

Company to pay  
for assorting  
logs which they  
may have neg-  
lected to assort.

thereby amended, by adding to the end of said section the following, to wit: "*Provided, further, that said dam and boom or booms shall also be so constructed and arranged that all logs not owned by said company, its successors or assigns, or by parties desiring their logs to be detained in said boom, may be assorted from the logs of said company, its successors or assigns, or such other parties, [and] shall not be detained in said boom or lake longer than a reasonable time in which to deliver the same in the river below the said boom or lake. And in case the said company, its successors or assigns shall refuse or neglect so to assort and deliver the logs of other parties, it shall be lawful for the parties owning logs in said boom or booms or lake, to assort and pass their own logs through said boom or booms or out of said lake, after having first demanded such delivery of their said logs of said company, its successors or assigns, during the log-driving season, and before said logs shall have been passed into the lake; and in such case said company, its successors or assigns shall pay all costs and expenses for such assorting and delivery.*"

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

Approved April 2, 1864.

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## CHAPTER 325.

[Published April 20, 1864.]

AN ACT to authorize John H. Knapp and Andrew Tainter to construct and maintain a dam across Red Cedar river, in the county of Dallas.

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

Authority to  
build dam.

SECTION 1. John H. Knapp and Andrew Tainter, and their associates, successors and assigns, are hereby authorized to construct and maintain a dam across Red Cedar river, at or near the foot of Rice lake, on land owned by them, and described as follows: Fractional lots numbered two and three, in section twenty-one, town-

ship thirty-five, range eleven west, in the county of Dallas; said dam to be constructed for hydraulic and manufacturing purposes, and for the purpose of facilitating driving of logs down said river: *provided*, that said dam shall not interfere with the rights of any person heretofore acquired.

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

Approved April 2, 1864.

### CHAPTER 333.

[Published April 21, 1864.]

AN ACT to revive and continue in force the charter of the Ashland and Iron Mountain railroad company.

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

SECTION 1. Chapter one hundred and-sixty of the private and local laws of 1859, entitled "an act to incorporate the Ashland and Iron Mountain railroad company," is hereby revived, and shall remain and continue in force for and during the term of ten years from and after the 17th day of March, 1863, and the franchises, privileges and immunities thereby granted to said railroad company, are hereby confirmed. Time extended ten years.

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

Approved April 2, 1864.

### CHAPTER 337.

[Published April 21, 1864.]

AN ACT to amend an act entitled "an act to incorporate the Milwaukee mechanics' mutual insurance company," approved February 18, 1852.

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

SECTION 1. The next annual election of directors of the Milwaukee mechanics' mutual insurance company, Annual elections