

# MAINE STATE LEGISLATURE

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# FIFTY-THIRD LEGISLATURE.

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SENATE.

No. 36.

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## STATE OF MAINE.

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

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AN ACT to establish the lines of Portland harbor in Fore river.

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

SECTION 1. The following lines are hereby established as the harbor lines in Fore river of Portland Harbor, as defined on the plan of the same, accompanying the report of the advisory council, called by the commissioners on Portland harbor, in the year one thousand eight hundred and seventy-three, to wit :

“ The line on the northerly side of the river begins at the termination of the harbor line of eighteen hundred and fifty-five at the southwesterly corner of the pile wharf of the gas company, marked “A” on said plan, and runs southwesterly, in a straight line, to the

12 outer angle of the stone wharf, next westwardly from  
13 the said pile wharf, marked "B" on said plan ;  
14 thence westwardly, in a straight line, to the south-  
15 easterly corner of the solid abutment at the northerly  
16 end of the eastern railroad bridge, marked "C" on  
17 said plan ; thence westwardly, in a straight line, to the  
18 south-westerly corner of the pile wharf of the plaster  
19 mill, marked "D" on said plan ; thence westwardly,  
20 more northerly, in a straight line, at an angle of one  
21 hundred and seventy-three degrees and thirty-five min-  
22 utes with the last named line, a distance of eight hun-  
23 dred feet, to a point marked "E" on said plan ; thence  
24 westwardly more northerly, in a straight line, at an  
25 angle of one hundred and seventy-eight degrees and  
26 fifty-five minutes with the last named line, a distance  
27 of eight hundred feet, to a point marked "F" on  
28 said plan ; thence westwardly more southerly, in a  
29 straight line, at an angle of one hundred and seventy-  
30 six degrees and forty-five minutes with the last named  
31 line, a distance of six hundred feet, to a point marked  
32 "G" on said plan ; thence westwardly more souther-  
33 ly, in a straight line, at an angle of one hundred and  
34 sixty-six degrees with the last named line, a distance  
35 of six hundred feet, to a point marked "H" on said  
36 plan ; thence westwardly still more southerly in a  
37 straight line, at an angle of one hundred and seventy-

38 one degrees and ten minutes with the last named line,  
39 a distance of six hundred and fifteen feet, to a point  
40 marked "I" on said plan; thence north-westwardly  
41 on an arc of a circle of three hundred and forty feet  
42 radius, of which the last named line is tangent, a  
43 distance of about five hundred and eighty-three feet,  
44 to a point marked "J" on said plan; thence north-  
45 erly in a straight line, tangent to said circle, to a  
46 point on the southeasterly side of the Boston and Maine  
47 railroad bridge, distant two hundred feet southwesterly  
48 from the stone sea wall at the northeasterly end of said  
49 bridge, measuring along the easterly side thereof, to a  
50 point marked "K" on said plan. The lines on the  
51 southerly side of the river are located in two sections.  
52 In section one, beginning at a point marked "A" on  
53 said plan, on the westerly side of Portland bridge in  
54 line with the sea wall of the Dry Dock Company's wall  
55 extended, which point corresponds to the point of in-  
56 tersection of the commissioners' line of 1855 with the  
57 said westerly side of said bridge, the line runs south-  
58 westerly in a straight line, at an angle of one hundred  
59 and six degrees and fifty-six minutes with said west-  
60 erly side of said bridge, a distance of six hundred feet  
61 to a point marked "B" on said plan; thence more  
62 westerly in a straight line, at an angle of one hundred  
63 and sixty-three degrees and forty-five minutes with

64 the last named line, a distance of six hundred feet, to  
65 a point marked "C" on plan; thence still more west-  
66 erly, in a straight line, at an angle of one hundred  
67 and sixty-four degrees and fifty-five minutes with the  
68 last named line, a distance of six hundred feet to a  
69 point marked "D" on said plan; thence westerly in  
70 a straight line to the westerly corner of the solid abut-  
71 ment on the southerly end of the Eastern railroad  
72 bridge, marked "E" on said plan; thence westerly  
73 in a straight line, at an angle of one hundred and  
74 thirty-seven degrees and ten minutes with the westerly  
75 side of said railroad bridge, a distance of one thou-  
76 sand feet to a point marked "F" on said plan; thence  
77 westerly more southerly, in a straight line, at an angle  
78 of one hundred and seventy-two degrees and forty-five  
79 minutes with the last named line, a distance of six  
80 hundred feet, to a point marked "G" on said plan;  
81 thence westerly, more southerly, in a straight line, at  
82 an angle of one hundred and forty-one degrees and  
83 thirty minutes with the last named line, a distance of  
84 six hundred feet, to a point marked "H" on said plan;  
85 thence southerly in a straight line at an angle of one  
86 hundred and forty-four degrees and ten minutes with  
87 the last named line, a distance of six hundred feet to  
88 a point marked "I" on said plan. In section two,  
89 beginning at a point marked "K" on said plan, at

90 the northerly corner of the solid abutment on the west-  
91 erly end of the Boston and Maine railroad bridge, the  
92 line runs southerly in a straight line to the northwest-  
93 erly corner of the Rolling Mills bridge, marked "L"  
94 on said plan; thence southeasterly in a straight line  
95 to a point on the southeasterly side of Vaughn's bridge  
96 distant three hundred and forty feet southwesterly from  
97 the easterly corner of the abutment on the southerly  
98 side of the draw-way opening in said bridge, marked  
99 "M" on said plan; thence southerly, more easterly,  
100 in a straight line, at an angle of one hundred and  
101 fifty-seven degrees and thirty-five minutes with the  
102 last named line a distance of six hundred and fifteen  
103 feet to a point marked "N" on said plan; thence  
104 in a straight line easterly, at an angle of one hun-  
105 dred and fifty-five degrees and five minutes with the  
106 last named line, a distance of six hundred feet to a  
107 point marked "O" on said plan; thence in a straight  
108 line easterly, a little northerly at an angle of one  
109 hundred and sixty-one degrees and ten minutes with  
110 the last named line, a distance of six hundred feet,  
111 to a point marked "P" on said plan; thence in a  
112 straight line easterly, more southerly at an angle of  
113 one hundred and fifty degrees and thirty minutes with  
114 the last named line, a distance of six hundred feet,  
115 to a point marked "Q" on said plan; thence in a

116 straight line southerly, at an angle of one hundred  
117 and thirty-eight degrees and forty minutes with the  
118 last named line, a distance of six hundred feet, to a  
119 point marked "R" on said plan.

SECT. 2.— No wharf or incumbrance of any kind shall  
2 hereafter be erected or extended into said Fore river  
3 beyond either of said lines. And no wharf, erection,  
4 or incumbrance or alteration or enlargement of any  
5 wharf, erection, or incumbrance heretofore made,  
6 built or erected, shall hereafter be made between the  
7 lines of Portland harbor, as heretofore established, and  
8 high water mark, or within the lines established by this  
9 act and high water mark, without the written permis-  
10 sion of the commissioners of the harbor and tidal  
11 waters of the city of Portland, therein describing the  
12 extent and character of the work so permitted. Such  
13 permission by them subscribed shall be left with the  
14 clerk of the city of Portland, to be by him recorded,  
15 before such work shall be commenced. Any wharf,  
16 erection, incumbrance or alteration or enlargement of  
17 the same, made contrary to these provisions, shall be  
18 deemed a public nuisance and liable to abatement.

SECT. 3. All remedies by indictment, injunction or  
2 otherwise, heretofore existing and given for violation  
3 of any provisions of law relating to Portland harbor,  
4 are hereby extended to violations of the provisions of

PORTLAND HARBOR.

7

5 this act, and this act shall not be held to repeal any  
6 previous act relating to said harbor, or in any manner  
7 to abridge the powers of said commissioners over the  
8 same.



STATE OF MAINE.

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IN SENATE, February 12, 1874.

Reported from the Committee on Commerce, by Mr. ABBOT  
of Kennebec, and laid over to be printed under the Joint Rule.

SAMUEL W. LANE, *Secretary.*