

## NUMBER III.

*Joint Resolution to authorize the Clerk of the State Land Office to collect from land grant railroad companies fees for verifying, recording and comparing deeds of lands from the State to such companies.* March 8, 1870.

*Be it resolved by the Legislature of the State of Minnesota:*

That the clerk of the state land office, be and he is hereby authorized and empowered to charge to and collect from the railroad companies entitled to grants of public lands in Minnesota under the various acts of congress and of the state, as remuneration for his services in verifying, recording and comparing from time to time on their execution the deeds of lands issued by the state of Minnesota to said companies, the same rates of compensation as are allowed by law to the registers of deeds for recording conveyances in their several counties.

To authorize the land office clerk to collect fees of railroad companies for services.

Approved March 3, 1870.

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 NUMBER IV.

*Joint Resolution.*

Feb'y 24, 1870.

*Whereas*, It is now evident that railway communication between the Mississippi River and Lake Superior, in this state, will be opened in time to move the crops of one thousand eight hundred and seventy, as well as the other

Preamble.

tonnage to be shipped on Lake Superior, and available for and tributary to that important route to and from the eastern markets, the question of a lake harbor at the city of Duluth, the northern terminus of the Lake Superior and Mississippi Railway, and directly on the route of the Northern Pacific Railway, or terminus of the same, becomes of such great import to the commercial and agricultural interests of the people of this state and of the vast region of country west and north-west, having its natural commercial outlet at this lake port, that such early attention upon the part of the general government as will make the necessary harbor improvements at the port aforesaid, as will protect its commerce, should be earnestly invoked.

In view of the opening of this great channel of commerce to afford suitable protection and shelter for the lake marine to be employed in moving the tonnage thus created, appropriation was made by congress to improve the shallow, tortuous, uncertain and dangerous entrance between the lake and bay of Superior, in the expectation that by a system of cribbing, this entrance, through which the waters of the St. Louis River and bays reach the lake, could be so improved as to make the bay which extends to the harbor of Duluth, in this state, available for commercial purposes, and thus accommodate and provide for the commerce of this state. Much labor has been employed and a large expenditure of money made in this attempt to make a suitable and safe (passage) through said entrance.

It is now, however, fully demonstrated, that this labor and this expenditure has proved abortive; that the channel has become more shallow, the entrance more difficult, and that the deposits brought down by the river, and the drifting of the sand caused by the action of the waters of the lake and bay, have accumulated between the crib work in such way as nearly entirely to prevent and to make dangerous the entrance of even second class vessels through the same; the channel or entrance being now so much obstructed as to render it nearly entirely useless as a way of reaching the waters of the bay.

It is therefore manifest from what has been done, from the experience of the past and from the causes that must continue to operate in the future, that the commerce of this state cannot be protected by a harbor, the entrance to which is proposed to be made through the outlet or chan-

nel above described. It is, however, fully demonstrated by intelligent engineering, that a safe and commodious entrance can be readily made to the bay through Minnesota Point (a mere bar of sand of an average width of six hundred feet and separating the waters of the lake and bay) at a point some six miles above said entrance, being directly on the best sailing channel and where the deep waters of the lake and bay should be united. This improvement, while it will secure the advantages of a safe entrance to the bay, is so remote from the present entrance to the same, as to leave the channel at that point entirely unaffected. This proposed entrance through Minnesota Point being protected by a breakwater of suitable extent will afford a harbor of large capacity and give ample protection both in the bay and on the lake for an unlimited commerce.

The breakwater thus required to protect the entrance proposed to be made, is now being constructed by the Lake Superior and Mississippi Railway Company, and with the expenditure of said company and a suitable appropriation on the part of the general government, an extensive, safe and inexpensive harbor, both in the lake and bay, of sufficient capacity for the entire lake marine, can be certainly secured; therefore

*Be it resolved by the House of Representatives of the State of Minnesota (the Senate concurring):*

That our senators in congress be instructed, and our representatives requested to procure such reasonable appropriation (if in their power) as will meet the present demands of our people and secure for our commerce the improvement of the harbor at Duluth, so imperatively demanded by the necessities of the present and the demands of the future, and they are hereby advised that in the opinion of this legislature, an additional appropriation to continue the abortive work at the present entrance to the bay and outlet of the St. Louis River, shall not be made upon the supposition that harbor facilities are to be thereby secured for the commerce of this state.

Relative to harbor at Duluth.

*Resolved further,* That the governor of this state be requested to forward copies of these resolutions to our senators and representatives in congress, at as early a day as practicable.

Approved February 24, 1870.