

MAINE STATE LEGISLATURE

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Sixty-Fifth Legislature.

HOUSE.

No. 120.

STATE OF MAINE.

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

AN ACT to amend chapter 522 of the Private and Special
Laws of 1889, relating to Gardiner and Randolph Railroad
Company.

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

Chapter 522 of the private and special laws of 1889,
2 entitled "An Act to incorporate the Gardiner and Ran-
3 dolph Railroad Company is hereby amended by inserting
4 the following after the word "Corporation" in the 16th
5 line of section one, 'but all repairs required on the
6 Gardiner and Pittston bridge and expense incurred therefor
7 in making said bridge safe and convenient for the passage
8 of said company's cars over it, such safety to be deter-
9 mined by an engineer to be agreed upon by the municipal

10 officers of said city, town of Randolph, and said company,
11 shall be made and paid for by the said railroad company
12 before it shall be allowed to lay its track across said
13 bridge or any part thereof,' so that said section as amended
14 shall read as follows, to wit :

‘Section 1. Joseph S. Bradstreet, Henry Richards,
16 Philip H. Holmes, Arthur L. Berry, William H. Moore,
17 George W. Heselton, their associates, successors and
18 assigns, are hereby constituted a corporation by the name
19 of the Gardiner and Randolph Railroad Company, with
20 authority to construct, maintain and use a horse railroad
21 to be operated by horse power, with convenient single or
22 double tracks, from such point in the city of Gardiner,
23 upon and over such streets therein, as shall from time to
24 time be fixed and determined by the municipal officers of
25 said city of Gardiner, and assented to in writing by said
26 corporation, to the boundary line between said city and
27 the town of Randolph, and thence upon and over such
28 streets, town and county roads in said town of Randolph
29 as from time to time may be fixed and determined by the
30 municipal officers of said town of Randolph, and assented
31 to in writing by said corporation, but all repairs required
32 on the Gardiner and Pittston bridge and expense incurred
33 therefor in making said bridge safe and convenient for the
34 passage of said company's cars over it, such safety to be
35 determined by an engineer to be agreed upon by the
36 municipal officers of said city, town of Randolph, and
37 said company, shall be made and paid for by said railroad
38 company before it shall be allowed to lay its track across
39 said bridge or any part thereof; said corporation shall
40 also have authority to construct, maintain and use said

41 railroad over and upon any lands where the land damages
42 have been mutually settled by said corporation and the
43 owners thereof; provided, however, that all tracks of
44 said railroad shall be laid at such distances from the side-
45 walks of said city of Gardiner and town of Randolph as
46 the municipal officers thereof, respectively, shall in their
47 order fixing the routes of said railroad, determine to be
48 for public safety and convenience. The written assent of
49 said corporation to any vote or votes of the municipal
50 officers of either of said city or town, prescribing from
51 time to time the routes of said railroad, shall be filed with
52 the respective clerks of said city and town and shall be
53 taken and deemed to be the locations thereof. Said cor-
54 poration shall have power, from time to time, to fix such
55 rates of compensation for transporting persons or prop-
56 erty, as it may think expedient, and generally shall have
57 all the powers and be subject to all the liabilities of cor-
58 porations, as set forth in the forty-sixth chapter of the
59 Revised Statutes.
60

STATE OF MAINE.

HOUSE OF REPRESENTATIVES, }
February 19, 1891. }

Tabled, pending first reading, by Mr. PORTER of Bangor, and ordered
printed.

W. S. COTTON, *Clerk.*