

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

Approved February 10, 1873.

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CHAPTER 19.

AN ACT to authorize Abel Neff and Samuel Neff to keep and maintain a bridge across Wolf river, at the village of Fremont, in Waupaca county.

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

May construct and maintain toll bridge.

SECTION 1. Albert Neff and Samuel Neff, their heirs, assigns and legal representatives, are hereby authorized and empowered to construct and maintain a toll bridge across the Wolf river, at the village of Fremont, in the county of Waupaca, connecting the highway heretofore laid out to the west bank of said river, at the foot of the main street of said village, with the highway laid out to the east bank, being the main traveled highways leading to said river, and opposite, or nearly opposite, at their respective termini; said bridge to be built of such material and of such size and dimensions, and upon such plan as may be directed by said Abel Neff and Samuel Neff, their heirs, assigns or legal representatives: *provided*, the said superstructure shall be at least four feet above high water mark, and that the same shall be a safe, permanent and durable bridge, sufficient to accommodate the public travel; that the two spans of sixty feet each, under said bridge shall not be obstructed with anything so as to prevent the running of logs, lumber or rafts under said bridge; and *provided further*, that said bridge shall have a draw of at least seventy feet in the clear for the passage of all steamers, boats, vessels, barges and rafts that may navigate said river; such draw to be properly turned at all times during the season of navigation at the expense of those owning or managing said bridge.

How bridge to be built.

May collect toll and the rates thereof.

SECTION 2. The said Abel Neff and Samuel Neff, their heirs, assigns and legal representatives, shall have the power and the legal right, immediately after the completion of said bridge, to demand, receive and collect tolls for passing over said bridge, at rates not exceeding the following: For any vehicle drawn by two horses, mules or oxen, twenty cents; for any vehicle

drawn by one horse or mule, fifteen cents; for horses and cattle in droves of ten or less, five cents a head; where the same are in droves of more than ten, three cents a head; sheep or hogs in droves of ten or less, three cents a head; if in droves of more than ten, two cents a head, and for each footman, five cents: *provided*, that foot passengers may have season contracts for passing over said bridge that shall not exceed one dollar and fifty cents.

SECTION 3. Said Abel Neff and Samuel Neff, their heirs, assigns, or legal representatives, shall keep posted up in a conspicuous place on said bridge the rates of toll established by them, not exceeding the rates allowed by this act. Rates to be posted up.

SECTION 4. Any person who shall forcibly or fraudulently pass over the bridge authorized by this act, without paying the legal toll, shall be guilty of trespass, and shall, for each offense, forfeit the sum of five dollars to and for the use of the legal owners of said bridge, to be recovered with costs, as in other actions of trespass, in any court having competent jurisdiction. Penalty for trespass.

SECTION 5. The said Abel Neff and Samuel Neff, their heirs, assigns or legal representatives, shall commence the construction of said bridge as soon as practicable after the passage of this act, and the same shall be fully completed and ready for travel within two years from and after the passage of this act, or this charter shall be forfeited. When to be commenced and completed.

SECTION 6. If the conditions contained in this act are fully kept and performed, this act shall continue in full force and operation for the period of twenty years after the passage hereof, and no longer, unless sooner repealed. Continuation of act.

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

Approved February 10, 1873.