

# MAINE STATE LEGISLATURE

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ACTS AND RESOLVES

PASSED BY THE

TWENTY-SEVENTH LEGISLATURE

OF THE

STATE OF MAINE,

A. D. 1847.

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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:

WILLIAM T. JOHNSON, PRINTER TO THE STATE.

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1847.

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PRIVATE AND SPECIAL LAWS

OF THE

STATE OF MAINE,

1847.

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**CHAP. 87.**

Bills offered for repairs to be audited by land agent and filed in land office.

Annual return to be made to the land agent.

If bill of repairs are not filed, audited, or allowed, and said returns made, right to take toll shall cease.

Inconsistent acts repealed.

and graduated by the land agent, at the request of the corporation whose decision shall be final, on all the lumber equally, so that no more than is due the said corporation shall be collected, and the toll for each and every thousand feet, board measure, according to the woods scale, which shall pass their dam, shall be taken and deemed to be received by said corporation unless said corporation use diligence to collect the same as soon as payable and fail, and no more shall be allowed for repairs, except, such bills and so much as may be audited and approved by the land agent and filed in the land office. And on the first day of September annually the treasurer or proper officer of said corporation shall make a return to the land agent under oath, of the number of thousand feet, board measure, or as near as may be, which has passed over their said dam, with the amount received for tolls and if any remaining due, the reason why the same has not been collected, and if said bills of repairs are not filed, audited or allowed by the land agent, and said return made, annually on the first day of September, the right to take toll shall cease, and all bills, both of the Chesuncook Company and the North Twin Dam Company, shall be so audited and allowed within three months after they shall accrue.

SECT. 5. All acts and parts of acts inconsistent with the provisions of this act are hereby repealed.

[Approved August 2, 1847.]

**Chapter 87.**

An act to incorporate the Baring and Bog Brook Railway Company.

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

Corporators.

SECT. 1. John Stickney, George M. Chase, Horatio N. Hill, Samuel T. King, John Porter, Robert Stickney, John P. McAllesster, Seth Emerson, D. K. Chase, John Polleys, George Pierce, Ebenezer Pratt, Albert Stinson, Sumner W. Farnham, William P. Trott, L. E. McKusick, William A. Gould, Noah McKusick, James Sargent, John J. Russell, their associates, successors and assigns, are hereby created and made a body politic and corporate by the name of the Baring and Bog Brook Railway Company with all the powers and privileges and subject to all the duties and liabilities provided in the laws of this state concerning rail road corporations.

Corporate name.

Powers, privileges and liabilities.

SECT. 2. The said corporation shall have power to construct a

rail road between the still water in the mill pond at Baring and the Schoodic river at or near the entrance of Bog Brook into the same, and to run in its course south of the Magurawock mountain, and may erect and construct all such buildings, depots and other fixtures as may be necessary to carry into full effect and operation the intentions of this act.

CHAP. 88.

Right to construct a rail road  
Location.

SECT. 3. Said corporation may hold by lease, grant or purchase any estate, real or personal or mixed not exceeding at any one time the sum of seventy-five thousand dollars.

Real estate.

SECT. 4. A toll is hereby granted for the sole benefit of said corporation upon all passengers and property of all descriptions which may be conveyed or transported upon said road. The said toll to be fixed by the board of directors and subject at all times to the control of the Legislature.

Toll granted.

How fixed.

SECT. 5. Any three of the persons named in this bill may call the first meeting of this company by giving notice therefor in some public newspaper printed in Calais, at least three weeks prior to the time of said meeting and said meeting may proceed to organize said corporation, choose its officers and do any other business necessary for the management of their concerns.

First meeting, how called.

SECT. 6. That unless said corporation shall complete said rail road within five years from the passage of this act, this act shall be null and void.

Road to be completed within five years.

[Approved August 2, 1847.]

### Chapter 88.

An act to extend the charter of the Thomaston Bridge Company.

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

An act entitled "an act to empower Edward Kelleran and others, to build a toll bridge across Saint George's river, in Thomaston, in the county of Lincoln," approved February twenty-fourth, eighteen hundred eighteen, which was limited to the term of thirty years from the passage thereof, be and the same is hereby extended and continued for a further term of twenty years, commencing on the twenty-fourth day of February, one thousand eight hundred and forty-eight, with all the powers, privileges, liabilities, rights and duties as therein provided: *provided, however*, the proprietors of said bridge shall not demand or receive toll from persons passing over said bridge from and after the first day of June next, until the said

Charter of Thomaston Bridge Co. extended,

—twenty years.

Proviso.