

MAINE STATE LEGISLATURE

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FIFTY-FOURTH LEGISLATURE.

HOUSE.

No. 76.

STATE OF MAINE.

RESOLVE in aid of the Aroostook River Railroad Company.

Resolved, That upon the completion of the Aroostook
2 River Railroad from the boundary line between
3 Maine and New Brunswick, commencing on the
4 east line of Fort Fairfield to a point near the bridge in
5 Lyndon, across the Aroostook river, to the satisfaction
6 of the railroad commissioners, fifteen thousand acres of
7 land unsuitable for settling purposes, to be designated
8 and located by the land agent, or by the county com-
9 missioners of Aroostook county if there shall be no land
10 agent when the land shall be located, be and are here-
11 by granted to said railroad company. Said fifteen
12 thousand acres of land to be located in the towns of
13 Lyndon, Limestone and Washburn, and in the planta-
14 tions of Woodland and Perham, but if there shall not
15 be fifteen thousand acres of land in said towns and

16 plantations unsuitable for settling purposes belonging
17 to the state, then the balance of said fifteen thousand
18 acres which shall not have been located in the towns
19 and plantations aforesaid, shall be taken from and
20 located in township F, range one (1), W. E. L. S.

SECTION 2. When said railroad company shall be
2 entitled to a conveyance of the land aforesaid, it shall
3 be conveyed to the company by the person or officer
4 having authority to convey the public lands belonging
5 to the state.

STATEMENT OF FACTS.

In 1873 a charter was given by the Legislature of Maine for a railroad from near Caribou village in the town of Lyndon, through Fort Fairfield to the Boundary Line near the Aroostook river. The charter authorises the Aroostook River Railroad Company to survey, locate, construct and lease said railroad. The charter was accepted, and the company organized according to law. In 1874 a route was surveyed in the place named by the charter; also in the same season a route was surveyed from the Boundary Line down the Aroostook to the St. John, and across the St. John to connect with the main line of the Frederickton and River du Loup Railway on the east side of the St. John river. The New Brunswick Railway Company, who are constructing this latter railroad, propose to make connection with the Aroostook River Railroad at the Boundary Line in Fort Fairfield, and furnish rails and rolling stock, and run Aroostook River Railroad for a term of years, providing Aroostook River Railroad Company will grade, bridge and sleeper the portion of the road in Maine, and obtain right of way, including fencing. To secure this object, the towns of Fort Fairfield and Lyndon have voted five per cent. of their valuation, amounting to \$22,000, and individuals have subscribed to the capital stock to the amount of \$5,000; the whole making \$27,000. From \$10,000 to \$15,000 are now wanting to enable Aroostook River Railroad Company to accept the proposition of the New Brunswick Company.

The Directors of the Aroostook River Railroad Company ask the State of Maine to grant them the wild lands unfit for settling purposes, in Lyndon, Limestone, Washburn, Woodland and Perham, amounting to 15,000 acres. If in these towns and plantations there are not so many acres of land owned by the State unfit for settling purposes, the balance of said 15,000 acres may be located in F, range 1. The timber on these lands prayed for, has been cut off and the stumpage paid to the State during years that

are past, and now but little timber is left which would be of value to the State. The Directors of this road ask for a title to these lands from the State when said road is completed. When the road is graded, bridged, and sleepers provided, the company will mortgage it to the New Brunswick Railway Company, and the earnings of said road will go to pay running expenses of road, and then to pay interest on mortgage. If a balance is left after paying running expenses and interest on mortgage, it will be used as a sinking fund to extinguish mortgage. The New Brunswick company are required by their charter to bridge the St. John at Woodstock. Such bridge will enable persons and goods carried on Aroostook River Railroad to pass directly to the St. Andrews Railroad, and so upon the European & N. A. Railway to Bangor, Portland and Boston.

W. T. SLEEPER,
President of Aroostook River Railroad.

STATE OF MAINE.

IN HOUSE OF REPRESENTATIVES, }
February 13, 1875. }

Reported from Committee on State Lands and State Roads, and ordered printed with Statement of Facts.

S. J. CHADBOURNE, *Clerk.*