

for the said grantee for the purposes herein specified, and in the event the said lands shall cease to be so used they shall revert to the United States, and this condition shall be expressed in the patent to be issued under the terms of this Act.

Approved, May 3, 1916.

**CHAP. 107.**—Joint Resolution Authorizing the Secretary of Labor to permit the South Carolina Naval Militia to use the Charleston immigration station and dock connected therewith.

May 3, 1916.  
[H. J. Res. 79.]  
[Pub. Res., No. 17.]

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of Labor is authorized to permit the South Carolina Naval Militia to occupy the Charleston immigration station and the dock therewith connected and use them as an armory and place of landing under such conditions as may be prescribed by him: *Provided*, That the State of South Carolina shall make, at its own expense, such repairs as may be necessary on said building and dock, ordinary wear and tear excepted, so long as the same is used for the purposes set forth in this resolution: *Provided further*, That the Secretary of Labor may take possession of and reoccupy said immigration station and dock whenever in his judgment he may deem such possession and reoccupancy desirable.

Charleston, S. C., immigrant station. South Carolina Naval Militia may use.

Provisos. Repairs, etc.

Reoccupation.

Approved, May 3, 1916.

**CHAP. 109.**—An Act To amend section three of an Act entitled "An Act to promote the safety of employees and travelers upon railroads by limiting the hours of service of employees thereon," approved March fourth, nineteen hundred and seven.

May 4, 1916.  
[S. 3769.]  
[Public, No. 68.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section three of an Act entitled "An Act to promote the safety of employees and travelers upon railroads by limiting the hours of service of employees thereon," approved March fourth, nineteen hundred and seven, be, and the same is hereby, amended so as to read as follows:

Railroad employees. Hours of service restricted. Vol. 34, p. 1416, amended.

"**SEC. 3.** That any such common carrier, or any officer or agent thereof, requiring or permitting any employee to go, be, or remain on duty in violation of the second section hereof shall be liable to a penalty of not less than \$100 nor more than \$500 for each and every violation, to be recovered in a suit or suits to be brought by the United States district attorney in the district court of the United States having jurisdiction in the locality where such violations shall have been committed; and it shall be the duty of such district attorney to bring such suit upon satisfactory information being lodged with him; but no such suit shall be brought after the expiration of one year from the date of such violation; and it shall also be the duty of the Interstate Commerce Commission to lodge with the proper district attorney information of any such violations as may come to its knowledge. In all prosecutions under this Act the common carrier shall be deemed to have knowledge of all acts of all its officers and agents: *Provided*, That the provisions of this Act shall not apply in any case of casualty or unavoidable accident or the act of God; nor where the delay was the result of a cause not known to the carrier or its officer or agent in charge of such employee at the time said employee left a terminal, and which could not have been foreseen: *Provided further*, That the provisions of this Act shall not apply to the crews of wrecking or relief trains."

Penalty for violations.

Prosecutions.

Provisos. Unavoidable accidents, etc., excepted.

Wrecking, etc., crews.

Pending suits not affected.

**SEC. 2.** That nothing in this Act shall affect, or be held to affect, any suit that may be instituted for recovery of penalty for violation