

of the grant, or work a forfeiture to, and place the lands under the control of the State, upon any failure by such companies to comply with such terms; Therefore,

*Be it resolved by the General Assembly of the State of Iowa,* That our Senators in Congress be instructed and our Representatives requested, to use their best endeavors to prevent the passage of any Act which shall withdraw from the control of the Legislature of this State the lands granted to the State to aid in the construction of railroads, or that shall in any manner release the railroad companies from their responsibility to the State.

2. That they endeavor to secure an extension of the time for the completion of the several lines of railroads under such restrictions as will secure to the State the immediate control and right of disposition of the remaining lands, in the event of a failure on the part of either of the companies receiving the benefit of such grant, to complete any section of its road within such time as may be prescribed by the Legislature thereof.

3. That the Secretary of State be instructed to transmit to each of our Senators and Representatives in Congress, a copy of these resolutions duly certified.

Approved March 3d, 1866.

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## NUMBER 7.

### ASKING GRANT OF LANDS TO AID "IOWA CENTRAL" R. R.

MEMORIAL of the General Assembly of the State of Iowa, asking for grant of land to aid in the construction of Iowa Central Railroad.

Your memorialists, the General Assembly of the State of Iowa, would most respectfully represent—that the several railroads running from the east to the west through our State have had valuable and munificent grants of lands given them to aid in building said roads for developing the rich resources of our young State; inducing the emigrant to settle among us, also affording facilities to transport our surplus produce to eastern markets. And in view of these benefits arising from grants to the State and the roads; your memorialists would further represent the importance of encouraging a railway connection with St. Louis and the Pine regions of the north, and by this means, affording the advantage of navigation to the ocean at all seasons.

The increasing demand for lumber for the vast country west of the route of the Iowa Central, demands that we should seek an outlet from the pineries through our State. Our produce would

find a cheaper and readier exit to market than eastern lines are able to afford. The prosperity and wealth of the State are in a measure, dependent upon the speedy construction of north and south roads. They would be the best regulators of excessive tariffs, opening a competition with the east and west roads that would be for the best interests of the agricultural and commercial prosperity of the State.

Your memorialists would further represent that a Company has been formed, called "The Iowa Central," having for its object the feasibility and importance of connecting the railroad system of Missouri and Minnesota. The Iowa Central will connect the North Mo. with the Minn. Central, thus completing a great chain of railroads from the Lakes of the north to the Gulfs of the south, with bands of iron. The northern terminus will be Superior City; the southern, Galveston, Texas, by way of St. Louis and St. Paul.

This great thoroughfare will run through the counties of Mitchell, Floyd, corners of Chickasaw and Butler; through Bremer, Black-Hawk, Tama, Powesheik, Mahaska; corner of Wapello; through Monroe and Appanoose.

Sufficient amount has been raised in Black-Hawk, Tama, Mahaska, Wapello, and Appanoose counties for the grading and bridging of the road. The work through the counties of Black-Hawk and Tama, is under contract, and is to be finished ready for the iron by the second day of July next. The contract for the grading from Cedar Falls to the Mo. State line, will be put under contract early in the spring.

Passing through, as it does, one of the richest agricultural districts of the State, on the one hand terminating in the great lumber regions of Minnesota, and on the other, reaching St. Louis, the commercial emporium of the Mississippi, passing through the great coal fields of our State, which will be of great benefit to the country north of us. The counties through which the Iowa Central passes, have a population of over 120,000 persons; therefore, be it

*Resolved*, That our Senators in Congress be instructed, and our Representatives be requested to use their influence to procure a liberal grant of land to the State to aid in the construction of the Iowa Central Railroad, embracing such privileges and restrictions as they may deem proper to prevent any diversion of said grant from the object contemplated in this Memorial and Joint Resolution.

*Resolved*, That a copy of this memorial and resolutions be forwarded by the Secretary of State to each of our Senators and Representatives in Congress.

Approved March 5th, 1866.