

**Senators LeClair, Koering and Gerlach introduced--**

**S.F. No. 205: Referred to the Committee on State and Local Government Operations.**

1                                   A bill for an act

2           relating to state government; renaming the State  
3           Office Building as the Ronald Reagan State Office  
4           Building.

5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

6           Section 1. [RONALD REAGAN STATE OFFICE BUILDING.]

7           The State Office Building, located at 100 Reverend Dr.

8 Martin Luther King, Jr. Boulevard in St. Paul, shall be known as

9 the Ronald Reagan State Office Building. The commissioner of

10 administration shall place appropriate signage outside the

11 building indicating the building's name.

12           [EFFECTIVE DATE.] This section is effective the day

13 following final enactment.

Senators Pappas, Stumpf, Higgins, Marko and Solon introduced--

S.F. No. 793: Referred to the Committee on State and Local Government Operations.

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A bill for an act

relating to state government; renaming the State  
Office Building as the Coya Knutson State Office  
Building.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

Section 1. [COYA KNUTSON STATE OFFICE BUILDING.]

The State Office Building, located at 100 Rev. Dr. Martin  
Luther King Jr. Boulevard in St. Paul, shall be known as the  
Coya Knutson State Office Building. The commissioner of  
administration shall place appropriate signage outside the  
building indicating the building's name.

[EFFECTIVE DATE.] This section is effective the day  
following final enactment.

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## S.F. No. 453 - Relating to Auctioneers

**Author:** Senator Gary W. Kubly

**Prepared by:** Daniel P. McGowan, Senate Counsel (651/296-4397)



**Date:** February 9, 2005

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This bill amends chapter 330 relating to auctioneers and, specifically, the numbering of the auctioneer's license.

**Section 1** amends the section that authorizes the county auditor to issue a license to a person to conduct the business of an auctioneer in the state of Minnesota and provides that the license must contain the name of the county issuing the license and a number that at the discretion of the county auditor individually identifies the auctioneer holding the license.

**Section 2** deletes language from the advertisement of auction sales section that currently contains the statutory language relating to the license number of an auctioneer. The current language requires a specific formula for assigning the license number, but with the repeal of this language and the language adopted in section 1, the county auditor could use a numbering system at the auditor's discretion as long as the license also names the county issuing the license.

DPM:vs

Senators Kubly, Frederickson, Dille and Stumpf introduced—

S. F. No. 453 Referred to the Committee on State & Local Government Operations

1 A bill for an act

2 relating to auctioneers; modifying auctioneer license  
3 numbering requirements for county auditors; amending  
4 Minnesota Statutes 2004, sections 330.01, subdivision  
5 1; 330.08.

6 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

7 Section 1. Minnesota Statutes 2004, section 330.01,  
8 subdivision 1, is amended to read:

9 Subdivision 1. [GENERALLY.] (a) The county auditor may  
10 license any person having the qualifications specified in clause  
11 (b) of this subdivision as an auctioneer. The license shall be  
12 issued by the auditor and shall authorize the licensee to  
13 conduct the business of an auctioneer in the state of Minnesota  
14 for the period of one year. It shall be recorded by the auditor  
15 in a book kept for that purpose. The license must specify the  
16 county issuing the license and must contain a number that  
17 individually identifies the auctioneer holding the license.

18 Before the license is issued the applicant shall pay into the  
19 county treasury a fee of \$20.

20 (b) A natural person is qualified to be licensed as an  
21 auctioneer if 18 years of age or over and a resident of the  
22 county of application for at least six months immediately  
23 preceding the date of application. No copartnership,  
24 association or corporation may be licensed as an auctioneer.  
25 However, nothing in this subdivision shall be construed as

1 preventing auctioneers who are duly licensed in accordance with  
2 the provisions of this chapter, from combining in associations,  
3 copartnerships, or corporations, provided that each and every  
4 member of these associations or copartnerships and each and  
5 every person or agent conducting auction sales on behalf of  
6 these corporations is a duly licensed auctioneer as provided in  
7 this chapter. Nothing herein shall be construed to apply to the  
8 owner of property for at least six months selling it at an  
9 auction.

10 Sec. 2. Minnesota Statutes 2004, section 330.08, is  
11 amended to read:

12 330.08 [ADVERTISEMENTS.]

13 All advertisements of auction sales shall carry the name or  
14 names, address or addresses, and the license number or numbers  
15 of the auctioneer or auctioneers conducting said sales. The  
16 ~~license-number-must-be-assigned-by-the-county-auditor-and-must~~  
17 ~~be-a-seven-digit-number,-the-first-two-digits-of-which-must-be~~  
18 ~~the-county-number,-the-next-two-digits-of-which-must-be-the-last~~  
19 ~~two-digits-of-the-calendar-year-in-which-the-license-was-issued,-~~  
20 ~~and-the-last-three-digits-of-which-must-start-at-001-at-the~~  
21 ~~beginning-of-each-calendar-year-and-indicate-the-order-in-which~~  
22 ~~the-license-was-filed.~~

Senator Higgins introduced--

S.F. No. 629: Referred to the Committee on State and Local Government Operations.

A bill for an act

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relating to the Metropolitan Council; removing the requirement for adoption of a separate airports or aviation system plan; repealing provisions for planning administration between the Metropolitan Council and the Metropolitan Airports Commission; repealing obsolete provisions; amending Minnesota Statutes 2004, sections 473.146, subdivision 1; 473.192, subdivisions 2, 3; 473.655; 473.852, subdivision 8; repealing Minnesota Statutes 2004, sections 473.155; 473.619.

12 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

13 Section 1. Minnesota Statutes 2004, section 473.146,  
14 subdivision 1, is amended to read:

15 Subdivision 1. [REQUIREMENT.] The council shall adopt a  
16 long-range comprehensive policy plan for transportation,  
17 airports, and wastewater treatment. The plans must  
18 substantially conform to all policy statements, purposes, goals,  
19 standards, and maps in the development guide developed and  
20 adopted by the council under this chapter. Each policy plan  
21 must include, to the extent appropriate to the functions,  
22 services, and systems covered, the following:

23 (1) forecasts of changes in the general levels and  
24 distribution of population, households, employment, land uses,  
25 and other relevant matters, for the metropolitan area and  
26 appropriate subareas;

27 (2) a statement of issues, problems, needs, and  
28 opportunities with respect to the functions, services, and

1 systems covered;

2 (3) a statement of the council's goals, objectives, and  
3 priorities with respect to the functions, services, and systems  
4 covered, addressing areas and populations to be served, the  
5 levels, distribution, and staging of services; a general  
6 description of the facility systems required to support the  
7 services; the estimated cost of improvements required to achieve  
8 the council's goals for the regional systems, including an  
9 analysis of what portion of the funding for each improvement is  
10 proposed to come from the state, Metropolitan Council levies,  
11 and cities, counties, and towns in the metropolitan area,  
12 respectively, and other similar matters;

13 (4) a statement of policies to effectuate the council's  
14 goals, objectives, and priorities;

15 (5) a statement of the fiscal implications of the council's  
16 plan, including a statement of: (i) the resources available  
17 under existing fiscal policy; (ii) the adequacy of resources  
18 under existing fiscal policy and any shortfalls and unattended  
19 needs; (iii) additional resources, if any, that are or may be  
20 required to effectuate the council's goals, objectives, and  
21 priorities; and (iv) any changes in existing fiscal policy, on  
22 regional revenues and intergovernmental aids respectively, that  
23 are expected or that the council has recommended or may  
24 recommend;

25 (6) a statement of the relationship of the policy plan to  
26 other policy plans and chapters of the Metropolitan Development  
27 Guide;

28 (7) a statement of the relationships to local comprehensive  
29 plans prepared under sections 473.851 to 473.871; and

30 (8) additional general information as may be necessary to  
31 develop the policy plan or as may be required by the laws  
32 relating to the metropolitan agency and function covered by the  
33 policy plan.

34 Sec. 2. Minnesota Statutes 2004, section 473.192,  
35 subdivision 2, is amended to read:

36 Subd. 2. [DEFINITIONS.] For purposes of this section,

1 "metropolitan area" has the meaning given it in section 473.121,  
2 subdivision 2. "Aviation Transportation policy plan" means the  
3 plan adopted by the Metropolitan Council pursuant to section  
4 473.145. "Municipality" has the meaning provided by section  
5 462.352, subdivision 2.

6 Sec. 3. Minnesota Statutes 2004, section 473.192,  
7 subdivision 3, is amended to read:

8 Subd. 3. [ORDINANCE.] A municipality in the metropolitan  
9 area that, in part or in whole, is within the aircraft noise  
10 zones designated in the aviation transportation policy plan may  
11 adopt and enforce ordinances and controls to regulate building  
12 construction methods and materials for the purpose of  
13 attenuating aircraft noise in habitable buildings in and around  
14 the noise zone. The ordinance or control shall not apply to  
15 remodeling or rehabilitating an existing residential building  
16 nor to the construction of an appurtenance to an existing  
17 residential building. An ordinance adopted by a municipality  
18 must be adequate to implement the Metropolitan Council's  
19 guidelines for land use compatibility with aircraft noise.  
20 Section 16B.62 does not apply to ordinances adopted under this  
21 section.

22 Sec. 4. Minnesota Statutes 2004, section 473.655, is  
23 amended to read:

24 473.655 [PUBLIC AND GOVERNMENTAL PURPOSES.]

25 It is hereby determined and declared that the purposes of  
26 sections 473.601 to 473.679 are public and governmental; that  
27 the development of the metropolitan airports system by the  
28 corporation be consistent with the airport transportation  
29 chapter of the Metropolitan Council's Development Guide and  
30 promote the public safety and welfare of the state; and that the  
31 development, extension, maintenance, and operation of the system  
32 in such a manner as to assure the residents of the metropolitan  
33 area of the minimum environmental impact from air navigation and  
34 transportation, with provision for noise abatement, control of  
35 airport area land use, and other protective measures, is  
36 essential to the development of air navigation and



1 transportation in and through this state, and is necessary in  
2 order to assure the inclusion of this state in national and  
3 international systems of air transportation, benefits the people  
4 of the state as a whole, renders a general public service, and  
5 provides employment, and is of great public economic benefit.

6 Sec. 5. Minnesota Statutes 2004, section 473.852,  
7 subdivision 8, is amended to read:

8 Subd. 8. [METROPOLITAN SYSTEM PLANS.] "Metropolitan system  
9 plans" means the ~~airports-and~~ transportation ~~portions~~ portion of  
10 the Metropolitan Development Guide, and the policy plans, and  
11 capital budgets for metropolitan wastewater service,  
12 transportation, and regional recreation open space.

13 Sec. 6. [REPEALER.]

14 Minnesota Statutes 2004, sections 473.155 and 473.619, are  
15 repealed.

16 Sec. 7. [APPLICATION.]

17 This act applies in the counties of Anoka, Carver, Dakota,  
18 Hennepin, Ramsey, Scott, and Washington.

APPENDIX  
Repealed Minnesota Statutes for 05-1593

**473.155 AVIATION PLANNING.**

Subdivision 1. **Assessment.** By February 15 of each year, the council shall prepare a long-range assessment of air transportation trends and factors that may affect major airport development in the metropolitan area for a prospective 30-year period. The council shall involve the airports commission in preparing the assessment and shall take into consideration the airport development and operations plans and activities of the commission.

Subd. 2. **Aviation plan.** By February 1, 1990, the council shall amend the aviation chapter of the Metropolitan Development Guide to incorporate policies and strategies that will ensure a comprehensive, coordinated, continuing, thorough, and timely investigation and evaluation of alternatives for major airport development in the metropolitan area for a prospective 30-year period. The alternatives to be examined must include both the airport improvements and enhancements of capacity that may be necessary at the existing airport and the location and development of a new airport.

Subd. 3. **Search area.** By January 1, 1992, the council, in consultation with the airports commission, shall designate a search area for a major new airport.

Subd. 4. **Legislative reports.** (a) Until the activities required by sections 473.616, subdivision 3, and 473.618 are completed, the council shall report to the legislature by February 15 of each year on the results of the aviation planning activities of the council under this section. The report must include a summary of expenditures and sources of funding for the activities.

(b) By February 1, 1990, the council shall report to the legislature recommending methods and legislative actions that would be necessary to protect a new airport search area from conflicting development, to protect and control development on land at and around a site for a major new airport, and to inhibit land speculation and reduce incentives for land speculation in the airport and all surrounding areas.

(c) By March 1, 1990, after consulting with the airports commission, the federal aviation administration, industry representatives, and other persons, the council shall report to the legislature on assumptions and methods that will be used by the council to forecast demand related to the need for major airport facilities in the metropolitan area for a prospective 30-year period.

(d) By March 1, 1990, the council shall report to the legislature analyzing and making recommendations on long-range aviation goals for the major airport facility in the metropolitan area for a prospective 30-year period. The report must address goals for safety, environmental impact, and service, including ground access and service levels to other states and countries and to nonmetropolitan areas of the state. In preparing the report, the council shall consider regional growth patterns, economic development, economic impact, regional and statewide investment, and ground transportation.

(e) By December 1, 1990, the council shall report to the legislature on the general availability of suitable land for a new airport in and in the area surrounding the metropolitan area.

(f) By January 1, 1993, the council shall report to the legislature on policies for the reuse of the existing major airport site should a new major airport be developed.

APPENDIX  
Repealed Minnesota Statutes for 05-1593

Subd. 5. Zoning of real property. The council shall not require a local government unit to continue a current use or to adopt a comprehensive plan designation or any change in zoning, zoning variance, or conditional use in order to ensure or preserve the availability of land for a new major airport.

**473.619 PLANNING ADMINISTRATION.**

Subdivision 1. Interagency agreement. The Metropolitan Council and the airports commission shall enter into an intergovernmental agreement by July 1, 1989. The agreement must establish a process and agency responsibilities for comprehensive and coordinated planning for major airport development, consistent with the requirements of this section and sections 473.155, 473.616, and 473.618. The agreement must establish a joint committee composed of board members of the two agencies to oversee implementation of the agreement.

Subd. 2. Scope of work report. By September 1, 1989, the Metropolitan Council and the airports commission shall prepare a scope of work report that describes the general scope and schedule of work and the topics to be addressed in the planning and study tasks required of the agencies under sections 473.155, 473.616, and 473.618.

Subd. 3. Federal participation. The Metropolitan Council and the Airports Commission shall make use of available federal funding for their activities under sections 473.155, 473.616, and 473.618.

Subd. 4. Consultation. The Metropolitan Council and the airports commission shall prepare the plans and reports under sections 473.155, 473.616, and 473.618, in consultation with each other, the commissioner of transportation, the Federal Aviation Administration, industry representatives, and other interested persons.

Subd. 5. Commencement. In order to meet the planning deadlines prescribed in sections 473.155, 473.616, and 473.618, the agencies may begin preparing plans and studies immediately, without waiting for the completion of the interagency agreement or the completion and review of the scope of work report.

1 Senator ..... moves to amend S.F. No. 629 as follows:

2 Page 2, after line 33, insert:

3 "Sec. 2. Minnesota Statutes 2004, section 473.146,  
4 subdivision 3, is amended to read:

5 Subd. 3. [DEVELOPMENT GUIDE: TRANSPORTATION.] The  
6 transportation chapter must include policies relating to all  
7 transportation forms and be designed to promote the legislative  
8 determinations, policies, and goals set forth in section  
9 473.371. In addition to the requirements of subdivision 1  
10 regarding the contents of the policy plan, the nontransit  
11 element of the transportation chapter must include the following:

12 (1) a statement of the needs and problems of the  
13 metropolitan area with respect to the functions covered,  
14 including the present and prospective demand for and constraints  
15 on access to regional business concentrations and other major  
16 activity centers and the constraints on and acceptable levels of  
17 development and vehicular trip generation at such centers;

18 (2) the objectives of and the policies to be forwarded by  
19 the policy plan;

20 (3) a general description of the physical facilities and  
21 services to be developed;

22 (4) a statement as to the general location of physical  
23 facilities and service areas;

24 (5) a general statement of timing and priorities in the  
25 development of those physical facilities and service areas;

26 (6) a detailed statement, updated every two years, of  
27 timing and priorities for improvements and expenditures needed  
28 on the metropolitan highway system; and

29 (7) a general statement on the level of public expenditure  
30 appropriate to the facilities; and

31 (8) a long-range assessment of air transportation trends  
32 and factors that may affect airport development in the  
33 metropolitan area and policies and strategies that will ensure a  
34 comprehensive, coordinated, and timely investigation and  
35 evaluation of alternatives for airport development.

36 The council shall develop the nontransit element in

1 consultation with the transportation advisory board and the  
2 Metropolitan Airports Commission and cities having an airport  
3 located within or adjacent to its corporate boundaries. The  
4 council shall also take into consideration the airport  
5 development and operations plans and activities of the  
6 commission. The council shall transmit the results to the state  
7 Department of Transportation."

8       Renumber the sections in sequence and correct the internal  
9 references

10       Amend the title accordingly

Coya Knutson ...

## First Minnesota congresswoman faced tough test

In 1995, a total of 49 women were seated in the U.S. House of Representatives and another eight in the U.S. Senate. Their presence did not provoke a bevy of news stories detailing their fashion and decorative tastes.

But when Minnesotans elected Coya Knutson as their first — and only — female Congresswoman 41 years ago, local newspapers ran photos of her grocery shopping, washing clothes, and opening the oven door in her new Washington, D.C. residence. The *Minneapolis Tribune* reported during Knutson's first week on the job in 1955 that she was planning how to arrange furniture in her apartment, "like any woman."

While the former Minnesota state representative made news headlines for everything from securing a spot on the powerful Agriculture Committee to helping farmers and passing the nation's first student loan program, it was her departure from office that became infamous.

The legendary "Coya Come Home" letters, later used for the title of Knutson's biography, garnered nationwide headlines in 1958. They became the flash point of a national debate on the role of women in politics.

The *Fargo Forum* first reported the letters, released to the press and allegedly written by Knutson's husband, Andy. The first asked DFL officials to pick someone else to run for his wife's seat because he didn't want her to run again. The second letter, addressed to Coya, begged the legislator to come home to save her family.

News of the letters swept across the country. Newspaper headlines from coast to coast focused on the former school teacher from northwestern Minnesota, including one in the *New York Daily News* that said: "Demands Wife Quit Congress: Resents Her Right Hand Man."

Stories about Knutson neglecting her family surfaced, spurring a debate between supporters and critics.

U.S. Rep. Harold Cooley, chair of the powerful House Agriculture Committee, rose to her defense saying he "wouldn't swap [Knutson's] service on the committee for any man."

But others echoed the sentiments of a New Jersey woman who wrote to Knutson, "You are the typical American career woman. You are a disgrace to womanhood."

Republican challenger Oden Langen tapped into that criticism, making the letter a center-



When Minnesotans elected Coya Knutson to the U.S. Congress she made headlines for securing a spot on the Agriculture Committee and passing the nation's first student loan program. It was her departure from office, however, that became infamous.

Photo from: *Coya Come Home: A Congresswoman's Journey* by Gretchen Urnes Beito

piece of his election campaign for the seventh district seat. He narrowly beat Knutson in 1958, garnering 50.7 percent of the vote to her 49.3 percent.

A DFL party official later admitted to writing the letter, but said he only followed Mr. Knutson's orders, according to Gretchen Urnes Beito's *Coya Come Home: A Congresswoman's Journey*.

Throughout her political career, Knutson was referred to as outspoken and spirited. At times she was criticized by strict party liners for her independence, a trait in which she took great pride. In 1956, when Minnesota DFL officials, including Sen. Hubert H. Humphrey, backed presidential candidate Adlai Stevenson, she rooted for Estes Kefauver. When most Democrats voted against a measure to give tax relief to a taconite company, she voted for it.

During her congressional term, she played an active role in increasing federal aid to mental health centers. The former school teacher also helped increase federal aid to schools.

Knutson also left her mark in the Minnesota House of Representatives where she served from 1951 to 1954. She sponsored a successful dairy act that increased the quality and sales of dairy products, helped pass a \$6

million appropriation increase for mental health programs, and helped establish the Fair Employment Practices Commission and Teachers Retirement Act.

Agriculture issues initially drew Knutson into politics as a young woman in 1941 when she began debating acreage allotments and farm support prices with the Agricultural Adjustment Administration. Her civic involvement continued in 1948 when she joined the Red Lake County Welfare Board and was later chosen to chair the county's DFL Party. She also helped found a local medical clinic and Red Cross chapter in Oklee, Minn.

It's hardly surprising that Knutson made several runs for political office after her unexpected removal from office.

She ran again for the seventh district seat in 1960 and defeated the DFL-endorsed candidate. Knutson then lost a rematch to sitting U.S. Rep. Langen in the general election.

In 1977, at age 64, she ran unsuccessfully against a DFL-endorsed candidate for a vacant state House seat. She told skeptics, "I may have gray hair but my feet are in good condition. Never say die and don't take yourself too seriously."

— Kendall Anderson

See Then and now next page.

# Knutson obit gave her career short shrift

STARTRIBUNE-M OCT 26 '96

The newspaper of the largest city in Minnesota should have done better by former U.S. Rep. Coya Knutson on the event of her death. The New York Times at least placed "lawmaker" in the lead line of its obituary, although it also could not resist upstaging the congresswoman by the story of her political defeat at the hands of her abusive husband and her political enemies.

Would you have led a story on the death of Vice President and Sen. Hubert Humphrey with a political slogan created by his enemies?

I would have preferred that you pay homage to Minnesota's only female congresswoman (so far!) by focusing on her lifelong career of public service. The Star Tribune could have titled the story "Congresswoman Knutson, First Woman on the U.S. House Agriculture Committee."

After several terms in the Minnesota House, Coya Knutson ran for Congress on a shoestring budget and without much sup-

port from her DFL Party. When she won, Speaker Sam Rayburn greeted her, saying, "You did the impossible. You can have any committee you want." Knutson chose Agriculture. The committee chair said no way would he accept a woman member. Rayburn helped him to see the light.

Knutson served on Agriculture for her two terms. There she promoted the Food Stamp Bill of 1957. It didn't pass until 1964, but Knutson pioneered the bill in the House. The Food Stamp Bill reflected the kind of public policy that characterized Knutson's legislation. It was good policy for poor families, for the grocery industry, and for her core constituency: family farmers. This should have been your story.

The Star Tribune could also have titled the article "Congresswoman who created the national Student Defense Loan Program." Knutson adapted her bill from a law her cousin promoted in the family homeland of Norway. She built support for her

bill by writing to every college president in the country. When she testified for her bill, the committee chair said, "Coya, that is a bold and courageous bill." It passed without a single dissenting vote.

The Star Tribune could have led with Knutson's record of very progressive leadership on social issues of the 1950s. She supported caution and regulation of the nuclear industry, worked with the National Woman's Party and supported the Equal Rights Amendment decades before her party came to see the political efficacy of the ERA.

The newspaper could have championed Knutson as one of Minnesota's maverick politicians. Within her own DFL Party, she received no practical support and faced opposition to her reelection at every district convention. Knutson insisted that she did not owe the DFL anything. Her support for the ERA angered the AFL-CIO and the DFL. Businesswomen, secretar-

ies and teachers applauded her stand. Had this been a male politician, perhaps the newspaper would have noted this bold and principled strategy.

In 1955 when Coya Knutson went to Washington for her first term, the Minneapolis Tribune published a feature on her. The photographs showed Knutson at the laundry, at her piano, in the supermarket, and in her kitchen, but there were few photographs of the congresswoman at the Capitol. The Tribune captioned the one picture of Knutson in her House office with a remark about her "rearranging the furniture . . . like any woman." What is most distressing is that Star Tribune in 1996 still didn't get the story of Minnesota's congresswoman.

— *Mary C. Pruitt, Minneapolis Counselor and American women's history instructor, Minneapolis Community and Technical College.*



## WHY COYA CAME HOME

Who really engineered the end of Knutson's career in Congress

Reviewed by Robert L. Spaeth

Willa Cather could have written a classic American novel based on the life of Coya Knutson. A girl born on a remote North Dakota farm, speaking only Norwegian at first, learning to drive the tractor at age 11 because she had no brothers, aiming higher by attending high school and college, marrying a Minnesota farmer with low aspirations, feeling the pull of public service, elected to the Minnesota Legislature and then to the U.S. Congress, unaware that she would be brought down, not by the corruptions of Washington, D.C., but by conniving politicians and her own husband back home.

These are not scenes from a novel, however, but facts in the life of Coya Knutson, who served two terms in the U.S. House in the 1950s, representing northwestern Minnesota, then the Ninth Congressional District. Unfortunately, Rep. Knutson will be remembered in history by three words: "Coya, come home." This simple label marking the demise of her political career masks the human tragedy, which is as moving as any found in fiction.

Neither before nor after Knutson were women elected to Congress from Minnesota. But she managed it in 1954, having proved capable as the Red Lake County chairwoman of the Democratic Farmer Labor party in the late 1940s and as a state representative from 1950-1954. On her way to Congress she overcame opposition in her own party and then beat an entrenched Republican, Harold Hagen. She did it with hard work and a rare gift for campaigning.

Knutson's legislative accomplishments in Washington included yeoman service on the House Agriculture Committee vital to her rural



Photos from Star Tribune files

Rep. Coya Knutson, D-Minn., in Washington.

district and the passage of an innovative program of educational loans to college students, a crowning achievement she remains proud of today. Had she been judged by her work on Capitol Hill, she probably could have been reelected as often as she wanted.

But in 1956 Knutson showed a streak of independence, backing Tennessee Sen. Estes Kefauver in the Minnesota presidential primary against the preferred choice of the DFL leadership, former Illinois governor Adlai Stevenson. Kefauver trounced Stevenson and subsequently became the vice presidential candidate on the Stevenson ticket, denying that coveted spot to Minnesota's favorite son, Hubert Humphrey. Back home, the locals who considered support for Kefauver a betrayal lay in wait to punish the Kefauver crowd, Knutson

included.

Their opportunity came in 1958, when Knutson's adversaries in the Ninth district DFL discovered how to exploit her husband Andy's alcoholism, his resentment of her success, and his hostility to her young administrative assistant, William Kjeldahl. The result: a news release signed by Andy but not composed by him, demanding that Knutson abandon her Congressional career. To encapsulate Andy's message a Fargo Forum editor devised the catchy phrase, "Coya, come home," and her fate was decided.

The "Coya, come home" attack was particularly vicious. The conspirators knew it would work only against a woman, but they didn't care about fairness. They knew Coya and Andy's marriage had been on the rocks for years, but

### Coya Come Home: A Congresswoman's Journey

By Gretchen Urnes Beito  
Pomegranate Press  
334 pages, \$19.95



Andy Knutson

they used the "don't break up our happy home" routine anyway. They knew there was no romantic connection between Knutson and her administrative assistant, but they made the allegation anyway. They played what Richard Nixon later called "hard ball," and they deserve to be classified with him.

Knutson would not discuss her family problems with the press, nor did she know for sure who was really responsible. This approach failed. She was defeated in 1958 by Odin Langen, a Republican who took advantage of her difficulties by running on the slogan, "A big man for a man sized job."



Coya Knutson at the washing machine in the hotel she and her husband operated before she left for Washington in 1955.

Gretchen Beito, a Thief River Falls writer, has produced a thoroughly researched and sympathetic account of Knutson's life. She has done history a service by telling the whole fascinating truth, which emerged only after the 1958 election when a special House committee investigated. To Andy's credit, he came clean about the plot. Of her husband's role in the sordid affair, Knutson has said, "I did feel sorry for Andy. He made such a jackass of himself."

"Coya Come Home" properly stresses the decline of Knutson's political career but does not stay with that part of the story. There are important chapters on Knutson's early life on the farm, on her education, on her hard work as a teacher, homemaker, and hotel

manager, and on her service to the community of Oklee, Minn.

In the 1960s Knutson worked in the Office of Civil Defense in the Pentagon. In the 1970s she returned to Minnesota. Gretchen Beito is obviously proud to end her book by reporting that Knutson is now actively supporting her son Terry Knutson's "1990 bid for the Minnesota state senate" in Bloomington. At last, the author concludes of her subject, "She has come full circle. She has come home."

Robert L. Spaeth is professor of liberal studies and codirector of the Christian Humanism project at St. John's University, Collegeville, Minn.



# Coya Knutson, Woman Legislator, Credits Victory to Baby Talk

By BARBARA FLANAGAN  
Minneapolis Tribune Staff Writer

Turning "Cornelia" into "Coya" was a fortunate slip of the tongue for one of Minnesota's newly-elected state representatives.

At the age of 2, Cornelia Gjesdal couldn't pronounce her first name. Instead, she said "Coya." It stuck.

When Mrs. Andrew Knutson, Oklee, Minn., set out to campaign for the legislature, her campaign literature read, "Vote for Coya Knutson."

And voters in Minnesota's 65th legislative district put her in office. She received the highest number of votes for legislative candidates in the district to win from incumbent, C. S. McReynolds, Clearwater, Minn.

"Coya and Knutson together give me a good name for politics," Mrs. Knutson said. "I guess Coya has a good American Indian twang to it or something."

MRS. KNUTSON is of Norwegian descent, however, and was born 38 years ago on a farm near Edmore, N. D.

She set her sights on a musical career when she enrolled at Concordia college, Moorhead, Minn. There she studied piano, voice and public school music and was graduated in 1934.

From there, she went to New York, N. Y., to study at the Juilliard School of Music.

She returned to Minnesota to begin a 14-year teaching career at Plummer, Minn., and Oklee. At present, she directs the choir

of Zion Lutheran church there. Mrs. Knutson married in 1940. Her husband operates Andy's Cafe and Hotel in Oklee. They have a son, Terry, 9.

When she isn't teaching in the Oklee consolidated school, Mrs. Knutson plans menus, orders and buys the food for the cafe.

SHE OPERATES the business alone in summer when her husband farms their 200-acres in Minnesota or their 160-acre farm in North Dakota.

Mrs. Knutson likes to talk about Terry who is in the sixth grade and plays a clarinet in the school band. He hopes to be a doctor when he grows up. His present hobby is trains.

"He wants to visit me at the legislature so he can ride a train down here," his mother said.

Mrs. Knutson believes Terry is extremely interested in politics for a boy of his age.

"He gets it from his father and from me," she said.

In the Oklee balloting, Mrs. Knutson received 119 out of 200 votes cast.

"Terry couldn't understand why I didn't get all of them," she said.

Mrs. Knutson's first political appointment came in 1941 when she went to work for the Red Lake county agricultural adjustment administration committee.

IN 1944 she returned to teaching. It wasn't until October 1949 she was again approached by county leaders in the Democratic-Farmer Labor party, with a suggestion she run for state representative.

Mrs. Knutson "thought it over" and more important, talked it over with her husband.

"Andy gave his 100 per cent consent, but I don't think he knew what he was getting in for," Mrs. Knutson said.

Because she taught school in



MRS. COYA KNUTSON  
Her name's a winner

the area many years, Mrs. Knutson was well-known in the district. She met little opposition when she set out to campaign.

Until the legislature convenes Jan. 2, Mrs. Knutson will stay at home in Oklee, "cooking for Christmas." Her specialties are Norwegian dishes. For the holiday season, she expects to turn out some "fatimand" and "kringle," Norwegian cookies.

Mrs. Knutson will be one of

two women in the house of representatives. Mrs. Sally Luthe was elected to the house from the 30th district.

During the coming 57th session of the legislature, Mrs. Knutson would like to see action on:

FAIR EMPLOYMENT practices legislation: "I think we should take the lead in setting up a statewide FEPC to set a good example," she said.

STATE AID for education: "Our district needs so much help to bolster its building program," she said. "It's so overcrowded now, a teacher has trouble getting inside a schoolroom."

STATE HEALTH program: "I think we must do something to provide school nurses. We can't get them and can't afford them," she said.

Date: February 9, 2005

From: Col. Kurt Johnson, President  
Minnesota State Auctioneers Association  
651-407-9922

To: State And Local Government Operations  
Room 123 Capital Building

RE: SF0453

Thank you for your time today. Below is a motion past by the MSAA Board of Directors and then ratified by our membership regarding the issue of auctioneer license numbers

Motion by the Minnesota State Auctioneers Association Board of Directors

August 3, 2004

Whereas the State of Minnesota has changed the numbering system of licensed auctioneers to change annually;

Whereas this creates an unreasonable burden and undo financial burden to the auction industry;

Whereas there is no public harm or impact by our license numbering system;

We move that the number issued to each auctioneer beginning on 8/1/2004 be the permanent number for that licensed auctioneer as long as it is continuously renewed.

We further move that legislation be introduced by the MSAA to implement this system.

This motion was passed unanimously by the MSAA Board of Directors

This motion was read to members of the MSAA at the Annual Summer meeting and was endorsed unanimously by members in attendance.

## AGENCY INITIATIVE

# Eliminate Aviation as a Separate Metropolitan System

*Request: The Metropolitan Council requests changes to M.S. 473.146, Subd. 1, 473.852, Subd. 8 and 473.192, Subd. 2 and 3. The Metropolitan Council also requests a repeal of M.S. 473.619 and M.S. 473.155.*

### Staff Contacts:

**Judd Schetnan**  
651-602-1142

**Natalio Diaz**  
651-602-1754

## Why this legislation is needed

- Current legislation identifies aviation as one of the four metropolitan systems (others are transportation, wastewater treatment and parks) for which the Council is required to prepare a long-range comprehensive plan.  
  
This requirement to prepare a long-range comprehensive plan for aviation overlaps with and duplicates work currently performed by the Metropolitan Airports Commission (MAC), which is better suited and staffed for this purpose.
- In addition, current long-range comprehensive plans adopted by the Metropolitan Airports Commission must be consistent with the development guide of the Metropolitan Council.
- The Metropolitan Council is requesting amending several sections of state statute and repealing an obsolete section of the statute in order to more efficiently coordinate this aviation planning process.

These proposed changes would enable the Metropolitan Council to address the region's aviation needs in a simpler manner by including aviation as an element of the transportation systems plan and no longer requiring a separate aviation policy plan.

- These proposed changes would also repeal some obsolete language regarding an inter-governmental agreement between the Metropolitan Council and the Metropolitan Airports Commission. This will promote a more efficient working relationship between the two agencies.
- These proposed changes will lead to a more clearly defined line of responsibility for aviation planning.
- These proposed changes are consistent with the Metropolitan Council's goal of focusing on its core mission and streamlining the metropolitan government planning process.

1 Senator Higgins from the Committee on State and Local  
2 Government Operations, to which was referred

3 S.F. No. 629: A bill for an act relating to the  
4 Metropolitan Council; removing the requirement for adoption of a  
5 separate airports or aviation system plan; repealing provisions  
6 for planning administration between the Metropolitan Council and  
7 the Metropolitan Airports Commission; repealing obsolete  
8 provisions; amending Minnesota Statutes 2004, sections 473.146,  
9 subdivision 1; 473.192, subdivisions 2, 3; 473.655; 473.852,  
10 subdivision 8; repealing Minnesota Statutes 2004, sections  
11 473.155; 473.619.

12 Reports the same back with the recommendation that the bill  
13 be amended as follows:

14 Page 2, after line 33, insert:

15 "Sec. 2. Minnesota Statutes 2004, section 473.146,  
16 subdivision 3, is amended to read:

17 Subd. 3. [DEVELOPMENT GUIDE: TRANSPORTATION.] The  
18 transportation chapter must include policies relating to all  
19 transportation forms and be designed to promote the legislative  
20 determinations, policies, and goals set forth in section  
21 473.371. In addition to the requirements of subdivision 1  
22 regarding the contents of the policy plan, the nontransit  
23 element of the transportation chapter must include the following:

24 (1) a statement of the needs and problems of the  
25 metropolitan area with respect to the functions covered,  
26 including the present and prospective demand for and constraints  
27 on access to regional business concentrations and other major  
28 activity centers and the constraints on and acceptable levels of  
29 development and vehicular trip generation at such centers;

30 (2) the objectives of and the policies to be forwarded by  
31 the policy plan;

32 (3) a general description of the physical facilities and  
33 services to be developed;

34 (4) a statement as to the general location of physical  
35 facilities and service areas;

36 (5) a general statement of timing and priorities in the  
37 development of those physical facilities and service areas;

38 (6) a detailed statement, updated every two years, of  
39 timing and priorities for improvements and expenditures needed  
40 on the metropolitan highway system; and

41 (7) a general statement on the level of public expenditure

1 appropriate to the facilities; and  
 2 (8) a long-range assessment of air transportation trends  
 3 and factors that may affect airport development in the  
 4 metropolitan area and policies and strategies that will ensure a  
 5 comprehensive, coordinated, and timely investigation and  
 6 evaluation of alternatives for airport development.

7 The council shall develop the nontransit element in  
 8 consultation with the transportation advisory board and the  
 9 Metropolitan Airports Commission and cities having an airport  
 10 located within or adjacent to its corporate boundaries. The  
 11 council shall also take into consideration the airport  
 12 development and operations plans and activities of the  
 13 commission. The council shall transmit the results to the state  
 14 Department of Transportation."

15 Renumber the sections in sequence

16 Amend the title as follows:

17 Page 1, line 8, delete "subdivision 1" and insert  
 18 "subdivisions 1, 3"

19 And when so amended the bill do pass and be placed on the  
 20 Consent Calendar. Amendments adopted. Report adopted.

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.....  
 (Committee Chair)

February 9, 2005.....  
 (Date of Committee recommendation)

1 Senator Higgins from the Committee on State and Local  
2 Government Operations, to which was referred

3 S.F. No. 453: A bill for an act relating to auctioneers;  
4 modifying auctioneer license numbering requirements for county  
5 auditors; amending Minnesota Statutes 2004, sections 330.01,  
6 subdivision 1; 330.08.

7 Reports the same back with the recommendation that the bill  
8 be amended as follows:

9 Page 2, after line 22, insert:

10 "Sec. 3. [EFFECTIVE DATE.]

11 Sections 1 and 2 are effective the day following final  
12 enactment."

13 And when so amended the bill do pass. Amendments adopted.  
14 Report adopted.

15 .....  
16 (Committee Chair)

17  
18 February 9, 2005.....  
19 (Date of Committee recommendation)