

MAINE STATE LEGISLATURE

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ACTS AND RESOLVES

PASSED BY THE

TWENTY-FIFTH LEGISLATURE

OF THE

STATE OF MAINE,

A. D. 1845.

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Published by the Secretary of State, agreeably to Resolves of June 28, 1820, February 26, 1840,  
and March 16, 1842.  
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AUGUSTA:

WM. T. JOHNSON, PRINTER TO THE STATE.

1845.

PRIVATE AND SPECIAL LAWS

OF THE

STATE OF MAINE,

1845.

in the Republican Journal, printed at Belfast, in the county of CHAP. 211.
Waldo, at least four weeks before the time of said meeting.

[Approved February 21, 1845.]

Chapter 211.

AN ACT to incorporate the Penobscot Steam Tow Boat Company.

Be it enacted by the Senate and House of Representatives in Legislature assembled, as follows:

SECT. 1. William S. Smith, George Stetson, James Jenkins, Corporators.
George W. Pickering, Albert Holton, Reuben Ordway, John True,
Samuel H. Dale, James Crosby, Jacob C. Smith, James Dunning,
Joseph Bryant, Isaiah Stetson, Cyrus Emery and Elijah L. Ham-
lin, their associates and assigns, be and they are hereby declared a
body politic and corporate, by the name of the Penobscot Steam
Tow Boat Company, with power to sue and be sued; to have a Corporate name.
common seal; to make such by-laws, for the due regulation of said By-laws.
corporation, as may be deemed necessary: *provided*, they be not Proviso.
repugnant to the laws of this state; and to have and to exercise
all the powers and privileges usually granted to similar corporate
bodies.

SECT. 2. Said corporation may take and hold such real and Power to hold
and control real
and personal es-
tate.
personal estate, not exceeding twenty-five thousand dollars, as may
be necessary and proper for establishing and prosecuting the object
and purposes of their incorporation, and may give, grant, bargain,
sell, lease, or otherwise dispose of the same.

SECT. 3. Any two of the persons above named may call the First meeting.
first meeting of the corporation, by publishing the time and place
thereof, in some newspaper published at Bangor, in the county of
Penobscot, seven days previously.

[Approved February 21, 1845.]

Chapter 212.

AN ACT to incorporate the Kezar Falls Manufacturing Company.

*Be it enacted by the Senate and House of Representatives in
Legislature assembled, as follows:*

Gideon M. Randall, David Colcord, Thomas E. Fox, Henry B. Corporators.
Gibbs, James Gubtill, Zebulon Johnson, Stephen Mastin, George
W. Gibbs, Jacob Standley, Jacob M. Nason, Oliver Stacy, Ezra

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Gibbs, Edwin W. Wedgwood, Flanders Newbegin, William Gibbs, Benjamin French, Richard Tripp, John Mudgett, Stephen W. Carter, William R. Burrell, H. A. Pettengill, William W. Sweat, W. H. Foster, E. H. Newbegin, and their associates and successors, are constituted and made a body politic and corporate, by the name of the Kezar Falls Manufacturing Company, with all the powers and privileges, and subject to all the duties and liabilities, provided in the laws of this state, concerning manufacturing corporations; and are authorized to purchase and hold real and personal estate, not exceeding in value, at any one time, the sum of fifty thousand dollars, and the same may improve, lease, sell and convey as other proprietors of real and personal estate may lawfully do. And the said company are authorized to carry on, at Kezar Falls, in the town of Parsonsfield, in the county of York, or in the town of Porter, in the county of Oxford, the manufacture of cotton, wool, iron and steel, and such other materials as may be necessarily and conveniently connected therewith; and may erect and construct such machinery, mills and other buildings as may be useful for that purpose.

[Approved February 21, 1845.]

Chapter 213.

AN ACT to authorize the construction of a passage-way from Richmond's Island to the main land.

Be it enacted by the Senate and House of Representatives in Legislature assembled, as follows:

Road or passage way authorized to be constructed between Richmond's island and the main land in Cape Elizabeth.

John M. Cummings, of Cape Elizabeth, in the county of Cumberland, is hereby authorized and empowered to construct a road or passage-way, between Richmond's island and the main land, in said Cape Elizabeth, through the waters that ebb and flow between said island and the main, so as to render said passage-way safe and convenient for passing and repassing at half tide, for foot passengers, horses, teams and carriages, and to keep the same in repair, for the purposes aforesaid.

[Approved February 25, 1845.]