant upon the immense heaps of soil which for many miles have been scraped from the underlying rocks and carried for a considerable distance by the force of the moving sea of ice and deposited in great ridges, often 400 feet high and a mile or more in length, resembling in the distance huge oblong stacks of hay.

East of the Cascades the country is generally unoccupied, settlements being limited to the several excellent valleys as the Walla Walla, Columbia, Colville and Palouse.

In all these valleys except Palouse there is a considerable quantity of land surveyed which is admirably adapted to stock raising and the destined to feed countless flocks of sheep, horses and cattle.

The country between the Cascade range and the Columbia is high and rolling, interspersed with fertile valleys. Large tracts of arable land are found in the valley of the Yakima river; and the Satass, Topenish, Ahtanam, Nachuss and Simcoe rivers, tributaries draining an area of nearly 5,000 square miles or about equal to that of the states of Connecticut and Delaware, present an inviting field to the agriculturist and stock raiser.

Indians of Washington, Report of Secretary of Interior--1868-69.
3rd session, 40th congress.

Olympia, Washington Territory, August 1868.

The Indians of this superintendency, numbering in all not less than 15,000 are scattered throughout the Territory in detached bands or tribes and are more or less influenced in their manner of life by its administration. While the influences of all the department in restraining vicious and barbarous habits have not in all cases been as potent as could have been desired, yet I am confident that progress has been made through the appointment instrumentalities of the government in the way of civilization within the last two years,

....

Indian troubles

Report of Secretary of Interior, 1868-69, 3rd session, 20th congress.

November 26, 1868..

Dear Sir: I have read your remarks on the subject of transferring Indian affairs from the interior to the war department. I fully concur with you that such change ought not to be made. I do not know of any stronger proofs in support of your views on the subject than the facts I will here briefly state as the result of my own experiences which has not been very limited, as you will see by perusing the copy, herewith taken from the Congressional Globe.

In 1850 I was solicited to take the office of superintendent of Indian affairs in Oregon which then contained also Washington and Idaho Territories in which there were about 25,000 Indians. I declined the office unless the military force in that country could first be removed; there were six military posts there. In 1851 the troops were all removed from Oregon to California. I had charge of Indian affairs on that coast for three years and during that whole time there was no trouble with the Indians not one dollar was the government called upon to pay to quell any Indian disturbances during that time. But it was not said that that peaceful state of things brought no money to Oregon and "Dart must be removed and the troops must come back." So in 1853 Dart was removed by President Pierce and the troops brought back. The troubles that followed, you know; the wars of 1854-1855 in Oregon, I believe have cost the government more than \$8,000,000. I am sure there was no good reasons for having trouble with any of the Oregon Indians.

I had a serious matter to settle, which grew out of the indiscretion of the officer in command of the last of the troops that were leaving Oregon. While passing the Rogue River country the officer was called upon to chastise the Indians in that neighborhood

for some wrongs that they were said to have committed(chastising Indians ~~only~~ means killing them)

Word came to me that the troops on their way to California had killed 17 of the Rogue River Indians without any just cause. Upon a full investigation of that affair I found that the Indians were innocent of the charges laid against them. You can imagine that such an outrage ~~was~~ ~~is~~ not easily settled.

When I first went to Oregon no white man ventured to go into the upper country east of the Cascade mountains since the Cayuse war of 1848. I sent for the chiefs of the Cayuses to meet me at the Dalles of the Columbia. They refused to meet me until assured that I had no bluecoats with me. So I have in all of my travels in the Indian country found the Indians to dislike the military; besides, I believe that ten per cent of the cost of the army management of the Indians will pay every expense necessary to keep them quiet and friendly ~~in~~ in every part of our Indian country. But sir, to do this none but honest and tried men should be placed in care of the Indians.

General Grant I know is for peace and economy in all parts of the United States. But if the management of the Indians is turned over to the War Department, can we expect peace and economy to follow such a move? Besides, you know there is a very strong Quaker spirit in our country that is ~~an~~ ~~an~~ uncompromisingly opposed to sending the army among the Indians. Should serious Indian wars and an expense of many millions grow out of this proposed change, as will surely be the case, I should seriously fear its effect upon the incoming administration as very disastrous. . .

to
Anson Dart Hon Commissioner

Taylor .

...a brother-in-law of George Catlin, the celebrated painter and

in company with him he had visited nearly all the Indian tribes from the frontiers of Mexico to the Red River of the North and ~~no~~ had acquired a familiarity with the language and manners of the red men such as few other persons possessed.

..While he was in Oregon he had no difficulty with the Indians upon the coast; no debt of millions of dollars against the government was run up by Indians wars ~~made~~ there. On the contrary the total expenses of the department on the Pacific coast for three years of his superintendency was only \$24,000 a year. ... (Congressional Globe 2d part page 1460, 36th congress. Remarks of Hon C.C. Washburn of Wisconsin.

In senate, Mr. Doolittle made the following report, April 16, 1858

That Mr. Dart was appointed such superintendent in the year A.D. 1850 and served in that capacity for the term of nearly three years; that during the period of his service, he had under his superintendence the Indian affairs of all the country now included within the territories of Oregon and Washington (The \$24,000 includes all salaries and the cost of agency houses, travelling expenses and, in short, everything.)

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was about \$6,500,000.

Many of the placer mines have become exhausted while on the other hand the annual products of the vein mines have increased. Nearly all quartz mines in the Territory are gold and silver bearing. The development of the quartz or vein mines will continue to be retarded until ready and cheap means of transportation are opened with the eastern States. We are not in possession of information sufficiently reliable to give a correct idea of the agricultural and ~~mechanical~~ ~~products~~ ~~and~~ ~~mechanized~~ products of the Idaho.

The present population is estimated at 25,000. Boise City, the capital on the north bank of Boise river, 50 miles from its mouth and 390 miles from Great Salt Lake City, is a thriving business place of 2,000 inhabitants.

Idaho City, 30 miles northeast of the capital, in a rich mining district has a population of 3,000. Lewiston, at the head of ~~the~~ navigation on the Snake river and 350 miles east of Portland, Oregon, contains a population of 2,000 and conducts an active trade with the interior east and west. Pioneer City has a population of 2,000 and Silver City 1,600. Since our annual report of 1867 there have been 89 miles of standard, 618 miles of exterior and 807 miles of subdivisional ~~land~~ lines surveyed in Idaho, including an area of 255,111 acres, the subdivision surveys being in the valley of Boise river.

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Railroads. Report of Secretary of Interior of 1868-69, 3rd session
40th congress.

The railroad system was inaugurated in this country some 40 years ago. The Baltimore and Ohio, the first passenger railroad constructed was commenced at its eastern terminus in Baltimore July 4, 1828. The extension of these artificial communications by private capital and enterprise alone over the states east of the Mississippi during the following twenty years constitutes a chapter of absorbing interest in our social progress; During this period were established those main lines of east and west travel and transport which effectually neutralized the isolating influence of the Alleghenies. The main lines of natural communication in the Mississippi valley by the river courses led toward the Gulf of Mexico and New Orleans had a fair prospect of becoming the great depot of teeming productions of the mighty west.

What the destiny of the country would have been but for the interweaving of these natural ~~condemned~~ longitudinal lines of commercial movement by the cross lines of ~~condemned~~ railway communication it is impossible now to estimate.

These two agencies ~~and commercial interests of American civilization~~ and the warp and woof of a consolidated union have placed the industrial and commercial interests of American civilization upon an impregnable basis and have secured its hopeful development. It may be safely estimated that in the absence of this splendid railway movement our national development would have been retarded by at least half a century and that the desolation of the wilderness would be now unbroken over a vast territory at present teeming with the arts and institutions of civilization.

In 1850 the advance of our material interests had created a demand for railway communications between different sections of the country which private enterprise unassisted by government, could not

meet. The endowment of the Illinois Central railroad in 1850 by the donation of the odd numbered sections of public lands lying within five miles of the line was merely an exercise of power of disposing of the public domain in a new and more advantageous manner, in which the liberality of the government was fully reimbursed by doubling the price of the reserved lands.

The 2,595,000 acres of public land thus granted at the minimum price of \$1.25 per acre represented a nominal value of \$3,242,750.

But it ~~was~~ was well known that these lands, lying near the great natural means of communication, would be a drug in the market for many years while the tide of population would be deflected to more eligible portions of the country. The establishment of the railway, however, would bring them at once in demand and secure their disposal at double the minimum rates. The national landed interest ~~and~~ intrusted to the general government would, by this disposition, be very greatly advanced and an incidental public benefit derived from the speedy settlement of these lands would be secured.

The principle established in the case of the Illinois Central was destined to a speedy and enormous application in other public land states where railway enterprises were struggling against the general embarrassment of want of capital and where eligible railway movements yet to be inaugurated, were soon to advance very powerful ~~claims~~ claims to the same assistance. Land concessions in aid of railroads have been granted by congress to 14 states, Illinois, Iowa, Michigan, Kansas, Missouri, Minnesota, Wisconsin, Arkansas, Alabama, Mississippi, Florida, Louisiana, California and Oregon.

The aggregate amount of land so conceded being 58,108,581.40 acres. Land concessions amounting to 3,782,213.27 acres have been granted also to the states viz: Michigan, Wisconsin and Oregon, for the

the construction of military wagon roads. The result of this policy of government aid are wonderful.

Through all the states to which the subsidies were granted a system of railroads, embracing thousands of miles has been inaugurated, giving an untold impulse to every form of ~~indoor~~ industrial and commercial activity and adding an enormous volume and force to our great national forward movement.

The third grand stage of American railroad enterprise is the present in which it launches out into the wilderness in advance of civilization, laying its iron track through primeval forests and boundless prairies and over rugged ranges in order to unite the outlying members of the Union upon the Pacific coast with the great mass of home civilization. These communities, numbering millions of inhabitants and rapidly advancing in all the elements of social prosperity were isolated by thousands of miles of desert occupied by wild beasts or still more ~~scared~~ formidable savage men.

Their pathways across this intervening wilderness were devious uncertain toilsome and perilous. The necessities of commerce could brook neither the delay nor the cost of transportation. Immigration was restricted by the difficulties and dangers of these routes to a limited number, travelling in expensively equipped companies. A route partly by sea and partly by land across the territory of a foreign power and a still longer sea route around the stormy cape were the only alternatives to this overland travel.

In the previous landed endowments of railroad enterprises the States within those limits and roads were to be constructed were made the trustees of the national subsidies. But in the novel aspects of this new movement and in default of State authority to exercise such trust, Congress was obliged to create corporate agencies to carry out this project. By the acts of July 1, 1862, July 2, 1864, May 21, 1866 and July 26, 1866, the Union Pacific Railroad Company, the Central

Pacific Railroad company of California and the Union Pacific Railway, Eastern Division were designated for the work of constructing a line of railway from Omaha to San Francisco with a branch from Kansas City, passing through Denver, an extension having been proposed in a southwesterly direction to reach the Pacific. To aid in the construction of these stupendous works, the odd-numbered sections lying within 10 miles of each line of route were granted, with a loan of government credit varying from \$16,000 to \$48,000 per mile in proportion to the local difficulties of each route.

The operations of the aforesaid companies have exhibited a degree of energy and of financial engineering skill unparalleled in history. The Union Pacific Company commenced building its eastern connection from Omaha and completed 50 miles during the year 1865. During 1865 and 1866 255 miles were built, 235 miles during 1867 and 335 in 1868 up to the present time, making 875 miles of the eastern end of the route now in running order; the process of construction being rapidly pushed, as much as seven and a half miles being laid in a single day.

The Central Pacific road had 31 miles constructed by July 1, 1864, and by November, 1866, had opened 94 miles further, reaching a point 11 miles from the summit of the Sierra Nevada. This formidable point has since been passed and the line has been established 300 miles east of Sacramento with a fair prospect of reaching Humboldt Wells, 200 miles further east by December 1868. Nearly 1,200 miles of the main line have thus been completed in four years.

Meanwhile the branch line known as the Union Pacific Railroad, Eastern Division, 385 miles have been completed from Kansas City to Fort Wallace, making an aggregate of nearly 1,600 miles of road completed and in running order between the

Missouri river and the Pacific.

..Another candidate for the same congressional patronage is the Northern Pacific Railway. By act of July 2, 1864, this company was incorporated for the purpose of building a line of railway and telegraph from Lake Superior to Puget Sound, in a line north of the 45th parallel with a branch down the Columbia river to a point at or near Portland.

A grant of land including 20 odd numbered sections per mile on each side of said line of road was the extent of government subsidy promised. It is claimed by the projectors of this route that it possesses very important advantages over routes further south; that it is the shortest and most central line crossing the ~~cont~~ continent at a point where the waters of the great lakes approach nearest the Pacific; that it is the best practicable route, the mountain ranges being here depressed. It is furthermore stated that there are no deserts along this line which traverses everywhere tracts of great agricultural and mineral wealth. The climate of this region is a mildness far beyond what might be expected in such high latitude as is shown in the great northern deflection of isothermals. It is said that on account of the depressed elevation of the mountain passes the obstructions of winter will be less formidable than on the routes projected further south. It is claimed that the local business of this route will support each successive section as it is placed in running order and that the completion of the entire line will make it the great artery of northern trans-continental foreign commerce.

With all these advantages the statement of which does not seem to be controverted, it has been found hitherto impracticable to enlist the capital essential to its prospectuion. In this exigency Congress has been asked for a loan of its credit on terms similar to those

accorded to the Union Pacific company. The success of this policy in the case in which it has already been tried is pointed to as sufficient security for its safety in the present instance.