

the United States, or such engineer as he shall designate.

SECTION 2. This act shall take effect and be in force from and after its passage and publication.

Approved March 3, 1885.

[No. 18, S.]

[Published March 4, 1885.]

CHAPTER 28.

AN ACT to authorize the Chicago, Freeport and St. Paul Railroad Company, its successors and assigns, to build, construct and maintain a bridge for railway purposes over and across the Chippewa river in the county of Pepin and state of Wisconsin.

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

Authorized to
build bridge
across the
Chippewa river.

SECTION 1. The Chicago, Freeport and St. Paul Railroad Company, its successors and assigns, is hereby authorized to build, construct and maintain a bridge for railway purposes over and across the Chippewa river on section sixteen or twenty-one in township twenty-five north, of range thirteen west, in the county of Pepin and state of Wisconsin; and for such purpose may erect piers, drive piles and build embankments and approaches in said river, and on the banks thereof, necessary for the proper and convenient construction and maintenance of said bridge; provided, that the bridge built under this act shall be constructed and built without material interference with the security and convenience of navigation of said river beyond what is necessary to carry into effect the rights and privileges hereby granted and in order to secure a compliance with these conditions, the corporation, previous to commencing the construction of the bridge or of the accessory works on the booms, dykes or piers designed to secure the best practical channel-way for navigation, and confine the flow of water to a permanent channel, and for the guiding of steamboats and rafts safely through the draw spans at said point, shall submit to the Secretary of War a plan of the bridge and of such accessory works, together

with a detailed map of the river at the proposed site of the bridge, and for a distance of a mile above and below the site, together with all other information touching said bridge and river and accessory works as may be deemed requisite by the Secretary of War, to determine whether said bridge, when built, will conform to the prescribed conditions of this act, that as nearly as practicable the said bridge shall be at right angles to, and the piers parallel with, the current of said river, and if it be found hereafter that said bridge or accessory works materially interfere with the security and convenience of navigation of said river beyond what is necessary to carry into effect the rights and privileges hereby granted by reason of any defect or failure in the accessory works aforesaid, to accomplish the purpose for which they are designed, it shall be the duty of the Secretary of War to require the necessary changes to be made therein in the interest of navigation, and at the expense of the owners; and, provided also, that the bridge built under this act shall be constructed as a pivot draw bridge with a draw over the main channel of the river at an accessible and navigable point, and with spans not less than ten feet above ordinary high water mark at the point of location and of not less length to the draw spans than one hundred feet in the clear on each side of the central or pivot pier of the draw; and if the Secretary of War on examination of the plans of said bridge, and of such accessory works and map as aforesaid, and from such other facts and information as may be in his possession, shall be of the opinion that a bridge built on such plan, with such accessory works and draw, and at such locality, will conform to the prescribed conditions of this act, he shall notify the company that he approves of the same, and upon receiving such notification the said company may proceed to an erection of said bridge, conforming strictly with the approved plan and location; but until the Secretary of War approve the plan and location of said bridge and the approaches, accessory works and draw span of said bridge, and notify the company of the same, the bridge shall not be built, and should any change be made in the plan of the bridge or accessory works during the progress of the work thereon, then such changes and specifications shall first be submitted

to and approved by the Secretary of War, before any such changes shall be made.

SECTION 2. The right to alter, amend or repeal this act is hereby expressly reserved and the right to require any changes in such structure or its entire removal at the expense of the owners thereof, whenever the legislature shall decide that public interest requires it, is also expressly reserved.

SECTION 3. This act shall take effect and be in force from and after its passage and publication.

Approved March 3, 1885.

[No. 19, S.]

[Published March 4, 1885.]

CHAPTER 29.

AN ACT to authorize the Chicago, Freeport and St. Paul Railroad Company, its successors and assigns, to build, construct and maintain a bridge for railway purposes over and across the Black river, at any point in ranges four, five, or six, west, in the counties of Jackson or Monroe.

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

Authorized to
build bridge
across the
Black river.

SECTION 1. The Chicago, Freeport and St. Paul Railroad Company, its successors and assigns, is hereby authorized to build, construct and maintain a bridge, for railway purposes, over and across the Black river, at any point in ranges four, five, or six, west of the fourth principal meridian, in the counties of Jackson or Monroe, in the state of Wisconsin; and for such purpose may erect piers, drive piles and build embankments and approaches in said river, and on the bank thereof, necessary for the proper and convenient construction and maintenance of such bridge; provided, that said bridge shall be so constructed as not to materially interfere with the free navigation of said river, and be provided with shear booms, or other means of protection for the safety of rafts, logs and timber.

SECTION 2. This act shall take effect and be in force from and after its passage and publication.

Approved March 3, 1885.