

RESOLUTION No. 1—S. F. No. 3

A concurrent resolution memorializing the President of the United States and the Congress of the United States to take such steps as are necessary to secure passage of the Shipstead-Pittenger Fire Sufferers' Bill, the same being known as H. R. 5660, to the end that the Government of the United States may discharge its just and lawful obligations to the citizens of Minnesota.

WHEREAS, H. R. 5660 was introduced in the house of Representatives in the Congress of the United States on December 2, 1929 (companion bill, S. 3329, being introduced in the Senate of the United States on January 6, 1930); and

WHEREAS, said Bill, H. R. 5660, was referred to the Committee on Claims in the House of Representatives and hearings were duly had thereon before a subcommittee on March 26, 27, 28 and 29, 1930, and which subcommittee has made a report to the full Committee on Claims confirming and finding from the testimony the facts hereinafter set forth in this resolution, said matter being now pending before said Committee on Claims for disposition; and

WHEREAS, each Member of Congress from the State of Minnesota has endorsed and approved said legislation and has appeared before the Committee on Claims in support thereof; and

WHEREAS, on October 12, 1918, the railroads in the United States were being operated by the United States Government as a wartime measure, under laws which held the United States Railroad Administration responsible for negligent operation of said railroads; and

WHEREAS, on October 12, 1918, a devastating fire burned over hundreds of miles of territory in Northern Minnesota, burning cities, villages and towns, taking human life, and doing damage and destruction to an immense amount of property; and

WHEREAS, litigation ensued, in which the citizens of Minnesota, suffering damage as a result of said fire, brought action against the Director General of Railroads of the United States, claiming that the Director General of Railroads was responsible for the damage resulting from said fire; and

WHEREAS, in various actions tried in the courts, the Director General of Railroads was held responsible for said damage, which decisions were affirmed by the Supreme Court of the State of Minnesota; and

WHEREAS, prior to said litigation, the Director General of Railroads had denied all liability for said damage and had taken the position that the Government was either responsible for all of the damage or for none of it; and

WHEREAS, following the determination of said law suits, the Director General of Railroads then proposed "compromises" and made offers of settlement to the citizens of Minnesota and advised them that they would have to settle within certain "settlement areas" for a percentage of the loss as the same should be fixed and determined by the United States Railroad Administration; and

WHEREAS, various citizens of the State of Minnesota were compelled by the circumstances to accept the offers of the Director General of Railroads and to execute releases and to satisfy judgments in their favor for partial amounts of their losses, being unable to litigate their claims on account of the great expense involved and on account of congestion in courts and on account of long delay and other reasons; and

WHEREAS, said citizens of the State of Minnesota, under the terms of the above legislation, H. R. 5660, and S. 3329, will be entitled to receive the balance of the loss admitted by the United States Railroad Administration and are justly and fairly entitled to said payment; and

WHEREAS, there has been long and vexatious delays in connection with said pending legislation and the Director of the Budget has made no recommendations thereon, and the United States Railroad Administration has seen fit to oppose the passage of said legislation; and

WHEREAS, both agencies are directly responsive to the Executive Branch of the Government and their officials are appointed thereby; and

WHEREAS, it is a well understood fact that national legislation is shaped and the policy of the party leaders in the House and Senate is determined by the Executive Branch of the Government;

NOW, THEREFORE, BE IT RESOLVED, by the Senate of the State of Minnesota, the House concurring, that the State of Minnesota does endorse and urge the passage of the legislation above referred to to the end that the Government of the United States may discharge its just and lawful obligations to the citizens of the State of Minnesota.

"Be it further Resolved, that the Legislation above referred to be so amended so as to exclude insurance companies from participating therein and that it be further amended so as to protect all legitimate claimants against improper assignment of claims."

BE IT FURTHER RESOLVED, that the Secretary of State of the State of Minnesota be instructed to send a copy of this resolution to the President of the United States; to Walter Newton, Secretary to the President and Liaison Officer whose duties have to do with pending legislation in Congress and with contact of the Members of Congress in reference thereto; to each Member of the House of Representatives in Congress at Washington, D. C. from the State of Minnesota; and to each United States Senator from the State of Minnesota at Washington, D. C.

Approved January 21, 1931.

RESOLUTION No. 2—H. F. No. 35

Joint resolution memorializing congress to pass the pending measure for the relief of drainage and flood control districts.

WHEREAS, there is now pending in congress a bill known as House File No. 11718, Senate File 4123, providing for aiding farmers in regions which have been drained or protected by flood control works by the making of loans to counties, drainage districts, and other political subdivisions in such regions for the purpose of redeeming bonds and other obligations issued in payment for drainage or flood control works, and interest thereon;

AND WHEREAS, under present agricultural conditions the payment of such bonds and other obligations and interest thereon has become difficult or impossible in many parts of the state of Minnesota affected thereby by reason of the inability of farmers to