

IN THE SENATE OF THE UNITED STATES.

JANUARY 28, 1890.—Presented by Mr. SQUIRE, referred to the Committee on Indian Affairs, and ordered to be printed.

MEMORIAL OF THE LEGISLATURE OF THE STATE OF WASHINGTON RELATIVE TO THE CONSTRUCTION OF A RAILWAY THROUGH THE PUYALLUP INDIAN RESERVATION.

UNITED STATES OF AMERICA,

*State of Washington, Office of the Secretary of State :*

I, Allen Weir, secretary of state of the State of Washington, and custodian of the seal of said State, do hereby certify, that I have carefully compared the attached instrument of writing, *i. e.*, Senate Memorial No. 8, relative to construction of a railroad through Puyallup Indian Reservation, with the original now on file in my office, and that the same is a correct transcript therefrom and of the whole of said original.

In testimony whereof I have hereunto set my hand and affixed the seal of said State, at Olympia, this 15th day of January, A. D. 1890.

[SEAL.]

ALLEN WEIR,  
*Secretary of State.*

SENATE MEMORIAL No. 8.

*To the Senate and House of Representatives of the  
United States in Congress assembled :*

Your memorialists, the legislature of the State of Washington, would respectfully represent to your honorable body—

That your honorable body on July 14, 1888, granted to the Puyallup Valley Railway Company the right to construct a railroad through the Puyallup Indian Reservation, in Washington, providing, however, that the consent of the Indians upon said reservation to said right of way be first obtained.

That on February 2, 1889, the President of the United States directed that a council of the Indians on said reservation be held, at which the question of granting said right of way should be submitted to them and decided by a majority vote.

That on February 19, 1889, the council convened under the direction of the Indian agent at said reservation, and a majority of the Indians thereon voted against granting said right of way.

That the Secretary of the Interior directed a new council to be held on said reservation, under the supervision of an Indian inspector, and on December 2, 1889, said second council was held accordingly, and a majority of the Indians again voted against granting said right of way.

## 2 RAILWAY THROUGH THE PUYALLUP INDIAN RESERVATION.

That the lands on said reservation over which the line of said railway has been located have been allotted in severalty, and a patent was issued to each Indian on January 30, 1886, for the land selected by him, granting the same to him in fee-simple, with a stipulation restricting alienation until such restriction is removed by the State legislature with the consent of Congress.

That by act of Congress approved February 8, 1887, every Indian to whom an allotment has been made shall have the benefit and equal protection and be subject to the same laws as other citizens of the State, and he is declared to be a citizen of the United States, and entitled to all the rights, privileges, and immunities of such citizens.

That said reservation lies directly in front of the city of Tacoma, with its population of over 30,000 inhabitants, and forms a barrier extending the width of the Puyallup Valley, while beyond the narrow strip of land it embraces lie the extensive and fertile valleys of the Puyallup, Stuck, White, and Green Rivers, now a thickly-settled country, in which numerous industries are springing into existence, necessitating a direct and easy communication with Tacoma.

That the construction of said line of railway would materially aid in the development and progress of the country lying beyond said reservation.

That said Indians are now accorded the same rights as citizens of the State, and vote at our elections and are on a par in every respect with other inhabitants of the State.

Your memorialists therefore desire to say that said Indians should not be permitted to stand in the way of the progress and development of the country when equal rights are guaranteed them and just compensation provided for by law, and especially that the whole tribe should not be consulted upon the question as to whether said company may cross the land of any Indian upon making adequate compensation for damages.

Wherefore, your memorialists pray that your honorable body will pass a new act granting to said company the right to construct the said railway as heretofore granted, but that it shall not contain said stipulation that the consent of the tribe shall be first obtained, leaving the ascertainment of the damages, if the parties can not agree, to the proper courts.

December 10, 1889, passed the senate.

CHAS. E. LAUGHTON,  
*President of the Senate.*

December 10, 1889, passed the house.

J. W. FEIGHAN,  
*Speaker of the House.*

(Indorsed:) Senate Memorial No. 8. Filed in the office of the secretary of state December 20, 1889. Allen Weir, secretary of state.