

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

Whereas, The testimony also shows that the present practice of allowing private car companies to furnish and control the private cars, works a great injustice to those needing the same,

Therefore, Be It Resolved, By the Senate, the House concurring, the Congress of the United States is hereby urged to speedily enact such a law as will restore to the Interstate Commerce Commission the powers formerly exercised by it, by giving full authority to pass upon and control the long and short haul clause regulating interstate commerce; and to enact such legislation as will eventually lead to abolishing all "Private Car Lines" and require railway companies to furnish the necessary equipment to meet the public demands.

Resolved Further, The Secretary of the Senate is hereby directed to mail to the President of the U. S. and to each Senator and member of Congress from this state, a copy of this memorial.

Approved April 14, 1905.

STATE OF MINNESOTA.

Department of State.

I, P. E. Hanson, secretary of state of Minnesota, do hereby certify that the foregoing general and special laws passed by the Legislature of 1905 have been compared with the enrolled copies of said laws deposited in the office of the secretary of state, and they are true and correct copies of said enrolled laws.

In testimony whereof I have hereunto set my hand this first (1st) day of June, A. D. 1905.

(SEAL.)

P. E. HANSON,
Secretary of State.