

We would further represent, that the country through which the above roads will pass, is attracting a large emigration, and that the construction of the roads will be a matter of great importance, not only to the people settling on said roads, but to those settling on the shores of Lake Superior, as well as in the valley of the Mississippi.

Importance of roads, &c.

Furthermore, it is well known to your Honorable body, that the Point Douglas and the St. Louis River Road passes through extensive pine forests to one of the richest and most valuable mineral regions on this continent, and would prove of incalculable advantage to this country and the valley of the lower Mississippi.

Also, that the Point Douglas and Fort Ripley road is of vital importance to the Government, as of the country through which it passes, as over a large portion of this road the supplies for Fort Ripley and the Indian Agencies, have to be transported.

N. C. D. TAYLOR,

Speaker of the House of Representatives.

S. B. OLMSTEAD,

President of the Council.

APPROVED—February twenty-seven, one thousand eight hundred and fifty-four.

W. A. GORMAN.

SECRETARY'S OFFICE,
Saint Paul, March 30th, 1854. }

I hereby certify the foregoing to be a correct copy of the original memorial on file in this office.

J. TRAVIS ROSSER,

Secretary of Minnesota Territory.

NUMBER 4.

Memorial to Congress for a grant of lands for the construction of a Railroad from some point on Lake St. Croix, to St. Paul and St. Anthony, and thence to the Western Boundary of the Territory, the Red River of the North, and the St. Louis River.

Feb. 27, 1854.

To the Honorable Senate and House of Representatives of the United States: The Memorial of the Legislative Assembly of the Territory of Minnesota, respectfully represents unto your honorable bodies the propriety and expediency of making such a grant of the public domain as may be necessary, or as you may, in your wisdom, be willing to bestow for the construction of a railroad "from some convenient point to be selected on Lake St. Croix or St. Croix river, thence running to the town of St. Paul and St. Anthony Falls on the Mississippi river, thence across said river by the most feasible route to the western boundary of Minnesota, at such point as shall be deemed most expedient, with a branch to the Red River of the North, to a point to be selected on said river, and also a branch running to a point to be selected on the St. Louis River."

Preamble, &c.

Prayer, &c. 2d. The vast resources of the country through which the proposed road would pass, and with which it would communicate, and their importance to the agricultural, manufacturing and commercial interests of the nation, make it our duty, now that you begin to look favorably upon public improvements in the west, to bring the subject to your notice.

3d. The vicinity of Lake Superior abounds with rich deposits of copper and iron, the development of which will afford profitable employment to thousands of our citizens. The fisheries of the Lake are extensive and productive, and the Lake itself, the largest body of fresh water in the world, now but little navigated by white men, must soon, if fostered by government, bear upon its bosom innumerable cargoes of the region surrounding it.

4th. The Falls of the St. Louis River, at the head of its navigation, are only twenty miles from the Lake, and are readily accessible for vessels of the largest class.

5th. The water power furnished by them is not excelled by any in the world, and there, should the proposed road be constructed, will be erected hundreds of manufacturing establishments at which the iron and copper found so abundantly in the neighborhood, will be wrought into an infinite variety of articles, for export to all parts of the world.

6th. The country lying along the route suggested is well adapted to agriculture, and would be settled and cultivated as soon as the road had brought to the door of the farmer a market for his produce.

7th. The water power of the Falls of the St. Croix is proverbial for its excellence. The river above runs through an inexhaustible forest of pine, and the whole region will be populated by lumbermen, when the facilities which the road will afford, are offered to them.

8th. Steamboats navigating the Upper Mississippi can be run up to the Falls, and if the aid of the government is bestowed with liberality, the time is not far distant, when raw cotton will be brought from the South—manufactured at this point, and shipped to the East by way of Lake Superior.

9th. The Falls of St. Anthony offer like temptations to industry and enterprise. The Mississippi and its tributaries coming 150 miles above, pass through forests sufficient to employ hundreds of saws and supply, in a great degree, the valley below with lumber.

10th. Here, the capitalists of the East, induced by the splendid opportunities afforded by an abundant water-power, cheap building material, ready and economical avenues to market, and a climate equally healthful and pleasant, will soon be engaged in the formation of woollen and cotton fabrics, and the infinite variety of woollen articles of utility and ornament.

11th. The branches proposed to the Red River of the North, and to the Western boundary of this Territory, will penetrate a farming country of unsurpassed richness. The former will furnish an outlet to the trade of our settlements at Pembina and with the British Possessions, already extensive, and the latter will pass over the route recently traversed by Governor Stevens, and connect with and form part of the great Northern road to the Pacific, the practicability and eligibility of which may now be regarded as fully established.

12th. The road will also connect with the road from Dubuque in the State of Iowa, to St. Paul, in this Territory, now being con-

nestly urged upon your consideration, and the proposed route of which is studded with numerous mines of lead, not at occasional and distant points, but throughout nearly the whole thereof. Prayer, &c.

13th. Thus, by the completion of these great channels of communication, the hidden treasures of the North-West will be brought forth. This beautiful country, so bountifully endowed by Providence, now in a great degree a wilderness, will be made to teem with an active and thrifty population, and lands belonging to the government, will be purchased and improved.

14th. Viewed as a national enterprise, the proposed road is entitled to first consideration. By it the military forces could be speedily and cheaply concentrated, and supplies easily obtained at any point on the Northern frontier, now so unprotected.

15th. By it, trade between distant and now estranged portions of our country would be enlivened and promoted.

16th. By it, the national wealth would be much increased, as the people who constitute that wealth, could not be put in possession of abundant means of greater prosperity.

17th. With the improvements of the rapids of the Mississippi, and the construction of the ship canal around the Falls of the Sault Ste. Marie, now in progress, the road would form a connecting link between the great cities of the North, the South, the East and the West; and our citizens would thus be united in feeling and interest by indissoluble political, pecuniary and social ties.

18th. Where so much good can be obtained by legislative action, such as is sought, surely, you will not hesitate in bestowing it.

19th. That such action may be promptly had, is the ardent wish of your memorialists.

N. C. D. TAYLOR,
Speaker of the House of Representatives.
S. B. OLMSTEAD,
President of the Council.

APPROVED—February twenty-seven, one thousand eight hundred and fifty-four.

W. A. GORMAN,
SECRETARY'S OFFICE,
St. Paul, March 30, 1854.

I hereby certify the foregoing to be a correct copy of the original memorial on file in this office.

J. TRAVIS ROSSER,

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