

Superintendent General of Indian Affairs - 2 -

May 18th. 1926

the limits to the booming ground and also to open up a highway and it is necessary to build this railway and highway through the reservation. These rights would require to be of a permanent nature.

On going over the reserve to investigate grades for rights of way, etc., it is found that the Indian Reserve itself is rocky and rises quickly from the bank of the River towards the high mountain which forms its Eastern boundary and the only place suitable for a grade without extremely heavy rock cuts is along the shore line.

As the rights of way would require to be from 150 to 200 feet wide (besides one or two spurs), they would in any event take up a very considerable portion of the Reserve as it is not very wide.

Viewing the whole matter, it seemed to be the best solution for the Company to purchase the Reserve and allocate to the Indians about five acres of much better agricultural land across the Indian River where the Indians would still be able to use their fishing rights and at the same time be free from the effects which a railway and logging would have in operating through the Reserve.

We may say the above Company has a permit from your Department to use the Indian Reserve for logging purposes.

We would respectfully suggest, when the matter comes before you, that the above matters be taken into your consideration, as we consider that the purchase of the Reserve by the

Indian Affairs. (RG 10, Volume 7546, File 29,167-6).

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