

# MAINE STATE LEGISLATURE

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# EIGHTY-FOURTH LEGISLATURE

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**Senate Document**

**No. 85**

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S. P. 202

In Senate, Feb. 5, 1929.

Referred to Committee on Claims and 500 copies ordered printed. Sent down for concurrence.

ROYDEN V. BROWN, Secretary.

Presented by Senator Wheeler of Oxford.

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## STATE OF MAINE

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

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RESOLVE, in Favor of James H. Kerr of Rumford.

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Resolved: That the state of Maine pay to James H. Kerr  
2 of Rumford, the sum of one hundred eighty-three thousand,  
3 six hundred ninety-two dollars and ninety cents (\$183,-  
4 692.90) to compensate him for moneys, materials and labor  
5 furnished to the state of Maine in the construction of the  
6 substructure of the Hancock-Sullivan bridge in the state  
7 of Maine during the years 1923, 1924, 1925 and up to about  
8 the first day of September, 1926.

## STATEMENT OF FACTS

James H. Kerr of Rumford, in the county of Oxford, and state of Maine, entered into a contract with the state of Maine to build the substructure of the Hancock-Sullivan bridge in this state. Drawings and specifications were furnished by the highway department to the public who wished to bid for the building of this substructure; such drawings and specifications furnished by the highway department were not in accordance with the conditions of the bed of the river and the soundings made by the engineer of the highway commission. After Mr. Kerr had entered into the performance of his contract these conditions were discovered and reported to the highway commission by Mr. Kerr; the highway commission ordered that greater amount of seal, which is a construction to maintain the caissons which were used in the construction of the piers of said bridge, should be furnished by Mr. Kerr, the contractor, and this extra amount of seal was furnished by Mr. Kerr under the orders of the said highway commission which caused this great amount of extra labor and materials in the construction of said piers; also the conditions of the bed of the river were discovered to be different than shown by the specifications and drawings furnished by the state highway commission, and Mr. Kerr was ordered and did do a great amount of extra excavation because of such conditions under orders and directions of said highway commission; said substructure of the Hancock-Sullivan bridge was completed by Mr. Kerr and accepted by the said state of Maine; all of this extra labor, money and materials which were furnished the state of Maine in the construction of this substructure was absolutely necessary to complete said construction and was caused without any fault on the part of Mr. Kerr, the contractor.