

mate cost of construction from Duluth to the Mississippi river; second, the distance and approximate cost of construction and canalization of the Mississippi river from the point of said canal intersection to St. Paul; third, the approximate number of horsepower that would be created by the construction of the necessary locks and dams along the Mississippi river and available for the generation of electric power for industrial uses, and that said report be printed and rendered no later than Jan. 1, 1911, and presented to the first session of the legislature after that date.

Approved April 23, 1909.

JOINT RESOLUTION NO. 10.

WHEREAS, For the transportation development of the great industrial interior of the continent of North America, nature has provided, on the one hand, the Great Lakes chain which is the greatest inland sea in the world, and, on the other hand, the Mississippi river and tributaries, which have no equal as natural transportation channels for a great internal commerce;

WHEREAS, The freight tonnage shipped from the port of Duluth-Superior exceeds that of New York or any other American port, while the net tonnage passing from Lake Superior through the Soo canal is three times that which passes through the Suez canal in the trade between Europe and the Orient, and the Great Lakes fleet is the greatest merchant fleet which floats the American flag;

WHEREAS, Minnesota produces and ships to eastern furnaces annually close upon 30,000,000 tons of iron ore, which exceeds one-half the iron ore product of America and one-fourth that of the world, and whereas this iron ore should be converted into iron and steel by Minnesota labor on Minnesota soil for distribution throughout the Mississippi valley and westward, and a great industrial plant for such purpose is now being established at Duluth;

WHEREAS, Minnesota and the nearby upper Mississippi valley states of Wisconsin, Iowa, Nebraska, North and South Dakota annually produce about 300,000,000 bushels of wheat and 900,000,000 bushels of corn, oats and other coarse grains, besides a vast tonnage of flour, lumber, live stock and dairy products, much of which seeks transportation to the markets of the world; and

WHEREAS, The Great Lakes system, which connects with the Atlantic seaboard, and the Mississippi river, which flows to the Gulf of Mexico, have their common source in Minnesota, the tributaries of the upper Mississippi extending within fifty miles of Lake Superior, and the union of the Great Lakes and Mississippi

watersheds by canalization would make the greatest internal waterway of the world; therefore,

Be it Resolved, By the house of representatives, the senate concurring, that it is the sense of the legislature of Minnesota that the commerce of the great lake and river should be connected by a national waterways canal;

Resolved, That such waterway is of the greatest importance to this state and nation, and we hereby pledge the co-operation of the commonwealth of Minnesota with our federal government in the construction of such canal and in canalizing the upper Mississippi river;

Resolved, further, That our delegation in congress be and is hereby urged to impress upon congress the necessity for immediate action in constructing such canal, and that a copy of these resolutions be sent to each senator and representative from this state.

Approved April 13, 1909.

JOINT RESOLUTION NO. 11.

WHEREAS, In the river and harbor bill enacted by the last congress, appropriating many millions of dollars as available for the improvement of the harbors and navigable water courses of the United States, a paragraph is included putting the Minnesota river upon the same footing as the Mississippi river, above the falls of St. Anthony, thus insuring the early employment, on and along said river, of snag-boats, and other instrumentalities necessary and requisite to insure removal from the channel of said river of the sand-bars, and other obstructions to the navigation thereof, and to the natural flow of the waters thereof, in the channel thereof thus improved, such improvement thereof, in and of itself, affording, as incidental to the navigation thereof, the drainage relief to the Minnesota valley, and to said river, and the tributaries thereof, so long and so much needed; and

WHEREAS, Another and separate paragraph is included in said river and harbor bill definitely providing for a re-survey of the Big Stone lake basin, in the head waters of said river, and also a survey of the lower Lac qui Parle basin thereof, lower down in the course of said river than said first mentioned basin, with the purpose to create and construct in said lake basins large empounding reservoirs expected to be adequate to receive and hold back flood waters emptying therein from the territory tributary thereto, equal to, or nearly equal to, twenty to twenty-five billion cubic feet of water, or about one-fifth to one-fourth of the annual flow