

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 That the one hundred and twenty-third article of war be, and hereby is, repealed. Limited service rank, etc., repealed.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. 34, 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 Reser-  
vation, 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 trans-  
ferred to.

## Description.

avenue, in the city of Detroit, Michigan, and described as follows: That certain parcel of land situate in the township of Grosse Pointe, Wayne County, Michigan, described as follows, to wit: Commencing at the point where the easterly line of private claim numbered one hundred and twenty intersects the southerly line of Jefferson avenue, so called, thence westerly along said southerly line a distance of thirty-three feet, thence at right angles for a distance of twenty-seven chains and fifty-five links to the rear line of private claim numbered six hundred and ninety-six, thence at right angles in an easterly course thirty-three feet, thence at right angles in a northerly course to the place of beginning. Also, all that portion of private claim numbered five hundred and seventy, described as follows, to wit: Commencing at a point where the westerly line of private claim numbered five hundred and seventy intersects the southerly line of Jefferson avenue, so called, thence at right angles easterly along said southerly line thirty-three feet, thence at right angles southerly a distance of twenty-seven chains and fifty-five links to the rear line of private claim numbered six hundred and ninety-six, thence at right angles along said rear line in a westerly course to an iron post distant thirty-three feet, thence at right angles in a northerly course to the place of beginning. Also, a strip thirty-three feet in width off the westerly side of private claim numbered six hundred and ninety-six, and thirty-three feet off the easterly side of private claim numbered one hundred and twenty, both said private claims one hundred and twenty and six hundred and ninety-six being in said township of Grosse Pointe. The premises herein conveyed form a strip of land sixty-six feet wide and with that width extending uniformly from Jefferson avenue to the shore of Lake Saint Clair: *Provided*, That the said highway shall be maintained by the city of Detroit forever as a public roadway or thoroughfare; that the course of the road, as at present existing, shall not be changed in any way without the prior written consent of the Secretary of Commerce and Labor; that the officers and employees of the Government shall have a right at all times to pass and repossess over the roadway and to transport all necessary materials thereon: *And provided further*, That in the event of the discontinuance by the city of Detroit of the use or maintenance of the above-described property as a highway, or of the violation by the city of the terms and conditions preceding, the title herein ceded shall revert to the United States.

*Proviso.*  
Maintenance as  
public roadway.

## Reversion.

## Amendment.

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

Approved, March 12, 1910.

March 12, 1910.

[H. R. 19558.]

[Public, No. 84.]

**CHAP. 92.**—An Act To authorize the Secretary of War to effect an exchange of a certain parcel of land owned by the United States for another parcel owned by the Cave Hill Cemetery Company, of Louisville, Kentucky.

Cave Hill National  
Cemetery, Ky.  
Exchange of lands  
at.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Secretary of War is hereby authorized to convey to the Cave Hill Cemetery Company, of Louisville, Kentucky, a parcel of land twenty feet in width, comprising a portion of section D of the Cave Hill, Kentucky, National Cemetery, containing approximately two thousand and ten square feet, and required by the said company for a cemetery roadway, in exchange for a parcel of land containing approximately three thousand two hundred and forty square feet lying north of the said national cemetery plat and separated therefrom by an eight-foot pathway: *Provided*, That the said company will disinter and properly reinter in the plat to be conveyed to the United States all remains buried in the plat to be conveyed to the said company and will remove and properly reset the headstones at their respective graves.

*Proviso.*  
Reinterments, etc.

Approved, March 12, 1910.