

NUMBER VI.

A Memorial to Congress for a Grant of Lands to make up the Deficiency in the Grant heretofore made to Aid in the Construction of the Minneapolis and Cedar Valley Railroad.

To the honorable, the Senate and House of Representatives in Congress assembled:

Your memorialists, the Legislature of the State of Minnesota, respectfully represent:

For a Grant of lands to make up the deficiency in the grant heretofore made to aid in the construction of the Minneapolis and Cedar Valley Railroad

That by an act of Congress, passed on the 3rd day of March, 1857, certain lands were granted to the Territory of Minnesota, to aid in the construction of a system of Railroads, and, among others, to aid in the construction of a branch road from St. Anthony to the north line of the State of Iowa, via Faribault; that on the 22d day of May, 1857, that part of said lands properly applicable to the same, were granted by the Legislature of said Territory, in pursuance of the act of Congress aforesaid, to a Company organized to construct said branch, but on such conditions that the absolute title should enure to the Company to which the same was appropriated no faster than the road should be completed; that no part of said lands has been wasted or diverted from the purpose for which it was originally granted by Congress; that the Company entered upon the construction of said branch in 1858, but was compelled to suspend operations entirely, before it was able to make any part of said branch road available for traffic or travel; that owing to the financial embarrassments of the country, the present unsettled state of affairs, and other causes not within our control, it has been impossible to resume operations upon said road; that said road is located in one of the best sections of our State, commencing at St. Anthony and running one hundred and twelve miles, nearly due south to the northern boundary of Iowa, in the valley of Cedar river; that by the action of the United States Land Department the grant of said branch has

been confined to the lands lying along its line ; that a grant of alternate sections for six miles on each side of said road, as contemplated in the act of Congress, would give three thousand eight hundred and forty acres to the mile, or four hundred and thirty thousand and eighty (430,080) acres in the whole ; but in consequence of the large amount of lands along said line which had been sold by the government, (and to a great extent to non-residents) there remained only about one hundred and forty-seven thousand (147,000) acres of land, (and that not of the first quality) subject to the operation of said grant, which amount is only about one-third of what was originally contemplated by the act of Congress ; that two of the other roads to which lands were granted in the same act, and which were able to secure a full quantity of lands, to wit: three thousand eight hundred and forty (3,840) acres to the mile, have been able to put a part of their roads in actual operation ; that there is no road, the construction of which would prove more beneficial to this State, than the branch road above mentioned ; and that in the belief of your memorialists, a further grant of lands, sufficient in quantity to make up the deficiency (as herein set forth) in the original grant for said branch road, would speedily insure the construction and completion of the same ; that recent events have shown that it now is, and for many years will be necessary for the government to maintain numerous forts and garrisons on our frontiers, and this fact, together with the closing up of the Upper Mississippi river during the winter months, renders said road highly important for military transportation ; that under the present policy of the government the public lands are no longer a source of revenue, but are to be administered with a view to the settlement and improvement of the country where the same are situated ; that in no way can these objects be so effectually accomplished as by encouraging the construction of works of internal improvements, and especially of railroad communication.

For a grant of lands to make up the deficiency in the grant heretofore made to aid in the construction of the Minneapolis and Cedar Valley Railroad

Wherefore, your memorialists respectfully ask for a further grant of lands to the State of Minnesota, to be applied to the construction of said branch road as hereinbefore designated.

Approved, February 19, 1863.