

MEMORIALS.

NO. 1.

MEMORIAL TO CONGRESS, PRAYING THAT YANKTON BE MADE
A PORT OF ENTRY, AND A MARINE HOSPITAL BE LOCATED
AT SAID PLACE.

Your memorialists, the Legislative Assembly, would most respectfully represent, that by the completion of the Dakota Southern Railroad to the city of Yankton, D. T., it becomes the starting point for navigation on the Missouri river, and must, without the aid of land grants to railroads, remain for some time said starting point.

A memorial to congress, praying that Yankton be made a port of entry, and a marine hospital be located at said place.

We, your memorialists, would therefore respectfully urge upon your honorable bodies, that Yankton be made a port of entry, and that a sufficient appropriation be made to establish a marine hospital at said city of Yankton, the capital of Dakota Territory, and as in duty bound, your memorialists will ever pray.

Resolved, That a copy of this memorial be forwarded to the President of the Senate and Speaker of the House of Representatives in Congress, and one copy to the committee on appropriations of each house, and one to our Delegate in Congress.

Approved, January 10th, 1873.

NO. 2.

A MEMORIAL TO THE SECRETARY OF THE INTERIOR.

A memorial
to the secretary
of the interior.

Your memorialists, the Legislative Assembly of the Territory of Dakota, would most respectfully represent, that the citizens of this Territory have ever desired to live on terms of peace with the Indian tribes within our Territory, and it should be the object of the Government to foster the feeling now existing here, which can be done by making it for the interest of the citizens, by the purchase of supplies from the people of the Territory, when it can be done upon as favorable terms as elsewhere.

We would further respectfully represent, that we have an ample supply of grain, and have direct railroad connections, without breakage of bulk, from Yankton, the capital of the Territory; and also plenty of warehouse room to accommodate the transfer business.

We would respectfully ask that Yankton be made a point of delivery in advertising for supplies for the year 1873, thereby saving 175 miles of dangerous river navigation on the Missouri river, and purchasing supplies at less prices than heretofore.

Your memorialists respectfully ask your early and favorable consideration, and as in duty bound, will ever pray.

Resolved, That a copy of this memorial be sent to the President of the United States, the Hon. Secretary of the Interior, and to our Delegate in Congress.

Approved, January 9th, 1873.

NO. 3.

A MEMORIAL TO CONGRESS RELATIVE TO A CODIFICATION OF
THE LAWS OF DAKOTA TERRITORY.

*To the Honorable, the Senate and House of Representatives of
the United States in Congress Assembled:*

Your Memorialists, the Legislative Assembly of the Territory of Dakota, would respectfully represent, that the laws of Dakota, enacted since the first session of the Legislature in 1862, are in a state of confusion, so much so that it is very difficult to tell what laws are in force and effect, and what laws have been repealed. The laws now on our statute books are the enactments of ten Legislatures; and until the laws are codified, this uncertainty will continue, much to the embarrassment of our courts, and seriously detrimental to the interests of justice.

A memorial
to congress rel-
ative to a codi-
fication of the
laws of Dakota
Territory.

You memorialists would therefore ask that the surplus fund belonging to the appropriation for Legislative expenses in this Territory, together with an additional sum sufficient to meet the expense, said sum to be not less than ten thousand dollars, be set apart and appropriated for the purpose of codifying and compiling the said laws; and that the secretary of this Territory be required and authorized to employ a commission of competent persons to perform the labor of compiling and arranging said laws, who shall receive a reasonable compensation therefor; and that the said secretary shall also procure the laws, when so codified, printed in one volume, suitably indexed.

Resolved. That a copy of this memorial be forwarded to the chairmen of the judiciary committees of the Senate and House of Representatives of Congress, respectively; also to the secretary of the treasury; also to Hon. R. W. Tayler, First Comptroller Treasury Department; also one to our Delegate in Congress.

Approved, January 10th, 1873.

NO. 4.

A MEMORIAL TO THE CONGRESS OF THE UNITED STATES, PRAY-
ING FOR A GRANT OF LAND TO AID IN THE CONSTRUCTION
OF THE DAKOTA AND NORTHWESTERN RAIL ROAD.

A memorial
to the congress
of the United
States, praying
for a grant of
land to aid in
the construc-
tion of the Da-
kota and North-
western rail-
road.

Your Memorialists, the Legislative Assembly of the Terri-
tory of Dakota, would most respectfully pray your honora-
ble bodies, to make a liberal grant of land to aid the Dakota
and Northwestern Railroad Company, a corporation organ-
ized under the laws of this Territory, in extending their road
from Yankton via Bon Homme and Springfield, to the mouth of
Big Cheyenne river; and your memorialists would represent,
that said railroad is completed and in running order from the
Big Sioux river, to Yankton, the capital of this Territory:
and your memorialists would further represent, that the line
of said road extends up the valley of the Missouri river, from
the settled portions of Dakota and northwestern Iowa, to the
mouth of the Big Cheyenne river, in the most direct and fea-
sible route from the Big Sioux river, to the crossing of the
Missouri river, by the Northern Pacific railroad.

Approved, January 10th, 1873.

NO. 5.

A MEMORIAL TO THE HONORABLE SENATE AND HOUSE OF REP-
RESENTATIVES IN CONGRESS ASSEMBLED, ASKING FOR A GRANT
OF LAND IN THE TERRITORY OF DAKOTA, TO AID IN THE
CONSTRUCTION OF THE DAKOTA CENTRAL RAILROAD.

A memorial
to the honora-
ble senate and
house of repre-
sentatives in
congress as-
sembled, ask-
ing for a grant
of land in the
Territory of Da-

Your memorialists, the Legislative Assembly of the Terri-
tory of Dakota, respectfully represent, that the Dakota Cen-
tral R. R. Co. is a legal corporation, organized in January,
1870, in accordance with the laws of this Territory, for the
purpose of constructing and operating a line of railroad from

the city of Yankton, the capital of the Territory, in a northerly direction up the valley of the Dakota, or James river, to annex with the Northern Pacific Railroad, at or near the forty-sixth parallel; also for a branch from the main line at some point south of township line No. 101 and 102 north, running westerly through the Black Hills to the western boundary of the Territory, said branch to cross the Missouri river between the mouth of the White Earth and Cheyenne rivers, and having eighty miles already surveyed on the line of the road; and having also a lease of about 30 miles of the unbuilt portion of the Dakota Southern Railroad, which is the only railroad now being built in Dakota Territory, south of the forty-sixth parallel, its length being 65 miles, and connecting with other roads of Sioux City, Iowa.

kota, to aid in the construction of the Dakota Central railroad.

Your memorialists would respectfully represent, that the Dakota Southern Railroad is the only road in Dakota authorized to receive local aid in its construction, which authority was given by Congress at the first session of the forty-second Congress; and this is found to be a great hardship upon the settlers in a new country but sparsely populated.

Your memorialists would further represent, that the country south of the land grant of the Northern Pacific Railroad embraces an extent of prairie land about three hundred miles wide, running east and west across the Territory of Dakota, and wholly destitute of timber and coal, excepting small belts of timber along the margin of large rivers.

The soil of Dakota is very rich, and especially adapted to agricultural purposes; but we find it difficult to induce emigration to the interior, owing to the scarcity of fuel, coal, lumber and other necessities of life.

Your memorialists would represent, that the States of Iowa, Minnesota, Kansas and Nebraska, as well as most of the other States and Territories, have received generous donations of lands to enable them to build up large and prosperous communities, and thousands of miles of railroads; that the Northern Pacific Railroad is of no benefit directly to the Missouri slope of Dakota, comprising an area of thousands of square miles of superior tillable lands, and that it is impossible for the people of this Territory to call in eastern capital to aid in building railroads without a land grant.

Therefore, your memorialists respectfully urge that a liberal grant of land in alternate sections of unoccupied land on each side of the line of the Dakota Central Railroad, be given to this corporation, with the provisions that the lands so donated shall be sold only to actual settlers, at a price not exceeding two and one-half dollars per acre.

And your memorialists, as in duty bound, will ever pray.

Approved, January 10th. 1873.

NO. 6.

A MEMORIAL TO CONGRESS PRAYING FOR AN APPROPRIATION TO ERECT A CAPITOL BUILDING IN DAKOTA TERRITORY.

To the Honorable, the Senate, and House of Representatives of the United States in Congress Assembled:

A memorial to congress, praying for an appropriation to erect a capitol building in Dakota Territory.

SECTION 1. Your memorialists, the Legislative Assembly of the Territory of Dakota, would most respectfully ask that an appropriation be made by your honorable bodies, for the erection of a capitol building, at the seat of government, of said Territory, and urge in support of this memorial:

SEC. 2. That the building now used by the several federal officers of this Territory, are rented of private individuals, and are wooden tenements, in all respects unsafe, and liable at any time to be destroyed by fire, together with their valuable contents.

SEC. 3. That the legislative, executive, and judicial records, files, libraries, furniture, and other valuables, are, at all times, in consequence, liable to injury and total destruction, and we regard their preservation of vital importance to our Territory.

SEC. 4. That the rent now paid must increase as the value of property increases, for the several officers: the Executive's.

the Secretary's, the Surveyor General's, the U. S. Marshal's, the U. S. Attorney's, and the U. S. Court Room and Legislative Halls, would, in a few years, pay the expense of erecting a suitable building for the accommodation of the various federal officers and legislative assembly, and therefore the expenditure of a sum sufficient for that purpose, would be absolute economy.

SEC. 5. Your memorialists regard this matter of great importance to Dakota; and would therefore most earnestly pray, that an appropriation of not less than forty thousand dollars, be made for the purpose above stated.

SEC. 6. And your memorialists will, as in duty bound, ever pray.

SEC. 7. *Resolved*, That a copy of this memorial be sent to our Delegate in Congress, and he be respectfully requested to bring the subject of the same to the immediate attention of Congress, and use all honorable means to bring about the asked for appropriation.

Approved, January 10th, 1873.

NO. 7.

A MEMORIAL TO CONGRESS, ASKING FOR A GEOLOGICAL SURVEY OF THE TERRITORY OF DAKOTA.

To the Honorable the Senate and House of Representatives of the United States in Congress Assembled :

Your memorialists, the Legislative Assembly of the Territory of Dakota, most respectfully represent, that the Black Hills and Bad Lands of Dakota Territory, lying near the 102° meridian of longitude, and between the Niobrara and Yellowstone rivers, is a region which has always excited the interest of geologists and explorers, but remains at the present time a mysterious, untraveled belt of the continent, where none but the wild beasts and red man hold dominion; that

A memorial to congress asking for geological survey of the Territory of Dakota.

on account of the determined and superstitious hostility of the Indians in that region, no geologist survey has ever been made among the mysterious ruins of the Bad Lands, save a hasty survey by Evans, in 1849, and Hayden, in 1855-6.

The Black Hills, says Lieut. Warren, who visited their base, are composed of the same formations of stratified rocks as are found in the gold bearing gulches of the Wind river and Big Horn mountains; these hills, in his opinion, being but an out-cropping spur of the great Rocky Mountain range, in the vicinity of the Bannock and Virginia City mines.

Dr. Hayden, the geologist, says the lowest member of the salurian period, or gold-bearing strata, are quite well developed in the Black Hills, and the recent discoveries made by Gen. Sully's Indian expedition, which crossed the northern trend of the Bad Lands, in 1864, clearly indicates that the next succeeding formation, known as the Devonian system, is brought to light in the floor of the Bad Land basin, and

WHEREAS, This system is known in geology as the period in the earth's formation, which corresponds with the fourth day of creation, where the great coal measures of the earth commenced their slow formation with the first appearance of vegetation upon the globe; and

WHEREAS, It is an established geological fact, that the most extensive coal deposits are met with in all countries next above the devonian series, and the petroleum or oil-bearing rocks are to be found in this and the lower salurian period, which Dr. Hayden affirms are quite well developed in the Black Hills; and

WHEREAS, It is now the prevailing opinion among geologists, based upon scientific reasoning, that the basin of the Bad Lands is the ancient bed of a great coal field, which became self-ignited at some period, and like many of the coal fields of England, has been slowly burned out by its own bituminous fuel; and

WHEREAS, Colter and others, in 1804-5, crossed the northern trend of this great fire land, where, at that early day they represent the whole country as being on fire, emitting a carboniferous smoke, and the sound of rumbling thunder from the heated earth; and as these phenomena were mentioned by Lewis and Clark in 1806, and by Hunt, McKenzie and Crooks,

in their fur expedition to the mountains in 1811, there is conclusive evidence to sustain the statement made by Gen. Sully, in his official report of 1864, that, "coal exists in all the country from the Missouri to the Yellowstone."

A memorial to Congress asking for geological survey of the Territory of Dakota.

Humbolt and Lafond make mention of mountain-reports being heard in the vicinity of these hills, in the early part of the present century, which the wild and superstitious natives of that region believed to be the bursting of rich mineral deposits, the locality of which were revealed only to the red man. But modern discovery and science account for these strange phenomena by attributing the cause to an escape of hydrogen from subterraneous beds of burning coal.

Later travelers inform us that since the year 1830, these strange "fires and explosions" have ceased. Capt. Booneville, in 1834, and Parker, in 1835, found nothing but the silent, dismal and mysterious ruins of this great subterraneous conflagration, heaped in charred and crumbling towers and castles standing in the midst of a solitary valley of ashes, bones and petrifications.

This theory in the origin of the Bad Lands being sustained by both history and geology, it is confidently believed by the people of the Northwest, that coal oil reservoirs will yet be found in great abundance at the north and east base of the Black Hills. Here in the upheaval of this mountain range, geology points to the oil-bearing rocks of the devonian and salurian formations, which have been thrown up through and above the surrounding coal fields which border immediately upon the base of these mountainous hills.

Prof. Owens, U. S. Geologist, in his report of 1852, in speaking of this mysterious region, compares the Bad Lands to "some magnificent city of the dead, where the labor and the genius of forgotten nations had left behind them a multitude of monuments of art and skill. At every step objects of the highest interest present themselves; embedded in the debris, lie strewn, in the greatest profusion, organic relics of extinct animals. All speak of the former existence of the most remarkable races that roamed about in bygone ages, high up in the valley of the Missouri, towards the sources of the western tributaries."

This eminent geologist demonstrates that all the strata composing the formation in the vicinity of the Black Hills and

Bad Lands "have been a succession of sediments or precipitates at the bottom of the ocean." Thus, says he, "the geologist is able to prove as satisfactorily as can be demonstrated a mathematical problem, that at the time these fossil mammalia of the Bad Lands lived, the ocean still ebbed and flowed over Switzerland, including its present site of the Alps, whose highest summits then reached only above the surface of the sea, constituting a small archipelago of a few distant islands in the expanse of the ocean."

The same geologists informs us that the Black Hills of Dakota; the silver-bearing placers of the Amazon; the rich Cordilleras of South America; the Himalaya range of India; the Alps, of Switzerland, and the volcanic Etna of Sicily, have all emerged from the sea at the same geological period, and the same formation of mineral-bearing strata can be traced in each.

The actual discovery of Astor's fur parties, in 1811, and of Captain Booneville, in 1834, of Harney, in 1865, Warren in 1856-7, Hayden in 1858-9, and Gen. Sully, in 1864, proves conclusively that the Black Hill region abounds not only in the precious metals, but in iron, coal, salt and petroleum, aside from its vast forests of pine.

Your memorialists would therefore pray, that a scientific exploration be made in this Territory, with an appropriation sufficient to carry the same into effect, and your memorialists, as in duty bound, will ever pray.

Resolved, That a copy of this memorial, duly signed and attested, be forwarded to the presiding officers of either House of Congress, to the chairman of the committees on Territories in either House, and to our Delegate in Congress.

Approved, January 8th, 1873.

NO. 8.

A MEMORIAL TO THE HONORABLE, THE SENATE AND HOUSE OF REPRESENTATIVES IN CONGRESS ASSEMBLED, PRAYING FOR A RIGHT OF WAY FOR THE EDEN, CANTON, SIOUX FALLS AND KEMPESKA RAILWAY COMPANY.

SECTION 1. Your memorialists, the Legislative Assembly of the Territory of Dakota, respectfully ask your honorable body for the passage of an act granting the right of way through the public lands of the Territory, for the purpose of enabling the Eden, Canton, Sioux Falls and Kempeska railway company, a corporation organized under the laws of the Territory, to extend its road and branches, by the most advantageous and practicable lines in accordance with its charters.

A memorial to the honorable senate and house of representatives in congress assembled, praying for a right of way for the Eden, Canton, Sioux Falls and Kempeska railway company.

SEC. 2. Your memorialists would respectfully ask that said right-of-way, be given to said company, together with sufficient grounds, each ten miles of said road, for the construction of station buildings, work-shops, etc., where said road passes through the public lands, and that privilege be granted of using materials from the public lands, for the construction of said road.

SEC. 3. That the said company shall have the power to mortgage in the usual manner, its franchises, road-bed and all property of every kind belonging to said company, to an amount not exceeding twenty-five thousand dollars per mile for the entire length of said road, upon such terms as may to said company seem best.

SEC. 4. And your memorialists would further represent that the charter of said company, calls for the building of said road, as follows, viz: Commencing at the town of Eden, Lincoln county, Territory of Dakota; thence on the most practicable route to Lake Kempeska, running through the towns of Canton, Sioux Falls, West Bend, and Clayton.

SEC. 5. And your memorialists further represent, that the incorporators of said Eden, Canton, Sioux Falls, and Kem-

peska railway company, are Pitt Dewey, P. S. DeGraff, W. H. H. Beadle, J. M. Stone, A. W. Hubbard, W. W. Walker, M. Vincent, Frazier Gillman, Charles Davis, William Ball, Stephen Ball, H. A. Jerauld, Thomas Knight, Joseph Millet, C. A. South, William Brown, William Cuppett, Fred. Winsor J. C. Reynolds, S. H. Stafford, John Martin, J. Q. Fitzgerald, G. W. Harlan, J. H. Holsey, J. Geyon, B. S. Gillespie, Newton Clark, Jno. Bippus, C. Waltz, J. L. Phillips, P. C. Park, C. K. Howard, H. Corson, R. F. Pettigrew, A. Campbell, E. Heald, F. W. Pettigrew, Wm. Van Eps, N. E. Phillips, T. Dennis, J. Dowling, R. E. Pay, M. Trygstadt, A. B. Wheelock.

Approved, January 10th, 1873.

NO. 9.

A MEMORIAL TO THE CONGRESS OF THE UNITED STATES, ASKING THAT THE VALUABLE LANDS LYING WEST OF THE MISSOURI RIVER, MAY BE OPENED TO SETTLEMENT.

A memorial to the congress of the United States, asking that the valuable land lying west of the Missouri river, may be opened to settlement.

Your Memorialists, the Legislative Assembly of the Territory of Dakota, respectfully represent that all that portion of the Territory lying west of the Missouri river, comprising many thousand square miles, is claimed by the various bands of Sioux Indians, and is wholly inaccessible to white settlers: that upon the various tributary streams which flow into the Missouri from the west, large bodies of pine and other valuable timber exist, which would be of great worth to settlers in other portions of the Territory; that this is especially true of that section lying about the head-waters of the Cheyenne river, known as the Black Hills region, while it is believed by geologists and others who have been there, that coal and other minerals of value exist there in large quantities.

Your memorialists further represent, that the section about the Black Hills, is now used by the more hostile bands of Indians, as a refuge and hiding place, to which they can flee.

after committing depredations upon the whites and the friendly Indians, and that so long as they are permitted to occupy this section as a place of refuge, it will be found difficult, if not impossible to carry on the work of civilizing the Indians with any success; while, at the same time this vast region of inaccessible country, imposes a barrier to the extension of railroad lines, or other means of communication between sections which have already been settled, lying around it.

For these causes, your memorialists would earnestly pray your honorable body, to take some action which will lead to the assignment of such portion of these unoccupied lands as may be deemed proper and necessary, as reservations for the tribes of Indians, who now lawlessly roam over them, and that white settlers be allowed to explore and occupy such other lands as may not thus be set apart; believing, as your memorialists do, that such a course will be of great benefit, not only to white settlers, but to the Indians who are now allowed and encouraged to remain hostile and commit outrages upon peaceable citizens with the knowledge that they may here find a refuge and escape punishment for their crimes.

And your memorialists, as in duty bound, will ever pray.

Approved. January 8th, 1873.

NO. 10.

A MEMORIAL TO THE POSTMASTER GENERAL OF THE UNITED STATES, PRAYING THAT MAIL SERVICE ON THAT PART OF ROUTE No. 13902, FROM (YANKTON TO FORT RANDALL, DAKOTA TERRITORY) FROM SPRINGFIELD TO FORT RANDALL, BE INCREASED TO SIX TIMES A WEEK.

To the Honorable Postmaster General of the United States :

Your memorialists, the Legislative Assembly of the Territory of Dakota, would respectfully represent, that an increase of mail service on that part of Route No. 13902, from Spring-

A memorial to the postmaster general of the United States, praying that mail ser

vice on that
part of route
No. 13902, from
(Yankton to
Fort Randall,
Dakota Territo-
ry) from Spring
field to Fort
Randall, be in-
creased to six
times a week.

field to Fort Randall, Dakota Territory, necessary for the public good; and there are several post offices and villages along said route, in a prosperous condition, and demanding increased mail facilities on said route.

Your memorialists therefore urge that service be increased as herein recommended, and as in duty bound, will ever pray.

Resolved, That a copy of this memorial be forwarded, duly attested, to the Postmaster General, one to the presiding officers of both houses of Congress, and one to our Delegate, Hon. M. K. Armstrong.

Approved, January 9th, 1873.

NO. 11.

TO THE HONORABLE, THE SENATE AND HOUSE OF REPRESENTATIVES OF THE UNITED STATES, IN CONGRESS ASSEMBLED.

To the honor-
able the senate
and house of
representatives
of the United
States, in con-
gress assem-
bled.

Your memorialists, the Legislative Assembly of the Territory of Dakota, would respectfully ask for the passage of a law by your honorable bodies, by which an actual settler may at any time cancel his pre-emption claim and enter it as a homestead, and the time which he has actually lived upon his pre-emption claim may be allowed him and deducted from the time now required by law for the settler to perfect his title to a homestead claim.

The reason to be given for the passage of such an act, is that many settlers have lived upon their pre-emption claims three or four years, spending their yearly gains in the improvement of their claims, and find themselves unable to pay the amount required by law to perfect a title to a pre-empted claim. Many, therefore, desire to change to a homestead claim, and to avail themselves of the time which they have already lived upon and improved their claims.

And your memorialists, as in duty bound, will ever pray.

Approved, January 9th, 1873.

NO. 12.

A MEMORIAL TO THE POSTMASTER GENERAL OF THE UNITED STATES, PRAYING THAT THE MAIL SERVICE ON ROUTE NO. —, FROM SIOUX CITY BY WAY OF RICHLAND, TO SIOUX FALLS, IN THIS TERRITORY, BE INCREASED TO SIX TIMES A WEEK.

Your memorialists, the Legislative Assembly of the Territory of Dakota, would respectfully represent, that an increase of mail service on Route No. —, from Sioux City by way of Richland to Sioux Falls, in this Territory, is necessary for the public good, owing to the great increase of population in all of the counties along the important Sioux valley, which for fertility cannot be surpassed.

A memorial to the postmaster general of the United States, praying that the mail service on route No. —, from Sioux City by way of Richland, to Sioux Falls, in this Territory, be increased to six times a week.

Your memorialists therefore urge that service be increased as herein recommended, and as in duty bound, will ever pray.

Resolved, That a copy of this memorial be forwarded, duly attested, to the Postmaster General, one to the presiding officers of both houses of Congress, and one to the Honorable M. K. Armstrong, our Delegate in Congress.

Approved, January 9th, 1873.

NO. 13.

A MEMORIAL TO THE HONORABLE, THE SENATE AND HOUSE OF REPRESENTATIVES IN CONGRESS ASSEMBLED, PRAYING FOR A RIGHT OF WAY FOR THE SIOUX CITY, RICHLAND AND NORTHERN PACIFIC RAIL ROAD COMPANY.

Your memorialists, the Legislative Assembly of the Territory of Dakota, respectfully ask your honorable body for the passage of an act, granting the right of way through the

A memorial to the honorable the senate and house of representatives

in congress assembled, praying for a right of way for the Sioux City, Richland and Northern Pacific railroad company

public lands of the Territory for the purpose of enabling the Sioux City, Richland and Northern Pacific railroad company, a corporation organized under the laws of the Territory, to extend its road by the most advantageous and practicable line in accordance with its charter.

And your memorialists would respectfully ask that said right of way be given to said company, together with sufficient ground each ten miles of said road, for the construction of station buildings, work-shops, depots, machine-shops, switches, side-tracks, turn-tables, water-stations, &c., where said road passes through the public lands, and that privilege be granted of using material from the public lands in the construction of said road.

And that the said company may have the power to mortgage in the *usual* usual manner, its franchise, road-bed and all property of every kind belonging to said company, to an amount not exceeding twenty-five thousand dollars (\$25,000) per mile, for the entire length of said road, upon such terms as may to said company seem best.

And your memorialists further represent, that the charter of said company calls for the building of said road, as follows: commencing at a point on the Big Sioux river opposite Richland, in Union county, Dakota Territory, in a northwesterly direction through Union, Clay and Turner counties, by the way of Richland, in said Union county, and Finlay, in Turner county; and thence in a northwesterly direction through Hanson and Pembina counties, to a point of intersection with the Northern Pacific Railroad, between the 98th and 102d degrees of Longitude.

And your memorialists further represent, that the incorporators of said railroad company, are William W. Frisbie, M. M. Rich, William Hamilton, Francis D. Cowles and C. Thomson.

Resolved, That a copy of this memorial be forwarded duly attested to both Houses of Congress, and to the Honorable M. K. Armstrong, our Delegate to Congress.

Approved, January 10th, 1873.

NO. 14.

A MEMORIAL TO THE HONORABLE, THE SENATE AND HOUSE OF
REPRESENTATIVES IN CONGRESS ASSEMBLED, PRAYING FOR
A RIGHT OF WAY FOR THE DAKOTA, BLACK HILLS AND
EDEN RAILWAY COMPANY.

Your memorialists, the Legislative Assembly of the Territory of Dakota, respectfully ask your honorable body for the passage of an act granting the right of way through the public lands of the Territory, for the purpose of enabling the Dakota, Black Hills and Eden railway company, a corporation organized under the laws of the Territory, to extend its road and branches by the most advantageous and practicable lines, in accordance with its charters.

A memorial to the honorable senate and house of representatives in congress assembled, praying for a right of way for the Dakota, Black Hills and Eden railway company.

And your memorialists would respectfully ask that said right-of-way, be given to said company, together with sufficient ground, each ten miles of said road, for the construction of station buildings, work-shops, depots, machine-shops, switches, side-tracks, turn-tables, water-stations, etc., where said road passes through the public lands, and that privilege be granted of using materials from the public lands in the construction of said road.

And that the said company shall have the power to mortgage in the usual manner, its franchise, road-bed and all property of every kind belonging to said company, to an amount not exceeding twenty-five (\$25,000) thousand dollars per mile for the entire length of said road, upon such terms as may to said company seem best.

And your memorialists further represent that the charter of said company, calls for the building of said road, as follows, viz: Commencing at the town of Eden, Lincoln county, Territory of Dakota; thence on the most practicable route through the Black Hills, to the west line of Dakota, running through the towns of Bloomingdale, Yankton, Bon Homme, and Springfield.

Names of In-
corporators.

And your memorialists further represent, that the incorporators of said Dakota, Black Hills and Eden railroad company, are Alexander Mitchell, S. S. Merrill, Wm. L. Woods, Geo. Alex. Batchelder, M. K. Armstrong, Geo. W. French, Wm. H. Peak, Arthur B. Wheelock, E. S. McCook, Frazier Gilman, Jeremiah Gehon, E. C. Gray, Stephen F. Bell, A. J. Mills, Wm. H. Ball, Jas. Hyde, E. B. Crew, J. P. Kidder, Chas. H. True, Nelson Miner, W. W. Brookings, John. A. Burbank, Ole Bottolfson, J. W. Turner, Chas. H. McIntyre, Geo. W. Kingsbury, J. R. Hanson, Alex. Hughes, Jas. M. Stone, Walter A. Burleigh, John L. Turner, Thos. B. Eagle, R. T. Wood, B. E. Wood, Lee Roy Woods, E. Miner, H. P. Cooley, L. D. F. Poore, Maris Taylor, A. W. Burrows, Enos Stutsman, F. J. DeWitt, D. T. Bramble, O. F. Stevens, J. D. Flick, W. P. Dewey, Wm. Pound, H. A. Jerauld, Joseph Mason, Randolph Mostow, C. B. Wheelock, R. R. Hitt, J. S. C. Morrison, Geo. H. Hand, L. S. Bayless, D. W. Allison, N. B. Campbell, A. F. Hayward, George E. Sanborn, Mitchell Vincent, Chas. F. Mallahan, J. B. Van Velsor, E. T. Griffith, Judson LaMoure, Michael Glynn, John O. Bates, H. A. Copeland, Gen'l C. T. Campbell, R. F. Pettigrew, Newton Clark, John Thompson, E. A. Williams, T. A. Kingsbury, T. W. Knight, T. Gilman, P. H. B. Clement, Wm. Brown, C. H. Wisor, J. C. Reynolds, S. H. Stafford, G. C. Moody, A. J. Sweetser, John Lawrence, Newton Edmunds, W. H. H. Beadle, J. H. Burdick.

Approved, January 10th. 1873.

NO. 15.

A MEMORIAL TO THE CONGRESS OF THE UNITED STATES, ASKING THAT AN ADDITIONAL LAND DISTRICT BE CREATED IN THE NORTHERN PORTION OF DAKOTA TERRITORY.

A memorial
to the congress
of the United
States, asking
that an addi-
tional land dis-
trict be created

Your petitioners, the Legislative Assembly of the Territory of Dakota, respectfully represent, that with the opening up of the Northern Pacific railroad, to general traffic, and the extensive immigration which will result there-

from, the convenience of settlers will require that an additional land district be created in the northern portion of the Territory, and we therefore most respectfully urge that such district be created, the office of the same to be located at a convenient and accessible point on the line of said Northern Pacific railroad.

And as in duty bound, your memorialists will ever pray.

Approved, January 10th, 1873.

NO. 16.

A MEMORIAL TO THE CONGRESS OF THE UNITED STATES, PRAYING FOR AN APPROPRIATION TO AID IN THE CONSTRUCTION OF A WAGON ROAD, FROM THE CITY OF YANKTON, VIA SCOTLAND, IN BON HOMME COUNTY, AND MILLTOWN, IN HUTCHINSON COUNTY, TO ROCKPORT, IN HANSON COUNTY, D. T.

Your memorialists, the Legislature of the Territory of Dakota, would most respectfully represent to your honorable bodies, that the interest of that portion of Dakota Territory, lying between the above mentioned points, would be greatly advanced by the construction of a wagon road, commencing at the city of Yankton, and running to Rockport, in Hanson county, D. T.

A memorial to the Congress of the United States, praying for an appropriation to aid in the construction of a wagon road from the city of Yankton via Scotland, in Bon Homme Co. and Milltown, in Hutchinson Co., to Rockport, in Hanson Co., D. T.

That the said road will run through a great portion of public land, a distance of 65 miles, and across numerous streams, the valleys of which are very valuable for agricultural purposes; and the construction of said road will tend to rapidly improve and quickly develop the resources of that very rich portion of our rapidly improving Territory, and at the same time confer a great favor on the hardy and industrious pioneers, who have braved dangers and difficulties, to create for themselves homes on our prairies, and who are obliged to transport, both building material and provisions from the city of Yankton, and that at certain seasons of the year the

road is almost impassable, and frequently the streams are entirely so, and that one mail runs over the entire length of said road, and one other over a great portion of it.

And that the construction of said road would tend to open more fully to settlement, a very large tract of valuable agricultural land along the line of said road, thus by the increased value of government lands, contribute largely toward refunding to the national treasury, any expenditure in constructing such road.

Your memorialists, therefore do most earnestly pray, that an appropriation of ten thousand dollars (\$10,000) may be made to aid in the construction of the said road: beginning at the city of Yankton, D. T., and running by the way of Scotland, in Bon Homme county, and Milltown, in Hutchinson county, to Rockport, in Hanson county, D. T.

And your memorialists, as in duty bound, will ever pray.

Approved, December 31st, 1872.

NO. 17.

A MEMORIAL TO THE POSTMASTER GENERAL OF THE UNITED STATES, PRAYING THAT THE MAIL SERVICE ON ROUTE No. 13600, FROM YANKTON TO SIOUX FALLS, DAKOTA TERRITORY, BE INCREASED TO SIX TIMES A WEEK.

To the Honorable the Postmaster General of the United States:

A memorial to the postmaster general of the United States, praying that the mail service on route No. 13,600 from Yankton to Sioux Falls, Dakota Territory, be increased to six times a week.

SECTION 1. Your memorialists, the Legislative Assembly of the Territory of Dakota, would respectfully represent, that an increase of mail service on that part of route No. 13600, from Yankton to Sioux Falls, Dakota Territory, is necessary for the public good; that said route runs across a very fertile section of Dakota, which is becoming densely populated; and there are several post offices and villages along said route, the latter in a thriving and prosperous condition, and demanding increased mail facilities on this route. Nothing

would prove of greater benefit in hastening the development of this section, while as an act of justice, it is urgently demanded.

Your memorialists therefore urge that service be increased as herein recommended.

And as in duty bound, your memorialists will ever pray.

Resolved, That a copy of this memorial be forwarded, duly attested, to the Postmaster General, one to the presiding officers of both houses of Congress, and one to the Delegate from Dakota.

Approved, January 6th, 1873.

NO. 18.

A MEMORIAL TO THE HONORABLE POSTMASTER GENERAL OF THE UNITED STATES, PRAYING THAT MAIL SERVICE MAY BE PLACED UPON THAT PORTION OF THE ESTABLISHED MAIL ROUTE FROM YANKTON TO THE NORTH PACIFIC R. R., THAT LIES BETWEEN ROCKPORT AND JAMESTOWN, ON THE N. P. R. R.

Your memorialists, the Legislative Assembly of Dakota Territory, would respectfully represent, that at present all mails passing between the settlements on the North Pacific Railroad, and those on the Missouri river, is carried over a very circuitous route, hundreds of miles further than if service was upon the whole of the route from Yankton to the N. P. R. R. And that settlement is being made fastly along the Dakota river, and in all probability will extend along the whole route by the 1st of July next, and they will depend entirely upon this route for the receipt of their mail. And your memorialists earnestly pray that service may be put upon the whole of said route at an early day.

A memorial to the honorable postmaster general of the United States, praying that mail service may be placed upon that portion of the established mail route from Yankton to the N. P. R. R., that lies between Rockport and Jamestown, on the N. P. R. R.

And your memorialists, as in duty bound, will ever pray.

Approved, January 6th, 1873.

NO. 19.

A MEMORIAL TO THE SECRETARY OF WAR, ASKING THAT
YANKTON, DAKOTA TERRITORY, BE NAMED AS ONE OF THE
STARTING POINTS FOR THE TRANSPORTATION OF MILITARY
SUPPLIES ON THE MISSOURI RIVER.

To the Hon. Secretary of War, Washington, D. C. :

A memorial
to the secretary
of war, asking
that Yankton,
D. T., be named
as one of the
starting points
for the trans-
portation of
military sup-
plies on the
Missouri river.

Your memorialists, the Legislative Assembly of the Territory of Dakota, desire to call your special attention to the importance of providing at this time for receiving bids for army transportation on the Missouri river, naming Yankton as a principal starting point.

This need not interfere with the reception of proposals as advertised for with Sioux City and Edwinton as starting points, while it may be found desirable when all the bids are received, to consider the advantages which may result from the extension of the Dakota Southern Railroad line up the Missouri river, from Sioux City to Yankton, thereby dispensing with one hundred and sixty miles of difficult river navigation.

The railroad will be completed to Yankton by February 1st, A. D. 1873, and will be thoroughly equipped with the best of rolling stock, while the city authorities have already, by direct action, tendered the use of whatever amount of land or warehouse room may be desired, free of cost, to the Government.

Your memorialists are satisfied that Yankton, as a starting point for river transportation to the upper forts, offer inducements that will save to the Government many days of time, as well as reduce the expense of transportation; and we therefore respectfully ask that Yankton be included as a starting point in the advertisement for transporting supplies.

And your memorialists, as in duty bound, will ever pray.

Resolved. That four copies of this memorial be enrolled, signed by the presiding officers of this Legislative Assembly.

and attested by the clerks, and that the Secretary of the Territory be requested to forward a copy to each of the following persons:

One to the Hon. Secretary of War;
 One to Gen. M. C. Meigs, Q. M. Gen. U. S. A.;
 One to Gen. Dan'l H. Rucker, A. Q. M. U. S. A.;
 And one to Hon. M. K. Armstrong, our Delegate in Congress.

Approved, December 28th, 1872.

NO. 20.

A MEMORIAL TO CONGRESS, ASKING THE ESTABLISHMENT OF A MAIL ROUTE, FROM MINERAL SPRINGS, DAKOTA TERRITORY, TO NIOBRARA, NEBRASKA, AND THAT SERVICE FROM SPRINGFIELD, IN SAID TERRITORY, VIA SAID MINERAL SPRINGS, AT LEAST THREE TIMES A WEEK, BE ORDERED ON SAID ROUTE.

Your memorialists, the Legislative Assembly of the Territory of Dakota, would most respectfully represent, that the commercial and social interests of Mineral Springs and Springfield, in Bon Homme county, in this Territory, and Niobrara, Nebraska, demands the establishment of a mail route, with at least tri-weekly service on the same, from said Mineral Springs, Dakota Territory, to Niobrara, Nebraska, a distance of two miles, and that service should be placed on same, from said Springfield, Dakota, via Mineral Springs, Dakota, to said Niobrara, Nebraska.

A memorial to congress asking the establishment of a mail route, from Mineral Springs, D. T., to Niobrara, Neb., and that service from Springfield, in said Territory, via said Mineral Springs, at least three times a week, be ordered on said route.

That there is no mail route established between said Mineral Springs, Dakota, and Niobrara, Nebraska, and they are destitute of mail facilities, except what is carried by private individuals.

Therefore your memorialists would most urgently ask the early establishment of said route, with at least tri-weekly service on same, from said Springfield, Dakota, via Mineral Springs, Dakota, to said Niobrara, Nebraska, and as in duty bound, will ever pray.

Approved, January 9th, 1873.

NO. 21.

A MEMORIAL TO CONGRESS, ASKING FOR THE ESTABLISHMENT OF A MAIL ROUTE FROM YANKTON, DAKOTA TERRITORY, VIA GREEN ISLE, BEAVER CREEK, TRUESDELL, SANTEE CITY, BAZILLE MILLS, HAPPY VALLEY AND MINERAL SPRINGS, NEBRASKA, TO FRENCHTOWN, NEBRASKA.

A memorial to congress asking for the establishment of a mail route from Yankton, D. T., via Green Isle, Beaver Creek, Truesdell, Santee City, Bazille Mills, Happy Valley and Mineral Springs, Neb., to Frenchtown, Neb.

Your memorialists, the Legislative Assembly of the Territory of Dakota, respectfully represent, that it is important to the interests of the inhabitants of Northern Nebraska and the Territory of Dakota, that a direct mail communication be established between Yankton, Dakota Territory, via Green Isle, Beaver Creek, Truesdell, Santee City, Bazille Mills, Happy Valley and Mineral Springs, Nebraska, to Frenchtown, Nebraska, on the Elk Horn river, a distance of about sixty miles.

That the country along said route is densely populated, and it is our belief that the postal revenue on said route would exceed the expense.

That the route is very direct and practicable, and the main thoroughfare between said city of Yankton and Frenchtown. That it would supply two thousand people with mail.

That Yankton is now recognized as the commercial center for this whole section of country, and is the nearest railroad point to said Frenchtown, Nebraska; but owing to the present postal facilities, no direct communication exists between the points heretofore named.

As by far the greater portion of the business of the country west and north of Yankton, along the route named, is connected with people and merchants of Yankton, the establishment of the route asked for would be a great benefit to the people of Northern Nebraska and the Territory of Dakota.

Your memorialists would therefore pray, that a mail route be established between said city of Yankton, Dakota Territory, via Green Isle, Beaver Creek, Truesdell, Santee City, Bazille Mills, Happy Valley and Mineral Springs, Nebraska; to Frenchtown, Nebraska, and that daily services be ordered upon said mail route.

And that this request may be promptly granted, your memorialists, as in duty bound, will ever pray.

Approved, January 9th, 1873.

NO. 22.

A MEMORIAL TO THE CONGRESS OF THE UNITED STATES, PRAYING FOR A GRANT OF LAND IN DAKOTA TERRITORY, TO AID IN THE CONSTRUCTION OF THE VERMILLION VALLEY AND NORTHERN PACIFIC RAIL ROAD.

Your memorialists, the Legislative Assembly of the Territory of Dakota, would most respectfully represent to your honorable bodies, that the Vermillion valley is already settled from the Missouri river north, through the counties of Clay and Turner, a distance of about sixty miles, by an intelligent and industrious class of citizens; that settlement has been made in the face of great disadvantages, on account of the almost entire destitution of timber, even for fuel; that settlers have been encouraged to brave the hardships and deprivations consequent upon so hazardous an enterprise, in the hope and expectation that a country so beautiful and fertile would very soon be traversed by railroads, under the impulse

A memorial to the Congress of the United States, praying for a grant of land in Dakota Territory to aid in the construction of the Vermillion Valley and Northern Pacific Rail road.

of government aid, approximating at least the aid granted in the States bordering our Territory.

That citizens of the Territory have under the general law for that purpose, organized a company under the name of the Vermillion Valley and Northern Pacific railroad company, to build a road from the town of Vermillion, by way of Bloomingdale, Lodi, Turner and Finlay; and thence in a northerly direction to form a junction with the Northern Pacific, at a point near the crossing of the Dakota river at Fort Cross.

And your memorialists would therefore most earnestly pray your honorable bodies, to grant to said Vermillion Valley and Northern Pacific railroad company, alternate sections on each side of the line of their road, for a strip ten miles wide, under such restrictions as to sale and settlement as shall seem proper and just.

Approved, December 28th, 1873.

NO. 23.

A MEMORIAL TO THE PRESIDENT OF THE UNITED STATES RELATIVE TO THE PEMBINA BAND OF CHIPPEWA INDIANS.

To His Excellency the President of the United States:

A memorial
to the President
of the United
States, relative
to the Pembina
band of Chippe-
wa Indians.

Your memorialists, the Legislative Assembly of the Territory of Dakota, would most respectfully represent, that the Pembina band of Chippewa Indians are still occupying the lands on the Dakota side of the Red River of the North, which were ceded by the said band, and the Red Lake band of Chippewas in their treaty with the United States in 1863, and that the occupation of said lands by said Pembina band is a great nuisance to the white settlements on the Pembina and Red rivers; and also retards the establishment and growth of new settlements on the ceded lands.

Your memorialists therefore pray, that said last named band of Indians be removed from the ceded lands, and settled upon their reservation at the White Earth Agency, in Minnesota, according to the stipulations of said treaty.

And your memorialists, as in duty bound, will ever pray.

Approved, January 6th, 1873.

NO. 24.

A MEMORIAL TO THE HONORABLE, THE SENATE AND HOUSE OF REPRESENTATIVES IN CONGRESS ASSEMBLED, PRAYING FOR A RIGHT OF WAY OVER PUBLIC LANDS IN DAKOTA TERRITORY, FOR THE DAKOTA PACIFIC & MISSOURI RIVER RAILROAD.

Your memorialists, the Legislative Assembly of the Territory of Dakota, respectfully represent, that the Dakota Pacific & Missouri River Railroad Company is a corporation duly organized in September, 1872, in accordance with the laws of this Territory, approved January 6th, 1868, for the purpose of constructing and operating a line or lines of railroad, commencing at a point on the Dakota Southern Railroad, in Union county, Territory of Dakota, and running in a northwesterly direction through the counties of Union, Clay, Lincoln, Turner, Hanson, Hutchinson and Buffalo, to a point at or near the crossing of the Missouri river by the Northern Pacific Railroad, having also the right to establish, construct and operate branches from the city of Yankton, running through Yankton and Turner counties, to intersect said main line; also a branch line to intersect that of the Winona & St. Peter's Railroad, at a point most convenient when said Wi-

A memorial to the honorable senate and house of representatives in congress assembled, praying for a right of way over public lands in Dakota Territory, for the Dakota Pacific & Missouri River R R

nona & St. Peter's R. R. line shall have been estblished; also a branch line to intersect the Northern Pacific Railroad at or near its crossing of the Dakota, or James river, or to intersect the Dakota Central Railroad, if that road be built.

And your memorialists most respectfully ask, that for the purpose of enabling the Dakota Pacific & Missouri River Railroad Company to extend its road and branches by the most advantageous and practicable lines, in accordance with its charter, the right of way through the public lands in the Territory of Dakota, be granted to said company; also a sufficient quantity of ground, each ten miles on the lines of said road, for the purpose of constructing station buildings, workshops, depots, machine shops, side tracks, turn tables, water stations, etc; and also that privilege be granted to use material on the public lands in the construction of said road.

And that the said road shall have the power to mortgage, in the usual manner, its franchise road bed and all the property of every kind belonging to said company, to an amount not exceeding twenty-five thousand (\$25,000) dollars per mile, upon such terms as may to the company seem best.

And your petitioners, as in duty bound, will ever pray.

Approved, January 9th, 1873.

NO. 25.

TO THE HONORABLE SENATE AND HOUSE OF REPRESENTATIVES OF THE UNITED STATES IN CONGRESS ASSEMBLED.

To the honorable the senate and house of representatives of the United States in congress assembled.

Your memorialists, the Legislative Assembly of the Territory of Dakota, respectfully ask, that a weekly mail route may be established by your honorable bodies, between Elk Point, Union county, and Turner, Turner county, Dakota Territory.

Your memorialists, as a reason for said request and prayer, would respectfully represent and make known to your honor-

able bodies, among other things, that there is at present a post office established, with a postmaster appointed, commissioned and qualified, at each of said points through which your memorialists pray that said route as above may be established.

That the nearest mail route at present established by law, is at a distance varying from six to twenty miles from said offices so established, by reason of which a numerous and growing population are compelled to depend wholly upon uncertain and private sources to obtain their mail, or any of the facilities or benefits of the postal laws of the United States.

That the distance of said route, which your memorialists pray may be established, will not exceed forty miles, and the road between and through said points is in good condition at all seasons of the year, viz: From Elk Point, northwest to the section line between sections twenty-nine (29) and thirty (30), town ninety-two (92), range fifty (50); thence north on said line to the township line between towns ninety-six (96) and ninety-seven (97), range fifty (50); thence on the most practicable route to Turner, in Turner county.

That the road is in good condition at all seasons of the year, having been established and improved the greater part of the way for many years.

That at all points along said route there is a dense and permanent population of enterprising and industrious citizens; and that the region of country through which said route is established, is of the most productive and fertile in the Territory of Dakota.

And your memorialists will, as in duty bound, ever pray.

Resolved, That our Delegate to Congress be requested to call the attention of the proper committees of Congress to the object of this memorial.

Approved, December 28th, 1872.

NO. 26.

A MEMORIAL TO THE CONGRESS OF THE UNITED STATES, FOR
AN APPROPRIATION TO CONSTRUCT A BRIDGE ACROSS THE
BIG SIOUX RIVER, AT A POINT OPPOSITE THE TOWN OF
RICHLAND, IN UNION COUNTY, DAKOTA TERRITORY.

*To the Honorable Senate, and House of Representatives of the
United States in Congress Assembled:*

A memorial
to the congress
of the United
States, for an
appropriation
to construct a
bridge across
the Big Sioux
river, at a point
opposite the
town of Rich-
land, in Union
county, Dakota
Territory.

Your memorialists, the Legislative Assembly of the Territory of Dakota, respectfully ask that your honorable bodies will make an appropriation of such an amount as may be deemed sufficient for the construction of a bridge across the Big Sioux river, at a point opposite Richland, in Union county, in this Territory.

The importance of this bridge to the interests of at least two-thirds of the hardy and industrious settlers of Union county, can be attested by our Delegate in Congress.

That this bridge forms the connecting link between the State of Iowa, and this Territory, on a Territorial road, leading by the shortest route to the Capital, besides connecting this Territory with a large and important part of Plymouth county, in the State of Iowa, whose settlers are equally interested in this bridge, from the fact that the mail route hitherto established from LeMars, in that county, to Yankton, has been discontinued, owing to the fords on said Big Sioux river, (during most of the summer season) being impracticable.

That those settlers now so numerous, have to go to LeMars, a distance of twenty miles for their mail matter.

And your memorialists will, as in duty bound, ever pray.

Resolved, That our Delegate to Congress be requested to call the attention of the proper committees of Congress to the object of this memorial.

Approved, December 28th, 1872.

NO. 27.

A MEMORIAL TO THE CONGRESS OF THE UNITED STATES,
PRAYING FOR THE SPEEDY SETTLEMENT OF ALL CITIZENS
CLAIMS ON THE FORT RANDALL MILITARY RESERVATION.

*To the Honorable, the Senate, and House of Representatives of
the United States in Congress Assembled :*

Your memorialists, the Legislative Assembly of the Territory of Dakota, respectfully ask that your honorable bodies will, at the earliest time possible, make provisions for a final settlement of the claims of certain settlers on the Fort Randall military reservation, in Dakota Territory.

A memorial
to the Congress
of the United
States, praying
for that speedy
settlement of
all citizens
claims on the
Fort Randall
military reservation.

The importance of this settlement at an early day of the present session, will be of a great help to all parties interested as it will enable them to locate, (if obliged to) early the coming spring, which will be very beneficial to the settlers and justice to the Territory.

The necessity of this settlement can be placed before your honorable bodies by our Delegate in Congress, Honorable M. K. Armstrong.

And your memorialists will, as in duty bound, ever pray.

Resolved, That our Delegate in Congress be requested to call the attention of the proper committees of Congress to the subject matter of this memorial.

Approved, January 6th. 1873.

NO. 28.

A MEMORIAL TO CONGRESS, ASKING FOR AN APPROPRIATION
TO REMOVE THE OBSTRUCTIONS TO NAVIGATION ON THE RED
RIVER OF THE NORTH.

*To the Honorable, the Senate, and House of Representatives of
the United States in Congress Assembled:*

A memorial
to congress,
asking for an
appropriation
to remove the
obstructions to
navigation on
the Red River
of the North.

Your memorialists, the Legislative Assembly of the Territory of Dakota, would most respectfully represent, that owing to such obstructions as "Goose Rapids" and other natural impediments, the navigation of the Red River of the North, from the Northern Pacific Railroad to Pembina, by steam vessels, of even one hundred and fifty tons burthen, is rendered difficult, at times dangerous; and as the very extensive carrying business, during the five years last past, done on said river, would seem to warrant a liberal expenditure by the general government, in rendering said business easy and safe, thereby promoting the speedy development of the vast natural resources of the great Red river valley.

Therefore, we your memorialists, do most respectfully pray, that an appropriation be made, of a sufficient sum, to secure the object above stated.

And in duty bound, your memorialists will ever pray.

Approved, January 6th, 1873.

NO. 29.

A MEMORIAL TO THE POSTMASTER GENERAL OF THE UNITED STATES, PRAYING FOR SERVICE ONCE A WEEK, ON MAIL ROUTE NO. ———, FROM MEDARY, BROOKINGS COUNTY, DAKOTA TERRITORY, TO MARSHFIELD, IN THE STATE OF MINNESOTA.

SIR:—Your memorialists, the Legislative Assembly of Dakota Territory would most respectfully represent, that mail service on route No. ———, is demanded for the good of the rapidly settling country through which said route passes.

That the distance by the existing mail route between Medary, Dakota Territory, and Marshfield, Minnesota, on which service is now had, is over two hundred miles, while the distance by mail route No. ———, is but thirty-five miles.

That the country around Medary is rapidly settling up, and that a town of considerable size exists there at the present time, and that by this mail route alone can they obtain direct communication with the east.

Your memorialists would therefore request that service be ordered on said route at least once a week.

And as in duty bound, your memorialists, will ever pray.

Approved. January 8th, 1873.

A memorial to the postmaster general of the United States, praying for service once a week, on mail route No. ———, from Medary, Brookings county, Dakota Territory, to Marshfield, in the State of Minnesota.

NO. 30.

A MEMORIAL TO THE CONGRESS OF THE UNITED STATES, PRAYING FOR A GRANT OF LAND IN THE TERRITORY OF DAKOTA, TO AID IN THE CONSTRUCTION OF THE DAKOTA, PACIFIC AND MISSOURI RIVER RAILROAD.

To the Honorable. the Senate and House of Representatives in Congress Assembled:

A memorial to the Congress of the United States, praying for a grant of land in Dakota Territory, to aid in the construction of the Dakota, Pacific & Missouri River R. R.

Your memorialists, the Legislative Assembly of the Territory of Dakota, respectfully represent, that the Dakota, Pacific and Missouri River Railroad Company is a chartered corporation, duly organized under the laws of the Territory. act of 6th January, 1868, proposing to construct and operate a line or lines of railroad, commencing at a point on the Dakota Southern Railroad, in Union county, in this Territory; and thence running in a northwesterly direction through the counties of Union, Clay, Lincoln, Turner, Hanson, Yankton, Hutchinson and Buffalo, to a point at or near the crossing of the Missouri river by the Northern Pacific Railroad, having also the right to establish and operate branches from the city of Yankton, the capital of the Territory, running through Yankton and Turner counties, to intersect said main line; also a branch line to intersect that of the Winona & St. Peter's Railroad, at a point most convenient when said Winona & St. Peter's Railroad shall have established their line; also a branch line to intersect the Northern Pacific Railroad at or near its crossing of the Dakota, or James river, or to intersect the Dakota Central Railroad, running in that direction, if said Dakota Central shall be built.

The main line of this road running diagonally across the whole southern portion of this Territory, and intersecting with the Northern Pacific R. R. at or near the southern line of the contemplated new Territory of Pembina, should Dakota be divided, having the advantage of a northwesterly direction, it *would* would be free from snow in the winter, and afford an outlet to the East for the trains of the Northern Pacific Railroad.

Your memorialists respectfully represent, that the Northern Pacific Railroad, running through this Territory, between the 46th and 47th parallels, is far removed from the southern and settled portion of this Territory, and without connection is of no present value to our settlers; that the Dakota Southern Railroad, a line of sixty-five miles in length, is the only other railroad built within the limits of the Territory, the latter road being constructed with local aid after much trouble and many trials.

And we further respectfully represent that we know by experience that it is impossible to construct railroads to any extent, in a new country, with a small population, by local aid, and of the great difficulty of diverting eastern capital westward without the aid of land grants.

Your memorialists respectfully represent, that the Territory of Dakota comprises an area of upwards of one hundred and fifty thousand square miles, and nearly one hundred millions of acres of land; that it is to a great extent prairie land, exceedingly rich and productive soil, and when properly cultivated, yielding great returns; but excepting on the margins of great rivers, and in now inaccessible portions of the Territory, there is no timber or coal; and it must be obvious to your honorable body that though surrounded with an immense area, comprising thousands upon thousands of square miles of superior agricultural land, it is difficult, and next to impossible to induce even the most hardy and enterprising immigrants to fix their homes so far away from markets of sale and purchase, and the all important supply of fuel and lumber, as well as the necessities of life.

Your memorialists beg further to call your attention to the fact that excepting in the case of the Northern Pacific Railroad, the Territory of Dakota has never received the aid of the general government to develop its resources by railroads, while nearly all the western States and Territories have received generous grants of land for railroad and educational purposes, by which means large and prosperous States densely populated, have been erected from prairie countries as uncultivated and unbroken as the Territory of Dakota now is. The present population of Dakota feel that they have the same claim upon the general government, and desire the same

opportunities to develop their country as has been afforded to the States that surround it; and we feel confident that with the present aid we seek that our Territory will rapidly advance in population; that a vast extent of land now and for many years to come, in its present state, of no value to the Government, will become settled and cultivated, and consequently taxable; and that we, as a Territory, will soon be self-supporting, an event which we are convinced must be long delayed without assistance.

Your memorialists are aware of the objections urged in the later session of Congress, to donating public lands to corporations, but feel assured that upon a careful examination of the resources of the Territory, agriculturally considered, the immense quantity of land now lying idle, capable of productive tillage, the certainty of large immigration, which will be influenced by extended and ample communication with markets for grain and produce, lumber, fuel, and the manufactories of the East; and our present positive helplessness to develop this great property that our solicitations will be rewarded.

Your memorialists would therefore most respectfully and earnestly urge, that in addition to the right of way already asked for, that a liberal grant of lands belonging to the public domain in this Territory, be given to aid in the construction of the Dakota, Pacific and Missouri River Railroad, in alternate sections on each side of the proposed line and its branches, with a provision that the lands so granted shall be sold only to actual settlers, at a price not exceeding two and one-half dollars per acre.

And as in duty bound, your memorialists will ever pray.

Approved. January 10th, 1873.

NO. 31.

A MEMORIAL TO CONGRESS, ASKING FOR AID IN THE CAUSE OF
EDUCATION IN THE TERRITORY OF DAKOTA.

WHEREAS, Congress has from time to time been so mindful of the educational interests of the several States of our country, as to make wise and judicious appropriations for the establishment of colleges and the mental culture of the people; and

A memorial
to congress,
asking for aid
in the cause of
education in
the Territory
of Dakota.

WHEREAS, Such acts have had no application to the Territories, which, in their infancy are poor and much more needy of assistance than rich and populous State; and

WHEREAS, It is important that all social communities should in the beginning, lay the foundation of an educational system which will educate the rising generation, and act as an inducement to encourage the better and more enlightened classes of immigration, instead of repelling them by an appearance of apathy in regard to educational interests: therefore

Your memorialists, the Legislative Assembly of the Territory of Dakota, would respectfully request your honorable body to appropriate to the cause of education in the Territories, one-third of all the monies received from the sale of public lands lying within their limits.

And your memorialists, as in duty bound, will ever pray.

Resolved, That a copy of this memorial, duly authenticated, be transmitted to our Delegate in Congress, M. K. Armstrong.

Approved, December 28th, 1872.

NO. 32.

A MEMORIAL TO THE CONGRESS OF THE UNITED STATES,
PRAYING FOR AN APPROPRIATION TO AID IN THE CONSTRUCTION OF TWO BRIDGES ACROSS THE DAKOTA RIVER, ONE AT MAXWELL CITY, IN HUTCHINSON COUNTY, AND ONE AT ROCKPORT, IN HANSON COUNTY, DAKOTA TERRITORY.

A memorial to the congress of the United States, praying for an appropriation to aid in the construction of two bridges across the Dakota river, one at Maxwell City, in Hutchinson county, and one at Rockport, in Hanson county,
D. T.

Your memorialists, the Legislature of Dakota Territory, would most respectfully represent to your honorable bodies, that the interests of that portion of Dakota Territory, lying on each side of the Dakota river, at or near Maxwell City, in Hutchinson county, and Rockport, in Hanson county, would be materially enhanced and immigration greatly aided, as well as the convenience and necessity of local inhabitants, subserved by the construction of two bridges, one at Maxwell City, the present terminus of the Territorial road leading from Canton, in Lincoln county, to said place; and one at Rockport, in Hanson county, the present terminus of the mail route and Territorial road, from Yankton, northward along the valley of the Dakota river. That the inhabitants on one side of the river are at present cut off from their base of supplies, postoffice and school privileges, by the said river, which is impassible during the greater part of the year. That the said bridges are necessary adjuncts of thoroughfares which are becoming highly important in accomodating the tide of immigration to the central and western portion of the Territory.

Your memorialists, therefore do most earnestly pray that an appropriation of (\$10,000) ten thousand dollars, be made to aid in the construction of said bridges across said Dakota river, one at Maxwell City, in Hutchinson county, and one at Rockport, in Hanson county, Dakota Territory.

And your memorialists, as in duty bound, will ever pray.

Approved. January 6th, 1873.

NO. 33.

A MEMORIAL TO THE POSTMASTER GENERAL OF THE UNITED STATES, PRAYING THAT THE MAIL SERVICE ON ROUTE NO. —, FROM FORT RANDALL, TO FORT SULLY, DAKOTA TERRITORY, BE INCREASED TO THREE TIMES A WEEK.

To the Honorable Postmaster General of the United States:

Your memorialists, the Legislative Assembly of the Territory of Dakota, would respectfully represent, that an increase of mail service on route No. —, from Fort Randall to Fort Sully, Dakota Territory, is necessary for the public good. That said route runs through a very fertile section of Dakota, which will be densely populated in a very few years, and there are several military and Indian reservations along said route; the former of great importance to the government and citizens of said Territory, and demanding increased mail facilities on this route.

A memorial to the postmaster general of the United States, praying that the mail service on route No. —, from Fort Randall, to Fort Sully, Dakota Territory, be increased to three times a week.

Nothing would prove of greater benefit to the military and Indian department of this section, than to have the mail service increased as this memorial represents, while as an act of justice it is urgently demanded.

Your memorialists therefore urge that service be increased as herein recommended, and as in duty bound, will ever pray.

Resolved, That a copy of this memorial be forwarded, duly attested, to the Postmaster General, one to the presiding officers of both houses of Congress, and one to the Honorable M. K. Armstrong, our Delegate in Congress.

Approved, January 8th, 1873.

NO. 34.

A MEMORIAL TO THE POSTMASTER GENERAL OF THE UNITED STATES, PRAYING THAT THE MAIL SERVICE ON ROUTE NO. —, FROM SIOUX FALLS, TO MEDARY, DAKOTA TERRITORY, BE INCREASED.

A memorial to the honorable postmaster general of the United States, praying that mail service on route No. —, from Sioux Falls, to Medary, Dakota Territory, be increased.

SIR:—Your memorialists, the Legislative Assembly of Dakota Territory, would most respectfully represent, that the increase of mail service on route No. —, from Sioux Falls, to Medary, Dakota Territory, is necessary for the public good. That the said route runs along the valley of the Big Sioux river, a distance of sixty miles, which country is becoming densely populated for a distance of from five to fifteen miles on each side of the river.

Several towns and villages are springing up along said route, and for the want of greater mail facilities, the growth and prosperity of the same is retarded, and that an increase of service would do much to advance the future prosperity of the country.

Your memorialists would therefore earnestly request that service be increased to three times per week.

And, as in duty bound, your memorialists will ever pray.

Approved, January 8th, 1873.

NO. 35.

A MEMORIAL TO THE HONORABLE POSTMASTER GENERAL,
PRAYING THAT SERVICE SHALL BE ORDERED ON THE MAIL
ROUTE RUNNING FROM CANTON, VIA SWAN LAKE, ASHVILLE,
AND WOLF CREEK, TO MLLTOWN.

Your memorialists, the Legislative Assembly of the Territory of Dakota, would respectfully represent, that that portion of our Territory through which the above mentioned route is established, is thickly settled at both termini, and also at all the intermediate points mentioned, and that at several points on the route, the settlers are obliged to travel many miles to procure their mail matter, and that the placing of service upon said route, would tend to the rapid improvement of said portion of our Territory. and also to the rapid settlement thereof.

A memorial
to the honora-
ble postmaster
general praying
that service
shall be ordered
on the mail
route running
from Canton,
via Swan Lake,
Ashville and
Wolf Creek, to
Milltown.

And your memorialists would respectfully pray, that service may be placed upon said route as soon as possible, and your memorialists, as in duty bound, will ever pray.

Approved, January 8th, 1873.

NO. 36.

A MEMORIAL TO THE CONGRESS OF THE UNITED STATES.
PRAYING FOR THE ESTABLISHMENT OF A MAIL ROUTE FROM
FORT SULLY, VIA GRAND RIVER AGENCY, FORT RICE, AND
BURLEIGH, TO FORT MCKEAN.

Your memorialists, the Legislative Assembly of the Territory of Dakota, would respectfully pray that a mail route be established from Fort Sully, in Dakota Territory, via

A memorial
to the Congress
of the United
States, praying

for the estab-
lishment of a
mail route from
Fort Sully, via
Grand River
Agency, Fort
Rice and Bur-
leigh, to Fort
McKean.

Grand River Agency, Fort Rice, and Burleigh, at the North-
ern Pacific railroad crossing of the Missouri river, to Fort
McKean, in Dakota Territory.

And your memorialists, as in duty bound, will ever pray.

Approved, January 10th, 1873.

NO. 37.

A MEMORIAL TO CONGRESS ASKING FOR THE LOCATION OF A LAND OFFICE IN THE SIOUX VALLEY.

A memorial
to congress,
asking for the
location of a
land office in
the Sioux val-
ley.

WHEREAS, The extensive and fertile valley of the Big Sioux river, in Dakota, has been entered from Minnesota, by the Winona & St. Peters railroad, and will be also entered by the Dakota & Hastings railroad early in 1873, and in consequence of their increased facilities, immigration will pour into this valley; and

WHEREAS, The distance of this section of country from any United States Land Office, in this Territory, is so great, that heavy burdens of expense and great loss of time are imposed upon the settler, causing him to travel from seventy-five to one hundred and fifty miles to reach the land office in which said lands are located; now therefore,

Your memorialists, the Legislative Assembly of the Territory of Dakota, respectfully ask for the creation of a new land district, with the land office located in the Sioux valley.

Your memorialists would respectfully request that the opening up of this section of country by the railroads aforesaid, together with the creditable efforts now being made by the Territory of Dakota, to induce immigration to her fertile valleys, will insure the speedy settlement of this section, known to possess a rich soil, and to be well supplied with timber and water.

We therefore pray your honorable body, to locate a United States Land Office, at the place herein designated. and as in duty bound. your memorialists will ever pray.

Resolved. That a duly authenticated copy of this memorial be transmitted to Hon. M. K. Armstrong, our Delegate in Congress. and that he be requested to lay it before Congress at an early day.

Approved, January 10th. 1873.

NO. 38.

A MEMORIAL TO THE CONGRESS OF THE UNITED STATES, PRAYING FOR A GRANT OF LAND IN DAKOTA TERRITORY, TO AID IN THE CONSTRUCTION OF THE DAKOTA GRAND TRUNK RAILWAY.

To the Honorable, the Senate, and House of Representatives in Congress Assembled:

Your memorialists, the Legislative Assembly of the Territory of Dakota, respectfully represent, that there has never been a grant of lands by Congress, to aid in the construction of any railroad or railroads in the Territory of Dakota, south of the forty-sixth parallel, the proposed boundary of Pembina Territory, while liberal donations have been made in aid of railroads in other States and Territories. thereby leading to their rapid settlement and development. and bringing into market and under productive tillage, lands which would otherwise have remained unoccupied and valueless.

Your memorialists would further represent, that the States around us have received the benefit of generous donations; the State of Iowa, by the aid of lands granted by Congress, having been able to construct nearly three thousand miles of

A memorial to the congress of the United States, praying for a grant of land in Dakota Territory, to aid in the construction of the Dakota Grand Trunk Railway

railroads, while the States of Nebraska and Kansas have received nearly as much more; that without this, it is clear that the railroads would not have been constructed, nor the States mentioned have held anything like the population they now possess. In the examples before us, it is obvious that the effect of lands granted for the purpose of encouraging the building of railroads is no detriment to a prairie country; but on the contrary, it is the only method that will induce capitalists to invest in our far western roads, and give us thereby that communication with the markets, pineries and manufactories of the East, which must be established before the thousands of acres of prairie land, hitherto of no value to the Government, can be completely within the reach of the honest and hardy pioneers of the great northwest.

Your memorialists would further represent, that the Dakota Grand Trunk Railway, to which the right of way was granted by Congress at its last session, would, if constructed upon the lines proposed, open up to settlement many square miles of tillable prairie land in the Territory of Dakota, which must, without this, remain vacant and unoccupied for many years to come; and we most respectfully urge that a liberal grant of land, in alternate sections, of the unoccupied lands on each side of the Dakota Grand Trunk Railway, be made by your honorable body, with a provision that the lands so granted shall be sold only to actual settlers, at a price not exceeding two dollars and a half per acre.

And your memorialists will, as in duty bound, forever pray.

Approved, January 4th, 1873.

NO. 39.

A MEMORIAL TO THE CONGRESS OF THE UNITED STATES FOR AN APPROPRIATION TO CONSTRUCT BRIDGES ACROSS THE BIG SIOUX RIVER, AT DIFFERENT POINTS: ONE AT RICHLAND, UNION COUNTY; ONE AT CANTON, LINCOLN COUNTY, AND ONE AT SIOUX FALLS, MINNEHAHA COUNTY.

To the Honorable, the Senate, and House of Representatives of the United States in Congress Assembled :

Your memorialists, the Legislative Assembly of the Territory of Dakota, respectfully ask that your honorable bodies will make an appropriation of such an amount as may be deemed sufficient for the construction of bridges over the Big Sioux river, at different points as above described.

The necessity of these improvements to our fast developing Territory, can be placed before your honorable bodies by our Delegate in Congress, Honorable M. K. Armstrong.

And your memorialists will, as in duty bound, ever pray.

Resolved, That our Delegate in Congress be requested to call the attention of the proper committees of Congress to the object of this memorial.

Approved, December 28th, 1872.

A memorial to the congress of the United States, for an appropriation to construct bridges across the Big Sioux river at different points: one at Richland, Union county; one at Canton, Lincoln county and one at Sioux Falls, Minnehaha Co.

NO. 40.

A MEMORIAL TO CONGRESS, PRAYING FOR AN APPROPRIATION TO CONSTRUCT A MILITARY WAGON ROAD IN THE VALLEY OF THE RED RIVER OF THE NORTH..

To the Honorable Senate and House of Representatives of the United States in Congress Assembled :

Your memorialists, the Legislative Assembly of the Territory of Dakota, would most respectfully represent, that the construction of a military wagon road, from Breckenridge

A memorial to congress praying for an appropriation

to construct a
military wagon
road in the val-
ley of the Red
River of the
North.

and Chahinkapa, down the valley of the Red River of the North, via Fort Abercrombie, Fargo and Grand Forks, to Fort Pembina and the international boundary line, a distance of about two hundred miles, would be of vast benefit to the Federal Government in the transportation of military supplies, &c., and at the same time promote the interests of that valuable portion of our Territory, by opening to settlement and cultivation a vast agricultural district, and thus, by the increased value of the public lands, contribute largely toward refunding to the national treasury any expenditure in constructing such road.

That according to the official reports of the collector of customs at the port of Pembina, merchandise passing over said route annually, is inspected at said port, amounting to hundreds of thousands of dollars, from which the United States derives a large revenue, amounting annually to perhaps \$50,000, besides the supplies for the settlements on the American side of the boundary.

A large portion of the supplies for the Province of Manitoba, with a population of over thirty thousand, as well as the vast supplies for the Hudson Bay Company, and the numerous fur traders, pass over said route, as do also the large returns of furs, &c., from the far northwest.

That the United States mails for all that vast district of country, as also the Canadian mails for Manitoba and the northwest Territory, (carried by the United States Government) must necessarily pass over said route, which, owing to the difficulty of crossing the several streams on the route, are often delayed for days, and even weeks.

That owing to the difficulties of the route known as the "Dawson Route," from the lakes to Fort Garry, through Canadian territory, nearly the entire Canadian immigration, to the Province of Manitoba, and the northwest Territory, amounting in 1872, to over five thousand, passes over the American route above mentioned.

That the great thoroughfare between Fort Abercrombie, Fort Pembina, and the United States boundary crosses some ten streams, varying in width from fifty to two hundred feet, over which the freighters and immigrants have annually to throw, at considerable expense and great loss of time, tem-

porary bridges, which are carried off by the first freshet, and hence each stream is so bridged several times during the same season.

That the entire route passes over a level valley, and in as much as nature has provided an excellent road, no farther appropriation is needed than will be sufficient to survey and mark the line, and to bridge the several streams.

Your memorialists, therefore, do most earnestly pray, that an appropriation of twenty-five thousand dollars, be made, or such sum as you in your wisdom may deem sufficient for the objects mentioned.

And, as in duty bound, your memorialists will ever pray.

Approved, January 6th, 1873.

NO. 41.

A MEMORIAL TO THE CONGRESS OF THE UNITED STATES,
PRAYING FOR AN APPROPRIATION TO AID IN ESTABLISHING
AND CONSTRUCTING A WAGON ROAD FROM ROCKPORT, IN
HANSON COUNTY, DAKOTA TERRITORY, TO JAMESTOWN, ON
THE NORTHERN PACIFIC RAILROAD, DAKOTA TERRITORY.

*To the Honorable Senate, and House of Representatives in
Congress Assembled:*

Your memorialists, the Legislative Assembly of the Territory of Dakota, in tenth session convened, would respectfully represent to the Congress of the United States, as follows:

That the valley of the Dakota river is fast becoming peopled by industrious and energetic farmers, and that settlement is made, both at the point where the Northern Pacific railroad crosses said river, and also northwest from its mouth

A memorial
to the congress
of the United
States, praying
for an appro-
priation to aid
in establishing
and construct-
ing a wagon
road Rockport,
in Hanson Co.,
D. T., to Jame-

town, on the N. P. R. R., Dakota Territory. for a distance of one hundred miles. That there is no communication between the settlements whatever, and that the interest of the people of this Territory would be greatly enhanced by the construction of a wagon road from Rockport, in Hanson county, to Jamestown, on the Northern Pacific railroad, and that at present there is no direct wagon road from the settlements on the Missouri river, to the Northern Pacific railroad, and it is the most direct and feasible route from our Capital, to said railroad.

And your memorialists would further represent, that government lands lying along and near said road, for a distance of one hundred and eighty miles, will be quickly disposed of to the advantage of the general government, and that government lands would be sufficiently enhanced in value, to refund to the national treasury any expense it might be at, in constructing said road.

And your memorialists, would therefore earnestly pray that an appropriation of fifteen thousand dollars, (\$15,000) or as much as may be deemed sufficient, by your honorable bodies, may be made to establish and construct said road.

And your memorialists, as in duty bound, will ever pray.
Approved. January 9th. 1873.

NO. 42.

A MEMORIAL TO CONGRESS, ASKING FOR THE DIVISION OF THE PRESENT TERRITORY OF DAKOTA, AND THE ERECTION OF AN ADDITIONAL TERRITORIAL ORGANIZATION OUT OF THE NORTHERN PART OF THE SAME.

To the Honorable the Senate and House of Representatives of the United States in Congress Assembled :

A memorial to congress asking for the division of the
Your memorialists, the Legislative Assembly of the Territory of Dakota, most respectfully pray, that the present Territory of Dakota may be divided, and a new Territorial or-

ganization made out of the northern part thereof, and a government and officers provided for the same.

We respectfully pray that the boundaries of the new Territory may be the same as for the northern boundary for Dakota, and the eastern and western boundaries of the same, as far south as the dividing line as hereafter given; that the dividing line be as follows, to-wit: Commencing at the point in the eastern boundary of the Territory of Dakota, near the northern end of Lake Traverse, where the seventh standard parallel, as surveyed and established within and for the survey of the Wappeton and Sisseton Indian Reservations, closes on said boundary; thence west along said seventh standard parallel, within said reservation, to the western boundary of said reservation; thence north $12^{\circ} 62'$ west, along said reservation boundary to the closing corner of the seventh standard parallel of the regular United States public land surveys; thence west along said seventh standard parallel to the Missouri river; thence up the channel of the Missouri river to the forty-sixth parallel of north latitude; thence west along the 46th parallel to the western boundary of the Territory of Dakota.

We further represent that this particular line of division is asked in order to accommodate the settlements already made in the Territory, leaving all those north of the Wappeton and Sisseton Reservations in the new Territory, and all south of the same in the Territory of Dakota; also because a base line for the public surveys where used as a boundary line prevents the fractional division of surveys, which would be rendered necessary if an artificial line was named; and because the line herein described is already surveyed, marked and established for a considerable distance from the eastern boundary, and will be established hereafter in the prosecution of the public surveys without additional expense for surveying it as a boundary.

We further respectfully represent, that we believe the public interests alike of the United States, and this Territory now demands this division, and that the convenience and economy of the citizens of both parts favor this division. There are no interests in common between the two parts: communication is slow and difficult. While east and west railroads are being constructed in both divisions, no north and south lines

present Territory of Dakota, and the erection of an additional territorial organization out of the northern part of the same.

can be expected soon. The trade, commerce and enterprise, the markets and communications of each part are distinct and separate. Differing motives and interests govern the citizens of each part; and it is hardly practicable to represent and promote the best good of both parts in the same Territorial Legislature, or under the same Territorial government. In all matters of local enterprise, the encouragement of immigration and the settlement of the country, the best good and largest results can only be attained through separate organization. An examination of the map will exhibit these reasons more effectively.

We also respectfully refer to the present rapidly increasing development of the two sections. Immigration is now being greatly encouraged to both parts by every inducement. The last election showed a large vote in the northern part. Causes now actively operating will rapidly augment all these reasons for division. The area of the present Territory is over 150,000 square miles. The diversity of interests and wide separation of the different parts forbid the hope that a proper development can be attained as at present organized.

For these and other reasons, your memorialists earnestly ask the division to be authorized by an early law.

And, as in duty bound, your memorialists will ever pray.

Approved, December 31st, 1872.