

requested, to use their efforts to secure a tri-weekly mail-route from Strawberry Point, Clayton county, Iowa, so that it shall run from said town of Strawberry Point, *via* St. Sebald and Volga City to the town of Elkador, the county seat of Clayton county.

Be it further resolved, That the Secretary of State be requested to transmit a copy of this resolution to our Senators and representatives in Congress.

Approved, March 8, 1870.

NUMBER VIII.

FOR INCREASE OF MAIL FACILITIES.

JOINT RESOLUTION, Asking for the establishment of a daily mail from Villisca, Montgomery County, Iowa, to Marysville, Missouri, by way of Hawleyville and Clarinda, Page county, Iowa.

Be it Resolved by the General Assembly of the State of Iowa, That our Senators in Congress be, and the same are hereby instructed, and our Representatives requested, to use their influence to secure, at the earliest possible time, the establishment of a daily mail from Villisca, in Montgomery county, Iowa, through Hawleyville and Clarinda, Page county, to Marysville, in Nodaway county, State of Missouri.

Be it further resolved, That a copy of this resolution be forwarded by the Secretary of State to each of our Senators and Representatives in Congress.

Approved, March 9, 1870.

NUMBER IX.

COUNCIL BLUFFS INITIAL POINT UNION PACIFIC RAILROAD.

JOINT RESOLUTION Relating to the Initial Point of the U. P. R. R.

WHEREAS, The terminus of the Iowa railroads, connecting with the Union Pacific Railroad, under their charter is in Iowa; and,

WHEREAS, The terminus of the Union Pacific Railroad, as designated by the executive order of the President of the United States, under their charter of 1862, is also in Iowa, and provision is made under that charter to enable the Union Pacific Railroad to cross the

Missouri river by bridge or ferry, to connect with all railroads terminating near it, and a munificent subsidy given it, sufficient to fully build its entire road ; and,

WHEREAS, The cost of such connection, as now made, is a great burden upon the Iowa roads, and far more costly, when done by each Iowa railroad separately, *as* [than] if the transferring was made by the Union Pacific Railroad for all the said railroads ; and,

WHEREAS, The transfer, as now made, is a great and unnecessary discrimination against Iowa railroads, trade, and freight, going West, and may turn, if continued, the traffic and trade to the north and south of our State as soon as competing lines are completed ; therefore,

Resolved, That our Senators be instructed, and our Representatives in Congress requested, to take such measures, as to them may seem best, for the purpose of forcing the Union Pacific Railroad to comply with the terms of its charter, and to make immediately such representations to the Government of the United States, as will bring to its notice the fact of such violation, and the unjust burden connected therewith upon trade, and that they call the attention of the officers of the Union Pacific Railroad to the fact of the violation of their charter, under the provisions of the law, passed April, 1869, and urgently request them to apply the proper remedy without delay.

2. That the railroads in Iowa connecting with the Union Pacific Railroad be, and are hereby requested and instructed, under their charters, to deliver their freight and passengers to the Union Pacific Railroad, at their terminal stations in Iowa ; and to receive passengers and freight going east from the Union Pacific Railroad, also, at their terminus in Iowa ; and, hereafter, refuse to transfer passengers and freight to the Union Pacific Railroad into Nebraska, either by themselves, their agents, or contractors, and thus avoid the extra expense to themselves, of the transfer, ferry, and switching, as now imposed upon them to do upon the grounds and within the limits of the Union Pacific Railroad in Nebraska and beyond, and without the limits of their own charters.

3. That the Secretary of State is hereby requested to forward a copy of these resolutions to each of our Senators and Representatives in Congress, and to each of the railroad companies interested.

Approved, March 14, 1870.