

three hundred and twenty-five thousand dollars, for the purpose of providing funds for acquiring the existing waterworks plant in said city and constructing additional waterworks in and for said city; prescribing the forms of said bonds and of the interest coupons to be thereto attached, providing for an annual tax sufficient to pay the interest on and principal of said bonds when due, and fixing the other details of the issue," be, and the same are hereby, in all respects, declared fully authorized, ratified, approved and confirmed, and the bonds of said city of Douglas, when executed and issued pursuant to the provisions of said ordinance numbered ninety-three, shall be, and the same are hereby, declared to constitute the valid and binding obligations of said city, and all of the taxable property in said city to be subject to the levy of a direct annual tax sufficient to pay the principal of and interest on said bonds when due.

Approved, April 4, 1910.

Tax authorized to pay principal and interest.

CHAP. 143.—An Act To amend an Act entitled "An Act relating to the liability of common carriers by railroad to their employees in certain cases," approved April twenty-second, nineteen hundred and eight.

April 5, 1910.
[H. R. 17263]

[Public, No. 117.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That an Act entitled "An Act relating to the liability of common carriers by railroad to their employees in certain cases," approved April twenty-second, nineteen hundred and eight, be amended in section six so that said section shall read:

Liability of railroad common carriers to employees.
Vol. 35, p. 66, amended.
Vol. 34, p. 232.

"SEC. 6. That no action shall be maintained under this Act unless commenced within two years from the day the cause of action accrued.

Time limit of actions.

"Under this Act an action may be brought in a circuit court of the United States, in the district of the residence of the defendant, or in which the cause of action arose, or in which the defendant shall be doing business at the time of commencing such action. The jurisdiction of the courts of the United States under this Act shall be concurrent with that of the courts of the several States, and no case arising under this Act and brought in any state court of competent jurisdiction shall be removed to any court of the United States."

Jurisdiction.

Concurrent jurisdiction of State courts.

SEC. 2. That said Act be further amended by adding the following section as section nine of said Act:

"SEC. 9. That any right of action given by this Act to a person suffering injury shall survive to his or her personal representative, for the benefit of the surviving widow or husband and children of such employee, and, if none, then of such employee's parents; and, if none, then of the next of kin dependent upon such employee, but in such cases there shall be only one recovery for the same injury."

Survival of actions in case of death.

Approved, April 5, 1910.

CHAP. 144.—An Act To grant certain lands to the city of Cheyenne, Wyoming.

April 8, 1910.
[S. 4040.]

[Public, No. 118.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Interior be, and he is hereby, authorized and directed to cause to be issued patents conveying the northeast quarter of the northeast quarter in section twenty-six, township fourteen north, range seventy west of the sixth principal meridian, containing forty acres, more or less, and lot one in section twenty-two, township fourteen north, range sixty-seven west of the sixth principal meridian, containing forty-five and one one-hundredths acres, more or less, to the city of Cheyenne, in the State of Wyoming, for the use of said city, subject to the legal rights of others, if any, upon the payment by the city of Cheyenne of one dollar and twenty-five cents per acre and the usual fees therefor.

Public lands.
Grant to Cheyenne, Wyo.

Payment.

Approved, April 8, 1910.

April 8, 1910.
[S. 5252.]

[Public, No. 119.]

District of Columbia.
Forty-first street
northwest.
Closing part of.

Proviso.
Easement con-
tinued.

CHAP. 145.—An Act To authorize the closing of a part of Forty-first street northwest in the District of Columbia, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Commissioners of the District of Columbia be, and they are hereby, authorized and directed to vacate and abandon Forty-first street northwest between Warren and Yuma streets, and upon the abandonment of said portion of said street the same shall revert to the property abutting thereon: *Provided, however,* That nothing in this Act shall destroy the easement for a street by dedication or otherwise, which the District of Columbia now has over the property hereby affected, but that such easement shall survive and revive at any time hereafter, when this property shall no longer be used for religious or educational purposes as it is now used.

Approved, April 8, 1910.

April 8, 1910.
[H. R. 16920.]

[Public, No. 120.]

Red Lake Indian
Reservation, Minn.
Minnesota and Man-
itoba Railroad Com-
pany granted lands on.

Provisos.
Homestead entry to
be relinquished.

Payment for drain-
age.

Vol. 35, p. 171.

CHAP. 146.—An Act Authorizing the Secretary of the Interior to appraise certain lands in the State of Minnesota for the purpose of granting the same to the Minnesota and Manitoba Railroad Company for a ballast pit.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Interior be, and he is hereby, authorized and directed to cause to be appraised the south half of the southwest quarter of section four, township one hundred and sixty-one north, range thirty-four west of the fifth meridian of the Red Lake Indian Reservation, in the State of Minnesota, for the purpose of granting the same to the Minnesota and Manitoba Railroad Company for a ballast pit for ballasting its line of railway in the State of Minnesota, and upon appraising said land the Secretary of the Interior is authorized to convey the same to said railroad company upon such terms as he may deem advisable: *Provided,* That he shall not convey said land to said railroad company until Hans M. Carlson, who has heretofore made homestead entry thereon, shall relinquish such homestead entry and claim to the land herein described, which relinquishment the said Hans M. Carlson is authorized to make without prejudice to his rights as homesteader, and upon the filing of such relinquishment said land shall be withheld from public entry for the space of six months within which to complete the negotiation for the same provided for by this Act: *Provided,* That said railroad company shall pay, in addition to the appraised value of said land, the sum of three cents an acre, as drainage charges, as required by section eight of the Act of May twentieth, nineteen hundred and eight (Thirty-fifth Statutes, page one hundred and sixty-nine).

Approved, April 8, 1910.

April 8, 1910.
[H. R. 21672.]

[Public, No. 121.]

Wabash River,
Saint Francisville,
Ill., may bridge.

Vol. 34, p. 84.

Amendment.

CHAP. 147.—An Act Granting authority to the city of Saint Francisville, Illinois, to build a bridge across the Wabash River.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the city of Saint Francisville, State of Illinois, be, and is hereby, authorized to construct, maintain, and operate a bridge and approaches thereto across the Wabash River at a point suitable to the interests of navigation between said city, in the State of Illinois, and the State of Indiana, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March twenty-third, nineteen hundred and six.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, April 8, 1910.