

vouchers duly verified and certified by said judges, respectively, and filed with the secretary of state, as follows:

(1) To each judge of a circuit court, during terms of office commencing before the first day of July, 1919, fifty-five hundred dollars, and, during terms of office commencing after the first day of July, 1919, sixty-five hundred dollars. Each circuit judge shall also be reimbursed for necessary expenses incurred in the discharge of judicial duty outside his home county, and in attending meetings of the board of circuit judges. *To the senior superior judge of Dane county, beginning the first Monday of July, 1922, five thousand dollars.*

SECTION 5. This act shall take effect upon passage and publication.

Approved June 16, 1921.

No. 363, A.]

[Published June 21, 1921.

### CHAPTER 369.

AN ACT to create subsection (10) of section 40.16 of the statutes, relating to transportation of pupils in union free high school districts.

*The people of the State of Wisconsin, represented in Senate and Assembly, do enact as follows:*

SECTION 1. There is hereby created a new subsection to be numbered and to read: (40.16) (10) (a) In case the parent or guardian of any child qualified to attend a high school resides in a union free high school district more than three miles from the high school in said district, such parent or guardian may transport or provide for the transportation of such child to and from the union free high school in a safe, comfortable and convenient manner, and the union free high school district shall pay such parent or guardian for such transportations as follows: for each child residing more than three and not more than four miles, forty cents per day; for each child residing more than four and not more than five miles, sixty cents per day; for each child residing more than five miles, eighty cents per day; provided the union free high school district cannot be compelled to pay such compensation on account of any child who has not attended at least six months while being transported.

(b) If, in the judgment of the union free high school board, it is to the interest of the district to provide board and lodging in

lieu of transportation for children residing more than four miles from the union free high school, it shall be legal and shall be the duty of the union free high school board to make arrangements whereby such children shall be boarded in a suitable place not more than one mile from the union free high school. The union free high school board shall make a contract with the person or persons with whom such child or children board and shall pay for the board and lodging out of the fund provided for transportation, provided the amount so paid for board and lodging of any child shall not exceed four dollars per school week of five days.

(c) In all cases where the electors of a union free high school district at the annual meeting or at a subsequent special meeting fail to levy tax sufficient to pay for transportation authorized in paragraph (a) of this subsection, the union free high school board shall proceed as provided in subsection (2) of this section.

(d) Upon filing a report as provided in subsection (5) of this section, the union free high school district shall be entitled to share in the apportionment of state aid on account of transportation, as provided in subsection (6) of this section.

SECTION 2. This act shall take effect July 1, 1921.

Approved June 20, 1921.

No. 446, A.]

[Published June 21, 1921.

## CHAPTER 370.

AN ACT to amend paragraph (b) of section 1797—10, relating to maintenance of platform scales at railroad stockyards.

*The people of the State of Wisconsin, represented in Senate and Assembly, do enact as follows:*

SECTION 1. Paragraph (b) of section 1797—10 is amended to read: (Section 1797—10) (b) Every railroad shall correctly weigh all freight shipped on actual weight, and shall also correctly weigh all empty cars when freight is shipped in carload lots; and to facilitate dealings between shippers of live stock and railroad companies, including the ascertainment of the minimum weight required to be loaded to entitle the shipper to carload rates and the amount of loss sustained by the shipper in the event of the destruction of stock in transit through the negligence of the carrier, at every point at which any railroad company maintains a stockyard and an agent, from which point an average of twenty-