ed to this county history as Plate No. 1. A diagonal road of some historic interest is county road No. 13 from Shirley northeastward to Dorothy in Red Lake County. This road was built on an abandoned railroad grade of the Great Northern Railway which connected with the Red Lake Falls line north. This grade was made a highway after the land was turned back to the county. This road was a short-cut vehicular highway to the Pembina Trail. The Pembina Trail, at its junction with county road No. 13 one half mile north of Dorothy, pretty well retains its identity today as a highway well up into Kittson County. It was an all season road and made easy access from Crookston to St. Hilare and points north.

The county roads, from the time the first petition was made to the commissioners for a road from Crookston to Grand Forks in April 1874, to December, 1958, have been arteries for the farm-to-market traffic. Present incumbent County Engineer Mr. Carl Erickson stated to the writer that the first real boost to county road construction outside of county levies came in 1945 when some 33 per cent of the state gasoline tax was returned to the counties. Polk County at that time received some $250,000. In 1957 State Constitutional Amendment No. 2 increased the allotment to Polk County to some $300,000 and in 1958 the assistance was $617,906. Engineer Erickson further reports that: thirty-one county roads totalled 127 miles; seventy state aid roads totalled 800 miles; municipal state aid roads 17 miles. As to the nature of the roads, Mr. Erickson reports: 98.6 miles bituminous, 832 miles of gravel surface, and .4 miles of pavement.

A brief historical review of the trunk highways in Polk County as reported by Lee R. Boyd, District Highway Engineer located at Crookston, includes the following information: 1921—the trunk highway system consisted of 99 miles of dirt road, 55.5 miles of gravel surface, 9.4 miles natural sandy, and 1.2 miles of concrete surface; 1923-24—a sum of $53,839.54 was spent in construction of state roads in the county; 1931-32—seventy eight miles of concrete paving (T. H. No. 2) was completed across the county together with connecting pavement on T. H. 59 from Erskine south to and beyond the south county line; 1950-56—concrete paving of T. H. 222 from 8 miles north of East Grand Forks to south to Climax, joining U. S. No. 75 at that point. The 1950's also saw the completion of the concrete paving of U. S.-T. H. No. 75 across the county, bituminous surfacing of T. H. 102 from Crookston to Fertile, and T. H. No. 32 from Marcoux to the county line south of Fertile. Other trunk highways entering the county include No. 9 from Crookston south through Beltrami, and No. 92 crossing Chester and Gully townships. In contrast to the 165.1 miles of dirt and gravel roads in the trunk highway system in 1921, Engineer Boyd points out the fact that in 1959 the T. H. system includes 148.4 miles of concrete, 102.6 miles of high type bituminous, and 8.02 miles of light bituminous, for a total of 259.02 miles of trunk highways.