

*Resolved*, That in everything that constituted purity of life and motives and genuine regard of his fellows, he afforded an example fully worthy of imitation for all times to come.

*Resolved*, That in his sudden and deplorable death, almost in our very midst, we are aware of the shadows that have so remorselessly fallen upon his family and friends of home, and we hereby express to them our sincere sympathy in view of this their great affliction.

*Resolved*, That these resolutions be spread at length upon the records of both branches of this legislature, and a copy of the same be transmitted to the family of the deceased.

Approved January 22, 1885.

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## NUMBER 4.

A JOINT RESOLUTION, URGING UPON CONGRESS THE IMMEDIATE ENLARGEMENT OF THE LOCKAGE OF THE SAULT SAINT MARY CANAL.

WHEREAS, It appears from the report of General O. M. Poe, chief of engineers United States of America, that the Sault Saint Mary canal, at its present rate of increase, will within four years outgrow the utmost capacity of the lockage system of said canal,

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

That we hereby respectfully urge upon congress the necessity for immediate and liberal appropriations for the enlargement of the lockage of said canal.

*Resolved*, That the secretary of state forward a copy of these resolutions to the president of the United States senate, the speaker of the house of representatives and to each of our senators and representatives in congress.

Approved February 20, 1885.

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## NUMBER 5.

JOINT RESOLUTION.

WHEREAS, The law of July twenty-seventh (27th) one thousand eight hundred and sixty-one (1861), and the joint declaratory resolution of March eighth (8th), one thousand eight hundred and sixty-two (1862), provided for the reimbursement of the states for all sums by them expended in defense of the United States; and,

WHEREAS, Under the interpretation of said original act of one thousand eight hundred and sixty-one (1861), made two (2) days after its passage by the secretary of the treasury, the states were led to believe that if they respectively borrowed money on their own account and advanced it to the United States, under the conditions mentioned in said law, that said sums, together with the interest paid thereon, would be refunded to them, that having been the practice of the United States in such cases for more than sixty (60) years; and,

WHEREAS, Acting under this impression and belief, many of the states did borrow moneys and advance them to the United States and paid the interest thereon from their own resources; and,

WHEREAS, The principal has, in great measure, been refunded by the United States to the states advancing moneys, still, the interest paid by such states, as aforesaid, has not been refunded; and,

WHEREAS, It is held by the treasury department — through which reimbursement settlements are made — that specific legislative authority will be required to justify the payment of such interest; and,

WHEREAS, Congress has always heretofore provided specifically for the payment of interest on such advances made in any war — either foreign or Indian, beginning with the act of March third (3d), one thousand eight hundred and twenty-five (1825), to reimburse Virginia for interest on advances made during the war of one thousand eight hundred and twelve (1812), to that of March third (3d), one thousand eight hundred and eighty-one (1881), to reimburse California on account of similar expenditures made in one of her Indian wars; and,

WHEREAS, During the late war, and under authority of said reimbursement acts of one thousand eight hundred and sixty-one (1861) and one thousand eight hundred and sixty-two (1862), the state of Minnesota advanced to the United States about four hundred and forty-five thousand (445,000) dollars, much of which she borrowed and paid interest on, and which interest has, in no part, been refunded by the United States, but is now justly due the state; and,

WHEREAS, There are now pending in both branches of the present congress, measures designed to authorize the settlement of the claims of the several states for such interest, (being S. B. 2,000, H. B. 2,463) and which said measures have been reported on by the committees to which they were referred, in both houses, in *unanimously favorable* reports; and,

WHEREAS, The state of Minnesota having paid out, as interest on the moneys advanced by her, as aforesaid, more than seventy thousand (70,000) dollars, none of which has been repaid by the United States, is, therefore, materially interested in the passage of the bills hereinbefore referred to, or measures of like character; therefore,

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

That our senators and representatives in congress be and they are hereby requested to give their active support to said bills, or to others having the same object in view; and to use their best endeavors in co-operation with the agent of the state, and in support of his efforts to thus secure to the state the amounts by her expended, as aforesaid; be it further

*Resolved*, That a copy of the above preamble and resolution be sent by the governor of this state, to our senators and representatives in congress, and to our state agent.

Approved February 26, 1885.

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## NUMBER 6.

### A MEMORIAL AND RESOLUTION IN REFERENCE TO THE IMPROVEMENT OF OUR WATERWAYS.

*To the Congress of the United States of America, in Congress assembled:*

We represent that the state of Minnesota, occupying as it does the heart of the continent and more remote from the sea boards and markets of the world than any other state, would respectfully represent.

*First*—That the bulky products of the state (principally cereals) are needed only in remote states and countries and the question of cheap transportation becomes one of paramount importance to the producers of the state.

*Second*—That all of the exports and imports of the state are now subject to exorbitant charges growing out of long transit lines, frequent transshipment in order to reach the only markets open to us by the three lines of railway, one waterway and one water and rail road as follows:

Railways, Chicago & Northwestern, Chicago, Milwaukee & St. Paul, and Minneapolis & St. Louis.

Water routes, Mississippi river.

Lake Superior via Duluth. (Which is reached only by long [rail] routes with arbitrary rates.)

That the rail routes are now and have been since their construction pooled.

That these water routes are the only competitions with the rail in all of the enormous carrying trade of the northwest.

This competition has resulted in moderate charges during the season of navigation.

The all rail lines regularly advancing freight rates at the close of navigation.

The Red River of the North is now a factor in the problem, only as a feeder to the Northwestern system of railroads, but may ultimately be brought into the water system by bringing it into contact with the Mississippi and Lake Superior by canals. Such in the opinion of eminent engineers is entirely practicable.

These two natural water outlets have until within the last few years remained as nature left them, and have given but little aid in getting products to market cheaply.