

rate to such terminal point on grain billed from some station in this state to such terminal, but delivered at said mill in transit to be ground, and the products thereof forwarded to such original terminal instead of the grain itself, said railroad and warehouse commission may, upon such reasonable notice as it may fix, hear the claims of such transit creditor and transit debtor with reference thereto, and after having found the facts said railroad and warehouse commission may, by order, permit the use of such transit by the owner in payment of the transportation of like products from other flouring mills on the lines of such railroad to the same terminal point, *provided* that if the shipment in which such transit shall be used covers a greater distance than that from said destroyed mill to said terminal point, regular rates must be paid for such additional distance, and if the shipment in which it shall be used covers less than such original distance, transit for the original distance shall, nevertheless, be applied thereon.

Sec. 2. This act shall be in force from and after its passage.

Approved April 10, 1911.

CHAPTER 99—S. F. No. 139.

An Act to legalize and validate bonds heretofore issued and sold by any city in this state for the purpose of a permanent improvement revolving fund.

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

Certain city bonds validated.—Section 1. That bonds, which, prior to the passage of this act, have been issued and sold by any city in this state for the purpose of a permanent improvement revolving fund are hereby declared to be in all things confirmed, ratified, legalized and validated, and are hereby declared to be valid and binding obligations against any such city issuing the same; *provided*, that any such bonds have been so issued and sold within two years prior to the date of the passage of this act, and that no suit or action at law is now pending relative to the legality of any such bonds.

Sec. 2. This act shall take effect and be in force from and after its passage.

Approved April 10, 1911.