

*suant to said Article 16 shall have been constructed and permanently improved.*

Sec. 3. Such proposed amendment shall be submitted to the people for their approval or rejection at the general election for the year 1934, and the secretary of state shall place this proposed amendment as No. 1 on the official ballot, and the qualified electors of the state, in their respective district, may, at such election vote for or against such proposed amendment by ballot, and the return thereof shall be made and certified within the time, and such votes canvassed, and the result thereof declared in the manner provided by law with reference to the election of state officers. If it shall appear thereupon that a majority of all electors voting at such election shall have voted for and ratified said amendment, as provided in the next section hereof, the governor shall make proclamation thereof, and such amendment so ratified shall take effect and be in force as a part of the constitution.

Sec. 4. The ballots used at said election on said proposed amendment shall have printed thereon: "Amendment to Section 1, Article 16, of the Constitution of the State of Minnesota, authorizing the legislature to add new routes to the trunk highway system."

"Yes..... No....."

Each elector voting upon such proposed amendment shall place a cross mark thus "x" in a space to be left on the ballot opposite the words "yes" and "no," according as he may wish to vote for or against said amendment, and his vote shall be counted in accordance with the expressed will of such elector as provided by the election laws of this state.

Approved April 22, 1933.

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#### CHAPTER 440—H. F. No. 2000

*An act to add new routes to the Trunk Highway System of Minnesota; for the amendment of Mason's Minnesota Statutes of 1927, Section 2554, Subdivision 5, Section 2557 and Section 2554, as amended, and for other purposes, all relating to the Trunk Highway System.*

WHEREAS, subsequent to the adoption of Article 16 of the Constitution of Minnesota at least 75 per cent of the total number

of the miles of the routes embraced in the trunk highway system as specified in said Article 16 of the Constitution of Minnesota have been constructed and permanently improved, and

WHEREAS, the funds available for the construction, improvement and maintenance of the additional routes of the highway system as hereinafter set forth are sufficient therefor in addition to the construction and maintenance of the several routes specifically described in said Article 16 of the Constitution of Minnesota, and

WHEREAS, the Legislature is in such case authorized to add new routes to said trunk highway system, therefore:

Be it enacted by the Legislature of the State of Minnesota:

Section 1. There is hereby added to the Trunk Highway System and created and established hereby new routes as follows, to-wit:

Route No. 71. Beginning at a point on Route No. 27 in Little Falls, thence extending in a northeasterly direction to a point on Route No. 1 at or near Moose Lake; affording Little Falls, Onamia, Isle, McGrath and Moose Lake a reasonable means of communication each with the other and other places within the State.

Route No. 73. Beginning at a point on Route No. 20 at or near Zumbrota, thence extending in an easterly direction to a point on Route No. 3; affording Zumbrota, Mazeppa, Zumbro Falls and Wabasha a reasonable means of communication each with the other and other places within the State.

Route No. 74. Beginning at a point on Route No. 3 at or near Weaver, thence extending in a southwesterly direction to a point on Route No. 9 at or near Spring Valley; affording Weaver, St. Charles, Chatfield and Spring Valley a reasonable means of communication each with the other and other places within the State.

Route No. 75. Beginning at a point on Route No. 3 in Winona, thence extending in a northeasterly direction to a point on the line between the states of Minnesota and Wisconsin.

Route No. 76. Beginning at a point on Route No. 43 at or near Wilson, thence extending in a southeasterly direction to a point on the line between the states of Minnesota and Iowa; affording Wilson, Houston and Caledonia a reasonable means of communication each with the other and other places within the State.

Route No. 77. Beginning at a point on Route No. 43 at or near Rushford, thence extending in a westerly direction to a point

on Route No. 56 at or near Hayfield; affording Rushford, Chatfield, Stewartville, and Hayfield a reasonable means of communication each with the other and other places within the State.

Route No. 78. Beginning at a point on Route No. 9 at or near Rushford, thence extending in a southerly direction to a point on Route No. 44 at or near Mabel.

Route No. 79. Beginning at a point on Route No. 20 at or near Harmony, thence extending in a southerly direction to the line between the States of Minnesota and Iowa.

Route No. 80. Beginning at a point on Route No. 9 southerly of Wykoff, thence extending in an easterly direction to a point on Route No. 20 at or near Preston.

Route No. 81. Beginning at a point on Route No. 9 easterly of Austin, thence extending in a southeasterly direction to a point on Route No. 59 easterly of LeRoy.

Route No. 82. Beginning at a point on Route No. 40 at or near Blooming Prairie, thence extending in a westerly direction to a point on Route No. 15; affording Blooming Prairie, Ellendale, Mapleton, and St. James a reasonable means of communication each with the other and other places within the State.

Route No. 83. Beginning at a point on Route No. 5 westerly of Mankato, thence extending in a northwesterly direction to a point on Route No. 15 southerly of New Ulm.

Route No. 84. Beginning at a point on Route No. 7 at or near Sleepy Eye, thence extending in a southerly direction to the line between the States of Minnesota and Iowa; affording Sleepy Eye, St. James, and Sherburne a reasonable means of communication each with the other and other places within the State.

Route No. 85. Beginning at a point on Route No. 16 at or near Windom, thence extending in a southwesterly direction to a point on the line between the States of Minnesota and Iowa at or near Bigelow; affording Windom, Worthington, and Bigelow a reasonable means of communication each with the other and other places within the State.

Route No. 86. Beginning at a point on the line between the States of Minnesota and Iowa southerly of Lakefield, thence extending northerly through Lakefield to a point on Route No. 85 as herein established westerly of Windom.

Route No. 87. Beginning at a point on Route No. 9 southerly of Wells, thence extending in a southerly direction through Kiester to a point on the line between the States of Minnesota and Iowa.

Route No. 88. Beginning at a point on the line between the States of Minnesota and South Dakota, and Route No. 9, thence extending in a northeasterly direction to a point on Route No. 12 at or near Montevideo; affording Jasper, Pipestone, Marshall, and Montevideo a reasonable means of communication each with the other and other places within the State.

Route No. 89. Beginning at a point on Route No. 6 at or near Pipestone, thence extending in a westerly direction to a point on the line between the States of Minnesota and South Dakota.

Route No. 90. Beginning at a point on Route No. 6 at or near Ivanhoe, thence extending in a westerly direction to a point on the line between the States of Minnesota and South Dakota.

Route No. 91. Beginning at a point on the line between the States of Minnesota and Iowa southerly of Adrian, thence extending in a northerly direction to a point on Route No. 88 as herein established at or near Russell; affording Adrian, Lake Wilson, and Russell a reasonable means of communication each with the other and other places within the State.

Route No. 92. Beginning at a point on Route No. 17 westerly of Currie, thence extending in an easterly direction to a point on Route No. 84; affording Currie and Jeffers a reasonable means of communication each with the other and other places within the State.

Route No. 93. Beginning at a point on Route No. 4 at or near Redwood Falls, thence extending in a southeasterly direction to a point on Route No. 70 at or near Sleepy Eye.

Route No. 94. Beginning at a point on Route No. 3 northerly of Hastings, thence extending in a southeasterly direction to a point on the line between the States of Minnesota and Wisconsin.

Route No. 95. Beginning at a point on Route No. 94 as herein established at Point Douglas, thence extending in a northerly direction through Bayport and Stillwater to a point on Route No. 46 at or near Taylors Falls.

Route No. 96. Beginning at a point on Route No. 95 as herein established at or near Stillwater, thence extending in a westerly direction to a point on Route No. 63 at or near New Brighton.

Route No. 97. Beginning at a point on Route No. 1 at or near Forest Lake, thence extending in an easterly direction to a point on Route No. 95 as herein established.

Route No. 98. Beginning at a point on Route No. 1 at or near Forest Lake, thence extending in a northeasterly direction to a point on Route No. 46.

Route No. 99. Beginning at a point on Route No. 21 east of Le Center, thence extending in an easterly direction to a point on Route No. 21 near General Shields Lake.

Route No. 100. Beginning at a point on Route No. 22 at or near Gaylord, thence extending in an easterly direction to a point on Route No. 3 westerly of Red Wing; affording Gaylord, Henderson, New Prague, Northfield, Cannon Falls, and Red Wing a reasonable means of communication each with the other and other places within the State.

Route No. 101. Beginning at a point on Route No. 1 at or near Faribault, thence extending in a northerly direction to a point on Route No. 50.

Route No. 102. Beginning at the present terminus of Route No. 1 on the southerly limits of the City of St. Paul, thence extending in a northerly direction through the City of St. Paul to the point of beginning of Route No. 1 on the northerly limits of the city of St. Paul.

Route No. 103. Beginning at the present terminus of Route No. 1 on the westerly limits of the City of Duluth, thence extending in a northeasterly direction to the present point of beginning of Route No. 1 on the northerly limits of the City of Duluth.

Route No. 104. Beginning at the present terminus of Route No. 3 on the easterly limits of the City of St. Paul, thence extending in a northwesterly direction through the cities of St. Paul and Minneapolis to the present point of beginning of Route No. 3 on the westerly limits of the City of Minneapolis.

Route No. 105. Beginning at a point on the southerly limits of the City of Minneapolis, thence extending in a northeasterly direction through Minneapolis to a point at the beginning of Route No. 5 on the northerly limits of the City of Minneapolis.

Route No. 106. Beginning at a point on Route No. 8 in the westerly limits of the City of Duluth, thence extending in a southeasterly direction through Duluth to a point at the water's edge of St. Louise Bay and there terminating.

Route No. 107. Beginning at the present terminus of Route No. 10 on the westerly limits of the City of Minneapolis, thence extending in an easterly direction to a point on Route No. 104 as herein established.

Route No. 108. Beginning at the present terminus of Route No. 12 on the easterly limits of the City of St. Paul, thence extending in a westerly direction through the cities of St. Paul and Minneapolis to a point on the westerly limits of the City of Minneapolis, connecting with Route No. 12.

Route No. 109. Beginning at the present terminus of Route No. 45 on the easterly limits of the City of St. Paul, thence extending into St. Paul in a southwesterly direction to connect with Route No. 102 as herein established.

Route No. 110. Beginning at the present terminus of Route No. 50 on the southerly limits of the City of Minneapolis, thence extending through Minneapolis and northerly to a point on Route No. 2 at or near Aitkin, affording Minneapolis, Anoka, Ogilvie, Isle and Aitkin a reasonable means of communication each with the other and other places within the state.

Route No. 111. Beginning at the present terminus of Route No. 52 on the westerly limits of the United States Military Reservation at Fort Snelling, thence extending in a northeasterly direction through the Military Reservation into the City of St. Paul to connect with Route No. 102 as herein established.

Route No. 112. Beginning at the present terminus of Route No. 53 on the southerly limits of the City of South St. Paul, thence extending through South St. Paul into the city of St. Paul to connect with Route No. 102 as herein established.

Route No. 113. Beginning at a point on the northerly limits of the City of St. Paul, thence extending in a southeasterly direction into St. Paul to connect with Route No. 104 as herein established.

Route No. 114. Beginning at the present terminus of Route No. 63 on the northerly and easterly limits of the City of Minneapolis, thence extending into Minneapolis in a southwesterly direction to connect with Route No. 105 as herein established.

Route No. 115. Beginning at a point on Route No. 112 as herein established in St. Paul thence extending in a southerly direction to a point on Route No. 1 southerly of Wescott.

Route No. 116. Beginning at a point on Route No. 104 as herein established in the City of Minneapolis, thence extending in a southeasterly direction to a point on Route No. 53, thence extending in a southerly direction to a point on Route No. 21 at or near Kenyon; affording Minneapolis, Mendota, Hampton, and Kenyon a reasonable means of communication each with the other and other places within the State.

Route No. 117. Beginning at a point on Route No. 100 as herein established easterly of New Prague, thence extending in a northeasterly direction and crossing the Mississippi River easterly of the City of South St. Paul, thence extending in a northerly direction to a point on Route No. 1 at or near White Bear.

Route No. 118. Beginning at a point on Route No. 45 southwesterly of Stillwater, thence extending in a westerly direction to a point on Route No. 105 as herein established in Minneapolis.

Route No. 119. Beginning at a point on Route No. 49 at or near Clara City, thence extending in an easterly direction to a point on Route No. 12 at or near Excelsior; affording Clara City, Hutchinson, and Excelsior a reasonable means of communication each with the other and other places within the State.

Route No. 120. Beginning at a point on Route No. 119 as herein established at or near St. Bonifacius, thence extending in a northeasterly direction to a point on Route No. 10.

Route No. 121. Beginning at a point on Route No. 22 at or near Gaylord, thence extending in a northeasterly direction to a point on Route No. 5; affording Gaylord, Norwood, and Victoria a reasonable means of communication each with the other and other places within the State.

Route No. 122. Beginning at a point on Route No. 5 in Mankato, thence extending in a northwesterly direction through Nicollet to a point on Route No. 22, southerly of Gaylord.

Route No. 123. Beginning at a point on Route No. 5 in Le Sueur, thence extending in a southeasterly direction to a point on Route No. 21.

Route No. 124. Beginning at a point on Route No. 39 at or near Wells, thence extending in a southeasterly direction to a point on Route No. 9 at or near Alden.

Route No. 125. Beginning at a point on Route No. 111 as herein established north of the Mississippi River, thence extending in a northerly direction to a point on Route No. 63.

Route No. 126. Beginning at a point on Route No. 104 as herein established in St. Paul at or near Rice Street, thence extending in a northerly direction to a point on Route No. 63.

Route No. 127. Beginning at a point on Route No. 1 in the southwesterly portion of White Bear, thence extending in a north-

easterly direction to a point on Route No. 1 near Bald Eagle Junction, this Route to be a substitute for the present location of Route No. 1 between said points.

Route No. 128. Beginning at the present terminus of Route No. 57 in Mantorville, thence extending in a northerly direction through Wanamingo to a point on Route No. 20.

Route No. 129. Beginning at a point on Route No. 24 at or near St. Cloud, thence extending in a southeasterly direction to a point on Route No. 110 as herein established northerly of Minneapolis; affording St. Cloud, Clearwater, and Monticello a reasonable means of communication each with the other and other places within the State.

Route No. 130. Beginning at a point on Route No. 3 northwesterly of Minneapolis, thence extending in a southerly direction to a point on Route No. 52.

Route No. 131. Beginning at a point on Route No. 37 at or near Randall, thence in an easterly direction to a point on Route No. 27.

Route No. 132. Beginning at a point on Route 27 at or near St. Cloud, thence extending in an easterly direction to a point on Route No. 46 at Taylors Falls; affording St. Cloud, Princeton, Cambridge and Taylors Falls a reasonable means of communication each with the other and other places within the State.

Route No. 133. Beginning at a point on Route No. 5 northerly of Braham, thence extending in an easterly direction to a point on the line between the States of Minnesota and Wisconsin.

Route No. 134. Beginning at a point on Route No. 5 southerly of Grasston, thence extending in a northerly direction to a point on Route No. 23.

Route No. 135. Beginning at a point on Route No. 28 westerly of Little Falls, thence extending in a westerly and southwesterly direction to a point on Route No. 3 at Osakis; affording Little Falls, Long Prairie, and Osakis a reasonable means of communication with the other and other places within the State.

Route No. 136. Beginning at a point on Route No. 8 northwesterly of Bemidji, thence extending in a northwesterly direction to a point on Route No. 11 at or near Roseau.

Route No. 137. Beginning at a point on Route No. 18 north-



westerly of Garrison, thence extending in a northerly direction to a point on Route No. 34 at or near Remer; affording Garrison, Deerwood, Crosby, and Remer a reasonable means of communication each with the other and other places within the State.

Route No. 138. Beginning at a point on Route No. 19 northerly of Walker, thence extending in a northwesterly direction to a point on Route No. 4.

Route No. 139. Beginning at a point on Route No. 19 at or near Pine River, thence extending in a northeasterly direction to a point on Route No. 34.

Route No. 140. Beginning at a point on Route No. 11 at or near Baudette, thence extending in a northerly direction to Lake of the Woods.

Route No. 141. Beginning at a point on Route No. 28 at or near Sauk Center, thence extending in a southerly direction to a point on Route No. 4.

Route No. 142. Beginning at a point on Route No. 4 at or near Paynesville, thence extending in a northwesterly direction to a point on the line between the States of Minnesota and North Dakota; affording Paynesville, Glenwood, and Elbow Lake a reasonable means of communication each with the other and other places within the State.

Route No. 143. Beginning at a point on Route No. 10 westerly of Pennock thence extending in a northerly direction to a point on Route No. 142 as herein established.

Route No. 144. Beginning at a point on Route No. 6 at or near Madison, thence extending in a northeasterly and northerly direction to a point on Route No. 142 as herein established at or near Barrett; affording Madison, Appleton, Morris, and Barrett a reasonable means of communication each with the other and other places within the State.

Route No. 145. Beginning at a point on Route No. 10 at or near Willmar, thence extending in a westerly direction to a point on Route No. 144 as herein established.

Route No. 146. Beginning at a point on Route No. 49, thence extending in a southerly direction through Maynard to a point on Route No. 12.

Route No. 147. Beginning at a point on Route No. 66 at or near Appleton, thence extending in a northwesterly direction to a point on Route No. 6.

Route No. 148. Beginning at a point on Route No. 6 at or near Ortonville, thence extending in a northwesterly direction to a point on Route No. 28.

Route No. 149. Beginning at a point on Route No. 148 as herein established at Ortonville, thence extending in a westerly direction to a point on the line between the States of Minnesota and South Dakota.

Route No. 150. Beginning at a point on Route No. 12 at or near Hector, thence extending in a northerly direction to a point on Route No. 4 at or near Paynesville; affording Hector, Grove City, and Paynesville a reasonable means of communication each with the other and other places within the State.

Route No. 151. Beginning at a point on Route No. 24 southerly of Kimball, thence extending in a southerly direction to a point on Route No. 14 at or near Winthrop; affording Kimball, Hutchinson, and Winthrop a reasonable means of communication each with the other and other places within the State.

Route No. 152. Beginning at a point on Route No. 10 at or near Herman, thence extending in a northwesterly direction to a point on Route No. 6 southerly of Breckenridge.

Route No. 153. Beginning at a point on Route No. 3 at or near Evansville, thence extending in a northwesterly direction to a point on Route No. 3, southerly of Fergus Falls.

Route No. 154. Beginning at a point on Route No. 6 at or near Canby, thence extending in a westerly direction to a point on the line between the States of Minnesota and South Dakota.

Route No. 155. Beginning at a point on Route No. 12 southerly of Madison, thence extending in a westerly direction to a point on the line between the States of Minnesota and South Dakota.

Route No. 156. Beginning at a point on Route No. 104 as herein established in the City of Minneapolis at the easterly end of Washington Avenue, thence extending in a northwesterly and northerly direction to a point on Route No. 62 easterly of the Great Northern Railway.

Route No. 157. Beginning at a point on Route No. 35 on the north side of Mille Lacs Lake, thence extending in an easterly direction to a point on Route No. 110 as herein established.

Route No. 158. Beginning at a point on Route No. 11 at International Falls, thence extending in an easterly direction to Black Bay.

Route No. 159. Beginning at a point on Route No. 5 at or near Swan River, thence extending in a northerly direction to a point on Route No. 4, at or near Little Fork affording Swan River, Nashwauk, and Little Fork a reasonable means of communication each with the other and other places within the State.

Route No. 160. Beginning at a point on Route No. 35 at or near Tower, thence extending in a westerly direction to a point on Route No. 136 as herein established southerly of Red Lake.

Route No. 161. Beginning at a point on Route No. 3 in Red Wing, thence extending in a northerly direction to a point on the line between the States of Minnesota and Wisconsin.

Route No. 162. Beginning at a point on Route No. 34 at or near Remer, thence extending in an easterly direction to a point on Route No. 8.

Route No. 163. Beginning at a point on Route No. 1 at or near Moose Lake, thence extending in a northerly direction to a point on Route No. 11 southerly of Orr; affording Moose Lake, Cromwell, Floodwood, Hibbing, Chisholm, and Orr a reasonable means of communication each with the other and other places within the State.

Route No. 164. Beginning at a point on Route No. 1, thence extending in a northerly direction through Cloquet to a point on Route No. 11.

Route No. 165. Beginning at a point on Route No. 8 westerly of Deer River, thence extending a northwesterly direction to a point on Route No. 4.

Route No. 166. Beginning at a point on Route No. 35 at Ely, thence extending in a southeasterly direction to a point on Route No. 1.

Route No. 167. Beginning at a point on Route No. 11 north-erly of Virginia, thence extending in a northeasterly direction to a point on Route No. 160 as herein established westerly of Tower.

Route No. 168. Beginning at a point on Route No. 4 near Itasca State Park, thence in a northwesterly direction to a point on Route No. 31 at Mahanomen.

Route No. 169. Beginning at point on Route No. 8 at or near Bagley, thence extending in southerly direction to a point on Route No. 168 as herein established.

Route No. 170. Beginning at a point on Route No. 32 at or near Thief River Falls, thence extending in an easterly direction to a point on Route No. 136 as herein established.

Route No. 171. Beginning at a point on Route No. 6 near St. Vincent, thence extending in a westerly direction to a point on the line between the States of Minnesota and North Dakota.

Route No. 172. Beginning at a point on Route No. 6 at or near Donaldson, thence extending in a westerly direction to a point on the line between the States of Minnesota and North Dakota.

Route No. 173. Beginning at a point on Route No. 6 at or near Warren, thence extending in a westerly direction to a point on the line between the States of Minnesota and North Dakota.

Route No. 174. Beginning at a point on Route No. 8 at or near Erskine, thence extending in a northwesterly direction to a point on Route No. 6 southerly of Noyes.

Route No. 175. Beginning at point on Route No. 8 at or near Crookston, thence extending in a southwesterly direction to a point on Route No. 6 northerly of Hendrum.

Route No. 176. Beginning at a point on Route No. 175 as herein established at or near Halstad, thence extending in a westerly direction to a point on the line between the States of Minnesota and North Dakota.

Route No. 177. Beginning at a point on Route No. 32 southerly of Red Falls, thence extending in a southerly direction to a point on Route No. 182.

Route No. 178. Beginning at a point on Route No. 6 near Crookston, thence extending in a southeasterly direction to a point on Route No. 177 as herein established at or near Fertile.

Route No. 179. Beginning at a point on Route No. 6 at or near Ada, thence extending in a southerly direction to a point on Route No. 64 at or near Barnesville.

Route No. 180. Beginning at a point on Route No. 153 as herein established at or near Ashby, thence extending in a northeasterly direction to a point on Route No. 181 as herein established at or near Otter Tail.

Route No. 181. Beginning at a point on Route No. 36 at or near Henning, thence extending in a northwesterly direction to a point on Route No. 2 at or near Perham.

Route No. 182. Beginning at a point on Route No. 30 at or near Lake Lizzie, thence extending in a westerly direction to a point on Route No. 64 at or near Barnesville.

Route No. 183. Beginning at a point on Route No. 36 east of Henning, thence extending in an easterly direction to a point on Route No. 2 at or near Staples.

Route No. 184. Beginning at a point on Route No. 29 at or near Deer Creek, thence extending in a northerly direction to a point on Route No. 2.

Route No. 185. Beginning at a point on Route No. 1 at Sandstone, thence extending a northeasterly direction to a point on Route No. 103 as herein established in Duluth.

Route No. 186. Beginning at a point on Route No. 110 as herein established, thence extending in an easterly direction to a point on Route No. 185 as herein established at or near Askov; affording Isle, Finlayson, and Askov a reasonable means of communication each with the other and other places within the State.

Route No. 187. Beginning at a point on Route No. 18 at or near Elk River, thence extending in a southerly direction to a point on Route No. 117 as herein established.

Route No. 188. Beginning at a point on Route No. 69 at Buffalo, thence extending in an easterly direction to a point on Route No. 110 as herein established.

Route No. 189. Beginning at a point on Route No. 5 southerly of Mora, thence extending in a southerly direction to a point on Route No. 132 as herein established.

Route No. 190. Beginning at a point on Route No. 6 at or near Wheaton, thence extending in a southwesterly direction to a point on Route No. 28 at or near Browns Valley.

Route No. 191. Beginning at a point on Route No. 190 as herein established southwesterly of Wheaton, thence extending in a westerly direction to a point on the line between the States of Minnesota and South Dakota.

Route No. 192. Beginning at a point on Route No. 1 at or near Hinckley, thence extending in an easterly direction to the line between the States of Minnesota and Wisconsin.

Route No. 193. Beginning at a point on Route No. 2 at or near Motley, thence extending in a northerly direction to a point on Route No. 34 westerly of Walker.

Route No. 194. Beginning at a point on Route No. 117 as herein established at or near Mendota, thence extending in a northeasterly direction to a point on Route No. 102 as herein established.

Route No. 195. Beginning at a point on Route No. 1 at or near Albert Lea, thence extending in a southwesterly direction to a point on the line between the States of Minnesota and Iowa.

Route No. 196. Beginning at a point on Route No. 8 at or near Grand Rapids, thence extending in a northerly direction to a point on Route No. 160 as herein established; affording Grand Rapids and Big Fork a reasonable means of communication each with the other and other places within the State.

Route No. 197. Beginning at a point on Route No. 4 south-erly of Park Rapids, thence extending in an easterly direction to a point on Route No. 139 as herein established easterly of Backus.

Route No. 198. Beginning at a point on Route No. 9 at or near LaCrescent, thence extending in a southerly direction to a point on the line between the States of Minnesota and Iowa.

Route No. 199. Beginning at a point on Route No. 9 at or near Austin, thence extending in a southwesterly direction to a point on the line between the States of Minnesota and Iowa.

Route No. 200. Beginning at a point on Route No. 4 at or near Itasca State Park, thence extending in a westerly direction to a point on Route No. 30 at or near Waubon.

Route No. 201. Beginning at a point on Route No. 82, as herein established, near Waldorf, thence extending in a northwesterly direction to a point on Route No. 39 at or near Mankato.

Route No. 202. Beginning at a point on Route No. 11 at or near Eveleth, thence extending in a northeasterly direction to a point on Route No. 35 at Gilbert.

Route No. 203. Beginning at a point on Route No. 11 west-erly of Duluth, thence extending in a southeasterly direction through Proctor and Duluth to the water's edge of St. Louis Bay, and there terminating.

Route No. 204. Beginning at a point on Route No. 11, westerly of Duluth, thence extending in a southeasterly direction to a point on Route No. 103, as herein established in Duluth.

Route No. 205. Beginning at a point on Route No. 54, easterly of Herman, thence extending in an easterly direction to a point on Route No. 29, at or near Alexandria.

Route No. 206. Beginning at a point on Route No. 30, at or near Pelican Rapids, thence extending in an easterly direction to a point on Route No. 181, as herein established, southerly of Perham.

Route No. 207. Beginning at a point on Route No. 2, at or near Frazee, thence extending in an easterly direction to a point on Route No. 4 at or near Menahga.

Route No. 208. Beginning at a point on Route No. 28, at or near Starbuck, thence extending in a northerly direction to a point on Route No. 3, at or near Garfield.

Route No. 209. Beginning at a point on Route No. 3, at or near Becker, thence extending in a northerly direction to a point on Route No. 18, at or near Brainerd, affording Becker, Foley, Gilman, Pierz, and Brainerd a reasonable means of communication each with the other and other places within the state.

Route No. 210. Beginning at a point on Route No. 10 at or near Benson, thence extending in an easterly direction to a point on Route No. 4 at or near New London.

Route No. 211. Beginning at a point on Route No. 64 at or near Barnesville, thence extending in a southwesterly direction to a point on Route No. 3 at or near Breckenridge.

Sec. 2. That funds are available for the construction, improvement and maintenance of the additional routes of said trunk highway system hereinbefore set forth, sufficient therefor, in addition to the construction and maintenance of the several routes specifically described in said Article 16 of the Constitution of the State of Minnesota, and the said additional routes hereinbefore described are each and all thereof added to said trunk highway system pursuant to the power and authority vested in the Legislature under said Article 16 of the State Constitution.

Sec. 3. That Mason's Minnesota Statutes of 1927, section 2554, as amended, subdivision 5, be amended to read as follows: Subdivision (5).

(a) The Commissioner of Highways shall adopt a suitable marking design with which he shall mark or blaze the routes so selected, and as the definite final location of each route is opened to traffic the markings shall be changed to such location.

(b) *In order to coordinate the markings of the various existing routes, together with new routes which hereby are or may be added, and in order to avoid duplication in numbers used on interstate routes, the Commissioner of Highways is authorized to revise and*

consolidate the marking and numbering of the routes within the system from time to time, provided that whenever the Commissioner of Highways does so revise the marking and/or numbering he shall prepare a map showing the existing routes and identifying numbers and also the routes and identifying numbers or design of the revised system. That said map shall be authenticated by a certificate of the Commissioner of Highways certifying the same as being the map showing the revised markings under the provisions of this Act. Said map and certificate shall be filed in the office of the Secretary of State and a duplicate thereof shall be filed in the office of the Commissioner of Highways. Said map shall thereafter govern the identification of the several routes or portions thereof in the trunk highway system, and all proceedings, records and accounts thereafter shall be governed accordingly. Proceedings pending and under way at the time such map is filed shall cite both the old and new identifications.

Sec. 4. That Mason's Minnesota Statutes of 1927, section 2557, as amended, be amended by adding at the end thereof subdivision 3 to read as follows:

*"Subdivision (3). The Commissioner of Highways for and on behalf of the State is hereby authorized to enter into agreements and make settlement with cities of the first class for the construction, improvement and for maintenance of trunk highways within the limits of such cities, and cities of the first class are hereby authorized to undertake and perform such work and to enter into agreements with the State for the performance and responsibility of such work upon such terms as may be agreed upon."*

Sec. 5. That Mason's Minnesota Statutes of 1927, section 2554, as amended, be amended by adding to the end thereof, subdivision 19 to read as follows:

*"Subdivision (19). Whenever a state trunk highway route is so located that in order to properly connect the designated objectives it is advisable to construct and maintain the said highway across a portion of an adjoining state, the Commissioner of Highways is authorized to expend trunk highway funds therefor in the same manner as other expenditures for trunk highway purposes are made."*

Sec. 6. The Commissioner of Highways is hereby authorized and empowered to specifically and definitely locate each of the foregoing described routes but in so locating the same he shall not deviate from the starting points or terminals as set forth herein, nor shall there be any deviation from the various villages and cities



named therein through which such routes shall pass. All of the provisions of existing law defining the powers and duties of the Commissioner of Highways with reference to the temporary and permanent location of trunk highways and other highway matters are hereby conferred upon said Commissioner of Highways with respect to the foregoing routes.

Sec. 7. In the event that any provision or paragraph or part of this Act shall be questioned in any court and shall be held to be invalid the remainder of said Act shall not be invalidated but shall remain in full force and effect.

Approved April 22, 1933.

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#### CHAPTER 441—H. F. No. 805

*An act proposing an amendment to Article 9, Section 10 of the Constitution of the State of Minnesota, relating to taxation of lands acquired by the State through the operation of the system of Rural Credits and to appropriations of money from the funds of the Department of Rural Credits.*

Be it enacted by the Legislature of the State of Minnesota:

Section 1. The following amendment to Article 9, Section 10 of the Constitution of the State of Minnesota to take the place of said section is hereby proposed to the people of the State of Minnesota for their approval or rejection, which amendment when adopted shall be known as Article 9, Section 10, that is to say:

"Section 10. The Credit of the state shall never be given or loaned in aid of any individual, association or corporation, except as hereinafter provided. Nor shall there be any further issue of bonds denominated 'Minnesota State Railroad Bonds,' under what purports to be an amendment to Article 9, Section 10 of the Constitution, adopted April 15th, 1858, which is hereby expunged from the Constitution, saying, excepting and reserving to the state, nevertheless, all rights, remedies and forfeitures accruing under said amendment. Provided, however, that for the purpose of developing the agricultural resources of the state, the state may establish and maintain a system of rural credits and thereby loan money and extend credit to the people of the state upon real estate security in such manner and upon such terms and conditions as may be prescribed by law, and to issue and negotiate bonds to provide money