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69TH CONGRESS }
2d Session }

SENATE

} REPORT
No. 1485

AUTHORIZE AN APPROPRIATION FOR A ROAD ON THE ZUNI INDIAN RESERVATION, N. MEX.

FEBRUARY 14, 1927.—Ordered to be printed

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

REPORT

[To accompany S. 5353]

The Committee on Indian Affairs, to whom was referred the bill (S. 5353) to authorize an appropriation for a road on the Zuni Indian Reservation, N. Mex., having considered the same, report favorably thereon with the recommendation that the bill do pass without amendment.

This bill has the approval of the Secretary of the Interior, as is set forth in letter from him under date of February 12, 1927, which is attached hereto and made a part of this report.

DEPARTMENT OF THE INTERIOR,
Washington, February 12, 1927.

Hon. J. W. HARRELD
Chairman Committee on Indian Affairs,
United States Senate.

MY DEAR SENATOR HARRELD: This will refer further to your letter of January 24, transmitting for report and recommendation a copy of S. 5353, to authorize an appropriation of \$8,000 for the construction of that part of the Gallup-St. Johns Highway on the Zuni Indian Reservation, N. Mex.

This road is a link in the National Park-to-Park Highway. It also connects with the famous Petrified Forest and El Morro, or Inscription Rock. The State has built a good road up to the reservation line on both sides, but as the Indian land is not subject to taxation, the State feels that the Government should provide funds for that part of the road on the reservation, or about 15 miles. However, this road is not on the State's approved 7 per cent system and hence it is not eligible for Government aid under the Federal highway act.

This department has no appropriation for road work on the Indian reservations, hence we have not been able to do more than try to keep the road open to traffic by making the most urgent repairs with the limited funds available. It is stated that the road is in bad condition; that part of it is almost impassable at times;

and that travelers suffer great inconvenience and discomfort on account of the difficulty encountered in getting across the reservation. It is very desirable to have the road rebuilt on a par with the State highway on each side of the reservation, at a cost of approximately \$8,000, the amount carried in the bill.

Under the circumstances, therefore, and for the reasons given above, it is recommended that S. 5353 be enacted into law.

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.

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AUTHORITIES IN RESPONSE TO A ROAD ON THE
ZUNI INDIAN RESERVATION, N. MEX.

February 12, 1937. (Ordered to be printed)

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

REPORT

(To accompany S. 5353)

The Committee on Indian Affairs, to whom was referred the bill (S. 5353) to authorize an appropriation for a road on the Zuni Indian Reservation, N. Mex., having considered the same, report favorably thereon with the recommendation that the bill do pass without amendment.

This bill has the approval of the Secretary of the Interior, as is set forth in letter from him under date of February 12, 1937, which is attached hereto and made a part of this report.

DEPARTMENT OF THE INTERIOR
Washington, February 12, 1937.

Reel A. W. H. H. H.

Chairman, Committee on Indian Affairs,
United States Senate.

My Dear Senator H. H. H.: This will refer further to your letter of January 21, 1937, for report and recommendation a copy of S. 5353, to authorize an appropriation of \$8,000 for the construction of that part of the Gallup-St. Johns Highway on the Zuni Indian Reservation, N. Mex.

This road is in the National Park to Lake Highway. It also connects with the Gallup-St. Johns Highway and is a part of the National Highway. The State of New Mexico has a good road up to the reservation but as the Indian land is not subject to taxation, the State feels that the Government should provide funds for that part of the road on the reservation, or about 15 miles. However, this road is on the State's approved 7 per cent system and hence it is not eligible for Government aid under the Federal Highway Act.

This department has no appropriation for road work on the Indian reservations. It has not been able to do more than try to keep the road open to traffic by making the best of the material available. It is stated that the road is in bad condition; that part of it is almost impassable at times.