

# MAINE STATE LEGISLATURE

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**EIGHTY-SECOND LEGISLATURE**

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**H. P. No. 806**

**H. D. No. 185**

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House of Representatives, Feb. 18, 1925.

Referred to Committee on Ways and Bridges and 500 copies ordered printed. Sent up for concurrence.

CLYDE R. CHAPMAN, Clerk.

Presented by Mr. Beckett of Calais.

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**STATE OF MAINE**

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

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AN ACT to Acquire the American Portion of the International  
Bridge at Calais in Washington County and to Provide for  
its Maintenance.

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

Section 1. The Mayor and Aldermen of the City of Calais  
2 in Washington County, a municipal corporation, are hereby  
3 authorized to sell, convey and transfer to the State of  
4 Maine that portion owned by it and known as the American  
5 Part of the International Metal Bridge across the St. Croix  
6 River connecting said Calais with St. Stephen, New Bruns-  
7 wick, including its part of the foundations, superstructure  
8 and approaches in consideration of the State accepting the

9 same and hereafter maintaining it as a Free Public Bridge.

Sect. 2. Upon the tender of a deed by said Municipal  
2 Officers, the State Highway Commission shall accept it and  
3 thereafter the repair and maintenance of the so-called Ameri-  
4 can portion of said International Bridge as a Free Public  
5 Bridge shall be assumed and continued by the state under  
6 the general control, management and direction of the State  
7 Highway Commission.

## STATEMENT OF FACTS

There are three bridges across the St. Croix River at Calais connecting Calais with St. Stephen and Milltown, New Brunswick.

The Milltown or "Upper" Bridge is a wooden structure two hundred and ninety-eight and one-half feet in length.

The "Middle" or Union Bridge is also a wooden structure four hundred and forty-nine feet in length.

The "International" Bridge is a metal structure three hundred fifty-one and one-half feet in length. This bridge is the subject of this Act.

These bridges are situated approximately one mile apart. One half (approximately) of each of these bridges is owned and maintained by the Province of New Brunswick through its Public Works Department, and the American portions are owned by the City of Calais.

In addition to the foregoing three bridges, the City of Calais has to maintain several smaller bridges that are wholly within the City limits, one of which is eighty-six feet in length.

In the year 1923 the City of Calais expended \$7,097.10 on the three bridges connecting the city with New Brunswick, of which sum the State contributed \$1,000. In 1924 the City expended on same bridges the sum of \$3,819.97, mostly in repairing damages to center pier of International Bridge, caused by the flood of 1923. Of this sum the Province of New Brunswick reimbursed the city to the amount of \$1,709.22 which was one-half the cost of center pier work.

The two wooden bridges are in very good condition, having been rebuilt in 1923 but the International Steel Bridge, which needs reflooring, a new iron railing, repairs to shore pier and probably painting, will require an outlay of \$2,500 to \$3,000 to put it in good condition.

The upkeep of these three international bridges is a burden that should not be borne by the city of Calais. The Canadian half or portion of all three is maintained by the Province of New Brunswick without contributions either by the towns or the county.

There is an immense amount of traffic crossing these bridges. They are on the main thoroughfare from the states into Eastern Canada and Nova Scotia and from those Provinces in to Maine and the United States.

So far as could be ascertained from the Customs Office, it would be a fair estimate that during 1924, 5,124 cars bearing a license plate of some state other than Maine, crossed said International metal bridge into Canada with possibly enough more over the wooden bridges to bring the number to 6,000. Probably 1,000 cars from New Brunswick and Nova Scotia passed over said bridges to tour Maine and states beyond.

It seems only fair that the state should assume the repair and the upkeep of this metal bridge on the through international highway.