

and interest on city bonds, which have been or may hereafter be issued, a tax not exceeding twelve thousand dollars upon all the taxable property of said city; *Amount.*  
*provided*, that nothing herein contained shall be construed as to lessen or interfere with any ward or city tax elsewhere authorized to be levied and collected by the provisions of this act, when such tax has been duly authorized by a vote of the people of a ward or the city; *and provided, further*, that this section shall not be construed as to conflict with any general law of this state, authorizing the levy and collection of taxes.

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

Approved March 10, 1874.

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## CHAPTER 198.

[*Published March 28, 1874.*]

AN ACT to authorize the laying out of a state road from the village of Ashland via Penoka Gap to the Montreal river, the boundary line between this state and the state of Michigan.

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

SECTION 1. S. S. Vaughn, Chas. H. Pratt and Antoine Perinier, are hereby appointed commissioners to lay out and establish a state road commencing in the village of Ashland, in Ashland county, and running in a southeasterly direction to Penoka Gap, and from thence east to the Montreal river, in town forty-four or forty-five, range two or three east to the boundary line of the state of Michigan. *Commissioners line of road, etc.*

SECTION 2. Any two of said commissioners may proceed to lay out and establish said road, and upon the performance of said service, shall receive compensation therefor, to be paid out of the county treasury of the county of Ashland. Whenever the county board shall have audited the accounts presented by said commissioners, which they are hereby directed to do, whenever proper evidence is presented to the said board that such road has been properly surveyed and laid out as contemplated by section one of this act: *Compensation of commissioners, how paid.*  
*provided*, that said commissioners shall not charge a per diem to exceed three dollars and fifty cents per day for such services: *and provided further*, that com-

pensation shall not be received for a length of time exceeding twenty days.

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

Approved March 10, 1874.

## CHAPTER 199.

[Published March 21, 1874.]

AN ACT to authorize the Milwaukee and St. Paul Railway Company to erect a bridge across the Mississippi river, and to ratify the location of said bridge as made.

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

Company may select site of bridge.

SECTION 1. The Milwaukee and St. Paul Railway Company, a corporation created and existing under the laws of the state of Wisconsin, its successors and assigns, are hereby authorized and empowered to build and construct a railway bridge at and from the point in La Crosse county, heretofore selected by said company, and where said bridge is now partially constructed, across the Mississippi river to the point on the west side of the river, in the county of Houston and state of Minnesota, selected by said company for the western end of said bridge. The said bridge shall be so constructed, with a proper and suitable draw or draws, with spans each side of said draw or draws not less than two hundred and fifty feet each, for the safe passage of rafts, so as not to unnecessarily impede or incommode the navigation of said river, and the location of said bridge, as heretofore made by said company, is hereby ratified and confirmed: *provided*, that guide booms shall be constructed on each side of the draw or draws for the safe passage of boats and rafts through said bridge.

Construction of bridge.

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

Approved March 10, 1874.