

MAINE STATE LEGISLATURE

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SEVENTY-SIXTH LEGISLATURE

HOUSE

NO. 72 A

STATE OF MAINE

Statement of Facts accompanying Resolve in favor of Gardiner and Randolph Bridge. (House Doc. No. 72)

An act to incorporate the proprietors of the Gardiner and Pittston Bridge, was passed by the legislature in 1852, as a private corporation with power to take tolls for profit, they were empowered to hold real estate to the value of fifty thousand dollars.

The bridge was built under the said act in 1853 and opened for traffic that year.

In 1869, the legislature passed an act authorizing the city of Gardiner and the town of Pittston, or either of them, to raise money for and to purchase the Gardiner and Pittston bridge.

The original bridge company operated the bridge until Jan. 1st, 1887, when it was turned over to the city of Gardiner, and the town of Randolph and the price paid, including cost, was \$23,271.00. It was at that time made a free bridge. Gardiner paid 78% and Randolph 22% of the purchase money and they are holden in that proportion for repairs.

In 1896, the middle proportions of the bridge were carried away by the freshet of that year and this necessitated repairing of the piers and the purchase of two steel spans. The cost of the construction and repairs was \$30,773.00 and bonds were issued for that amount.

The bridge is about 900 feet in length, 415 feet in the steel spans; 319 feet in the covered ends and 166 feet in the draw, besides the approaches.

A new draw was put in at the expense of \$10,000.00 in the year 1906. The total expense for maintaining and repairing the bridge for the period of ten years up to 1909 was about \$25,000.00, or an average of \$2500 a year, and for the years 1909 and 1910 the expense has averaged about \$2200.00 a year.

The bridge is obliged to maintain a draw, which requires the employment of a man all the time the river is open to navigation. The bridge serves a large section of Lincoln County, and is the only means of crossing the Kennebec River between Gardiner and its mouth, excepting a ferry at Richmond, which is patronized very little. The legislatures of 1907 and 1909 after a hearing of the merits of the case, both granted a resolve carrying a like amount to the one presented herewith.