

Our yearly allowance of beef cattle on the hoof are 2,200,000 pounds. Since this has to cease, and the sooner the better, if the government would issue for the periods of five years hence as usual, but take the money allowed for the sixth year and invest the same now in American cows and proportionate extra blooded bulls, the increase in five years would furnish all the beef which is needed for the support of the Indians at this agency for futurity. For example, supposing the yearly sum for beef cattle amounts to \$63,000. For \$60,000 can 2,000 milk-cows be bought with calves by their side, at the rate of \$30 per head, and 30 bulls at \$100 per head. I would strictly advocate to buy only cows with calves by their side, and thus have at once a start of 2,000 cows and 2,000 calves; in all 4,000 head. The average yearly increase for the first two years would be about 1,500 calves; out of these 3,000 calves about 1,000 additional young cows would be coming in the third year, and in five years there would be a stock of cattle--after deducting losses--at least 8,000 head for the government, which would give the yearly support in full for all coming years. The stock cows could be issued as follows: 350 to the Industrial Farm School and 3 to each Indian family to take care of them. If Congress should not allow the sum above referred to I would further suggest to spend one-fourth of the beef money for buying cows next spring, when they are wintered and have got calves by their side; and this done for five years, although it is a slower method to reach the desired end, yet it will ultimately lead to the same result.

WOOD.

It has been the practice every since steam navigation was first inaugurated on the Missouri River, for white men to chop wood along the banks of the river to supply steamboats as they pass. This, while clearly in violation of law, cannot well be obviated. Without the wood, steamboats could not run, and as a large proportion of the freight they carry is government freight the entire closing of the wood-yards would cause the stoppage of this as well as private freight.

The necessity of the wood still exists, but not the necessity of white men. The Indians on this reservation can and are anxious to chop all the wood required by steamboats along the entire extent of their reservation, and claiming the special privilege of doing it and selling the wood for the same price as the white man does. I would respectfully suggest the privilege be granted them, and an entire stoppage made to white men, who can seek a new field of labor, while the Indians, confined to their reservation, cannot.