

[No. 18, A.]

[Published March 14, 1893.]

## CHAPTER 82.

AN ACT to authorize Chauncey B. Thayer, his heirs or assigns, to build and maintain a pier in the waters of Green Bay.

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

May maintain  
a pier.

SECTION 1. Chauncey R. Thayer, his heirs or assigns, is hereby authorized to build and maintain a pier in the waters of Green Bay, from section number thirty-one (31), township number twenty-nine (29), range number twenty-six (26), in Door county, Wisconsin; said pier to extend into the waters of Green Bay a distance not to exceed four hundred (400) feet, to be used for general shipping purpose.

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

Approved March 10, 1882.

[No. 806, A.]

[Published March 14, 1882.]

## CHAPTER 83.

AN ACT to authorize the Chippewa Valley & Superior Railway company and its successors and assigns, to build, construct and maintain a bridge for railway purposes over and across Beef Slough, a branch of the Chippewa river, in the county of Buffalo and state of Wisconsin.

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

May build a  
bridge.

SECTION 1. The Chippewa Valley & Superior Railway Company, a corporation organized and existing under the laws of this state, is, and its successors and assigns are hereby authorized and empowered to build, construct and maintain a bridge for railway purposes over and across Beef Slough, a branch of the Chippewa river, on section twelve (12) in township twenty-four (24), north, of range fourteen (14), west, in the county of Buffalo and state of Wisconsin; and for such purpose may erect piers and drive piles and build embankments and approaches in said Beef Slough, and on the banks thereof, necessary for the proper and convenient construction and maintenance of said bridge.

How construct-  
ed.

SECTION 2. Said bridge shall be a truss consisting of one fixed span one hundred and twenty-six (126) feet in length resting on piles, and with pile approaches, the superstructure of said bridge to be eighteen (18) feet above the usual low water mark, and shall be constructed in a good, substantial, workmanlike man-