

# MAINE STATE LEGISLATURE

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NEW DRAFT.

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# SEVENTY-SECOND LEGISLATURE

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SENATE.

No. 184

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## STATE OF MAINE.

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IN THE YEAR OF OUR LORD ONE THOUSAND NINE  
HUNDRED AND FIVE.

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AN ACT to amend and extend the charter of the Winterport,  
Frankfort and Prospect Electric Railway.

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

Section 1. Section one of chapter two hundred and eighty-  
2 one of the private and special laws of nineteen hundred and  
3 three is hereby amended by inserting the words 'any point  
4 in the village of' after the word "to" in the twelfth line of said  
5 section and by striking out the word "forty-sixth" and in-  
6 serting in lieu thereof the word 'forty-seventh' in the last line  
7 of said section, so that said section as amended shall read as  
8 follows:

'Section 1. Charles A. McKenny, Frank C. Young,  
10 Charles R. Hill and Ellery Bowden of Winterport and Al-

11 bert Peirce of Frankfort, their associates, successors and as-  
12 signs are hereby constituted a corporation by the name of  
13 the Winterport, Frankfort and Prospect Electric Railway  
14 with authority to construct, maintain and operate by elec-  
15 tricity or animal power, a street railway with convenient  
16 single or double tracks, side tracks or turnouts, with all  
17 necessary or convenient lines of poles, wires, appliances, ap-  
18 purtenances and conduits, from the terminus of the Bangor,  
19 Hampden and Winterport Railway in Hampden through the  
20 town of Hampden to Winterport, in and through the towns  
21 of Winterport, Frankfort and Prospect to any point in the  
22 village of Stockton Springs upon streets and highways to be  
23 fixed and determined by the municipal officers of said  
24 respective towns, after the right of way has been granted by  
25 the respective towns, and assented to in writing by said cor-  
26 poration; build and maintain bridges with draws across  
27 navigable tide waters in each of said towns upon location and  
28 upon terms to be established and made by the county com-  
29 missioners of the counties in which the bridge is located, and  
30 may also maintain and operate said railway upon and over  
31 any lands where the land damages have been mutually settled  
32 by said corporation and owners thereof; provided, however,  
33 that all tracks of said railway shall be laid at such distances  
34 from the sidewalks of said towns as the respective municipal  
35 officers thereof shall in their order fixing the routes of said  
36 railway determine to be for the public safety and con-  
37 venience. The written assent of said corporation to any vote  
38 of said towns or of the municipal officers of said towns, pre-  
39 scribing from time to time the routes of said railway, shall  
40 be filed with respective clerks of said towns, and the assent  
41 to the location of bridges by county commissioners shall be  
42 filed with the clerk of courts, in the county where said bridge  
43 is to be built, and shall be taken and deemed to be the loca-

44 tion thereof. Said corporation shall have power from time  
45 to time to fix such rates of compensation for transporting  
46 persons or property as it may think expedient, and generally  
47 shall have all the powers and be subject to all the liabilities  
48 of corporations as set forth in the forty-seventh chapter of  
49 the Revised Statutes.'

Sect. 2. All the rights, powers and privileges of said cor-  
2 poration are hereby extended for a period of two years from  
3 the date of the approval of this act.

Sect. 3. This act shall take effect when approved.

STATE OF MAINE.

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IN SENATE, March 9, 1905.

Reported by Mr. IRVING from Committee on Railroads and Ex-  
presses and laid on table to be printed under joint rules.

KENDALL M. DUNBAR, *Secretary.*