

[127]

JOINT RESOLUTIONS.

NUMBER 1.

[No. 8.]

JOINT RESOLUTION for a grant of land to aid in the construction of a Rail Road from McGregor to the Missouri River.

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 exertions to procure from the general government a grant of land to the McGregor, St. Peters and Missouri River Rail Road Company, to aid in the construction of a rail road from McGregor, in Clayton county, on the Mississippi river, westward across the state of Iowa to the Missouri river.

Resolved further, That the secretary of state be, and he hereby is directed to forward a copy of this resolution to each of our senators and representatives in the congress of the United States.

Approved March 31, 1860.

NUMBER 2.

[No. 10.]

MEMORIAL AND JOINT RESOLUTION asking for a grant of land to aid in the construction of a Rail Road as herein set forth.

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 the whole extent of country drained by the Missouri river and its tributaries is wholly destitute of fine timber, and greatly destitute of timber of any kind, unless it be the extreme north and western portions of the country so drained, thereby greatly retarding its settlement and growth. That the distance from the centre of this destitution, say at Council Bluffs, north easterly by the Boyer valley, to the vast pineries upon the head waters of the Mississippi, at some point as St. Peters in Minnesota, is less than 230 miles via. the Boyer valley in the state of Iowa, and it is believed that a railroad communication from the termination of the St. Joe and Council Bluffs railroad on the south line of the state of Iowa, via. Council Bluffs and the Boyer valley to the railroads of Minnesota, at or near St. Peters, would be not only to the states of Iowa and Minnesota, but to the general government, a great source of revenue, commencing at the point on the state line aforesaid, it runs via. Council Bluffs in Pottawattamie county, along the Missouri valley to where the Boyer valley joins it, thence in a north

easterly direction up the Boyer valley, through Harrison, Monona, Crawford, Sac, Buena Vista, Pocahontas, Palo Alto, and Kossuth counties, in Iowa, and Fairbault and Blue Earth counties in Minnesota. It follows the Boyer valley to near its source, thence rising on to the "Plateau Des Praries," it traverses for 25 miles an unsettled and sparsely timbered portion of Iowa, on the great plain forming the divide between the Missouri and the Minnesota rivers, to the state line, thence descending to the valley of the Blue Earth, one of the tributaries of the Minnesota, it follows that valley to its terminus, intersecting in its course the "Land Grant Roads" of Iowa and Minnesota, and terminating contiguous to the great pineries of the north-west.

The formation of the country is singularly adapted for a road of light grades, and cheap construction; nine-tenths of the distance with grades not to exceed 10 feet to the mile, and a maximum grade not to exceed 40 feet to the mile, with a never failing source of revenue. It opens to a market and settlement the lands of a portion of Iowa and Minnesota heretofore excluded, for the want of timber and the facilities of a market. It traverses a portion of the state unprovided with railroads, and with a little additional line of road would give Dakotah territory ample railroad facilities for the present. Its cheapness of construction, and light grades adapt it to the distribution of the timber of the pine [129] regions of the north-west through Iowa, Nebraska, Missouri and Kansas, now wholly supplied by water conveyance of nearly 2,000 miles, and when built would give western Wisconsin and Minnesota, by their great thorough-fares now built or building, a direct outlet to the great overland routes to the interior territories and Pacific possessions, together with a direct communication with St. Louis.

The advantages of such a road are to be summed up briefly thus:

First—Its directness and amount of territories and population it would accommodate for its length.

Second—Its rendering available a great portion of the pineries of Minnesota and prairies of Iowa, heretofore unattainable.

Third—Its light cost and easy grades.

Fourth—Its bringing into market and opening to settlement a large portion of the public domain otherwise unavailable for years for want of the necessary facilities for carriage and market.

Fifth—Its cutting at right angles nearly all the land grant roads of Iowa and Minnesota, rendering to each a valuable feeder to the southern roads, of lumber, and to the more northern ones a great outlet to the plains and St. Louis.

Sixth—Its interests not conflicting with any road now projected, building, or built; carries out in part the plan of congress in its land grants to Minnesota, rendering available to that state one of its principal sources of wealth, and saving to the state of Iowa in the item of lumber alone, more than enough to build the entire road.

Your memorialists would, therefore, ask of your honorable bodies that a law may be passed granting to the states of Iowa and Minnesota alternate sections of lands along the line of the proposed road upon the same terms and under like privileges and restrictions with the grants made to the state of Iowa, May 15th, 1856, known as the "Iowa Land Grants," to aid in the construction of such a road aforesaid.

Resolved, That our senators be instructed and our representatives in congress requested to use their influence to procure the passage of a law as asked in the foregoing memorial, and that the secretary of state be instructed to forward a copy of the foregoing memorial and resolution to each of our senators and representatives in congress.

Approved April 2, 1860.