

instead the installment of \$25, received as bounty money when they were mustered into the service, was deducted from their pay ; therefore,

*Be it Resolved by the General Assembly of Iowa,* That our Representatives in Congress be requested and our Senators instructed to use their utmost endeavors to procure the passage of an act giving those noble men bounties equal to any other volunteers.

2d. That a copy of this Resolution be forwarded by the Secretary of State to each of our Senators and Representatives in Congress, at the earliest practicable period.

Approved January 24, 1866.

### NUMBER 3.

#### BINDING AND DISPOSAL OF PUBLIC DOCUMENTS.

*Resolved by the General Assembly of the State of Iowa,* That all public documents, including printed reports of committees, published by either branch of the General Assembly, be placed in the hands of the Secretary of State by the State Printer or Binder, and that he retain in his own possession 300 copies of each published in the English language, and shall furnish to each member of the 11th General Assembly one bound copy of the same, including also the reports and documents mentioned in Chapter 114 of the Acts of the Tenth General Assembly, and that the Secretary of State dispose of the balance of said bound volumes as provided for in said Chapter 114.

Approved February 3d, 1866.

### NUMBER 4.

#### MEMORIAL AND JOINT RESOLUTION.

MEMORIAL AND JOINT RESOLUTION, asking Congress for a grant of lands to aid in the construction of the Iowa and Missouri State Line Railroad.

*To the Senate and House of Representatives of the United States of America, in Congress assembled.*

Your memorialists, the General Assembly of the State of Iowa,

would respectfully represent, that by an act of Congress, approved May 15th, 1856, in answer to a memorial of the General Assembly, a munificent grant of land was appropriated by the General Government, to aid in the construction of the several lines of Railroads designated in said act—

The aid thus given by the General Government where the same has been properly restricted; and applied, has stimulated industry and invited emigration along the several lines, so far as the same have been completed.

Your memorialists would further represent that the southern tier of counties, embracing the Counties of Lee, Van Buren, Davis, Appanoose, Wayne, Decatur, Ringgold, Taylor, Page, and Fremont, have a population of nearly one hundred thousand persons, the greater number of whom have no natural outlet or Railroad facilities for the transportation of surplus products to markets. The distance to the Hannibal and Saint Joseph Railroad, on the south, and the Burlington and Missouri River Railroad (not yet completed) on the north, precludes the possibility of those roads supplying the means of transportation necessary to the growth and prosperity of that part of the State.

Your memorialists would further represent that there is now in course of construction a Railroad commencing at Farmington, in Van Buren County, and running thence westward through the southern tier of Counties to the Missouri River, a distance of two hundred and fifty (250) miles, known as the "Iowa and Missouri State Line Railroad." The Company have manifested a commendable zeal in the prosecution of the work, and are strenuously endeavoring to complete the first forty miles by the first of January, 1867; but the liability of those Counties along the border, through which the road passes, to be overrun during the continuance of the rebellion, by marauding bands and guerrillas, rendering the lives and property of the inhabitants insecure, and paralyzing to a great extent the industrial pursuits, retarding emigration, and the productive increase of wealth and prosperity of the inhabitants, thereby rendering them unable to contribute sufficient material aid to insure the early completion of said railroad, and believing it to be the true policy in the General Government, to foster and encourage by grants of lands, under proper restrictions, the construction of railroad lines, connecting and binding together the several States by a common interest, in the facilities for travel and transportation; and believing that a liberal grant of lands, properly restricted in their application, to aid in the construction of said railroad, would be eminently just, and warranted by precedent in the Act of Congress to which we have referred, therefore,

*Be it resolved by the General Assembly of the State of Iowa,*  
That our Senators in Congress be instructed and our Representatives be requested to use their influence to procure a liberal grant

of lands to aid in the construction of "the Iowa and Missouri State Line 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 February 7th, 1866.

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### N U M B E R 5 .

A JOINT RESOLUTION relating to the Freedmen's Bureau Bill.

WHEREAS, We have learned with deep regret that the President of the United States has vetoed the Bill recently passed both Houses of Congress relating to the Freedmen's Bureau, and

*Whereas*, We regard the measure as eminently just and necessary in the peculiar circumstances of the Country. Therefore,

*Be it resolved by the General Assembly of the State of Iowa*, That our Senators in Congress be instructed and our Representatives be requested, to use their best efforts to secure the final adoption of the measure notwithstanding such veto.

Approved February 23d, 1866.

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### N U M B E R 6 .

IN RELATION TO RAILROAD LAND GRANTS.

JOINT RESOLUTIONS in relation to Lands granted to the State of Iowa to aid in the construction of Railroads.

WHEREAS, By an Act of Congress approved on the 15th day of May, 1856, a portion of the public domain was granted to the State of Iowa to aid in the construction of certain lines of Railroad, within the time therein limited, with a condition of forfeiture annexed, and

WHEREAS, The Railroad companies to which such lands were transferred, have failed to complete their several lines as required, and a renewal of such grant is desirable upon such terms as will compel the speedy completion of the roads and secure the object