

That the governor be and he is hereby requested to cause lights to be placed in or near the porch of the south front of the capitol building, for evening use during the sittings of the senate or house of representatives.

Approved February 13, 1874.

NUMBER IX.

A JOINT RESOLUTION RELATIVE TO THE EQUALIZATION OF THE BOUNTIES OF VOLUNTEER SOLDIERS AND THEIR HEIRS.

WHEREAS, Under existing laws the bounties bestowed by the government of the United States upon soldiers and sailors of the late war of the rebellion are unequal, devoid of uniformity, and therefore unjust. And whereas, many soldiers and seamen, who from patriotic impulses enlisted at the commencement of the war, are entitled to receive, and have received, but two hundred dollars bounty, while those who entered the military service two or three years later, when the war had nearly closed, are entitled to receive three and four hundred dollars each in bounty; therefore,

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

That our senators and representatives in congress be respectfully urged to use all honorable means to secure the passage of law equalizing upon an equitable and uniform basis the bounties of the volunteer soldiers and sailors of the late war, regardless of the term of service.

Approved February 19, 1874.

CHAPTER X.

A JOINT RESOLUTION OF THE STATE OF MINNESOTA IN RELATION TO THE NORTH BRANCH OF THE UNION PACIFIC RAILROAD.

WHEREAS, A large number of railroads passing through the states of Wisconsin and Minnesota, and north half of Iowa, run westwardly to the Missouri river, or have important connections which reach said river on the west boundary of the state of Iowa at or near the parallel of $42\frac{1}{2}$ degrees of north latitude. The value and importance of those several roads depend, in a very great measure, upon having a connection by the shortest and most feasible and most practicable route with the Union Pacific Railroad, east of the Rocky Mountains; and

WHEREAS, In the law of congress making provisions for the construction of said Union Pacific Railroad, entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri river to the Pacific ocean, and to secure to the government the use of the same for postal, military, and other purposes," approved July 1, 1862, and the amendments thereto, approved July 2, 1864, provision is made for the construction of the north branch of said road, commencing on the western boundary of the state of Iowa, at or near the aforesad parallel of latitude, and running thence westwardly by the nearest and best route to unite with the main trunk of said road. This branch was asked for by the people of those states, and included in said law and amendments—because it would afford to those roads a much shorter and more practicable connection with the main trunk of said road than possibly be secured by any other route; and

WHEREAS, It has been repeatedly claimed that the branch road now built does not afford that direct connection between Sioux City and the said Union Pacific Railroad contemplated by the spirit of the original act; therefore

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

That in the event that any assistance should be granted for the extension of Pacific railroads, congress be requested to include in any law for that purpose a clause, if any be necessary, that shall secure the speedy construction of said branch. That such law provide for and require the construction *westwardly* of said branch, so as to unite with the Union Pacific railroad by the nearest and most practicable route, as shall most effectually promote the best interests of those states.

Resolved, That the governor be requested to transmit duly authenticated copies of this preamble and resolution to the president of the senate and speaker of the house, with request that they lay them before their respective houses; and to each of our senators and representatives in congress, with a request that they use their best efforts to secure the insertion in any law for the relief of the afore-

said roads a clause for the speedy construction of the aforesaid branch along the line, and with the connections above indicated.

Approved February 23, 1874.

NUMBER XI.

A JOINT RESOLUTION RELATING TO ARMS AND MILITARY PROPERTY BURNED AT NEW ULM NOVEMBER 20, 1873.

WHEREAS, During the night of November 20, 1873, the following arms and equipments, the property of the state of Minnesota, in the care and custody of Company "A," 3d Battery, Minnesota National Guard, to-wit: Forty-six stand of muskets and equipments, and seven swords, were consumed by fire at New Ulm.

AND, WHEREAS, The fire having resulted from incendiarism or accident, without the knowledge or ability of the company, or the bondsmen of the company to prevent.

AND, WHEREAS, The said company or its bondsmen were in no manner to blame or responsible for the fire and loss resulting therefrom; therefore,

Be it resolved, That Jos. Bobleter, Julius Kirschstein and Herman Herrenderfer, the bondsmen held for the safety and preservation of said arms and military property be, and they are hereby relieved from the terms and conditions of said bond, and the same declared hereby to be null and void.

Approved February 24, 1874.

NUMBER XII.

JOINT RESOLUTION RESPECTING THE IMPROVEMENT OF NAVIGATION ON THE MISSISSIPPI RIVER.

WHEREAS, The Upper Mississippi River forms a continuous water course from the Falls of St. Anthony, the present head of steamboat navigation on the said river, to Pokegama Falls, near the source of