

# MAINE STATE LEGISLATURE

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SEVENTY-EIGHTH LEGISLATURE

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SENATE

NO. 35

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*In Senate, Jan. 25, 1917.*

*Referred to committee on Ways and Bridges and one thousand copies ordered printed. Sent down for concurrence.*

*W. E. LAWRY, Secretary.*

*Presented by Mr. Wood of Hancock.*

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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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RESOLVE, appropriating money for making a free bridge of the Mt. Desert Toll Bridge in the town of Trenton and replacing the same.

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*Resolved:* That there be and hereby is appropriated the  
2 sum of twenty-one thousand dollars for the purpose of mak-  
3 ing a free bridge of the Mt. Desert Toll Bridge in the town  
4 of Trenton and the replacing of said bridge; said sum to be  
5 expended under the supervision of the State Highway Com-  
6 mission.



## STATEMENT OF FACTS.

The Mt. Desert Toll Bridge in the town of Trenton connects the mainland with Thompson's Island and is on the direct thoroughfare and the only access by land to Mt. Desert Island.

The present bridge is a wooden pile structure nine hundred and seventy (970) feet long and twenty (20) feet wide; is owned as a toll bridge by the Mt. Desert Bridge Company, a private corporation. The old bridge and franchise can be purchased of the present owners for the sum of five thousand dollars.

The freeing of this bridge is a crying need. Its maintenance is not in keeping with modern progress and is regarded as a nuisance by the great traveling public who annually visit Mt. Desert Island. The inconvenience of being obliged to halt and pay toll before crossing this bridge is a source of annoyance which causes continual complaint, especially through the summer months; and should be immediately done away with.

But the problem is not solved with making free the bridge, as the present wooden structure is in a dilapidated condition, the top structure in a state of decay and the piling badly eaten by worms, and is pronounced insufficient and unsafe for present travel.

The question of best method has been discussed and various plans advanced, calling for the expenditure of comparatively large sums of money; but it has been finally thought best in the interest of economy, to ask for the very simplest substantial construction of wood without ornamentation or any kind just west of the present bridge. This conclusion has been reached under advice of practical bridge builders, who have advised that the old bridge is beyond repair, and that owing to the great number of sunken cob piers which would require removal in rebuilding the old bridge and which would be tide work, that it would be cheaper to build a new wooden bridge. The old bridge could then be left to serve the public during the process of building the new bridge to keep traffic open, which is of great importance, as

this is the only road leading onto Mt. Desert Island. A practical and responsible bridge builder has agreed to do the work for sixteen thousand dollars.

This is more than a local matter, being of State-wide importance, owing to the immense amount of automobile travel to Mt. Desert Island; that being the ultimate objective point of a large percentage of out of the state cars visiting Maine. As many as four hundred automobiles by actual count cross this bridge in a single day.