

MAINE STATE LEGISLATURE

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N I N E T I E T H L E G I S L A T U R E

Legislative Document

No. 583

H. P. 1496

House of Representatives, February 11, 1941.

Referred to Committee on Ways and Bridges. Sent up for concurrence and 750 copies ordered printed.

HARVEY R. PEASE, Clerk.

Presented by Mr. Buker of Bath.

STATE OF MAINE

IN THE YEAR OF OUR LORD NINETEEN HUNDRED
FORTY-ONE

AN ACT Relating to the Carlton Bridge.

Emergency preamble. Whereas, chapter 89 of the private and special laws of 1925, "An Act to Provide for Building a Bridge Across the Kennebec River Between the City of Bath and the Town of Woolwich", provides in section 6 that said bridge, when constructed, shall be operated as a highway toll bridge until 45% of the bonds issued, as thereafter provided for, shall be retired, and

Whereas, the next date at which any part of said bond issue is callable is May 1, 1941, and

Whereas, it is probable that a sufficient amount of money will have been taken in from tolls to retire said 45% before May 1, 1941, and

Whereas it is the opinion of the legislature that it is not public policy to require the public to pay tolls on any public bridge and/or highway in excess of the actual minimum necessary for the retirement of the principal of the cost of any such bridge and/or highway plus incidental costs including maintenance, repairs, etc., up to the time the said bridge and/or highway is declared free for use, and

Whereas, in the judgment of the legislature, these facts create an emer-

gency within the meaning of section 16 of Article XXXI of the constitution of the state of Maine and require the following legislation as immediately necessary for the preservation of the public peace, health and safety; now therefore,

Be it enacted by the People of the State of Maine, as follows:

P. & S. L., 1925, c. 89, § 6, amended. Section 6 of chapter 89, private and special laws of 1925, is hereby amended by adding at the end thereof the following:

‘Whenever the state auditor shall report to the governor that the state of Maine has actually received from the tolls collected at the Carlton Bridge an amount equivalent to 45% of the principal sum of bonds issued in connection with the construction of said bridge plus an additional amount sufficient to cover repairs and maintenance and interest on said bonds to May 1, 1941, the governor shall declare said bridge free for highway traffic. If at any time in the future there shall be a default on the principal or interest of the remaining portion of said bonds it shall be the duty of the state highway department to set up a system of tolls for vehicular highway traffic in such amount as may be determined by the public utilities commission. This act shall be strictly construed and shall not be regarded as repealing or in any way modifying or affecting any other act or any contract other than the matters expressly referred to herein.’

Emergency clause. In view of the emergency cited in the preamble, this act shall take effect when approved.