

tion contemplated and provided for by the said Act. The good faith of the State is hereby pledged to make available funds sufficient to equal the sums apportioned to the State by or under the United States Government during each of the years for which Federal funds are appropriated by the said Act and to maintain the roads constructed under the provisions of said Act, and to make adequate provisions for carrying out such construction and maintenance.

Section 1312a. 1. (a) Wherever the word "commission" is used in sections 1312 to 1317, inclusive, of the statutes, it shall be construed to mean the Wisconsin state highway commission created and existing under the provisions of sections 1317m--1 to 1317m--15, inclusive, of the statutes, as created and amended.

(b) Wherever the word "highway" is used in sections 1312 to 1317, inclusive, of the statutes, it shall be construed to mean a public road, together with all culverts, bridges, overgrade and undergrade crossings with railways, and all other appurtenances necessary to make a road usable and safe for public travel, and nothing in said sections shall be construed to prohibit the construction of a bridge and its approaches and protection separate from any other construction.

(c) Wherever the words "trunk system" are used in sections 1312 to 1317, inclusive, of the statutes, they shall be construed to mean the state trunk highway system as described in subsection 1 of section 1313 of the statutes, including both the improved and unimproved portions of said system.

Section 1313. 1. The commission shall, as soon as practicable after the passage and publication of this act, lay out a system of main travelled roads, inter-connecting every county seat and every city with a population of five thousand and over, which system of roads, when laid out and approved by the commission, shall be known as the state trunk highway system. The total mileage of all roads and streets included in the state trunk highway system shall be not more than five thousand (5,000) miles. Prospective roads, as yet not public highways may be included in said system.

Insofar as practicable, this system of roads shall coincide with state highways or with the roads now on the county systems of prospective state highways connecting the same points, but the commission shall have power in its discretion to select roads other than those on the system of prospective state highways if it shall deem that the public interest demands a change in routes along the whole or part of the distance between any two points, and may remove from the system of prospective state highways any duplicating roads serving essentially the same purpose and

Cities and villages may obtain. SECTION 1311l. Any city or village may acquire the title to that part of a toll road within its limits for the purpose of making the same a public highway, by purchase or by condemnation proceedings, in the manner that each may take land for the purpose of laying out a street; provided, the sale by any toll road company of any portion of its toll road within the corporate limits of any city or village shall not affect the charter rights of such company. [1889 c. 307 s. 12; *Ann. Stats. 1889 s. 1311l; 1895 c. 142; Stats. 1898 s. 1311l*]

Cost and expenses. SECTION 1311m. For the purpose of paying the expenses, including all damages and costs incurred for the purchase or the taking of a toll road for a public highway, such city or village may, by its proper officers, levy and assess the whole or any part of such expenses as a tax upon such property as such officers shall determine is specially benefited thereby in the manner they assess special assessments on property on account of benefits arising from laying out and opening a street through private property, and the balance of such expenses shall be chargeable to and payable out of the same fund as the same would have been paid out of had the land of an individual, instead of such toll road, been taken and acquired by such city or village for a public highway. Whenever the title of any toll road or any part of it shall be acquired by any town, city or village and shall become a public highway as herein provided, the same shall be improved and maintained and be subject to the same uses as other highways in such towns, cities and villages. [1889 c. 307 s. 13; *Ann. Stats. 1889 s. 1311m; Stats. 1898 s. 1311m*]

SECTION 1311m. [1907 c. 552; repealed by 1911 c. 337 s. 2]

SECTIONS 1311n to 1311s, inclusive. [Repealed by 1911 c. 337 s. 2]

SECTIONS 1311—1 to 1311—25, inclusive. [1907 c. 487; repealed by 1911 c. 337 s. 2]

TRUNK ROADS.

Trunk roads. SECTION 1311—1. 1. Whenever any highway, road or street, or combination of the same, shall pass through or connect two or more towns, cities or villages, or parts thereof, the county board in which the same is located may, by resolution, adopt the same as a trunk road, for the purpose of improving and paving the same, under the provisions of this section, and may in such resolution, determine the assessment district which may include property not abutting upon the same, but which is naturally tributary thereto and benefited thereby as determined by the assessing board.

2. Whenever any county board shall have adopted any such resolution it shall have the power to improve such trunk road, either by paving with or without a concrete base, or by grading, ditching, rolling or otherwise permanently improving, by proceeding as near as may be in accordance with the provisions of sections 959—30 to 959—30j, inclusive, of the statutes, except that only one-third of the cost of such improvement shall be assessed by the county board upon the property in such assessment district, in proportion to the benefits; but the part of the cost assessable to the property benefited in each town, city or village, shall be its just proportion based upon the proportionate length of such improved highway, road or street, in each town, city or village, and the balance of such cost shall be paid by the county, either out of county funds in the treasury, or by levy or by a bond issue, or part by each. The assessment shall be made in the first instance by the highway commissioner, and shall be reported by him to the county board, and the county board shall have power to review, correct and amend such assessment.

3. The provisions of this section shall apply only to counties containing a city of the second class. [1913 c. 463]

STATE TRUNK HIGHWAY SYSTEM.

Acceptance of federal act. SECTION 1312. 1. The legislature of the state of Wisconsin hereby assents to the provisions of the act of congress, approved July eleventh, nineteen hundred and sixteen, entitled "An act to provide that the United States shall aid the states in the construction of rural post roads, and for other purposes," thirty-ninth United States Statutes at Large, page three hundred and fifty-five. The Wisconsin highway commission is hereby authorized to enter into all contracts and agreements with the United States government relating to the construction and maintenance of rural post roads under the provisions of the said act of congress, to submit such scheme or program of construction and maintenance as may be required by the secretary of agriculture and to do all other things necessary fully to carry out the co-operation contemplated and provided for by the said act. The good faith of the state is hereby pledged to make available funds sufficient to equal the sums apportioned to the state by or under the United States government during each of the years for which federal funds are