

CHAPTER 126.

[Published March 27, 1865.]

AN ACT authorizing William Lux to keep and maintain a ferry across Lake St. Croix, in the town of St. Joseph, in St. Croix county.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

Authority to
maintain ferry.

SECTION 1. William Lux, his associates and assigns, their heirs, executors and administrators, shall have the exclusive right and privilege, for the term of ten (10) years, of keeping and maintaining a ferry across Lake St. Croix, on section number twenty-seven, township number thirty north, of range number twenty west, and no ferry shall be granted within one mile either above or below said section.

To keep good
boats, &c.

SECTION 2. There shall be kept for use upon the above ferry, good and sufficient boats for the accommodation of all persons wishing to cross said ferry, and the said corporator shall give prompt and ready attendance on passengers, teams and merchandise on all occasions: *provided*, that said boats need not be run when serious injury would result thereto, by contact with the ice or otherwise; *and provided, further*, that when crossing is demanded after nine o'clock at night, double the usual rates for ferrying may be charged for such crossing.

Rates of ferrage

SECTION 3. The rates charged for crossing at the above ferry, shall not exceed the following, viz.: For each foot passenger, ten cents; for each horse, mare, gelding, mule or ass, with or without a rider, forty cents; for each two-horse or two-ox team, loaded or unloaded, with a driver, seventy-five cents, and for each two horse or two-ox team, with a driver and without a wagon, fifty cents; for each single-horse carriage, fifty cents; for each additional cow or ox, twenty-five cents; for each swine or sheep, five cents; all freight or merchandise or other articles not with or in teams, at the rate of ten cents per barrel, and five cents per cwt. of all other articles.

To file bond.

SECTION 4. The said William Lux, his associate and assigns, shall on or before the second day of April, 1865, file or cause to be filed with the clerk of the board of supervisors of the county of St. Croix, and state of

Wisconsin, a bond to the people of this state, in the penal sum of one thousand dollars, with sufficient sureties, to be approved by the board, conditioned that they will fulfill all the duties that are imposed upon them in the foregoing sections, and in case of their failure or neglect so to do, shall forfeit all the benefits that might have accrued to them from its passage.

SECTION 5. For every neglect in keeping good and sufficient boats, or failure to give prompt and due attention and attendance, the said company shall forfeit a sum not exceeding twenty dollars, to be recovered by an action before any court having competent jurisdiction, and shall be further liable for all damages any person shall sustain by reason of the neglect of said company to fulfill any of the duties imposed by this act. Liable for damages, &c.

SECTION 6. Any person who shall sustain any injury by the negligence or default of said company or of the ferryman in its employ, may have a remedy by an action upon the bond required in this act. Bond may be sued.

SECTION 7. This act shall take effect and be in force from and after its passage.

Approved March 9, 1865.

CHAPTER 127.

[Published March 27, 1865.]

AN ACT to authorize Jesse Spalding to build, keep and maintain a boom on the Menomonee river, below Chappes rapids, in the county of Oconto, and state of Wisconsin.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. Jesse Spalding, his associates, successors or assigns, is and are hereby authorized to build, keep and maintain a boom at such point between the head of the old Water mill rapids and the foot of Chappes rapids, on the Menomonee river, in Oconto county, in the state of Wisconsin, as shall be eligible, and to erect piers to secure the same to and connect the same with the Wisconsin shore of said river, and to connect the same with the Michigan shore of said Authority to maintain boom.