

## FEDERAL ROAD LAW

**\$75,000,000 for Five-Year Period—**  
**\$5,000,000 Available for Year**  
**Ending June 30, 1917.**

**Engineering and Inspection Not to Exceed 10 Per Cent—Administration Not to Exceed Three Per Cent.**

Thanks to the courtesy of Senator Nelson the Union is enabled to give the full text of the Federal road law.

The sum of \$75,000,000 is appropriated to cover a period of five years: \$5,000,000 will be available for the fiscal year ending June 30, 1917; \$10,000,000 for the fiscal year ending June 30, 1918; \$15,000,000 for the fiscal year ending June 30, 1919; \$20,000,000 for the fiscal year ending June 30, 1920; and \$25,000,000 for the fiscal year ending June 30, 1921.

The cost of administration is limited to three per cent of the appropriation for any fiscal year. Inspection, engineering and other overhead expenses are limited to 10 per cent of the total estimated cost of the work.

The work done must be of a substantial character, and roads constructed under the provisions of the act must be properly maintained or further Federal aid will be denied to the state or civil subdivision affected.

Federal aid will be granted only to the extent of 50 per cent of the cost of construction, and not to exceed \$10,000 per mile.

Here is the bill that the conference committees of the house and senate finally agreed upon and as it passed both branches of the national legislature and was approved by the president.

Sec. 1. That the Secretary of Agriculture is authorized to co-operate with the states, through their respective state highway departments, in the construction of rural post roads; but no money apportioned under this act to any state shall be expended therein until its legislature shall have assented to the provisions of this act, except that, until the final adjournment of the first regular session of the legislature held after the passage of this act, the assent of the governor of the state shall be sufficient. The secretary of agriculture and the state highway department of each state shall agree upon the roads to be constructed therein and the character and method of construction; Provided, that all roads constructed under the provisions of this act shall be free from tolls of all kinds.

Sec. 2. That for the purpose of this act the term "rural post road" shall be construed to mean any public road over which the United States mails now are or may hereafter be transported, excluding every street and road in a place having a population, as shown by the latest available Federal census, of 2,500 or more, except that portion of any such street or road along which the houses average more than 200 feet apart; the term "state highway department" shall be construed to include any department of another name, or commission, or official or officials, of a state empowered, under its laws, to exercise the functions ordinarily exercised by a state highway department; the term "construction" shall be construed to include reconstruction and improvement of roads; "properly maintained" as used herein shall be construed to mean the making of needed repairs and the preservation of a reasonable smooth surface considering the type of the road, but shall not be held to include extraordinary repairs, nor reconstruction; necessary bridges and culverts shall be deemed parts of the respective roads covered by the provisions of this act.

Sec. 3. That for the purpose of carrying out the provisions of this act there is hereby appropriated, out of any money in the treasury not otherwise appropriated, for the fiscal year ending June 30, 1917, the sum of \$5,000,000; for the fiscal year ending June 30, 1918, the sum of \$10,000,000; for the fiscal year ending June 30, 1919, the sum of \$15,000,000; for the fiscal year ending June 30, 1920, the sum of \$20,000,000; and for the fiscal year ending June 30, 1921, the sum of \$25,000,000. So much of the appropriation apportioned to any state for any fiscal year as remains unexpended at the close thereof shall be available for expenditure in that state until the close of the succeeding fiscal year, except that amounts apportioned for any fiscal year to any state which has not a state highway department shall be available for expenditure in that state until the close of the third fiscal year succeeding the close of the fiscal year

for which such apportionment was made. Any amount apportioned under the provisions of this act unexpended at the end of the period during which it is available for expenditure under the terms of this section shall be reapportioned, within sixty days thereafter, to all the states in the same manner and on the same basis, and certified to the secretary of the treasury and the state highway departments and to the governors of the states having no state highway departments in the same way as if it were being apportioned under this act for the first time: Provided, that in states where the constitution prohibits the state from engaging in any work of internal improvements, then the amount of the appropriation under this act apportioned to any such state shall be turned over to the highway department of the state or to the governor of said state to be expended under the provisions of this act and under the rules and regulations of the department of agriculture, when any number of counties in any such state shall appropriate or provide the proportion or share needed to be raised in order to entitle such state to its part of the appropriation apportioned under this act.

Sec. 4. That so much, not to exceed three per cent, of the appropriation for any fiscal year made by or under this act as the secretary of agriculture may estimate to be necessary for administering the provisions of this act shall be deducted for that purpose, available until expended. Within 60 days after the close of each fiscal year the secretary of agriculture shall determine what part, if any, of the sums theretofore deducted for administering the provisions of this act will not be needed for that purpose and apportion such part, if any, for the fiscal year then current in the same manner and on the same basis, and certify it to the secretary of the treasury and to the state highway departments, and to the governors of the states having no state highway departments, in the same way as other amounts authorized by this act to be apportioned among all the states for such current fiscal year. The secretary of agriculture, after making the deduction authorized by this section, shall apportion the remainder of the appropriation for each fiscal year among the several states in the following manner: One-third in the ratio which the area of each state bears to the total area of all the states; one-third in the ratio which the population of each state bears to the total population of all the states, as shown by the latest available federal census; one-third in the ratio which the mileage of rural delivery routes and star routes in each state bears to the total mileage of rural delivery routes and star routes in all the states, at the close of the next preceding fiscal year, as shown by the certificate of the postmaster general, which he is directed to make and furnish annually to the secretary of agriculture.

Sec. 5. That within sixty days after the approval of this act the secretary of agriculture shall certify to the secretary of the treasury and to each state highway department and to the governor of each state having no state highway department the sum which he has estimated to be deducted for administering the provisions of this act and the sum which he has apportioned to each state for the fiscal year ending June 30, 1917, and on or before January 20th next preceding the commencement of each succeeding fiscal year shall make like certificates for such fiscal year.

Sec. 6. That any state desiring to avail itself of the benefits of this act shall, by its state highway department, submit to the secretary of agriculture project statements setting forth proposed construction of any rural post road or roads therein. If the secretary of agriculture approve a project, the state highway department shall furnish to him such surveys, plans, specifications, and estimates thereof as he may require. Provided, however, that the secretary of agriculture shall approve only such projects as may be substantial in character and the expenditure of funds hereby authorized shall be applied only on such improvements. Items included for engineering, inspections, and unforeseen contingencies shall not exceed ten per centum of the total estimated cost of the work. If the secretary of agriculture approve the plans, specifications, and estimates, he shall notify the state highway department and immediately certify the fact to the secretary of the treasury. The secretary of the treasury shall thereupon set aside the share of the United States payable under this act on account of such project, which

shall not exceed fifty per centum of the total estimated cost thereof. No payment of any money apportioned under this act shall be made on any project until such statement of the project, and the plans, specifications, and estimates thereof, shall have been submitted to and approved by the secretary of agriculture.

When the secretary of agriculture shall find that any project so approved by him has been constructed in compliance with said plans and specifications he shall cause to be paid to the proper authority of said state the amount set aside for said project: Provided, that the secretary of agriculture may, in his discretion, from time to time make payments on said construction as the same progresses, but these payments, including previous payments, if any, shall not be more than the United States' pro rata part of the value of the labor and materials which have been actually put into said construction in conformity to said plans and specifications; nor shall any such payment be in excess of \$10,000 per mile, exclusive of the cost of bridges of more than twenty feet clear span. The construction work and labor in each state shall be done in accordance with its laws, and under the direct supervision of the state highway department, subject to the inspection and approval of the secretary of agriculture and in accordance with the rules and regulations made pursuant to this act.

The secretary of agriculture and the state highway department of each state may jointly determine at what times, and in what amounts, payments, as work progresses, shall be made under this act. Such payments shall be made by the secretary of the treasury, on warrants drawn by the secretary of agriculture, to such official, or officials, or depository, as may be designated by the state highway department and authorized under the laws of the state to receive public funds of the state or county.

Sec. 7. To maintain the roads constructed under the provisions of this act shall be the duty of the states, or their civil subdivisions, according to the laws of the several states. If at any time the secretary of agriculture shall find that any road in any state constructed under the provisions of this act is not being properly maintained he shall give notice of such fact to the highway department of such state, and if within four months from the receipt of said notice said road has not been put in a proper condition of maintenance then the secretary of agriculture shall thereafter refuse to approve any project for road construction in said state, or the civil subdivision thereof, as the fact may be, whose duty it is to maintain said road until it has been put in a condition of proper maintenance.

Sec. 8. That there is hereby appropriated and made available until expended, out of any moneys in the national treasury not otherwise appropriated, the sum of \$1,000,000 for the fiscal year ending June 30, 1917, and each fiscal year thereafter, up to and including the fiscal year ending June 30, 1926, in all \$10,000,000, to be available until expended under the supervision of the secretary of agriculture, upon request from the proper officers of the state, territory or county for the survey, construction, and maintenance of roads and trails within or only partly within the national forests, when necessary for the use and development of resources upon which communities within and adjacent to the national forests are dependent: Provided, that the state, territory or county shall enter into a co-operative agreement with the secretary of agriculture for the survey, construction, and maintenance of such roads or trails upon a basis equitable to both the state, territory, or county, and the United States: And provided also, that the aggregate expenditures in any state, territory or county shall not exceed ten per centum of the value, as determined by the secretary of agriculture, of the timber and forage resources which are or will be available for income upon the national forest lands within the respective county or counties wherein the roads or trails will be constructed; and the secretary of agriculture shall make annual report to congress of the amounts expended hereunder.

That immediately upon the execution of any co-operative agreement hereunder the secretary of agriculture shall notify the secretary of the treasury of the amount to be expended by the United States within or adjacent to any national forest thereunder, and beginning with the next fiscal year and each fiscal year thereafter the secretary of the treasury shall apply from any and all revenues from

such forest ten per centum thereof to reimburse the United States for expenditures made under such agreement until the whole amount advanced under such agreement shall have been returned from the receipts from such national forest.

Sec. 9. That out of the appropriations made by or under this act, the secretary of agriculture is authorized to employ such assistants, clerks, and other persons in the city of Washington and elsewhere, to be taken from the eligible lists of the civil service commission, to rent buildings outside of the city of Washington, to purchase such supplies, material, equipment, office fixtures, and apparatus, and to incur such travel and other expense as he may deem necessary for carrying out the purposes of this act.

Sec. 10. That the secretary of agriculture is authorized to make rules and regulations for carrying out the provisions of this act.

Sec. 11. That this act shall be in force from the date of its passage.

### Another Old Veteran Gone.

George Young, a pioneer resident of this village, wandered away from his home in north Princeton Friday afternoon and perished in the Oxbow slough southeast of the village.

Mr. Young had acted strangely for some time prior to taking his last walk, and it was not unusual for him to stroll away from his home and remain several hours. He was 77 years old.

When the old gentleman failed to appear at supper time his relatives became alarmed and later in the night a search party was organized. On Saturday morning the villagers generally learned of the disappearance. A party made up of numerous of our citizens left the village Saturday at 1:30 p. m., and headed for the Oxbow slough, as Mr. Young had been seen in that vicinity the previous afternoon. Fred, the oldest son of deceased, who was one of the party, discovered the body a half hour after leaving the village in the slough wherein he had fallen as he wandered after darkness had set in. He was probably in the mud and water of the slough all night and nearly all day before he was found.

The funeral services were held at the home of his son, Fred Young, Monday afternoon. It was conducted by members of G. A. R. Post, who used their ritualistic work. It is an impressive ceremony. Three fitting hymns were sung by Mrs. Clair Caley, Myrtle Nelson and Guy Ewing, Miss Svyrtle as organist. The old veterans acted as pallbearers. Autos and teams were supplied for the old soldiers who attended the remains to the burial ground.

George Young was a quiet, unobtrusive citizen, and his passing removes another one of the old veterans that the people of this city venerate and respect more than any class of our community.

He leaves a widow, Mrs. Fannie Young, four sons, Fred Bert, Clarence and William Young, all residents here.

### The Third Complimented.

Louis L. Collins in Minneapolis Journal: In Camp at Llano Grande, Mercedes, Texas, July 18.—Brigadier General James Parker, U. S. A., commander of 25,000 troops in the Brownsville district, walked through the camp of the Third Minnesota at Llano Grande, Monday, and said, "Good." That was all General Parker, who is known in the army as "Jim," who doesn't believe in red tape, and who hasn't even established a censorship over his district, said, but it was more than he usually said.

It meant that he was satisfied with the way the Minnesota regiment had built its camp, and as the word was passed along the line the men who have been sweating at the tent ditches at Llano Grande felt something had been accomplished.

### St. Cloud Wants to Hog It All.

The Jefferson highway from St. Paul to Winnipeg will cover three routes, the loop plan having been adopted. The eastern and western routes were selected, with a connecting link between Sauk Center and Itasca park.—Journal Press, 13.

All of which is premature and untrue. The above was merely the recommendation of the State Highway commission, which does not decide as to the route. It is a recommendation brought about by a political pull, largely through the influence of the Sage of Princeton. Feeling that the western route was in every respect superior and would be selected this recommendation was secured.

The Jefferson highway commission, represented by Mr. Clarkson, announced the method by which THE

route would be selected—not two or three routes, but THE route. Mr. Clarkson should, and we believe will, faithfully carry out his pronounced plan.

The western route is by every possible consideration the most superior. To fix up two routes with connecting links would be a farce and a complete reversal of the Jefferson Highway association's announced plan as given out by Mr. Clarkson. There should be only one Jefferson highway.—St. Cloud Times.

### Annual School Meeting.

Considerable interest was manifested in the annual school meeting last Saturday evening. Two directors were to be elected to succeed J. J. Skahen and Fred Newton, both of whom had declined to become candidates for another term.

There were two tickets in the field and A. B. Gramer's name appeared on both of them; the other candidates were Elmer E. Whitney and William Kaliher—the latter reluctantly permitted the use of his name at the eleventh hour. There were 327 votes cast; Mr. Gramer received 316, Mr. Whitney 240, and Mr. Kaliher 92, hence the two former were declared duly elected directors of Independent School District No. 1 for the term of three years.

The judges of election were J. J. Skahen and Dr. D. A. McRae, Ira G. Stanley acted as clerk.

The only disagreeable and regrettable feature incident to the annual school meeting was the circulation of an anonymous circular. The party who caused the anonymous screed to be circulated through the mail evidently labored under the impression that Mr. Skahen would be a candidate for re-election, although that gentleman had previously informed his friends that under no circumstances would he consent to permit the use of his name. He had served as secretary of the school board for 12 years, and to the entire satisfaction of his colleagues and the public—upon the secretary devolves the major share of the work of the school board. The district will be fortunate, indeed, if the next secretary of the board performs the duties of the onerous and thankless position as well and as faithfully as Mr. Skahen has.

### Kaliher-Alstadt.

The Northome Record of June 30th tells of the marriage at Red Lake Falls three days previous of Herbert Sylvester Kaliher and Blanche Anna Alstadt. The young couple will be at home at Northome after Aug. 1.

The Record has this to say of the bride and groom: "The bride has taught school in Wildwood and Northome the past four years and has endeared herself to all who know her by her winsome manner and womanly graces. The groom is a clean cut, upright, hustling young business man, engaged in handling forest products, with headquarters in Northome for the past two years."

Mr. Kaliher is the youngest son of the late Dennis Kaliher of this place. The Union joins with its best wishes for the young couple.

### That Jefferson Highway.

A number of automobiles started from St. Joseph, Mo., yesterday to run over the Jefferson highway to St. Paul and will probably reach that city Sunday. Just which route the tourists will follow from St. Paul to Winnipeg has not been determined. It is possible that the eastern route may be taken, and it may be that the excursionists will make the loop.

Mr. Clarkson has written the secretary of the state highway commission that the route of the Jefferson highway from Elk River north will not be definitely determined until after the completion of the sociability run.

The maintenance crews should again get busy in Sherburne, Mille Lacs and Crow Wing counties.

### Farewell Party Honor Mrs. C. Rines.

Again the "Girls of the 60's" have been "dissipating," this time at the home of Mrs. Evelyn Keith. Eight were present at the party which was given especially as a farewell to Mrs. Christina Rines who left for her home in California after a four weeks' visit in our midst.

As always, with Mrs. Keith for hostess, the cosy little home was delightfully "homey" and the refreshments dainty and delicious. Except for the forced absence of some of our members and the prospective departure of Mrs. Rines whom we would like to keep always with us, the meeting was one of the most enjoyable in our history.

## BOYS ON THE BORDER

**Third Regiment Encamped at Llano Grande, Only Six Miles From the Mexican Border.**

**The Boys Were Five Days On the Road—Handsomely Treated at San Antonio, Texas.**

Llano Grande, Texas, July 16.—Well, we're here! Horse, foot, baggage, Company G and everything else dumped in a conglomerated heap on part of Old Mexico—that is, Texas now, but used to be Old Mexico. We are located at Llano Grande, which translated from the Mexican means "a grand land and lots of it." (This is taken from Quartermaster Hofflander's official translation—we vouch for it not.) Anyhow, there are lots of men in khaki here—scattered around like ants. This Llano Grande place is on the Gulf Coast railroad, about 35 miles northwest of Brownsville and about six miles from the border. (Maybe the censor won't let this by, but we'll put it in anyhow so the Princeton folks can find us if they want to next Sunday.)

Leaving Fort Snelling at 1:30 Monday afternoon, July 10, we reached our final destination at 10 a. m. Saturday, July 15. It was a long ride but as far as we observed it was a trip that was thoroughly enjoyed by every man in the company. The Chicago & Great Western hauled our battalion to Kansas City, which we reached about 7 p. m. Tuesday. At 8 p. m. we pulled out over the Kansas City & Southern and reached Texarcana Wednesday about midnight. Up to this time Company G's home had been in two N. P. day coaches, but as these were modern service cars, clean, well ventilated and well equipped, and by a little shifting of the backs of seats and cushions could be converted into a first-class sleeping car, the boys fared and slept well.

At Texarcana, Texas, the company was transferred to sleepers and finished their journey in these cars, which were very convenient and comfortable.

Company G fared well on this trip compared with what was handed to some of the troops of other states—old obsolete day coaches, dug up from the railroad boneyard to help knock off a slice of Uncle Sam's transportation mileage book.

At Longview, Texas, the troop train was held up for about eight hours owing to a wreck along the line, and this brought a small sized army together in the railroad yards at that place. There were Wisconsin, New York, Michigan, Indiana, Illinois and Minnesota troops all hung up together, and they wasted no time in getting acquainted and comparing notes.

The next stop was made at San Antonio, Texas. Here the troops were taken care of by the Red Cross society of San Antonio aided by the boy scouts. Each man was given a generous slice of brick ice cream, figs and peaches, and a postal card to write home on. This was the only city we passed through where anything of this nature was pulled off. In the other places there were fruits, drinks, etc., to be had—for a consideration.

Saturday was taken up in making camp, pitching tents and getting things as comfortable as possible. A continuation of this process is going on this Sunday morning. It will take considerable work to get the camp in ship-shape as parts of it are pretty rough.

Saturday evening most of the company hiked to a little lake about 2½ miles from camp and washed the dust and dirt of a long five days' trip from their persons and clothing. It was a pretty lake with good bathing facilities and the boys enjoyed their plunge as they had never done before. A somewhat serious aspect was given to this little trip when orders came along that one squad would have to go armed and the men would have to keep together. This hike brought us 2½ miles closer to the border and this is as near as we have been to that much talked of "border" although we have already seen all kinds and descriptions of Mexicans in Texas. We even have quite a few of them working around camp as teamsters and laborers.

All well and happy with Company G so far.

At San Antonio part of the company paid a visit to the historic old Alamo and saw the place where David Crockett, James Bowie and the other brave Americans with them gave up their lives for the freedom of Texas, and thereby made themselves immortal.

MIKE.