

sued in respect thereto, which appropriation as made by such agreement, shall be effectual to secure to the said future holders of such stock the application of such net earnings as in the said agreement provided against any future act of the company; and to make agreement as it may deem proper with the holders of any such special stock, as to the administration of such portion of railway, and for the separate organization of the holders of such special stock, for the purpose of that administration, and enabling them or directors chosen by them separately, or in conjunction with the other directors, to exercise in respect to that administration all the powers of the company, subject to the provisions of such agreement; and the said company shall have power, by a vote of its stockholders, to classify its directors so as to distribute the representation between such classes of persons entitled to vote at meetings of the stockholders, as the said stockholders may deem advisable: *provided*, that nothing in this act shall be so construed as to authorize the said company to consolidate with, purchase or acquire the franchises or roadway of any other company.

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

Approved April 2, 1864.

CHAPTER 364.

[*Published April 23, 1864.*]

AN ACT to amend an act entitled "an act to incorporate the Milwaukee and Beloit railroad company," approved March 29, 1855.

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

20 miles of road
to be built by
April 1, 1870.

SECTION 1. That section twenty-four of an act entitled "an act to incorporate the Milwaukee and Beloit railroad company," approved March 29, 1855, be and is hereby amended, so as to read as follows: "The franchises, privileges and immunities hereby granted to said railroad company, shall be null and void on the first day of April, A. D. 1870, unless by or before that

time twenty miles of said railroad shall have been constructed, and shall be in actual operation.”

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

Approved April 2, 1864.

CHAPTER 365.

[Published April 23, 1864.]

AN ACT to incorporate the Sturgeon Bay and Lake Michigan ship canal and harbor company.

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

SECTION 1. William B. Ogden, Freeland B. Gardner, Thomas H. Beebe, Jesse Spaulding and A. E. Goodrich, of the city of Chicago, Alexander Mitchell, Anson Eldred and Daniel Wells, of the city of Milwaukee, Joseph Harris and George Bennett, of Sturgeon Bay, A. P. Lyman, of Sheboygan, Charles D. Robinson, Henry S. Baird, George Strong, Andrew E. Elmore, H. F. Waring, Jas. S. Baker and F. R. Schettler, of the city of Green Bay, W. M. Whitcomb and Uri Balcom, of Oconto, Edwin C. French, of Peshtigo, Andrew Reid, of Depere, Richard S. Fay, of Boston, Mass., George P. Smith, of Philadelphia, Pa., Elisha Riggs, of Washington, D. C., J. S. Speirgelberg and David Magie, of New York, Elias Gill, of Hartford, Conn., and Wm. G. McMasters, of Lockport, N. Y., and their associates, successors and assigns, *(be and they)* are hereby created and declared to be a body politic and corporate, under the name and style of the Sturgeon Bay and Lake Michigan ship canal and harbor company, and under and by that name they and their successors shall have succession, and shall have and enjoy all the privileges, franchises and immunities incident to a corporation. They shall be capable in law of purchasing, holding, selling, leasing and conveying estates, either real, personal or mixed, and may take and hold such estate by gift, grant, purchase, devise or lease. They may make, have and use a

Corporators.

Name and powers.