

## RESOLUTION No. 6—S. F. No. 584

*A concurrent resolution memorializing the President of the United States and the representatives in Congress from the State of Minnesota that it is the sense of the members of the Minnesota Legislature that agriculture in Minnesota is in dire need of relief legislation.*

WHEREAS, A group of Minneapolis business men have seen fit to inform the President of the United States and Minnesota's Representatives in Congress on the agricultural situation in Minnesota; and

WHEREAS, Such action was taken with the sole intent of defeating agricultural relief legislation now under consideration by Congress; and

WHEREAS, The statement by the Minneapolis business men to the effect that agriculture in Minnesota will be hindered rather than helped, if the legislation under consideration by the Congress of the United States is enacted into law, is grossly misleading and is not based on knowledge of the true farming situation in Minnesota;

NOW, THEREFORE, Be it resolved by the Senate of the State of Minnesota, the House of Representatives concurring, that the President of the United States and the Representatives in Congress from the State of Minnesota, are hereby memorialized that it is the sense of the members of the legislature of the State of Minnesota that the farmers of Minnesota are in dire need of relief legislation and the same should be speedily enacted into law.

BE IT FURTHER RESOLVED, That the Secretary of the Senate be instructed to send by telegram a copy of this resolution to the President of the United States and to the Representatives in Congress from the State of Minnesota as soon as the House does concur with the Senate.

Approved February 17, 1927.

## RESOLUTION No. 7—H. F. No. 703

*A concurrent resolution relating to the repeal of the United States Grain Standard Act.*

WHEREAS, Under the provisions of the so-called Grain Standards Act the Secretary of Agriculture was authorized and directed to promulgate and establish rules for the grading of grain, and under this authority such rules were promulgated and established; and

WHEREAS, Under the rules so established it has been impossible for producers, and operators of elevators in the country, to properly grade grain to meet the requirements of such rules and, to have the grade so fixed maintained at the terminal points because of the many and unnecessary technicalities in the rules; and

WHEREAS, It is a well known fact that the grading rules for wheat were never based upon the milling value of that commodity resulting in wheat of high milling value being sold at a low price thereby providing a direct monetary benefit to the millers, and a consequently large monetary loss to the producers; and

WHEREAS, The people of this state engaged in agriculture have never been able to secure any modification of these grain grades, or any assistance from the federal department of agriculture.

THEREFORE, IT IS RESOLVED by the House of Representatives, the Senate concurring, that the Congress of the United States now in session be requested to repeal the said Grain Standards Act at as early a date as it is possible.

BE IT FURTHER RESOLVED that the Secretary of State of the State of Minnesota be instructed to send a copy of this resolution to the President of the United States, to the Secretary of Agriculture of the United States, and to each member of the United States Senate and to each Congressman of the State of Minnesota.

Approved February 23, 1927.

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#### RESOLUTION No. 8—H. F. No. 214

*A concurrent resolution memorializing Congress of the United States to amend the Transportation Act of 1920 sufficiently to restore to the State of Minnesota general jurisdiction over its intrastate railroad rates.*

WHEREAS, there has prevailed in the State of Minnesota since 1913, a policy of railroad rate making pursuant to Legislative enactments, known as the "Distance Scale" of railroad freight rates; and,

WHEREAS, the State of Minnesota has deemed it of the best interest to all of its citizens and communities to prohibit discriminations and preferences by requiring railroads to publish rates on the basis of a like charge for a like distance for a like class of traffic; and,