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## Portland and Puget Sound Railroad Company.

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## PORTLAND AND PUGET SOUND RAILROAD COMPANY.

APRIL 23, 1890.—Referred to the House Calendar and ordered to be printed.

Mr. WILSON, of Washington, from the Committee on Indian Affairs, submitted the following

### REPORT:

[To accompany H. R. 9630.]

The Committee on Indian Affairs, to whom was referred House bill 6465, having had the same under consideration, beg leave to submit the following report:

The bill grants the right of way through the Puyallup Indian Reservation, located near the Sound, in the State of Washington, to the Portland and Puget Sound Railroad Company, a corporation organized under the laws of the State of Oregon. The right of way granted by this bill is to commence on the southern side of said reservation and proceed as nearly as practicable in a direct line to some point at or near Commencement Bay, and is by the bill 75 feet wide on either side from the centre of the road-bed. Your committee, however, believing that 50 feet on each side was sufficient for the purposes of the road, has so amended the bill. From the peculiar character of the country it is hard to tell exactly what amount of land is or will be needed for depot and terminal facilities; hence that to some extent is left to the decision of the Secretary of the Interior. In fact, maps and surveys of the entire line, depot, etc., must, under the provisions of the bill, be submitted to the Secretary for his approval.

The bill also limits the water fronts to not more than 1,000 feet of the shore line of said Commencement Bay. The compensation for this right of way is to be agreed upon between said company and said Indians, subject to the approval of the Secretary of the Interior, except where, from age or other cause, this can not be accomplished, then such right of way is to be condemned in the courts under the laws of the State of Washington. Many of these Indians have taken their lands in severalty and become citizens of the United States and of the State of Washington, and vote at all their elections, and inasmuch as this right of way may pass through some of the allotted lands, the bill authorizes the allottees to convey to said company such quantity as may be needed for right of way, terminal grounds, etc., the price however, to be approved by the Secretary of the Interior.

The bill also allows the individual allottees to sell such parcels as they may hold separately, after they have been appraised under the direction of the Secretary of the Interior, and not to be sold for less than the appraised value as fixed by the Secretary of the Interior.

The bill contains the usual clause prohibiting said company from selling or assigning the right of way herein granted for any purpose until after the road is completed, except to mortgage for money to build

said road, and also provides that, unless the road is constructed within three years from the passage of the act, all rights therein granted are forfeited. The city of Tacoma, located upon the Sound, is a thriving city of some thirty-five thousand people, and all that section is filling up and developing so rapidly your committee are of the opinion that the substitute herein presented for the bill ought to pass, and so recommend.

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