

Sec. 2. This act shall take effect and be in force from and after its passage.

Approved February 28, 1917.

CHAPTER 42—S. F. No 580.

An act providing for the discharge and termination of the trusteeship of Col. Arthur W. Wright over moneys appropriated for the relief of Wm. C. Paschke by Section 13, Chapter 280, General Laws 1911, and providing for the transfer of the property in which said moneys were invested.

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

Section 1. **Discharge of trusteeship of Col. Arthur W. Wright and specifying conditions.**—The trusteeship of Col. Arthur W. Wright created by Section 13 of Chapter 280, General Laws 1911, over moneys in said act appropriated for the relief of Wm. C. Paschke, may be discharged and terminated upon the transfer to said Paschke by said Wright, by sufficient deed, of all real estate purchased in whole or in part by means of the moneys so appropriated. A duly acknowledged and executed release in discharge of all claims under said trusteeship shall be made by said Paschke, reciting among other things, the faithful performance by the trustee of his duties under said trusteeship and releasing said Wright and his bondsmen from all liability thereunder. Said release and discharge and a certified copy of the deed herein provided for, duly recorded, shall be filed with the State Auditor and upon such filing said Wright and his bondsmen shall in all things be discharged and relieved from all liability on account of said trust.

Sec. 2. This act shall take effect and be in force from and after its passage.

Approved February 28, 1917.

CHAPTER 43—H. F. No. 342.

An act to amend Section 83 of Chapter 235 of the General Laws of Minnesota for 1913, entitled: "An act relating to public highways; the powers and duties of counties, towns, villages and cities in relation thereto; the creation of a state highway commission, prescribing its powers and duties, appropriating money therefor, and providing for the payment of state aid for the construction and improvement of roads, and authorizing and directing the levy of taxes for highway purposes," approved April 15, 1913.

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

Section 1. **Procedure for construction of bridges over navigable streams in Minnesota and toll rates to be charged by pri-**

vate corporations when owning the same.—Section 83 of Chapter 235 of the General Laws of Minnesota for 1913, entitled: "An act relating to public highways; the powers and duties of counties, towns, villages and cities in relation thereto; the creation of a state highway commission, prescribing its powers and duties, appropriating money therefor, and providing for the payment of state aid for the construction and improvement of roads, and authorizing and directing the levy of taxes for highway purposes," is hereby amended so as to read as follows:

"Section 83. *Any corporation organized for the purpose, or any counties, towns, cities or villages interested, may jointly or separately erect and operate a bridge or bridges over any navigable stream constituting a boundary thereof together with suitable approaches, and such approaches may include the improvement of main highways for a distance not exceeding ten miles from the bridge. A county, town, city or village shall be deemed interested in bridges located outside of and within three miles of its corporate boundaries as well as those within or along its boundaries. Before any such bridge is erected over the Minnesota or the Mississippi river, the location and plan thereof shall be approved by the Governor. Bridges over the Minnesota river below the borough of Le Sueur shall be built with a suitable draw of not less than eighty foot opening, or in lieu of such opening shall be built at such clear height above the ordinary high water stage as shall be sufficient to accommodate the ordinary navigation of the river. All bridges over navigable waters of the United States shall receive the approval of the Secretary of War before construction. All draws shall be opened on reasonable signal or notice to allow the passage of vessels.*

The county board of each county interested shall have power to levy, at or after the time of making a contract for any such bridge, a tax on all the taxable property of the county, sufficient to pay such county's agreed share of the cost of the bridge and approaches and interest thereon. Such tax shall be collected in annual installments corresponding to the amounts of interest and principal of certificates or bonds as herein provided falling due from year to year. The county board may issue and sell special bridge certificates of indebtedness or bonds of the county sufficient in amount to pay the county's agreed share of the cost of the bridge and approaches and engineering and other expenses incidental thereto, the principal of which certificates of indebtedness or bonds shall mature and be payable in not more than fifteen annual installments as nearly equal as practicable, and the first annual installment of principal shall mature not more than five years after the contract is ordered. Such certificates or bonds shall be sold in the manner provided by Section 1856, General Statutes 1913, to the purchaser who will pay the par value thereof, at the lowest interest rate, and the

certificates or bonds shall be drawn accordingly, but the rate of interest shall in no case exceed four and one half per cent per annum, payable annually or semi-annually. The county auditor shall extend the tax so levied by the county board in sufficient amounts from year to year to cover the interest and principal as they mature. The credit of the county shall be pledged to the payment of the principal and interest of such certificates or bonds. Certificates or bonds not exceeding in principal amount one-fifth of one per cent of the assessed valuation of the taxable property of the county, not including the valuation of moneys and credits, may be issued and sold without submission to the vote of the people.

Any corporation maintaining a bridge under this section may charge and receive the following rates of toll from all persons using the same: For each foot passenger or bicycle rider, five cents; for each hog, sheep or calf, two cents; for each head of cattle, five cents; for each vehicle or sleigh drawn by one animal, twenty cents; for each additional animal used, five cents; for each automobile, twenty cents; for any other vehicle or animal, a reasonable rate of toll. Such rates of toll may be changed by law whenever the net annual income from such bridge shall exceed a reasonable percentage of the cost thereof.

Approved March 1, 1917.

CHAPTER 44—S. F. No. 161.

An act to locate and establish an asylum for the insane, to be located at Willmar, in the County of Kandiyohi, State of Minnesota, and for other purposes.

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

Section 1. **Asylum for insane at Willmar.**—There is hereby located and established at the city of Willmar, county of Kandiyohi, State of Minnesota, an asylum for the insane.

Sec. 2. **Hospital farm for inebriates transferred to said asylum.**—All lands, buildings, property and funds heretofore acquired and held for the foundation and maintenance of a hospital farm for inebriates at Willmar, Minnesota, are hereby transferred and set apart and appropriated to the establishment, support and maintenance of said asylum for the insane hereby provided for, and shall be subject to the same control and management as the property and funds now set apart for and used for the support and maintenance of an asylum for the insane.

Sec. 3. **Under supervision of Board of Control.**—Said hospital shall be under the control and management of the State Board of Control and all laws, rules and regulations now applicable to other insane asylums in the State of Minnesota, are hereby made to apply insofar as they may be necessary, to the insane asylum at Willmar.