

# MAINE STATE LEGISLATURE

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DOCUMENTS

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THE LEGISLATURE

OF THE

STATE OF MAINE,

DURING THE SESSION

A. D. 1891.



AUGUSTA:  
BURLEIGH & FLYNT, PRINTERS TO THE STATE.  
1892.

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# Sixty-Fifth Legislature.

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SENATE.

No. 83.

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## STATE OF MAINE.

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IN THE YEAR OF OUR LORD ONE THOUSAND EIGHT HUNDRED  
AND NINETY-ONE.

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AN ACT to amend Chapter Fifty-one, Section One  
Hundred and Twenty-nine of the Revised Statutes  
relating to Freight Charges on Railroads.

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*Be it enacted by the Senate and House of Representatives  
in Legislature assembled, as follows:*

SECTION 1. Chapter fifty-one of the Revised  
2 Statutes is hereby amended by adding to section  
3 one hundred and twenty-nine the following:

‘Provided further, that no standard gauge rail-  
5 roads doing business in this State shall receive for  
6 forwarding freight on original bills of lading,  
7 shipped in carloads from points outside of New

8 England, a sum per ton for each mile hauled  
9 exceeding three times the amount per ton charged  
10 per mile from the original point of shipment to  
11 Boston rate points in this State, now established,  
12 or which may be established hereafter.' So that  
13 said section as amended shall read as follows:

‘Section 129. Every railroad doing business in  
15 the State shall receive, forward and deliver to  
16 every other connecting railroad, without discrimi-  
17 nation, all passengers, freight and merchandise with  
18 equal facilities and despatch, and shall transport  
19 the same at rates of fare and freight as favorable as  
20 at the time are established, made or allowed for  
21 the passengers, freight and merchandise trans-  
22 ported over its road only, or received from or des-  
23 tined to any other railroad; provided, however,  
24 that the Maine Central Railroad may receive the  
25 same proportion of the rates received for trans-  
26 portation of passengers, freight and merchandise  
27 received from or delivered to the Portland and  
28 Rochester Railroad at Morrill’s Corner, in Deer-  
29 ing, that they would have received had such pas-  
30 sengers, freight or merchandise been received from  
31 or delivered to the Portland, Saco and Portsmouth  
32 Railroad, the Boston and Maine Railroad, or any  
33 persons at Portland, and no more; provided, fur-

34 ther, that no standard gauge railroads doing busi-  
35 ness in this State shall receive for forwarding  
36 freight on original bills of lading, shipped in car-  
37 loads from points outside of New England, a sum  
38 per ton for each mile hauled exceeding three times  
39 the amount per ton charged per mile from the  
40 original point of shipment to Boston rate points in  
41 this State, now established, or which may be estab-  
42 lished hereafter.'

STATE OF MAINE.

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IN SENATE, February 13, 1891.

Presented by Mr. SPEAR of Kennebec, and on motion by same Senator laid on table to be printed pending reference to Committee on Railroads, Telegraphs and Expresses.

KENDALL M. DUNBAR, *Secretary.*