

the transportation charges, send a sample or samples of seed to said *Commissioner of Agriculture* for examination, analysis and tests and such examination, analysis or tests, shall be reported upon free of charge, provided that when dealers in seeds desire to have the same tested, they shall pay a reasonable fee for the testing of such seeds. Such fees shall be paid to the Commissioner of Agriculture, who shall pay the same into the State Treasury to be credited to the State Revenue Fund.

Sec. 9. Certificate to be evidence of facts.—The certificate of the Minnesota Agricultural Experiment Station giving results of any examinations, analysis or tests of any seed sample made under the authority of said Minnesota Agricultural Experiment Station shall be presumptive evidence of the facts therein stated.

Sec. 10. Commissioner to report violations to Attorney General or County Attorney.—When said *Commissioner of Agriculture* shall find by the examinations, analysis or tests, that any person, firm or corporation has violated any of the provisions of this act, said *Commissioner* shall transmit the fact so found to the Attorney General or to the County Attorney of the county in which the offense was committed.

Sec. 11. Duties of Attorney General.—It shall be the duty of the Attorney General and the County Attorney to prosecute all persons, firms or corporations violating any of the provisions of this act, when evidence thereof has been presented by the said *Commissioner of Agriculture*.

Sec. 12. Reports to be published.—The said *Commissioner of Agriculture* shall make a biennial report on the first day of January of each odd numbered year to the Governor of the State of Minnesota upon the work done under this Act, and shall publish the same in pamphlet form.

Sec. 13. Effective July 1, 1921.—This act shall take effect and be enforced from and after July 1, 1921.

Approved April 23, 1921.

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#### CHAPTER 481—S. F. No. 329.

*An act to amend Section 3 of Chapter 514, General Laws, 1919, the same being an act requiring railroads, car shops, and other concerns manufacturing or repairing cars, car trucks, and other equipment used as conveyances by rail, for either freight or passengers, and other equipment used in repair work or otherwise, and operated by railroad companies, to provide buildings that will protect their employes from heat, rain, cold, snow, and other inclement weather.*

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

Section 1. Railroad companies to provide shelter for em-

ployes.—Section 3 of Chapter 514, General Laws, 1919, is hereby amended so as to read as follows:

Section 3. Specifications. All buildings to be erected hereunder shall substantially comply with the following specifications:

In buildings that cover more than one track the distance between the inside rails of each track shall not be less than twelve lineal feet. Between the walls of the building and the outside rails there shall be a distance of ten lineal feet, except that where buildings have been constructed prior to January 1st, 1921, the distance between the walls thereof and the outside rails shall not be less than seven and one half feet. The building or buildings shall not be less than twenty feet high at the eaves. Each building shall be enclosed from roof to ground and shall have glass windows on each side with a space of not to exceed twelve feet apart. The side windows shall not be less than nine feet high, and not less than four feet wide. Windows shall be in three sections and sections shall be provided with pivoted or sliding sash. The buildings shall be equipped with side and end doors. The end track doors shall be not less than six feet wide and sixteen feet high, and there shall be two such doors for each repair track covered by the building. *Side doors shall be provided for each side of building. The size of said doors shall be great enough to allow the convenient handling of the larger materials required to be taken into said building.* The roof shall be provided with a cupola the entire length of the building, and be equipped with side windows of not less than three feet in width and six feet in height, having pivot and opening device that shall be at all times operative. One cupola or monitor shall be provided for each building that contains not to exceed four repair tracks. For buildings enclosing more than four tracks, skylights shall be provided to insure adequate light over each car, that men are required to work on. In lieu of above cupola, monitors and skylights, sawtooth roof construction may be used or monitors crosswise of the buildings to provide adequate light and ventilation. The buildings shall be equipped with necessary heating facilities, and shall at all times have drainage that will keep them in clean and sanitary condition. They shall be equipped with sanitary drinking fountains where clean wholesome drinking water can be obtained. A sufficient number of sanitary lavatories shall be provided for said employees and sanitary toilets shall be provided and kept properly clean, ventilated and free from odor, as required by Chapter 491 of the General Laws of 1919, Sections 9, 10, 11 and 12. All scaffolding used in such buildings shall be made of clear lumber free of all knots, and shall be kept in first class condition at all times. The use of paint spraying machines shall not be permitted inside such buildings. It shall be the duty of the railroad and warehouse commission to determine as soon as practicable what portion of the repair or construction tracks of each railroad in

the state it shall be necessary to cover with such building or buildings in order to comply with section one hereof, and said commission shall thereupon make an order as to each railroad in the state specifying the size of the building or buildings necessary at each location where such repair or construction work is carried on, and it shall thereupon be the duty of each railroad company to forthwith erect such buildings and have all the same ready for occupancy not later than September 1st, 1922. *The railroad and warehouse commission may, upon application made, after a thorough investigation, permit any person, firm or corporation subject to the provisions of this act, to deviate from the specifications and requirements hereinbefore provided for, when, in the judgment of said commission, a strict compliance with the provisions herein would be impracticable or unnecessary.* Provided, that any employe who while engaged in the performance of his duty is required or permitted to ride on the top or side of a car in putting the car or cars into or taking them out of any such building, may be injured or killed by reason of any structure or obstruction or any part or portion of said building having been placed or built in closer proximity to the tracks upon which said cars are being moved, than eight feet from the center of said tracks or twenty one feet from the tops of the rails thereof. shall not be deemed to have assumed the risk thereby occasioned or to have been guilty of contributory negligence, although such employe continued in the employ of the person, firm or corporation using said tracks, after the location of such obstruction or portion of said building shall have been brought to his knowledge and the exercise of permission from the Railroad and Warehouse Commission as provided for herein, shall be at the sole risk of the employer and owner of said building.

Approved April 23, 1921.

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CHAPTER 482—S. F. No. 364.

*An act to provide the place and method of assessing the personal property of electric light and power companies.*

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

Section 1. **Electric light and power companies to be assessed where property is located.**—Personal property of electric light and power companies having a fixed situs in any city, village or borough in this state shall be listed and assessed where situated without regard to where the principal or other place of business of said company is located.

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

Approved April 23, 1921.