

SECTION 7. The assets and liabilities of the said towns of Vaughn and Oma shall be apportioned to the said town of Oma pro rata in such proportion as the valuation of all taxable property detached from the said town of Vaughn bears to the whole of the assessed valuation of said towns of Vaughn and Oma, according to the assessment roll for the year A. D. 1910.

SECTION 8. The supervisors of the town of Vaughn and the supervisors of the town of Oma shall, on the 6th day of June, 1911, meet at the office of the town clerk of the town of Vaughn for the purpose of making a settlement between the said two towns according to the provisions of this act; and at such meeting or at any subsequent or adjourned meeting held by said town boards of supervisors, any three of the supervisors shall have full power and authority to send for any persons, books, papers and records necessarily involved in the settlement between said two towns. The town clerk of the town of Vaughn shall be and act as clerk of such joint meeting, and the town clerk of the new town of Oma shall be present and assist; sufficient duplicates or copies of all proceedings had shall be made in order that each town may have at least one for the use and information of the town clerk and town board of supervisors thereof. Each town shall be chargeable with the expense and for the services and per diem of its own officers only.

(Am. 1911, c. 604, s. 162.)

SECTION 9. This act shall take effect and be in force from and after its passage and publication.

Approved July 11, 1911.

No. 212, A.]

[Published July 12, 1911.

CHAPTER 642.

AN ACT to create sections 1322m, 1322n and 1322o of the statutes, relating to bridges and culverts.

The people of the State of Wisconsin, represented in Senate and Assembly, do enact as follows:

SECTION 1. There are added to the statutes three new sections to read: Section 1322m. From and after the passage and publication of this act, no iron, steel or concrete bridge or culvert of more than four feet in length of span shall be constructed in any highway in this state unless it shall be designed, according to standard engineering practice, to have sufficient strength to carry, without planking, any load that may be driven or propelled upon, on or along such bridge or culvert, of not more than fifteen tons, and no such bridge or culvert shall be repaired unless such repairs shall leave such bridge or culvert in such condition

that it shall have sufficient strength, according to standard engineering practice, to carry, without planking, any load that may be driven or propelled upon, on or along such bridge or culvert, of not more than fifteen tons; and no culvert of four feet or less in length of span shall be constructed or rebuilt unless such construction or rebuilding shall leave such culvert in such condition that it shall have sufficient strength to safely carry, without planking, any load that may be driven or propelled upon, on or along such culvert, of not more than eighteen tons.

Section 1322n. Any town, city, village or county which shall construct or repair, or cause to be constructed or repaired, any bridge or culvert, mentioned in section 1322m, shall be liable for any and all damages resulting from failure to comply with the provisions of section 1322m of the statutes. Such parts of section 1347b of the statutes as are in conflict with sections 1322m and 1322n of the statutes are repealed.

Section 1322o. The owner or owners of any engine and all other vehicles or loads, the weight of which, exclusive of equipment and load drawn, is more than fifteen tons, whether such engine is propelled by steam or other power, or any person who propels or causes such an engine to be propelled or otherwise moved or driven upon or along any bridge or culvert constructed in compliance with section 1322m of the statutes, or constructed and repaired in compliance with said section, shall be liable for any damage caused to any such bridge or culvert by such engine by propelling, driving or moving the same upon or along such bridge or culvert, and no city, village or town shall be liable to the owner or owners or to the persons in charge of any such engine for any damage sustained by him or them while propelling or moving any such engine over or along any such bridge or culvert.

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

Approved July 11, 1911.

No. 530, A.]

[Published July 12, 1911.

CHAPTER 643.

AN ACT to amend section 4560a—2 of the statutes, relating to license to catch or take rough fish in inland waters.

The people of the State of Wisconsin, represented in Senate and Assembly, do enact as follows:

SECTION 1. Section 4560a—2 of the statutes is amended to read: Section 4560a—2. 1. The state fish and game warden may upon application by any resident or nonresident of the state