

HOUSE JOINT RESOLUTION 36

IN THE HOUSE

February 12, 1979	Introduced and referred to Committee on Natural Resources.
February 20, 1979	Committee recommend bill, do pass.
February 22, 1979	Second reading, as amended.
February 23, 1979	Considered correctly engrossed.
	Third reading, passed.

IN THE SENATE

February 23, 1979	Introduced and referred to Committee on Highways and Transportation.
March 16, 1979	Committee recommend bill, concurred.
March 19, 1979	Motion, pass consideration.
March 20, 1979	Second reading, concurred.
March 22, 1979	On motion, taken from Committee on Bills and Journal and referred to second reading.
March 23, 1979	Second reading, pass consideration.
March 24, 1979	Motion, pass consideration.
March 26, 1979	Second reading, indefinitely postponed, as amended.

IN THE HOUSE

House JOINT RESOLUTION NO. 36
INTRODUCED BY DENNIS NATHAN Liam Day
Reyell Frenchman

A JOINT RESOLUTION OF THE SENATE AND THE HOUSE OF
REPRESENTATIVES OF THE STATE OF MONTANA URGING DEVELOPMENT
OF THE MISSOURI RIVER CHANNEL IN ORDER TO ACCOMMODATE BARGE
TRAFFIC TO TRANSPORT CEREAL GRAINS AND OTHER CARGO.

WHEREAS, the Missouri River is a navigable river for
barge traffic from Yankton, South Dakota, southward to its
confluence with the Mississippi River; and

WHEREAS, the Missouri River, through development of its
channel, could be made available for barge traffic from
Yankton, South Dakota, to Fort Benton, Montana, and the
Yellowstone River, through development of its channel, could
be made available for barge traffic from Billings, Montana,
to its confluence with the Missouri River; and

WHEREAS, the cereal grains grown and harvested in
Montana, North Dakota, and South Dakota are transported
primarily by the rail transportation industry, which
presently enjoys a monopoly over the transport of cereal
grains; and

WHEREAS, the Interstate Commerce Commission has
displayed little outward concern over the exorbitant freight
rates charged by the rail transportation industry for the

transport of cereal grains from Montana, North Dakota, and
South Dakota; and

WHEREAS, the rail transportation industry, in spite of
the excessive freight rates charged, is not able to meet the
transportation needs of cereal grain growers in Montana,
North Dakota, and South Dakota.

NOW, THEREFORE, BE IT RESOLVED BY THE SENATE AND THE HOUSE
OF REPRESENTATIVES OF THE STATE OF MONTANA:

That the Congressional Delegations of the states of
Montana, North Dakota, and South Dakota are urged to seek
funding for the development of the Missouri River channel
and Yellowstone River channel in order to accommodate barge
traffic from Yankton, South Dakota, to Fort Benton, Montana,
and Billings, Montana.

BE IT FURTHER RESOLVED, that the Army Corps of
Engineers be directed to proceed with development of the
channels of the Missouri River and Yellowstone River
immediately upon funding of such project.

BE IT FURTHER RESOLVED, that the Secretary of State is
directed to send copies of this resolution to the Governors
of Montana, North Dakota, and South Dakota; the United
States Congressional Delegations of Montana, North Dakota,
and South Dakota; the Legislatures of North Dakota and South
Dakota; the Secretary of the Interior; the Army Corps of

1 Engineers; the Interstate Commerce Commission; and the Old
2 West Regional Commission.

-End-

1 HOUSE JOINT RESOLUTION NO. 36

2 INTRODUCED BY NATHE, LIEN, DAY, KEYSER, HUENNEKENS

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4 A JOINT RESOLUTION OF THE SENATE AND THE HOUSE OF
5 REPRESENTATIVES OF THE STATE OF MONTANA URGING DEVELOPMENT
6 OF THE MISSOURI RIVER CHANNEL IN ORDER TO ACCOMMODATE BARGE
7 TRAFFIC TO TRANSPORT CEREAL GRAINS AND OTHER CARGO.8
9 WHEREAS, the Missouri River is a navigable river for
10 barge traffic from Yankton, South Dakota, southward to its
11 confluence with the Mississippi River; and12 WHEREAS, the Missouri River, through development of its
13 channel, could be made available for barge traffic from
14 Yankton, South Dakota, to Fort Benton, Montana, and the
15 Yellowstone River, through development of its channel, could
16 be made available for barge traffic from Billings, Montana,
17 to its confluence with the Missouri River; and18 WHEREAS, the cereal grains grown and harvested in
19 Montana, North Dakota, and South Dakota are transported
20 primarily by the rail transportation industry, which
21 presently enjoys a monopoly over the transport of cereal
22 grains; and23 WHEREAS, the Interstate Commerce Commission has
24 displayed little outward concern over the exorbitant freight
25 rates charged by the rail transportation industry for the1 transport of cereal grains from Montana, North Dakota, and
2 South Dakota; and3 WHEREAS, the rail transportation industry, in spite of
4 the excessive freight rates charged, is not able to meet the
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2 West Regional Commission.

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