

"ice milk sold here." Such signs shall remain posted so long as ice milk is sold or offered for sale to consumers. ~~When ice milk is sold to a consumer in a baked cone or a baked cup, such baked cone or cup shall have embossed or impressed on the outside thereof the words "ice milk" in type not less than 24-point Gothic capitals.~~

(3) No person shall sell, advertise or offer or expose for sale any imitation ice cream.

(4) No person shall sell, offer for sale or advertise for sale any frozen food or mix, or mix base therefor, if the brand name of the frozen food, or mix, or mix base or label upon it, or the advertising accompanying it, shall give a false indication of origin, character, composition, name of manufacturer, or is otherwise false or misleading in any particular.

Sec. 2. This act is effective the day following its final enactment.

Approved March 15, 1974.

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#### CHAPTER 171—S.F.No.3001

*An act relating to historic sites; designating the boundaries of the historic hill district in Ramsey county; amending Minnesota Statutes, 1973 Supplement, Section 138.73, Subdivision 23.*

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

Section 1. Minnesota Statutes, 1973 Supplement, Section 138.73, Subdivision 23, is amended to read:

Subd. 23. **HISTORIC SITES; HISTORIC HILL DISTRICT; RAMSEY COUNTY.** Historic hill district in Ramsey county is located within the city of St. Paul and comprises the area which is located within the following described boundaries:

beginning at a point at the intersection of the centerlines of Holly Avenue and North Dale Street in the city of St. Paul; thence north along the centerline of North Dale Street to the point at which it intersects the centerline of Marshall Avenue; thence east along the centerline of Marshall Avenue to the point at which it intersects the centerline of Western Avenue North; thence north along the centerline of Western Avenue North to the point at which it intersects the centerline of Iglehart Avenue; thence east along the centerline of Iglehart Avenue to the point at which it intersects the centerline of Virginia Street; thence south along the centerline of Virginia Street to the point at which it intersects the centerline of Marshall Avenue; thence east along the centerline of Marshall Avenue to the point at which it intersects the centerline of John

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Ireland Boulevard; thence southwesterly along the centerline of John Ireland Boulevard to the point at which it joins the centerline of Summit Avenue; thence southerly along the centerline of Summit Avenue to the point at which it intersects the northerly right of way line of Selby Avenue extended; thence easterly along the northerly right of way line of Selby Avenue extended to a point parallel with and 300 feet southeasterly of the centerline of Summit Avenue; thence southwesterly along a line parallel with and 300 feet southeasterly of the centerline of Summit Avenue to the point at which it intersects the northeasterly line of lot 3 block 69 of Dayton and Irvine's Addition; thence southeasterly along the northeasterly line of said lot 3 and its southeasterly extension to its intersection with the centerline of Irvine Avenue; thence southwesterly along the centerline of Irvine Avenue to the intersection with the centerline of Western Avenue South; thence southerly along the centerline of Western Avenue South to the intersection with the centerline of Ramsey Street; thence southwesterly on a line to a—the point at the intersection of Grand Avenue and Summit Court; thence southwesterly on a line to a point on the centerline of Crocus Place at its most easterly extremity; thence southwesterly along the centerline of Crocus Place to its most southerly extremity; thence southwesterly on a line to a point at the intersection of the centerlines of St. Clair Avenue and Pleasant Avenue; the proposed northern boundary line of the highway department right-of-way; thence southwesterly along the proposed northern boundary line of the highway department on the south line of lot 5, block 6, Terrace Park Addition, distant 100 feet east of the southwest corner of said lot 5; thence west along the south line of lot 5 to the southwest corner of lot 5; thence southwesterly to the northwest corner of lot 1, Auditors Subdivision number 33; thence southerly along the west line of said lot 1 to the point distant 120 feet south of the northwest corner of lot 1; thence southwesterly on a line to the point on the southwesterly line of St. Albans Street distant 120 feet northwesterly of its intersection with the northerly right-of-way line of Pleasant Avenue; thence southeasterly along the northwesterly right-of-way line of St. Albans Street and its southeasterly extension to its intersection with the centerline of Pleasant Avenue; thence southwesterly on a line to the point of intersection of the centerlines of St. Clair Avenue and Pleasant Avenue; thence southwesterly to the point of intersection of the west line of Arbor Street with the most northerly line of Interstate 35-E right-of-way, also being the north line of relocated Grace Street; thence southwesterly on the northerly line of Interstate 35-E (Grace Street) right-of-way to the point at which it intersects the North right-of-way line of the Chicago, Milwaukee, St. Paul, and Pacific Railroad right-of-way; thence westerly and northwesterly along said right-of-way line to a point at which it intersects the centerline of the alley between Portland and Ashland; thence east along the centerline of said alley to the point at which it intersects the centerline of North Victoria Street; thence north along the centerline of North Victoria

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Street to the point at which it intersects the centerline of the alley between Holly Avenue and Ashland Avenue; thence east along the centerline of said alley to the point at which it intersects the centerline of North Grotto Avenue; thence south along the centerline of North Grotto Avenue to the point at which it intersects the centerline of Holly Avenue; thence east along Holly Avenue to the point of beginning and there terminating.

Approved March 15, 1974.

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**CHAPTER 172—S.F.No.3029**

*An act relating to highways; state-aid system of highways; research accounts set aside from the county state-aid highway fund and municipal state-aid street fund; purposes; amending Minnesota Statutes 1971, Sections 162.06, Subdivision 4; and 162.12, Subdivision 4.*

**BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:**

Section 1. Minnesota Statutes 1971, Section 162.06, Subdivision 4, is amended to read:

Subd. 4. **STATE-AID HIGHWAYS; RESEARCH ACCOUNT.** Each year the screening board, provided for in section 162.07, subdivision 5, may recommend to the commissioner a sum of money that the commissioner shall set aside from the county state-aid highway fund and credit to a research account. The amount so recommended and set aside shall not exceed one-quarter of one percent of the preceding year's apportionment sum. Any money so set aside shall be used by the commissioner solely for the purpose of (a) conducting research in methods of and materials for the construction and maintenance of county state-aid highways for improving the design, construction, maintenance and environmental compatibility of state-aid highways and appurtenances, (b) constructing research elements and reconstructing or replacing research elements that fail, and (c) conducting programs for implementing and monitoring research results. Any balance remaining in the research account at the end of each year shall be transferred to the county state-aid highway fund.

Sec. 2. Minnesota Statutes 1971, Section 162.12, Subdivision 4, is amended to read:

Subd. 4. **RESEARCH ACCOUNT.** Each year the screening board, provided for in section 162.13, subdivision 3, may recommend to the commissioner a sum of money that the commissioner shall set aside from the municipal state-aid street fund and credit to a research account. The amount so recommended and set aside shall not exceed one-quarter of one percent of the preceding year's apportionment sum.

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