

watersheds by canalization would make the greatest internal waterway of the world; therefore,

Be it Resolved, By the house of representatives, the senate concurring, that it is the sense of the legislature of Minnesota that the commerce of the great lake and river should be connected by a national waterways canal;

Resolved, That such waterway is of the greatest importance to this state and nation, and we hereby pledge the co-operation of the commonwealth of Minnesota with our federal government in the construction of such canal and in canalizing the upper Mississippi river;

Resolved, further, That our delegation in congress be and is hereby urged to impress upon congress the necessity for immediate action in constructing such canal, and that a copy of these resolutions be sent to each senator and representative from this state.

Approved April 13, 1909.

JOINT RESOLUTION NO. 11.

WHEREAS, In the river and harbor bill enacted by the last congress, appropriating many millions of dollars as available for the improvement of the harbors and navigable water courses of the United States, a paragraph is included putting the Minnesota river upon the same footing as the Mississippi river, above the falls of St. Anthony, thus insuring the early employment, on and along said river, of snag-boats, and other instrumentalities necessary and requisite to insure removal from the channel of said river of the sand-bars, and other obstructions to the navigation thereof, and to the natural flow of the waters thereof, in the channel thereof thus improved, such improvement thereof, in and of itself, affording, as incidental to the navigation thereof, the drainage relief to the Minnesota valley, and to said river, and the tributaries thereof, so long and so much needed; and

WHEREAS, Another and separate paragraph is included in said river and harbor bill definitely providing for a re-survey of the Big Stone lake basin, in the head waters of said river, and also a survey of the lower Lac qui Parle basin thereof, lower down in the course of said river than said first mentioned basin, with the purpose to create and construct in said lake basins large empounding reservoirs expected to be adequate to receive and hold back flood waters emptying therein from the territory tributary thereto, equal to, or nearly equal to, twenty to twenty-five billion cubic feet of water, or about one-fifth to one-fourth of the annual flow

of water in said river above Granite Falls therein, to be released at intervals in the low stages of the water flow of said river, thus regulating and controlling below Granite Falls the flow thereof—and also the possible re-survey of the Lake Traverse basin for a like purpose, and the possible re-survey across the state, northwardly, from Lake Traverse to the most southerly bend of the Otter Tail river, with a view to ascertain the feasibility of a cross-country canal between said Lake Traverse and said Otter Tail river, to bring from said river the overflow waters thereof into said Lake Traverse and to create said lake into a third empounding reservoir nearly or quite equal to either of the other said reservoirs referred to, and reclaiming thousands of acres of fertile lands north of said Lake Traverse now nearly worthless; and

WHEREAS, An eminent civil engineer of Chicago, Mr. C. J. Mershon, has twice during this session addressed the house of representatives relative to the feasibility of the construction of a barge canal connecting Lake of the Woods and said Lake Traverse at the point therein commonly called the interstate crossing thereof, dyking or damming said lake at said point to a height of nearly twenty feet for the purpose, constructing as part of said barge canal flood gates at every point where any river or stream of water of any consequence crosses the course thereof, flowing westward into the Red river, dividing Minnesota and North Dakota, so as not to prevent the normal flow of water in said crossing rivers and so as not to deprive lower riparian rights on or along said crossing rivers of any value connected therewith, and also a barge canal between Lake Vermillion and Red Lake, and developing water powers in the course thereof estimated to aggregate two hundred to two hundred fifty thousand horsepower, and also a barge canal between Red Lake and said first mentioned canal, connecting therewith and opening thereinto, constructing in said dyke or dam at said interstate crossing suitable flood gates to release into said Red river enough of the waters brought thereto through said barge canals to regulate and control the natural flow of the waters in said Red river, also controlling the overflows thereof; and of constructing at Granite Falls, in the Minnesota river, a dam in the neighborhood of one hundred and twenty-five feet higher than said falls, to the top of the banks on either side of said river at said falls, thus creating between said falls and said interstate crossing a permanent, inland, navigable sea which besides being of incalculable value for purposes of commerce, will, in the future, contain valuable fisheries and other rights and privileges, and thus creating at said Granite Falls water power estimated to aggregate two hundred and fifty thousand horse power, and thus effectively and completely determining, regulating and controlling, below said falls, the volume of water flowing in said Minnesota river, and the flow thereof therein, and also of constructing between said Granite Falls and Sauk Rapids, in the Mis-

Mississippi river a ship canal of a capacity adequate to carry vessels of any size sailing on Lake Superior, the said canal connecting at Sauk Rapids with a government ship canal to be constructed between said Sauk Rapids and Duluth-Superior, a survey for which last mentioned canal is provided for in still another paragraph contained in the said river and harbor bill last enacted by the congress of the United States, and said engineer, in connection with his said addresses in this house, and another delivered at the Commercial club in St. Paul, has presented and exhibited many maps and plats and surveys and much valuable data calculated to exhibit and illustrate the feasibility and practicability of such suggested and recommended internal development of waterways in Minnesota, and also the drainage features thereof; and

WHEREAS, Said engineer estimates the total cost of the suggested internal developments and improvements, including the drainage features thereof and the water powers thereof, but not including the cost of the ship canal between Sauk Rapids and Duluth-Superior, expecting said canal to be constructed at federal cost, as probably seventeen and one-half million dollars; and

WHEREAS, Said suggested internal developments and improvements of waterways, including reclamation of large land areas north of Lake Traverse, the development of water powers, and of navigation and of commerce, if found feasible and practical, and if and when accomplished, if the same may be accomplished, will be also a solution of the difficult and expensive problem of drainage for substantially all of the territory of the Minnesota valley and of the valleys of the rivers tributary to the Minnesota river, and of the territory northward of the Minnesota river and to the westward of the Vermillion range in the north part of Minnesota, and will also, if found feasible, and if and when accomplished, demonstrate the lack of necessity or advisability of the expenditures referred to in the second paragraphs hereof; and

WHEREAS, The suggested internal developments and improvements of waterways, if found feasible, and if and when accomplished will, among other benefits of incalculable value, make it not only possible but feasible for boats loaded at either Buffalo or Cleveland or Detroit or Chicago or Milwaukee, or other lake ports on the Great Lakes, or plying on the Chicago drainage canal, to carry their cargoes to and deliver them at either Sauk Rapids, or any point below Sauk Rapids on the Mississippi river, down to and including Minneapolis, or Granite Falls, Montevideo, Ortonville or said interstate crossing, and there reloading with the products of the soil of the Red river valley, or stock raised in said valley, or iron ore from the ranges, brought thereto in barges sailing upon the canals already referred to as to be constructed north of said interstate crossing, returned to the ports referred to, or to either thereof; and therefore,

Be it Resolved, By the house of representatives, the senate concurring, that it is deemed advisable, and that it will be worth while, that speedy and due inquiry and investigation be made into the feasibility of and the practicability of the said suggested internal waterways developments and improvements, and the probable cost thereof and such inquiry and investigation is hereby recommended in order that due consideration of results which may be derived therefrom may be given thereto by a succeeding legislature of this state.

Approved April 13, 1909.

JOINT RESOLUTION NO. 12.

WHEREAS, Fallen trees and tree-tops and sand bars and other obstructions which have gathered and formed around and about the same at many and various places in the channel of the lower Minnesota river, seriously clog the channel thereof, and seriously impede and practically make impossible the natural navigation thereof, and operate to destroy the navigation thereof and the natural commerce thereon, and, moreover, in the seasons of the high waters thereof, necessarily cause numerous destructive overflows of said river at many and various places and in many and various localities in the valley thereof, destroying annually hundreds of thousands of dollars' worth of the cultivated crops of the valley thereof; and

WHEREAS, It is supremely necessary and of paramount importance that said obstructions be early and effectively removed from the channel of said river in order to promote the natural and profitable navigation thereof and develop the natural commerce thereon, and in order to prevent, and such removal is necessary to prevent, the annual, frequent and destructive overflows thereof, as aforesaid, and in order to prevent the great annual loss and damage inflicted upon the settlers along said river valley resulting from the overflows of the said river and which are caused by the obstructions above referred to; and

WHEREAS, The said river and the channel thereof, and the care thereof, are under the jurisdiction of the United States government, said river being classed as navigable; therefore

Be it Resolved, By the house of representatives, the senate concurring, that our representatives in congress be, and they hereby are, requested and urged to forthwith use their influence and utmost endeavor without delay to secure from the congress of the United States authority for the use of, and appropriation necessary for the early use of, government dredges and snagboats sufficient and adequate for the purpose of the early and complete