

Senators and Representatives from the State of Minnesota in the Congress of the United States.

Approved February 17, 1939.

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RESOLUTION No. 2 (H. F. No. 288)

*A joint resolution. The Legislature of the State of Minnesota in regular session assembled memorialize the Federal Civil Aeronautical Authority and the Congress of the United States to establish an air base in Minnesota.*

WHEREAS, the Federal Civil Aeronautical Authority has heretofore announced a proposed plan whereby certain localities in the several states are to be designated as air bases for the schooling and education of young men and women of the land who are desirous of acquiring aviation training, and

WHEREAS, various sites in the state of Minnesota have been considered in connection with a possible air base for such operation; and

WHEREAS, such a program would be a direct benefit to the state of Minnesota and particularly to the youth thereof; now therefore be it

RESOLVED by the legislature of the state of Minnesota in regular session assembled that we memorialize the Federal Civil Aeronautical Authority and the Congress of the United States to provide for the establishment of an air base in the state of Minnesota for the purposes above set forth, and that their plans be carried out expeditiously.

BE IT FURTHER RESOLVED that the Secretary of state of the state of Minnesota be and he is hereby instructed to transmit a copy of this joint resolution to the Federal Civil Aeronautical Authority and to the Senate and House of Representatives of the United States.

Approved February 17, 1939.

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RESOLUTION No. 3 (H. F. No. 63)

*Joint resolution memorializing the United States Senate to ratify, at the instant session of Congress, the treaty between*

*the United States of America and the Dominion of Canada for the building of the Great Lakes-St. Lawrence seaway.*

WHEREAS, The St. Lawrence Seaway Treaty between the United States and the Dominion of Canada, for the development of a sea lane into the Great Lakes remains unratified and, therefore, unfinished business before the country; and

WHEREAS, it is well understood that it is the firm intention of the President of the United States to resubmit a Treaty for the development of this great waterway; and

WHEREAS, this project has been under scrutiny and analysis by boards composed of the members of the corps of the United States Army Engineers, Economic Investigators of the Department of Commerce, the International Joint Commission, the United States St. Lawrence Commission and many other groups over a long period of years and has had the approval of four Presidents of the United States; and

WHEREAS, the International Joint Commission found that without considering the probability of new traffic created by the opening of the water route to the seaboard, there existed between the region economically tributary to the Great Lakes and oversea points, as well as between the same region and the Atlantic and Pacific seaboard, a volume of outbound and inbound trade that might reasonably be expected to seek this route sufficient to justify the expense involved in its improvement; and

WHEREAS, the United States Great Lakes-St. Lawrence Commission found the construction of this shipway from the Great Lakes to the sea to be imperative both for the relief and for the development of a vast area in the interior of the continent; and

WHEREAS, the building of this seaway, by affording easy and cheap communication to and from the interior of the continent, would be the greatest farm relief measure ever passed;

NOW, THEREFORE, BE IT RESOLVED by the House of Representatives and the Senate concurring, that the State of Minnesota memorialize the President of the United States to resubmit the Treaty with Canada for the development of the St. Lawrence River, and the Senate of the United States, now in session, to promptly ratify said Treaty when submitted; and

BE IT FURTHER RESOLVED, that the Governor of this state is hereby requested to forthwith transmit to the Senate of the United States a properly authenticated copy of this Joint Resolution of the House of Representatives and the Senate of the State of Minnesota.

Approved February 17, 1939.

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RESOLUTION No. 4 (H. F. No. 289)

*A joint resolution. The Legislature of the State of Minnesota in regular session assembled memorialize the Interstate Commerce Commission, the President of the United States and the Congress of the United States to establish fair and equitable freight rates for the Western Trunk Line Territory.*

WHEREAS, the average interstate railroad rate level in the Western Trunk Line Territory in which Minnesota is located, is 47 per cent higher than in Official Territory, or the area east of the Mississippi and north of the Ohio Rivers; and

WHEREAS, the actual cost to the railroad based on a loaded car mile or a gross ton mile basis is lower in the Western Trunk Line Territory; and

WHEREAS, railroad rates on wheat from Noyes, Minnesota, to Minneapolis, a distance of 380 miles, is 75 per cent higher than the rate applied on like commodities from Minneapolis to Chicago, a distance of 419 miles; and

WHEREAS, these rates as established by the interstate Commerce Commission are discriminatory against agriculture, industry and the consuming public of the Western Trunk Line Territory; now therefore be it

RESOLVED by the Legislature of the state of Minnesota in regular session assembled that we memorialize the Interstate Commerce Commission, the President of the United States and the Congress of the United States to establish fair and equitable freight rates for the Western Trunk Line Territory.

BE IT FURTHER RESOLVED, that the Secretary of State of the state of Minnesota be and he is hereby instructed to transmit a copy of this resolution to the Interstate Commerce Commission at Washington, D. C., the President of the United States and to the Congress of the United States.

Approved February 24, 1939.