

GENERAL STATUTES

OF THE

STATE OF MINNESOTA

36

IN FORCE

JANUARY 1, 1889.

COMPLETE IN TWO VOLUMES.

VOLUME 1, the General Statutes of 1878, prepared by GEORGE B. YOUNG, edited and published under the authority of chapter 67 of the Laws of 1878, and chapter 67 of the Laws of 1879.

VOLUME 2, Supplement.—Changes effected in the General Statutes of 1878 by the General Laws of 1879, 1881, 1881 Extra, 1883, 1885, and 1887, arranged by H. J. HORN, Esq., with Annotations by STUART RAPALJE, Esq., and others, and a General Index by the Editorial Staff of the NATIONAL REPORTER SYSTEM.

VOL. 2.

SUPPLEMENT, 1879-1888,

WITH

ANNOTATIONS AND GENERAL INDEX TO BOTH VOLUMES.

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contract, nor liable in any manner on account of such signature, if it shall be made to appear as a matter of fact that the signature to such bill, note, or contract is obtained by fraudulent representation, trick, or artifice as to the nature and terms of the contract so signed, and that the person whose signature is so obtained does not at the time of affixing such signature believe that the contract so signed is a bill of exchange, promissory note, or other paper negotiable under the law-merchant, and that the person whose signature is so obtained was not guilty of negligence in signing such paper without knowledge of its terms; that the question of negligence, in any suit on such contract, shall in all cases be one of fact for the jury, or, if the suit be tried by the court without a jury, for the court; that in all such cases the person sought to be charged on such bill, note, or contract shall be entitled to a jury trial on such question of negligence. (1883, c. 114, § 1.)

CHAPTER 24.

REGULATION OF LABOR.

*§ 3. Locomotive engineers and firemen—Maximum day's labor.

On all lines of railroad operated in this state the time of labor of the locomotive engineers and firemen employed in running or operating the locomotive engines on or over such roads shall not at any time exceed eighteen hours during one day: *provided, however*, that nothing in this section shall be construed as allowing any locomotive engineer or fireman to desert his locomotive in case of accident or other unavoidable delay. (1885, c. 206, § 1.*)

*§ 4. Same—Compelling longer service—Penalty—Civil liability.

Any officer, director, superintendent, master mechanic, foreman, agent, or employe who compels any locomotive engineer or fireman to labor, in running or operating any locomotive engine on or over such roads for more than eighteen hours during one day, except as provided in section one of this act, such person so offending shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by a fine of not less than twenty-five or more than one hundred dollars: *and provided, further*, that all railroad corporations operating lines of road in this state shall be liable for all injuries to its engineers or firemen resulting from their being obliged to labor for a longer period in any one day than that specified in section one of this act, and that nothing in this section shall be construed as allowing any locomotive engineer or fireman to desert his locomotive in case of accident or unwarrantable delay. (*Id.* § 2, *as amended* 1887, c. 59.)

*§ 5. Female employes—Duty of providing seats for.

It shall be the duty of all employers of females in any mercantile or manufacturing business or occupation to provide and maintain suitable seats for the use of such female employes, and to permit the use of such seats by such employes to such an extent as may be reasonable for the preservation of their health. (1887, c. 175.)

*"An act to regulate the labor of locomotive engineers and firemen." Approved March 7, 1885. The amendatory act of 1887 repeals all inconsistent acts and parts of acts.