

RESOLUTION No. 19—H. F. No. 880

A concurrent resolution 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. "Resolution" adopted by Minnesota State Legislature 49th Session, 1935".

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 the 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 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 April 17, 1937.

RESOLUTION No. 20—H. F. No. 1147

A concurrent resolution memorializing the Congress of the United States of America and the President of the United States of America to enact into law a provision to be added to the social security act providing for grants and aid to crippled persons in the states which have a state plan approved by the social security board granting aid to crippled persons.

WHEREAS, The Congress of the United States of America did enact into law a bill known as public number 271, 74th Congress, known and cited as the Social Security Act which act was approved by the President of the United States on the 14th day of August, 1935, and

WHEREAS, Said act provided for grants and aid by the Government of the United States to states which provided state plans approved by the Social Security Board providing for assistance to the aged, the blind and dependent children, and