

WHEREAS, a bill has been introduced in the Senate of the United States known as the Farmers' Farm Relief Act, commonly called the Frazier Bill, and

A bill to liquidate and refinance agricultural indebtedness, and to encourage and promote agriculture, commerce and industry, by establishing an efficient credit system, through which the unjust and unequal burdens placed upon agriculture, during the period of price fixing and deflation, may be lightened, by providing for the liquidation and refinancing of farm mortgages and farm indebtedness at a reduced rate of interest through the Federal farm loan system, the Federal reserve banking system and the postal savings depository system and creating a Board of Agriculture to supervise the same, and

WHEREAS, this bill is a sound economic measure designed to remedy the inequalities under which agriculture is now laboring

NOW, THEREFORE, BE IT RESOLVED, by the House of Representatives of the State of Minnesota, the Senate concurring, that the Congress of the United States be and it is hereby urgently petitioned to enact the said bill into law, and that the President of the United States be urged to approve said measure after its passage,

BE IT FURTHER RESOLVED, that the Minnesota members of the United States Senate and the Representatives in Congress from the State of Minnesota be and they are hereby petitioned and most earnestly urged to use their best efforts to bring about a speedy enactment of said legislation.

BE IT FURTHER RESOLVED, that a duly authenticated copy of this resolution be presented to the President of the United States, to the presiding officers of the Senate and of the House of Representatives of the Congress of the United States and to each of the Senators and Representatives from the State of Minnesota in the Congress of the United States.

Approved February 20, 1935.

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RESOLUTION No. 12 (H. F. No. 336)

*Memorializing the Congress of the United States to eliminate the long-and-short-haul clause from the 4th section of the Interstate Commerce Act, or to modify the same so that railroads may be permitted to establish rates which*

*will enable middle west industries to meet the competition of eastern manufacturers transporting their goods through the Panama Canal.*

WHEREAS, the long-and-short-haul clause of the Fourth Section of the Interstate Commerce Act prohibits railroads from making a lesser charge for a longer than for a shorter distance over the same line in the same direction unless authorized to do so by the Interstate Commerce Commission; and

WHEREAS, the higher rail rates from Minnesota and other states in the Middle West to the Pacific Coast than water rates from the Atlantic Seaboard to the Pacific Coast through the Panama Canal has resulted in Middle West manufacturers losing all or a substantial part of their markets on the Pacific Coast to the advantage of their competitors located in the east; and

WHEREAS, the elimination of the long-and-short-haul clause from the Fourth Section of the Interstate Commerce Act would allow the railroads to establish reduced rates from the Middle West to the Pacific Coast to meet this water competition without depressing below a reasonable level their rail rates to points inland from the Pacific Coast where such water competition does not exist; and

WHEREAS, such a readjustment of rail rates will enable Middle West manufacturers to regain a substantial part of their Pacific Coast business, will result in increased employment in Middle West industries, will give added employment to labor in transporting such added rail traffic to the Pacific Coast, and will enable the railroads to earn some additional net revenue to the advantage of farmers and residents generally of the Middle West and west who must employ the railroads to transport their products to market and furnish them with long haul transportation; and

WHEREAS, reduced rail rates from the Middle West to the Pacific Coast will not result in eliminating eastern manufacturers from the Pacific Coast markets or the boat lines from carrying traffic through the Canal but will simply afford Middle West manufacturers an opportunity to compete with eastern manufacturers for a fair share of the Pacific Coast business on a properly related basis of freight rates; and

WHEREAS, the Middle West contributed by taxes to the construction of the Panama Canal and contributes to its maintenance and support and should be permitted to have a basis of rail rates which will prevent the Panama Canal from

working an unjust discrimination against Middle West industries and employment:

NOW, THEREFORE, BE IT RESOLVED by the House of Representatives, the Senate concurring, that Congress be memorialized to eliminate the long-and-short-haul clause from the Fourth Section of the Interstate Commerce Act, or to modify the same so as to effectively permit railroads to establish rates to the Pacific Coast from the Middle West which will enable Middle West industries to meet the competition of eastern manufacturers using water transportation through the Panama Canal.

BE IT FURTHER RESOLVED, that copies of this resolution be sent to both houses of the legislatures of North and South Dakota, Iowa, Wisconsin and Illinois, to the Vice President of the United States, the Speaker of the National House of Representatives, the senators and congressmen from the State of Minnesota.

Approved February 20, 1935.

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RESOLUTION No. 13 (S. F. No. 368)

*Memorializing Congress to authorize the states to tax sales and gross income and/or gross receipts arising from transactions in interstate commerce.*

WHEREAS, the tax burden upon real estate and tangible personal property is at this time the heaviest in the history of the State of Minnesota and in many instances amounts to confiscation, and a similar situation exists in many other states in the nation; and

WHEREAS, by reason of economic conditions and of the necessity of appropriations for relief in the State of Minnesota and throughout the nation, it has become imperatively necessary for the State of Minnesota and other states to seek new sources of revenue, such as the sales tax and the gross income tax, and to use the revenue thus received in part to relieve the unconscionable burden now resting upon real estate and tangible personal property; and

WHEREAS, neither sales taxes nor gross income taxes may be imposed upon transactions in interstate commerce and thus many billions of dollars of income from sales and gross receipts entirely escape such taxation by the state;