

said roads a clause for the speedy construction of the aforesaid branch along the line, and with the connections above indicated.

Approved February 23, 1874.

NUMBER XI.

A JOINT RESOLUTION RELATING TO ARMS AND MILITARY PROPERTY BURNED AT NEW ULM NOVEMBER 20, 1873.

WHEREAS, During the night of November 20, 1873, the following arms and equipments, the property of the state of Minnesota, in the care and custody of Company "A," 3d Battery, Minnesota National Guard, to-wit: Forty-six stand of muskets and equipments, and seven swords, were consumed by fire at New Ulm.

AND, WHEREAS, The fire having resulted from incendiarism or accident, without the knowledge or ability of the company, or the bondsmen of the company to prevent.

AND, WHEREAS, The said company or its bondsmen were in no manner to blame or responsible for the fire and loss resulting therefrom; therefore,

Be it resolved, That Jos. Bobleter, Julius Kirschstein and Herman Herrenderfer, the bondsmen held for the safety and preservation of said arms and military property be, and they are hereby relieved from the terms and conditions of said bond, and the same declared hereby to be null and void.

Approved February 24, 1874.

NUMBER XII.

JOINT RESOLUTION RESPECTING THE IMPROVEMENT OF NAVIGATION ON THE MISSISSIPPI RIVER.

WHEREAS, The Upper Mississippi River forms a continuous water course from the Falls of St. Anthony, the present head of steamboat navigation on the said river, to Pokegama Falls, near the source of

said river in the state of Minnesota, a distance of about two hundred and twenty-five miles due north, and over five hundred miles by river, and bordering on eleven counties, all of which are agricultural, or heavily timbered with pine timber, or both; and the unobstructed navigation of the said Mississippi river, between the Falls of St. Anthony and the headwaters of said river, is of the greatest importance to the inhabitants, and is absolutely necessary to the agricultural and lumbering interests of the several counties lying on said river; and that railroad connection with the navigation at the city of St. Cloud and Sauk Rapids (by St. Paul and Pacific R. R.,) and the city of Brainerd (by Northern Pacific R. R.,) on the said river, renders the free navigation of this said river of great commercial interest to all classes of the inhabitants; and

WHEREAS, There are obstructions to the free navigation of this river during low water season from reason of gravel bars, boulders and rapids, making said river impassable to steamboat navigation for that portion of the year, when the free navigation of said river is very desirable and necessary, especially to the lumbering interests of the Upper Mississippi and its tributaries above St. Anthony Falls, who have no other public facilities for transportation or travel than such as is offered by the said Mississippi river; and

WHEREAS, By the improvement to the navigation of the Mississippi river, between the points above named, the government would have cheaper transportation for supplies sent to Fort Ripley on said river, and to the several Indian tribes on the Upper Mississippi and its tributaries; while the diminished cost of transportation of supplies to the immense lumber region of the said Upper Mississippi river would have an effect to reduce the price of lumber to all purchasers; and

WHEREAS, The said improvement of the said Mississippi river would open to settlers a large region now remote from railroads, and cause it to become productive and valuable; and the large quantities of wheat and other grains raised convenient to the route would reach market at reduced rates to the benefit of both producer and consumer; and a large local traffic would spring up to the benefit of the towns and people along the entire route; and

WHEREAS, The improvement of this great national highway by a system of locks and dams, would not only render it navigable from its source to the Gulf of Mexico, but would enhance the volume of water during a dry season, thereby giving six hundred miles additional navigation at an expense small in comparison to the great benefit which would be derived; therefore

Resolved, That the senators and representatives of this state in congress be requested to use their influence to secure at the present session of congress such legislation as will provide for the improve-

ment of the Mississippi river, from the Falls of St. Anthony to its source, at as early a day as may be practicable; and to secure the appropriation of such sum of money as may be necessary for the commencement of the improvement herein specified.

Approved February 24, 1874.

NUMBER XIII.

A JOINT RESOLUTION TO CONGRESS, OF THE LEGISLATURE OF THE STATE OF MINNESOTA, ASKING FOR THE ESTABLISHMENT OF A POST ROUTE FROM ST. JAMES, IN WATONWAN COUNTY, VIA OF CEDARVILLE, LONE CEDAR, AND DUNNELL, IN MARTIN COUNTY, MINN., TO ESTHERVILLE IN EMMETT COUNTY, IOWA.

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

That congress be requested to pass an act establishing a post route from St. James, in Watonwan county, via Cedarville, Lone Cedar, and Dunnell, in Martin county, Minnesota, to Estherville, in Emmett county, Iowa—a distance of about forty-five miles.

Resolved, That so soon as said post route may be provided for by law, the honorable postmaster general is requested to place such service thereon as shall accommodate the people of said district.

Resolved, That the governor of this state be requested to forward copies of these resolutions to our senators and representatives in congress, and to the postmaster general.

Approved February 26, 1874.

NUMBER XIV.

A JOINT RESOLUTION RELATING TO THE MISSION TO SWEDEN AND NORWAY.

WHEREAS, Large numbers of the citizens of this state are natives of Sweden and Norway, which countries in later years have added to