

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

SECTION 1. That the state treasurer is hereby authorized and empowered to borrow temporarily from the general school fund, for the purpose of paying warrants drawn on the revenue fund for legislative, executive and judicial expenses, not exceeding sixty thousand dollars.

Approved January 25, A. D. 1876.

NUMBER XVIII.

A MEMORIAL RELATIVE TO CHEAP TRANSPORTATION.

To the Senate and House of Representatives of the United States in Congress assembled:

Your memorialists, the legislature of the state of Minnesota, respectfully represent that the rapidly increasing agricultural products and other material developments in the northwest, demand greater facilities than now existing, in order that the products of this region may have a cheap, speedy and safe carriage, and transit during all seasons of the year, to the eastern Atlantic seaboard and the merchandise and other products of the east may be transported to the interior, without it being subjected to the exactions of private corporations, whose lines extending beyond the limits of this state, are not subject to proper legislative control and supervision.

That the state of Minnesota is now justly regarded as the greatest wheat producing state of the Union, and that with the portion of the territory of Dakota, lying west and extending northwardly of this state, the quantity of cereals, especially wheat soon to be produced will it is believed exceed in amount and quality that produced for market in the entire region lying southwardly of the territory described and eastwardly of the Rocky mountains.

That the great central route over which must pass a large proportion of the grain so produced lies near the Falls of St. Anthony, at which last named place and a few other points, a large proportion of all the vast grain products of this region is to be manufactured, from whence and from other points in this state south of the falls, wheat flour, and other products seeking transit should be transported cheaply to feed and supply the large populations of our eastern states, as well as for European shipments.

That wheat suitable for the manufacture of the "new process flour," which is acknowledged in all markets where it has been introduced, to be superior to any other manufactured, cannot be produced to any great extent south of the limits of this state and northern Iowa, and of this wheat the quantity is increased and quality improved as cultivation is extended northwardly.

That owing to the prevalence of ice, water transportation is impracticable for about five months in the year leaving the producers of the north-west during all that time to the tender mercies of private railroad companies, so that through the exactions or necessities of these inter-state corporations, the products of our fields are so heavily taxed as to be almost ruinous to the producers, as well as to the consumer.

That by reason of the facts aforesaid and other considerations that need not be suggested herein; the question of cheap transportation can be best solved and the development of the country and its prosperity assured by the speedy construction, on the part of the general government, of a double track freight railway, extending from one or more of the principal cities of the east, westwardly to the Missouri River, with a branch extending into the great producing region of Minnesota; such railway to be under the control and management of the United States, and transportation charges thereon so regulated as to cover only operating expenses.

Such a railway with the connections that must necessarily be made by its extension as aforesaid, would at once insure to the producer the legitimate fruits of his labor, cheapen the price of bread to the eastern consumer and insure a development and general prosperity the extent and value of which cannot be over estimated.

The wise policy of the national government in the construction of the "Cumberland National Road," by which the settlement and development of the great states of Ohio, Indiana and Illinois were rendered possible is a precedent, if one is needed, for the appropriation necessary to construct the great public work above indicated.

Your memorialists therefore earnestly request the matters aforesaid may receive the early and favorable consideration of congress.

Approved February 25, 1876.

NUMBER XIX.

A JOINT RESOLUTION REQUESTING OUR SENATORS AND REPRESENTATIVES IN CONGRESS TO USE THEIR EFFORTS TO SECURE THE SAME MODIFICATION OF THE LAWS OF THE UNITED STATES FOR THE PORTS OF ST. PAUL AND DULUTH AS ARE NOW EXTENDED TO OTHER PORTS IN VARIOUS STATES.

WHEREAS, The vexations, delays and expenses incident to the appraisal of foreign goods at the Atlantic ports of the United States, more especially at the port of New York, has prevented the proper development of the legitimate trade appertaining to the designated ports of entry and delivery of the state of Minnesota, which embargo has been obviated by statute enactment of the United States so far as the ports of Evansville Indiana, Milwaukee Wisconsin, &c. &c., are concerned; therefore,