

erection of a monument to the memory of Lieutenant William S. Cox, U. S. N., at the place of his last residence, and bearing the following inscription :

"This monument
 Is erected to the memory of
 William Sitgreaves Cox
 Lieutenant United States Navy
 By order of Act of Congress
 For meritorious conduct
 In the engagement between
 The Chesapeake and the Shannon
 June 1, 1813,
 He was as humane as he was brave."

Resolved Further, that the secretary of state be and he is hereby requested to forthwith transmit certified copies of this memorial to the senate and house of representatives of the congress, and to send copies to each of the senators and representatives therein from this state.

Approved March 31, 1913.

JOINT RESOLUTION No. 7.

Joint resolution memorializing congress in favor of a canal connecting Lake Superior with the Mississippi river via the Brule and St. Croix rivers, and providing for the appointment of a commission to promote the construction thereof and to act in conjunction with commissions appointed by other states.

WHEREAS, the congress of the United States, by two several and separate acts, passed in the years 1894 and 1899, authorized and directed two separate surveys and examinations of three proposed routes for a canal connecting Lake Superior with the Mississippi river, one of said routes being from Lake Superior to the Mississippi river via the St. Louis river, one via the Rum River and one via the Brule and St. Croix Rivers; and

WHEREAS, after an actual examination and survey of said several proposed routes, the United States government engineers did report in the year 1894 that the most feasible route for said canal is the route from Allouez Bay on Lake Superior via the Brule and St. Croix rivers to the Mississippi river, and recommended said route; and

WHEREAS, in the year 1899 the United States government engineers did again report that a canal from Lake Superior to the Mississippi river via the Brule and St. Croix rivers was entirely feasible. That in the first of said reports of said government engineers it was estimated that said canal could be con-

structed seven feet deep, eighty feet in width at the water surface and fifty-nine feet in width at the bottom thereof, for the sum of seven million fifty thousand dollars; and in the second of said reports it was estimated that said canal could be built eighty feet in width at the water line, fifty-nine feet in width at the bottom and five feet deep, for the sum of six million twelve thousand five hundred dollars; and

WHEREAS, the project of constructing said canal has not been authorized by congress because of reports of said engineers to the effect that the construction of said canal was not warranted owing to existing railroad competition and the cost of said canal as compared with the benefits to be derived from the construction thereof; and

WHEREAS, it conclusively appears from the surveys and examinations of the route made by the government engineers, that it is entirely feasible and practicable to construct and operate said canal along the route specified from Allouez Bay on Lake Superior via the Brule and St. Croix rivers to the Mississippi at the junction of the St. Croix and Mississippi rivers, and the only objections which apparently prevent congress from authoring said project are the existence of railway competition and the doubt expressed by said engineers as to the amount of commerce which would be carried upon said canal; and

WHEREAS, no survey or examination appears to have been made or authorized by the United States government of said route to ascertain whether the same could be constructed and operated at a depth of ten feet, nor as to whether a canalization of the Mississippi river by the construction of a dam below the junction of the St. Croix and Mississippi rivers would be practical which would in fact extend said waterway so as to connect the cities of Minneapolis and St. Paul with the cities of Duluth, Minnesota, and Superior, Wisconsin, by means of said canal and the canalization of said Mississippi river; and

WHEREAS, millions of consumers and producers of the Northwest and the Mississippi valley are vitally interested in the construction of said canal and the improvement of said Mississippi river so as to form a complete and continuous inland waterway from the Mississippi valley and the Twin Cities to the Atlantic seaport via the Great Lakes, thus enabling all of the products of the eastern states and the states bordering on the Great Lakes to be shipped by water to all points in the Northwest and the Mississippi valley and the agricultural and other products of the Northwest to be shipped by water to the markets of the world; and

WHEREAS, at all of the hearings held upon the question of the commercial necessity of said canal and waterway a great mass of producers and consumers interested have had no adequate opportunity to be effectively heard and there is no lawfully consti-

tuted authority, official or commission of this state authorized or empowered to ascertain and present the facts or collect data and statistics relating to commerce bearing upon this important subject; and

WHEREAS, the state of Wisconsin and the people of said state are also greatly interested in the construction of said canal and waterway: now, therefore

Be it Resolved, by the house of representatives of the state of Minnesota, the senate concurring, that the construction of said canal by the national government is of the greatest importance to this state, the state of Wisconsin, the Mississippi valley and the nation; that its construction will be a great addition to existing facilities of commerce; that it would constitute a natural, adequate and automatic means of reducing transportation rates on all commodities between the Mississippi valley, the great Northwest, the Great Lakes and the Atlantic seaports, and that it would tend to reduce rates upon coal, iron, steel, manufactured articles, grain and other agricultural products and would greatly benefit the consumers and producers of the East and the West and reduce the cost of the necessities of life.

Resolved Further, that the governor of this state, the drainage engineer of this state, the chairman of the board of railroad and warehouse commissioners be and they are hereby appointed a commission, of which the governor shall be chairman, which shall be known as the Lake Superior and Mississippi river canal commission, and said commission is hereby granted power and authority and is hereby directed to investigate and ascertain all of the facts with reference to the practicability and cost of construction and operation of said canal, utility thereof, and the character and amount of commerce which would probably be carried or affected by said canal, and the probable effect of the construction and operation thereof upon transportation rates and upon the consumers and producers of the Northwest, and especially the states of Minnesota and Wisconsin, provided however that the expenses of such commission in carrying out the provisions hereof shall not exceed the sum of twenty-five hundred dollars (\$2500.00). Said commission is hereby directed to lay before the United States engineers, and any other federal commission, board or authority having jurisdiction of any question relating to the construction of said canal by the United States government, all of the facts, conclusions, statistics, data, information and views ascertained and gathered by said commission bearing upon the advisability and practicability of the construction of said canal by the federal government, and to make or cause to be made any and all arguments deemed necessary by said commission in favor of said canal, and to use their best efforts to further the project of the construction thereof, and to report to the legislature at the session of 1915 all of their acts and doings in the premises.

Resolved Further, that said commission is also authorized and directed to confer and act with any commission designated or appointed by the state of Wisconsin, or any other state interested in the construction of said canal, and to act with any such commission in any and all of the matters hereinbefore set forth.

Resolved Further, that the state of Wisconsin is hereby requested and invited to constitute and appoint a like commission for the purpose of consulting and co-operating with said commission hereby appointed for the purpose of furthering the project of constructing said canal.

Resolved Further, that the senators and representatives in congress of the United States for the state of Minnesota are hereby requested to urge upon congress the adoption of an act authorizing the final survey of said canal at a depth of ten feet, together with the extension of said canal by means of the canalization of the Mississippi river to the cities of St. Paul and Minneapolis, and to urge upon congress the final construction of said canal by the United states government.

Resolved Further, that a copy of this resolution be sent to the senate and house of representatives of the United States and to each of the senators and representatives in congress from this state, and that a like copy be transmitted by the governor of this state to the governor of Wisconsin and to the president of the senate and speaker of the assembly of the state of Wisconsin.

Approved March 31, 1913.

JOINT RESOLUTION No. 8.

A joint resolution of the legislature of the state of Minnesota petitioning the secretary of war of the United States to cause a complete detail survey to be made of the Red River of the North, from Breckenridge, Minnesota, to the international boundary line, with a view to its improvement by the construction of locks and dams.

WHEREAS, An Act passed by the sixty-second congress of the United States at its second session, H. R. 21477, making appropriations for the construction, repair and preservation of certain public works on rivers and harbors, and for other purposes, directs the secretary of war of the United States to cause a preliminary examination to be made of the Red River of the North from Wahpeton, North Dakota, and Breckenridge, Minnesota, to the international boundary line, with a view to its improvement by the construction of locks and dams or otherwise, and authorizes him to order complete detailed surveys and estimates to be made if the improvement be deemed advisable, and,