

# MAINE STATE LEGISLATURE

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NEW DRAFT OF S. P. 390—L. D. 938

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**Legislative Document**

**No. 1404**

S. P. 591

In Senate, May 16, 1951

Reported by Sen. Crosby of Franklin from the Committee on Highways.

Printed under Joint Rules No. 10.

CHESTER T. WINSLOW, Secretary

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STATE OF MAINE

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IN THE YEAR OF OUR LORD NINETEEN HUNDRED  
FIFTY-ONE

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**AN ACT Providing for the Construction of a Ferry Landing and  
Approaches Thereto in the Town of Bar Harbor.**

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

**Sec. 1. State highway commission to build approaches; appropriation; limitation.** The state highway commission is authorized and directed to lay out and establish a new highway, beginning at a point on route No. 3 at about .9 of a mile northwesterly of the junction of Eden street and West street in the town of Bar Harbor, and extending in a northeasterly direction across land of the property of the town of Bar Harbor (formerly of the Stotesbury estate), a distance of 600 feet, more or less, to the ocean shore, so that said highway shall connect with the causeway to the pier or terminal to be constructed as hereinafter provided. The sum of \$25,000 is hereby appropriated from the general highway fund for the establishing of such new highway. Provided, however, that no work shall be commenced on such highway until the funds for the pier or terminal have been made available as hereinafter provided.

**Sec. 2. P. & S. L., 1929, c. 114, § 1, sub-§ (b), amended.** The 1st sentence of subsection (b) of section 1 of chapter 114 of the private and special laws of 1929, as amended, is hereby further amended to read as follows:

'The said Port Authority is constituted a public agency of the state of Maine for the general purpose of acquiring, constructing and operating piers and terminal facilities at ~~the any port of Portland~~, with all the rights, privileges and power necessary therefor, and shall have the power of buying, leasing and otherwise acquiring and of holding, owning, controlling, constructing, leasing, operating and otherwise using and of selling and otherwise disposing of real and personal property and such rights and easements therein as its directors may from time to time consider necessary for the purpose of constructing, or securing the constructing or utilizing of piers and in connection therewith, highways, waterways, railroad connections, storage yards and sites for warehouses and industrial establishments, and may lay out and build thereon such piers, with buildings and appurtenances, docks, highways, waterways, railroad connections, storage yards, elevators, public warehouses, and every kind of railroad and marine terminal facility, as, in the opinion of its directors may be desirable; for a term not exceeding 5 years, it may lease, demise or rent any of its real or personal property not required in the performance of its functions; and for a period not exceeding 5 years, and in a sum not exceeding \$50,000 by vote of its directors, it may make any contract or agreement for the carrying on or performance of its purposes or for the more advantageous, expeditious or convenient of its duties; no form of indebtedness issued or liabilities incurred by said Port Authority shall become an obligation of the state of Maine and all instruments so issued shall so state; it may acquire, hold and operate lighters and other vessels necessary or convenient; it may establish and collect the fees, rates, rentals and other compensation for the use of its property and facilities; it shall keep account of its income and expenditures, property and liabilities, in manner approved by the state auditor, who shall audit its book of accounts at least once a year, and it shall make an annual report of the condition of its property and finances to the governor and council; the net income of the Port Authority may be used for improvements and extensions of the property of the Port Authority in the discretion of its directors.'

**Sec. 3. Ferry landing at Bar Harbor.** The directors of the Maine Port Authority, under the provisions of chapter 114 of the private and special laws of 1929, as amended, are authorized to construct a terminal or pier at Bar Harbor to be the Maine terminal of an International Ferry to be built by the Canadian government between Nova Scotia and Bar Harbor.