

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.

Published agreeably to the Resolve of June 28, 1820.

AUGUSTA:

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

1835.

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.

iot, phaeton or curriole drawn by two horses, thirty cents, and for every additional beast, two cents, neat cattle, horses, mules or asses, exclusive of those ridden or in carriages, two cents, each sheep and swine, half of one cent, each—and to each team one person only shall be allowed as a driver to pass free of toll—*Provided*, That at all times when the toll gatherer does not attend his duty the gate shall be set open; and the said Corporation shall at all times keep at the place where the toll is collected, exposed to view, a sign, with the rates of toll legibly printed or painted thereon—Persons going to or returning from military duty, and persons attending funerals, and persons going to or returning from public worship on the Sabbath, shall be allowed to pass the bridge free of toll.

Proviso.

Corporation to keep rates of toll exposed to view.

Certain persons allowed to pass free of toll.

Manner of calling first meeting.

Former Acts repealed.

SECT. 4. *Be it further enacted*, That any two of the persons above named, may call the first meeting of the Corporation on giving such notice as they may consider proper.

SECT. 5. *Be it further enacted*, That an "Act authorizing the town of Gilead to build a bridge over Wild River" passed February twenty-third, eighteen hundred and twenty-five, and an "Act to increase the toll of a Bridge over Wild River in the town of Gilead," passed February twenty-fifth, eighteen hundred and thirty-four, be and the same are hereby repealed, from and after the passage of this Act.

CHAPTER 550.

AN ACT additional to an "Act to incorporate the Calais Rail-Way Company."

Approved March 10, 1835.

Extension of time allowed to complete Railway.

SECT. 1. *Be it enacted by the Senate and House of Representatives, in Legislature assembled*, That there be and hereby is granted to the proprietors of the Calais Rail-way Company, a further extension of time, in which to make and complete said Rail-way, of three years from and after the time limited for that purpose in the charter of said