

NUMBER 3.

RELATIVE TO THE HENNEPIN CANAL.

MEMORIAL AND JOINT RESOLUTION, Relative to the Construction of a Canal from the Mississippi River to the Illinois River at Hennepin, in the State of Illinois.

WHEREAS, The question of cheap transportation by an uninterrupted water-route between the Mississippi river and the Atlantic seaboard, by way of the great lakes, has long been one of all-absorbing interest to the people of the food-producing states of the Northwest; and,

WHEREAS, The general assembly of Iowa has repeatedly memorialized congress for the construction of such water-route; and expressly did, by memorial and joint resolution, approved February 24, 1876, urge upon congress, the construction of the same from some point on the Mississippi river, between the mouth of Rock river and Clinton, Iowa, to the the Illinois river at Hennepin; and

WHEREAS, At a convention representing the people of the Mississippi valley and the Northwest, held at the city of Davenport, Iowa May 25 1881 it was resolved and unanimously declared—

First. That the congress of the United States should devise by law and sustain by liberal and efficient appropriations a system of cheap transportation by water-routes, connecting the Mississippi river and its tributaries, with the Eastern Atlantic seaboard and the Gulf of Mexico.

Second. That it has been the policy of congress, and the desire of the people of the Northwest for many years, to inaugurate and complete a system of water-channel improvement having the Mississippi for its base, that to give greater efficiency to this policy there should be constructed from the Mississippi river, on the most feasible route to the Illinois river at Hennepin and thence to the lake at Chicago, a canal adequate to the present and future transportation needs of that great port of internal improvement is an imperative necessity for a relief from excessive freight rates on the produce and commerce of the country, and that the work so long needed should immediately be commenced; and

WHEREAS, The congress of the United States, by act of Aug. 2 1882, authorized the secretary of war to cause a survey to be made for the purpose of ascertaining the most practicable route for such proposed canal which survey has been made and an official report thereof transmitted to the congress; and

WHEREAS, The President of the United States, on the eighth day of January 1884, sent to congress his special message with respect to the construction of said Hennepin canal, and accompanying said message, with copies of the act of the general assembly of Illinois, ceding to the United States the Illinois and Michigan canal, and other documents in which special message the President says:—

I submit the communication of the governor of the state of Illinois, with a copy of the act of the general assembly of the state

tendering to the United States the cession of the Illinois and Michigan canal upon condition that it be enlarged and maintained as a national water-way for commercial purposes. The proposed cession is an element of the subject congress had under consideration in directing by the act of Aug. 2 1882 a survey for a canal from a point on the Illinois river, at or near the town of Hennepin, by the most practicable route to the Mississippi river at or above the city of Rock Island, the canal to be not less than seventy feet wide at the water-line, and not less than seven feet depth of water, with a capacity for vessels at least two hundred and eighty tons, and also for a survey of the Illinois and Michigan canal, and the estimated cost of enlarging it to the dimensions of the proposed canal between Hennepin and the Mississippi river. The surveys ordered in the above act have been completed and the report upon them included in the last annual report of the secretary of war, and a copy is herewith submitted. It appears from these papers that the estimated yield of corn, wheat, and oats, for 1882, in the state[s] of Illinois, Wisconsin, Iowa, Minnesota, Kansas, and Nebraska, was more than 1,000,000,000 bushels. It is claimed that if a cheap water transportation route, which is now continuous from the Atlantic ocean to Chicago is extended to the upper Mississippi by such a canal, great benefit in the reduction of freight charges would result to the people of the upper Mississippi valley, whose productions I have only partly noted, not only on their own shipments, but upon the articles of commerce used by them which are now taken from Eastern States by water only [as] far as Chicago. As the matter is of great interest, especially to the citizens of that part of the country, I commend the general subject to your consideration.

CHESTER A. ARTHUR.

Executive Mansion Jan. 8, 1884.

WHEREAS, It appears by the official report of Major W. H. H. Ben-
yard of the United States Engineers by whom such survey was made that
three routes were surveyed, to-wit., the *Marquis d' Osier route*, *Watertown
route*, and *Rock Island route*; now therefore,

Be it resolved by the General Assembly of the State of Iowa:

That our senators and representatives in congress requested to vote for and use their active influence to effect such legislation by congress as will secure the construction at an early day of said canal upon such route as may be the most feasible and practicable and so designated by the secretary of war, and which will be for the best interests of the people at large, and to vote a liberal appropriation therefor, to the end that said canal may be completed and opened to the commerce of the country at the earliest possible date.

Resolved, That the secretary of state be, and he is hereby instructed to forthwith transmit a copy hereof to each of our senators and representatives in congress.

Approved, February 21, 1884.