

# MAINE STATE LEGISLATURE

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SEVENTY-EIGHTH LEGISLATURE

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HOUSE

NO. 299

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*House of Representatives, Feb. 13, 1917.*

*Referred to Committee on Legal Affairs and five hundred  
ordered printed. Sent up for concurrence.*

*W. R. ROIX, Clerk.*

*Presented by Mr. Holley of Anson.*

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STATE OF MAINE

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IN THE YEAR OF OUR LORD ONE THOUSAND NINE  
HUNDRED AND SEVENTEEN

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AN ACT to amend the act incorporating the Proprietors of the  
Anson and Madison Bridge.

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Whereas, the west span of the Anson and Madison Bridge  
has become unsafe for public travel, public safety requires the  
immediate erection of a support under said west span to meet  
the emergency occasioned by its becoming unsafe.

*Be it enacted by the people of the State of Maine, as follows:*

Section 1. The act of Legislature approved March 6, 1838  
2 incorportaing the Proprietors of the Anson and Madison  
3 Bridge is hereby amended by adding thereto the following:

For the purpose of supporting said bridge, said proprietors  
2 are hereby authorized to build and maintain a pier in Ken-  
3 neber River under the west span of the bridge erected and  
4 maintained by them under said act.

Sect. 2. This act shall take effect when approved.

## STATEMENT OF FACTS.

Anson and Madison Bridge, commonly called Patterson Bridge, is a toll bridge across the Kennebec River, between the towns of Anson and Madison about a mile and a half from North Anson village, which is the larger of the two villages in the town of Anson. Anson village is four miles below North Anson village and is opposite Madison village. The bridge between Anson village and Madison village is a free bridge.

Patterson Bridge was incorporated in 1838 and was built about 1840.

It is about two hundred feet long, and consists of two spans. There are two abutments, and one pier, which stands near the middle of the bridge. The eastern or Madison span, is in good condition; the western or Anson span, is in bad condition, and the shareholders of the corporation have been obliged to close the bridge, because it is unsafe for public travel.

It is believed that a pier under the middle of the western span, with a truss on top of it and new timbers in the framework of the bridge would make the bridge safe for a long time. Although the sum of five thousand dollars (\$5,000) is the limit of the appropriation asked for, it is believed that a sum much smaller than that would be adequate to make the bridge safe for public travel, although other repairs, like shingling, etc., will have to be made.

This bridge connects the ends of two county roads, one in Madison, and another in Anson, which terminate at the two ends of the bridge.

This bridge is on the main thoroughfare from Skowhegan to the Dead River and Rangeley regions, and is the shortest route, on good roads, from Skowhegan to all the region, west and north.

It is the intention of the proprietors to turn this bridge over to the County, later on, but immediate action must be taken by putting in this pier, while the ice is thick in the river.

The corporation is in debt to the amount of seven or eight hundred dollars from former repairs, and the revenues from

the bridge are so small that the proprietors cannot support or maintain the bridge by making such repairs or by adding such strength to the bridge as are absolutely necessary for the safety of public travel. Hence, the emergency preamble.

North Anson village has the railroad station which accommodates a large territory reaching from the Madison end of the bridge through the northern part of Madison especially. Farmers from that section haul their produce and pulp wood from that section to the North Anson station. The people from all that region do the bulk of their trading at North Anson. At present they cross the Kennebec river on the ice.

The patronage of this bridge has diminished greatly in recent years for pleasure travel, because there is a free bridge between Anson and Madison villages four miles below, as above stated, and another at Solon, eight miles above, and another at Bingham, sixteen miles above, all across the Kennebec river.

It would be impossible to get a vote of the two towns of Anson and Madison to assist in repairing Patterson bridge, because Madison village and Anson village would defeat any movement to get an appropriation from the two towns.