

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.

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,

WHEREAS, the Interstate Commerce Commission of the United States, acting upon applications filed pursuant to the Federal Transportation Act of 1920, has issued orders in the so-called Watertown and Fargo cases, authorizing the rail carriers to publish and charge rates for the carrying of freight between points within the State of Minnesota on the basis of different charges for equal distances on class traffic; and,

WHEREAS, such orders of the Interstate Commerce Commission have created unjust discriminations against, and undue preference of persons and localities within the State of Minnesota to the detriment and disadvantage of such persons and localities; and,

WHEREAS, it has been held by the Supreme Court of the State of Minnesota that the Railroad and Warehouse Commission of this State is without authority to order the removal of such discriminations existing between persons and localities within the State of Minnesota; and,

WHEREAS, the Railroad and Warehouse Commission is under injunction of the United States District Court for the District of Minnesota, prohibiting said Commission from interfering with the different scales of rates on class traffic published and charged by the railroads under authority of said orders of the Interstate Commerce Commission; and,

WHEREAS, by reason of said orders of the Interstate Commerce Commission there has been created and now exists within the State of Minnesota, three different scales of rates for movement of class traffic between points within the State of Minnesota over like distances; and,

WHEREAS, the scale of rates on class traffic maintained by the railroads for movement of freight between points within the State of Minnesota prior to the issuance of said orders by the Interstate Commerce Commission were rates which were found by the Supreme Court of the United States in the Minnesota rate cases to be not confiscatory, as increased and decreased by the Minnesota Railroad and Warehouse Commission pursuant to recommendations of the Interstate Commerce Commission in proceedings affecting the general level of rates throughout the Western District, and also the order of the Director General of Railroads, No. 28; and,

WHEREAS, such scale of rates published by the railroads for the movement of class traffic within the State of Minnesota as authorized by the Railroad and Warehouse Commission was never the subject of an application for increase by the railroads to either the Railroad and Warehouse Commission of the State of Minnesota or the Interstate Commerce Commission prior to said orders of the Interstate Commerce Commission.

THEREFORE, BE IT RESOLVED, by the Senate of the State of Minnesota, the House concurring, that the Senate and House of Representatives of the United States of America be and hereby is earnestly requested to immediately amend the Transportation Act of 1920 so as to restore to the State of Minnesota general jurisdiction over its intrastate railroad rates so as to prevent the creation by orders of the Intrastate Commerce Commission of intrastate discriminations and preferences in cases affecting the level of intrastate rates.

Approved March 1, 1927.

RESOLUTION No. 9—H. F. No. 958

A joint resolution memorializing Congress to amend the River and Harbor Act so as to provide for maintenance of a uniform stage of water in the head waters of the Mississippi River throughout the year.

WHEREAS, the River and Harbor Act passed by Congress in 1880 provided for the creation of storage reservoirs to impound the high waters of the Mississippi River during the Spring and early Summer, and to release them during the late Summer and Fall so as to produce a greater flow in said river during the low water season in the interests of navigation, and disregarding the conservation and propagation of fish life in the head waters of the Mississippi; and

WHEREAS, the raising and lowering of the water in the storage reservoirs created by the War Department under said act has resulted in destroying much of the natural feeding, resting and breeding grounds of migratory birds, and has affected the value of the property of riparian owners, and interfered with the natural propagation of game fish, and has resulted in the freezing of many thousands of game fishes in shallow bays during the Winter months;

BE IT RESOLVED BY THE House of Representatives of the State of Minnesota, the Senate concurring, that Congress be and it hereby is memorialized to so amend said River and Harbor Act that the wild life of the State of Minnesota may be protected and propagated, and that said act be amended so as to provide for the maintenance of a uniform stage of water or a definite, fixed and permanent low water level in said head waters throughout the year.

BE IT FURTHER RESOLVED that a certified copy of this resolution be transmitted to the Speaker of the House, and the Vice-