

# MAINE STATE LEGISLATURE

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**PRIVATE AND SPECIAL ACTS**

OF THE

**STATE OF MAINE,**

PASSED BY THE

**FIFTEENTH LEGISLATURE,**

AT ITS SESSION, HELD IN JANUARY, 1835.

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Published agreeably to the Resolve of June 28, 1820.

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**AUGUSTA:**

WILLIAM J. CONDON.....PRINTER TO THE STATE.

1835.

## CHAPTER 547.

AN ACT for the preservation of the Floating Bridge in the town of Dexter.

Approved March 5, 1835.

Two tons burthen  
only allowed to  
one cart or wag-  
gon.

SECT. 1. *Be it enacted by the Senate and House of Representatives, in Legislature assembled,* That if any person shall, after the passage of this Act drive any team over or upon the Floating Bridge across Pleasant Pond in the town of Dexter, consisting of more than four oxen or horses, or with a cart or waggon with more than two tons burthen thereon, he shall forfeit all claim to any damages against said town, which he may have sustained in passing with such team, vehicle, or load as aforesaid—*Provided,* said town shall keep constantly exposed to view a board, in a conspicuous place at each end of said Bridge, upon which the substance of this regulation shall be plainly and legibly painted.

Proviso.

Time allowed for  
Act to be in force.

SECT. 2. *Be it further enacted,* That this Act shall continue and be in force for the term of five years from and after the passing of this Act, but no longer.

## CHAPTER 548.

AN ACT authorizing the County Commissioners for the County of Kennebec to lay out a road over Eastern River.

Approved March 5, 1835.

County Commis-  
sioners empower-  
ed to lay road over  
Eastern river.

SECT. 1. *Be it enacted by the Senate and House of Representatives, in Legislature assembled,* That the County Commissioners for the County of Kennebec shall have power, in case they deem it expedient, to lay out a County road over Eastern River, near William Kendall's Wharf in Pittston and the tide waters of the same.

County Commis-  
sioners to fix the  
kind and width  
of draw or pas-  
sage way.

SECT. 2. *Be it further enacted,* That said Commissioners, in case they deem said road of public benefit and expediency, shall have power to fix the kind and width of

any draw in the Bridge over said River, or the passageway under and through said Bridge, and also the width and mode of construction of such Bridge so as not essentially to injure the navigation of the river.

### CHAPTER 549.

AN ACT to incorporate the Wild River Bridge Company.

Approved March 6, 1835.

SECT. 1. *Be it enacted by the Senate and House of Representatives, in Legislature assembled,* That Seth Wight, Barker Burbank, George W. Chapman, Thomas Peabody, Asa Kimball, and James Burbank with their associates, successors and assigns be and they hereby are incorporated into a company by the name of the Wild River Bridge Company, and by that name may sue and be sued; have a common seal, choose all officers necessary to manage their business, and make by-laws for regulating their affairs, not repugnant to the laws of the State.

Names of persons incorporated.

Corporate name.

Powers.

SECT. 2. *Be it further enacted,* That said Corporation shall have power to maintain and keep in repair a Bridge now erected over Wild River, so called, in the town of Gilead in the County of Oxford on the post road leading from Lancaster through said town of Gilead to Bethel—and it shall be the duty of said Corporation to keep and maintain said Bridge in good passable repair, and to be in all respects safe and convenient for passengers with their teams, horses, and carriages to pass over the same.

Place of location.

Duty of corporation to keep the Bridge in repair.

SECT. 3. *Be it further enacted,* That a toll is hereby granted to said Corporation, at the following rates, to wit:—For each foot passenger one cent, one person and horse six cents, single horse cart, sled or sleigh, eight cents; each team including cart, wagon, sled or sleigh drawn by two beasts, twelve and a half cents, and for each additional beast above two, two cents, each single horse and chaise, chair or sulkey, sixteen cents, each coach, char-

Rates of toll.