

thereon shall be provided for by the city council of said city. Said council shall levy an annual tax of not more than one-fourth of a mill on the dollar upon all property subject to general taxation within said city of Minneapolis until the money derived from such tax levy shall be sufficient to pay and discharge all of said bonds and all interest accruing thereon.

SEC. 3. The money received from the sale of said bonds shall be deposited by the treasurer of said Board of Court House and City Hall Commissioners according to the directions of said board, and all interest or income accruing from such deposits shall be accounted for to the board and be by it applied to the prosecution of the work for which said board was created.

SEC. 4. The proceeds of the sale of said bonds shall be used by said board for completing said Court House and City Hall building, or so much thereof as may be necessary for public use, and for furnishing the part so completed.

SEC. 5. This act shall take effect and be in force from and after its passage.

Approved April 14, 1905.

CHAPTER 350.

S. F. No. 510.

Joint Resolution relating to freight rates on [interstate] traffic.

Whereas, The joint committee appointed January 11th to inquire into the question of freight rates, find that comparing the existing rates in this state with the rates in force in the states of Illinois and Iowa, our people are paying much higher rates than are the shippers of the states named, which seem to be both from point of location, development and character of business, fair states with which to make comparison, and

Whereas, In the two states named they have but one tariff of rates which applies to or from all points, while the system which has grown up in this state provides:

1st. For a tariff known as the distributing tariff, which applies to and from all points recognized as distributing points.

2nd. For a tariff known as a distance tariff, which applies between all stations not terminals, the distance tariff usually bearing a higher rate than the distributing tariff. (These two apply to classified freights.)

3rd. Are the Commodity tariffs which in all cases carry a lower rate, and

Whereas, Each railway company issues in the first instance its own tariffs, resulting, as shown by examination of the tariffs of the various roads, in a lack of uniformity both in the matter of the schedule of rates and the percentage in the class rates that each class bears to the first, and

Whereas, The railroad and warehouse commission is the proper tribunal and the only body properly equipped to undertake the work of securing an equitable, intelligent and fair readjustment of the rate situation in this state,

Now, Therefore, Be It Resolved By the Senate, the House concurring: We recognize the prevailing conditions which seem to warrant the existence of a distributing and a distance tariff, and believe that in maintaining a distributing tariff it is possible to provide not only several points in the state which are valuable to the people as sources of supply but afford a home market for our products. We believe, however, the two tariffs should show but little difference in the rate for a given mileage, —in no case should the difference exceed five percent.

Resolved Further, The railroad and warehouse commission is hereby directed to undertake the work of securing a readjustment of the existing freight rates in this state, which will give a more uniform system of rates throughout the state and a uniform scale of percentages which each class rate shall bear to the first class, the readjustment to secure a substantial reduction in the existing merchandise rates.

Approved April 14, 1905.

Joint Memorial to the Congress of the United States.

Whereas, The investigation into the rate situation in this state, just completed by the joint committee appointed by the State Legislature, shows that a large share of the complaint and discrimination in rates given is due to failure on the part of the various railway companies to observe the "long and short haul clause" on interstate commerce, thereby charging to shippers located at intermediate points, much higher rates than the through rates, and