

CHAPTER 232—S. F. No. 1262

An act to amend Subdivision 9 of Section 252 Mason's Minnesota Statutes 1927, relating to salaries of officers and employes in the office of the Commissioner of Banks and providing for the payment of the salary of the examiners in charge of liquidation.

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

Section 1. Salaries of Commissioner of Banks and other employees.—That Subdivision 9 of Section 252 Mason's Minnesota Statutes 1927, be and the same hereby is amended to read as follows:

"9. *Commissioner of Banks, forty-five hundred dollars; one deputy commissioner of banks, four thousand dollars; one bank examiner assigned to examination in cities of the first class, thirty-seven hundred fifty dollars; ten bank examiners thirty thousand dollars; eleven assistant examiners, twenty-seven thousand five hundred dollars; three second assistant examiners fifty-four hundred dollars; three examiners' clerks, forty-five hundred dollars; four examiners' clerks, at an amount not to exceed fifty-six hundred dollars; one chief clerk, twenty-four hundred dollars; one first assistant clerk, fifteen hundred dollars; seven stenographers and clerks, eighty-two hundred eighty dollars; one extra clerk hire for contingencies, one thousand dollars.*"

Sec. 2. Commissioner to fix salary of Examiner in charge of Liquidation.—*The Commissioner of Banks shall fix the salary of the Examiner in Charge of Liquidation appointed by him, but not to exceed four thousand dollars, and the same shall be paid out of funds of banks in the hands of the Commissioner of Banks for liquidation.*

Approved April 13, 1933.

CHAPTER 233—H. F. No. 1306

An act to amend Mason's Minnesota Statutes of 1927, Section 4843, relating to the powers of the Railroad and Warehouse Commission to fix rates for switching, drayage and feeding of stock.

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

Section 1. Railroad commission to fix rates for switching, drayage and feeding of stock.—That Mason's Minnesota Stat-

utes of 1927, Section 4843, be and the same hereby is amended to read as follows:

4843. The Board of Railroad and Warehouse Commission of this state is hereby empowered and directed to make for each of the railroad corporations doing business in this state, as soon as practicable, a schedule of reasonable maximum rates of charges for the transportation of freight and cars on each of said railroads and said power to make schedule shall include the classification of such rates, and it shall be the duty of said commission to make such classification, and said schedule so made by said commission shall, in all suits brought against any such railroad corporation wherein is in any way involved the charges of any such railroad corporation for the transportation of any freight or cars or unjust discrimination in relation thereto be deemed and taken in all the courts of this state as prima facie evidence that the rates therein fixed are reasonable and just maximum rates of charges. The commission may fix different schedules of class or commodity rates for railroads of the same class. The maximum rates shall not apply to switching or drayage rates. The commission may define switching and drayage service to apply to the movement of traffic within and between points, and fix reasonable maximum rates for the same, which shall be independent of any rates that may be made for line haul transportation, and in the making of said rates the commission shall not be governed entirely by the distance principle established by this Act. *Provided, however, that any order of the commission fixing rates or charges for carrying livestock to St. Paul or between St. Paul and South St. Paul shall provide that the railroad that transports such livestock to St. Paul shall absorb such switching charges from St. Paul to South St. Paul out of its line haul rates or charges for the transportation of such livestock to St. Paul, or the common rate point which includes St. Paul.* The commission may fix rates for feeding cattle which shall apply to out movement from terminal markets. The commission may unite two or more stations or commercial centers into a common rate point, and may designate the classes of freight which shall take common rates, and fix the mileage that shall govern between the common rate point and any or all other points in the state. The distances so fixed shall not apply as a measure of the rate for the movement of the same class of freight for similar distances between other points.

Approved April 13, 1933.