

270.47 **RULES AND REGULATIONS.** The board ~~may~~ shall establish the rules and regulations necessary to accomplish the purpose of ~~Extra Session Laws 1971, Chapter 31~~ Minnesota Statutes, Section 270.41, and ~~may~~ shall establish criteria required of assessing officials in the state. Separate criteria may be established depending upon the responsibilities of the assessor. The board ~~may~~ shall prepare and give examinations from time to time to determine whether assessing officials possess the necessary qualifications for performing the functions of his office. Such tests ~~may~~ shall be given immediately upon completion of courses required by the board, or to persons who already possess the requisite qualifications under the regulations of the board.

Sec. 3. Minnesota Statutes 1971, Chapter 270, is amended by adding a section to read:

[270.493] CERTAIN TOWNSHIPS OPTION TO CONTINUE EXISTING SYSTEM. Notwithstanding the provisions of section 270.49, any township which failed to certify by resolution to the commissioner of taxation its intention to employ or continue to employ a certified assessor on or before April 1, 1972, may if done prior to December 1, 1974, hire a certified assessor in which case the assessment function will be returned to the local assessor by the county assessor.

Approved May 24, 1973.

CHAPTER 642—H.F.No.1036

[Coded in Part]

An act relating to historic sites; regulating the boundaries of the old Fort Snelling historic district and designating the historic hill district; amending Minnesota Statutes 1971, Section 138.73, Subdivision 13; and Section 138.73, by adding a subdivision.

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

Section 1. Minnesota Statutes 1971, Section 138.73, Subdivision 13, is amended to read:

Subd. 13. **HISTORIC SITES; FORT SNELLING; BOUNDARIES.** Old Fort Snelling historic district in Hennepin county is located within the following boundaries:

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~~beginning at the intersection of the Chicago, Milwaukee, St. Paul and Pacific Railroad (abandoned) right-of-way and the south boundary of Minnehaha State Park (which is an extension of 54th Street, Minneapolis); thence east on the south boundary of said park to the easterly county line of Hennepin County (center line of Mississippi River); thence southerly and easterly along said county line to the point of intersection of Hennepin, Ramsey, and Dakota Counties; thence easterly along the Ramsey-Dakota common boundary to the intersection with the easterly line of Government Lot No. 2, Section 28, township 28 north, range 23 west, Dakota County; thence south on east line of said Government Lot No. 2, to the intersection with the east-west quarter line of said Section 28; thence westerly on said east-west quarter line to the intersection with the easterly right-of-way line of Interstate 94; thence southerly on said right-of-way line to intersect with the Metropolitan Airport Commission boundary line extended; thence northwesterly along last described boundary line to intersection with a line parallel to Old Trunk Highway 100 (Bloomington Road) and 600 feet northwesterly thereof, measured on a line perpendicular to said highway; thence northeasterly on last described parallel line to intersect with northerly right-of-way line of Minnesota 55; thence westerly on said right-of-way line to intersection with right-of-way of Chicago, Milwaukee, St. Paul and Pacific Railroad (abandoned) spur to Fort Snelling; thence northerly on last described right-of-way line to the point of beginning and there terminating; the tract herein described contains 640 acres more or less of Section 28, township 28 north, range 23 west of Dakota County and Section 29, township 28 north, range 23 west of Hennepin County in Minnesota.~~

beginning at the intersection of the westerly Chicago, Milwaukee, St. Paul and Pacific Railroad (abandoned) right-of-way and the south boundary of Minnehaha state park extended (which is an extension of East 55th Street, Minneapolis); thence east along the extension of East 55th Street to the easterly county line of Hennepin county (center line of Mississippi river); thence southerly and easterly along said county line to the point of intersection of Hennepin, Ramsey and Dakota counties; thence easterly along the Ramsey-Dakota common boundary to intersection with the easterly line of Government Lot #2, Section 28, Township 28, north, range 23, west Dakota county; thence south on east line of said Government Lot #2, to intersection with the east-west quarter line of said Section 28; thence westerly on said east-west quarter line to the intersection with the easterly right-of-way line of Minnesota state highway #5; thence southerly on said right-of-way line to intersect with the metropolitan airport commission boundary line extended; thence northwesterly along last described boundary line to intersection with a line

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parallel to Old Trunk Highway 100 (Bloomington Road) and 600 feet northwesterly thereof, measured on a line perpendicular to said highway; thence northeasterly on last described parallel line to intersect with the northerly right-of-way line of state highway No. 55; thence westerly on said right-of-way line to intersect with the westerly right-of-way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad (abandoned); thence northerly on last described right-of-way line to the point of the beginning and there terminating. The tract herein described contains 580 acres more or less.

Sec. 2. Minnesota Statutes 1971, Section 138.73, is amended by adding a subdivision to read:

Subd. 23. 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 Ireland Boulevard; thence southwestward 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 southwestward along a line parallel with and 300 feet southeasterly of the centerline of Summit Avenue to the point at which it intersects the centerline of Ramsey Street; thence southwestward on a line to a point at the intersection of Grand Avenue and Summit Court; thence southwestward on a line to a point on the centerline of Crocus Place at its most easterly extremity; thence southwestward along the centerline of Crocus Place to its most southerly extremity; thence southwestward on a line to a point at the intersection of the centerlines of St. Clair Avenue and Pleasant Avenue; the proposed

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northern boundary line of the highway department right-of-way; thence southwesterly along the proposed northern boundary line of the highway department 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 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.

Sec. 3. This act is in effect the day following its enactment.

Approved May 24, 1973.

CHAPTER 643—H.F.No.1053

[Coded in Part]

An act relating to workmen's compensation; raising minimum weekly benefits; coordinating the payment of workmen's compensation death benefits with governmental death benefits; extending coverage to occupational diseases; amending Minnesota Statutes 1971, Sections 176.101, Subdivisions 1, 2, 3, and 4; 176.111, Subdivisions 19, 20, and by adding a subdivision; 176.131, Subdivision 7; 176.132, Subdivision 2; 176.151; 176.66, Subdivision 1; and repealing Minnesota Statutes 1971, Sections 176.66, Subdivisions 2, 3, 4, 5, 6, 7, 8 and 9; 176.661 to 176.668.

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

Section 1. Minnesota Statutes 1971, Section 176.101, Subdivision 1, is amended to read:

176.101 WORKMEN'S COMPENSATION; BENEFITS; COMPENSATION SCHEDULE. Subdivision 1. **TEMPORARY TOTAL DISABILITY.** For injury producing temporary total disability, 66²/₃

Changes or additions indicated by underline, deletions by ~~strikeout~~.