

Compensation to be paid by United States.

nature pending in such court. For making out said transcript and forwarding the same, together with the original papers in said case, the clerk of the court shall have the usual compensation for making out transcripts and for filing the petition and order and entering the order, and two dollars additional, all such compensation to be taxed and paid by the United States as other costs taxed against the United States are paid.

Approved, March 5, 1910.

March 8, 1910.  
[S. 4639.]

**CHAP. 86.**—An Act Concerning tonnage duties on vessels entering otherwise than by sea.

[Public, No. 78.]

Tonnage dues.  
Exemption of ves-  
sels not entering by  
sea.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That vessels entering otherwise than by sea from a foreign port at which tonnage or light-house dues or other equivalent tax or taxes are not imposed on vessels of the United States shall be exempt from the tonnage duty of two cents per ton, not to exceed in the aggregate ten cents per ton in any one year, prescribed by section thirty-six of the Act approved August fifth, nineteen hundred and nine, entitled "An Act to provide revenue, equalize duties, and encourage the industries of the United States, and for other purposes."

*Ante*, p. 111.

Approved, March 8, 1910.

March 8, 1910.  
[S. 5697.]

**CHAP. 87.**—An Act To authorize the change of name of the steamers A. B. Wolvin and Cambria, owned by the Port Huron and Duluth Steamship Company.

[Public, No. 79.]

"A. B. Wolvin" and  
"Cambria," steamers.  
Change of name au-  
thorized.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Commissioner of Navigation is hereby authorized and directed, upon application by the owner, the Port Huron and Duluth Steamship Company, of Port Huron, Michigan, to change the names of the steamer A. B. Wolvin, official number one hundred and seven thousand five hundred and sixty-three, and the steamer Cambria, official number one hundred and twenty-six thousand four hundred and twenty.

Approved, March 8, 1910.

March 8, 1910.  
[H. R. 13410.]

**CHAP. 88.**—An Act To modify the one hundred and twenty-second and one hundred and twenty-fourth articles of war, and to repeal the one hundred and twenty-third article of war.

[Public, No. 80.]

Army.  
Articles of war.  
R. S., sec. 1342, p.  
241, amended.  
Command, when  
different corps happen  
to join.  
Position of organ-  
ized militia.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the one hundred and twenty-second and one hundred and twenty-fourth articles of war be, and hereby are, modified to read as follows:

"ART. 122. If, upon marches, guards, or in quarters, different corps of the army happen to join or do duty together, the officer highest in rank of the line of the Army, Marine Corps, organized militia, or volunteers, by commission, there on duty or in quarters, shall command the whole, and give orders for what is needful in the service, unless otherwise specially directed by the President, according to the nature of the case."

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Rank of organized  
militia officers on  
duty with other  
forces.

"ART. 124. Officers of the organized militia of the several States, when called into the service of the United States, shall on all detachments, courts-martial, and other duty, wherein they may be employed in conjunction with the regular or volunteer forces of the United

States, take rank next after all officers of the like grade in said regular forces, and shall take precedence of all officers of volunteers of equal or inferior rank, notwithstanding the commissions of such militia officers may be older than the commissions of the said officers of the regular forces of the United States."

SEC. 2. That the one hundred and twenty-third article of war be, and hereby is, repealed. Limited service rank, etc., repealed.

Approved, March 8, 1910.

**CHAP. 89.**—An Act Permitting the Wisconsin Central Railway Company to construct, maintain, and operate a railroad bridge across the Saint Croix River between the States of Wisconsin and Minnesota.

March 12, 1910.  
[S. 6449.]

[Public, No. 81.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of Congress is hereby granted to the Wisconsin Central Railway Company, a railway corporation organized under the laws of the State of Wisconsin, to construct, maintain, and operate a railroad bridge and approaches thereto, across the Saint Croix River, at a point suitable to the interests of navigation, from a point on the east bank of said river in the vicinity of the township line between townships thirty and thirty-one north, in Saint Croix County, Wisconsin, to a point on the west bank of said river in the vicinity of the township line between said townships thirty and thirty-one north, in Washington County, Minnesota, 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.

Saint Croix River, Wisconsin Central Railway Company may bridge.

Location.

Vol. 84, p. 84.

Amendment.

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

Approved, March 12, 1910.

**CHAP. 90.**—An Act Granting unto the Hot Springs Street Railway Company, its successors and assigns, the right to maintain and operate its electric railway along the southern border of that portion of the Hot Springs Reservation, in the State of Arkansas, known as the Whittington Lake Reserve Park.

March 12, 1910.  
[H. R. 13899.]

[Public, No. 82.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the right is hereby granted unto the Hot Springs Street Railway Company, its successors and assigns, during the existence of the franchise granted by the city of Hot Springs, to maintain and operate its electric street railway as now laid and encroaching, in whole or in part at various places, amounting in the aggregate to not exceeding eight hundred feet in length and twenty feet in width, upon and along the southern border of that portion of the Hot Springs Reservation, in the State of Arkansas, known as the Whittington Lake Reserve Park.

Hot Springs Reservation, Ark. Hot Springs Street Railway Company granted right of way across.

Amendment.

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

Approved, March 12, 1910.

**CHAP. 91.**—An Act To authorize the transfer of the government highway, known as the Alter road, to the city of Detroit, Michigan.

March 12, 1910.  
[H. R. 18593.]

[Public, No. 83.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of Commerce and Labor for and on behalf of the United States be, and he hereby is, authorized to dispose of and convey by deed to the city of Detroit, Michigan, the government highway, known as the Alter road, running between Windmill Point light station and Jefferson

Detroit, Mich. Alter road transferred to.