

No. 131, S.]

[Published May 20, 1901.

## CHAPTER 428.

AN ACT to authorize the board of directors of railway companies to empower the president and chief engineer to exercise certain functions of the board of directors in reference to the extension, alteration or buildings of branches in certain cases, and to designate the route or line of said extensions, branches and alterations.

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

**Powers delegated to president and chief engineer.** SECTION 1. Any railroad company existing in whole or in part under the laws of this state or authorized to own and operate a railroad in this state, may, by an affirmative vote of at least two-thirds of its directors, empower its president and chief engineer to designate the route of any extension or of any branch that it may thereafter desire or determine to make and build, and of any alteration of its line or route that it may thereafter desire or determine to make; but in that case before making or building any such extension or branch or alteration, or condemning any land therefor, the president and chief engineer of the railroad company shall, in writing, by map, courses and distances, or otherwise, designate the route thereof, and, after having certified to the correctness thereof, file such writing so certified, with the secretary of the railroad company, who shall record the same in a book to be by him kept for such purpose, and the railroad company shall obtain a copy of that record, duly certified by its president and secretary and attested by its seal, and file such certified copy with the secretary of state, to be by him recorded, and thereupon such corporation shall have the same right to make such alteration and build such extension or branch that it would have if it in each case it had been authorized to do so by a vote of two-thirds of its directors; provided, however, that this act shall not be construed to authorize any such railroad corporation to consolidate with any other, or to divert its line of road from any county, town, city or village which in its corporate capacity shall have extended aid to such road, either while in the hands of the then present owner, or any former person or corporation: and no such alteration or extension shall be made in any city or

village after the road shall have been constructed therein, unless the same shall have been sanctioned by a vote of two-thirds of the council of such city or of the trustees of such village. Provided that nothing in the provisions of this act shall be construed to give the president and chief engineer of any railroad company operating in this state any other or greater powers than may otherwise be exercised pursuant to the provisions of sections 1831 and 1832 of the statutes of 1898.

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

Approved May 14, 1901.

No. 628, A.]

[Published May 20, 1901.

## CHAPTER 429.

AN ACT to authorize George Tarrant Jr. and others to construct and maintain a toll bridge across the Chippewa river at Durand, Pepin county, Wisconsin.

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

**Location of bridge.** SECTION 1. George Tarrant Jr., W. S. Kepler, J. J. Morgan, John Engeldinger Jr., E. O. Osterreicher, Henry Goodrich, C. K. Averill, Frank Boehm, Frank Bauer and W. B. Smith, their heirs and assigns, are hereby authorized and empowered to construct and maintain a toll bridge across the Chippewa river, from some point within the limits of the city of Durand, Pepin county, Wisconsin, to the west bank of said Chippewa river, provided, that the location and construction of said bridge shall be approved by the war department of the United States, and that said bridge shall be so constructed as not to materially interfere with the free navigation of said river by steamboats or the running of rafts, logs, timber or lumber, down said river, and with proper piers, approaches and sheer booms to control and confine the channel and to direct steamboats, rafts, and lumber running on said river, within the draw span of said bridge. And provided further, that said parties their heirs