

# MAINE STATE LEGISLATURE

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ACTS AND RESOLVES

OF THE

SIXTY-SECOND LEGISLATURE

OF THE

STATE OF MAINE.

1885.

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Published by the Secretary of State, agreeably to Resolves of June 28, 1820,  
February 18, 1840, and March 16, 1842.

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PRIVATE AND SPECIAL LAWS  
OF THE  
STATE OF MAINE.

1885.

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## CHAP. 413

## Chapter 413.

An Act additional to "An Act to authorize Lewis Leadbetter, jr., and Elisha C. Cooper to build a bridge over tide waters in the town of North Haven."

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

Ch. 191, special laws of 1879, amended.

SECT. 1. Chapter one hundred and ninety-one of the private and special laws of the year one thousand eight hundred and seventy-nine is hereby amended by adding thereto the following words, 'provided, said bridge have a space under the same not less than twelve feet wide between the abutments thereof, and of sufficient height to give a free passage of said width under said bridge for the navigation of said tide waters by boats.'

SECT. 2. This act shall take effect when approved.

Approved February 16, 1885.

## Chapter 414.

An Act to confirm and make valid the organization of the Monson Railroad, and to authorize the extension of the same.

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

Organization of Monson R. R., made valid.

SECT. 1. The organization of the Monson Railroad Company under the general railroad law of the state, as recorded in the office of the secretary of state, volume five, pages three hundred seventy-four, three hundred seventy-five, three hundred seventy-six and three hundred seventy-seven, inclusive, is hereby confirmed and made valid; and said company is hereby declared to be a corporation for the purposes therein specified.

Authorized to extend road.

Route.

SECT. 2. Said corporation is hereby authorized to extend its road and to operate and maintain the same from some point at or near its station in Monson village, and passing by the most feasible route through the towns of Monson, Shirley and Greenville, to some point near the foot of Moosehead lake in said Greenville; and from Monson junction in the town of Abbot by the most feasible route through any of the towns of Abbot, Parkman, Kingsbury, Wellington, Harmony, Mayfield, Brighton, Athens and Skowhegan, to the Maine