

granted in this act, whenever, in the judgment of the legislature it is necessary or proper to do so.

SECTION 4. This act shall take effect and be in force from and after its passage and publication.

Approved April 12, 1887.

[No. 125, S.]

[Published April 27, 1887.]

CHAPTER 449.

AN ACT to authorize the improvement of the north fork of the Flambeau River, for log driving purposes.

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

Authorizing
Charles H.
Henry to im-
prove north
fork of Flam-
beau River,
Oneida county.

SECTION 1. Charles H. Henry, his assigns or legal representatives, are hereby authorized to improve the north fork of the Flambeau River, in the state of Wisconsin, for log driving purposes, by building, maintaining and operating on lands owned or controlled by him or them, in town forty-two, range five east, in Oneida county, one or more dams across said stream, and by building, maintaining and operating in and along the said north fork of Flambeau such piers, booms and other structures as he or they may deem advisable or necessary to carry out the purposes of this act. Provided, such piers, booms or other structures are put in only on the land of the owners of this franchise or those owners who consent, except when sloughs make it necessary to hang booms to prevent logs running out of the river.

How operated.

SECTION 2. Said improvements shall be operated for the use and benefit of all persons desiring to navigate said stream with saw logs without discrimination, and when such improvements authorized by this act shall have been so constructed and operated as to facilitate the driving of saw logs from the east line of town forty-two, range five, aforesaid, down and out of said north fork of the Flambeau River, and so long as said im-

provements are so maintained and operated the said Charles H. Henry, his assigns or legal representatives, shall have the right in consideration of the benefits derived from the construction and operation of said improvements, to ask, demand, sue for and collect, of all persons owning or controlling, or under obligations to drive, any logs put into said stream, and to be driven down and out of the same, fifteen cents per thousand feet on all such logs that are driven or intended to be driven down said stream from any point east of the west line of said town forty-two, range five east, ten cents per thousand feet for all logs driven or intended to be driven down and out of said stream, from any point between the Wisconsin railway company's bridge across said river, and said west line of town forty-two, and ten cents per thousand feet for all logs to be driven out of said stream from points below said bridge. But there shall be only five cents per thousand feet charged as tolls on logs that are not to be driven below the Wisconsin Central railway company's bridge, the same being the bridge heretofore mentioned.

Toll may be collected.

SECTION 3. Said charges shall be due and payable on demand after the drive commences in any year, and the party entitled to recover said charges, in addition to the ordinary remedies, shall be entitled to the remedies given under the laws of this state for recovering the wages of laborers on logs, and may also take and retain of any mark of logs sufficient to secure the payment of the charges thereon under this act.

Lien for charges.

SECTION 4. The grantees under this act, their assigns or legal representatives, shall have all the powers specified in section 1777, of the revised statutes and the acts amendatory thereof.

May exercise powers granted by section 1777, R. S.

SECTION 5. The right to amend or repeal this act is hereby reserved.

Right reserved.

SECTION 6. This act shall take effect and be in force from and after its passage and publication.

Approved April 12, 1887.