

# 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.

1847.

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PRIVATE AND SPECIAL LAWS

OF THE

STATE OF MAINE,

1847.

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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 Kelloran 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.

**CHAP. 89.** bridge shall have been thoroughly repaired, and any two of the county commissioners for Lincoln county, shall have decided the same suitably repaired, in good condition, and safe for the public to travel over; and it shall be the duty of said county commissioners, within ten days after they may be requested so to do by said proprietors, to meet at said bridge and decide whether it is or is not safe for public use. And unless said bridge shall be thoroughly repaired and said county commissioners so decide on or before the first day of August, eighteen hundred forty-eight, then this act shall be null and void; *provided however*, that said proprietors may continue to demand and receive toll from passengers until the first day of June next, in case they make such temporary repairs in the mean time as shall, in the opinion of Edward O'Brien, esquire, render the same reasonably safe for travelers.

Proviso.

[Approved August 2, 1847.]

### Chapter 89.

An act to establish the Bangor and Orono Rail Road.

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

**SECT. 1.** Daniel White, Israel Washburn, junior, John Bennock, Nathaniel Treat, Asa W. Babcock, John Goddard, Ebenezer Webster, Wyman B. S. Moor, John A. Poor, Levi Dennett, John B. Hill, Rufus Dwinel, Waldo T. Pierce, Elvator P. Butler, Samuel P. Strickland and William H. McCrillis, their associates, successors and assigns, are hereby made and constituted a body politic and corporate by the name of the Bangor and Orono Rail Road Company, and by that name may sue and be sued; plead and be impleaded; and shall have and enjoy all proper remedies at law and in equity, to secure and protect them in the exercise and use of the rights and privileges, and in the performance of the duties hereinafter granted and enjoined, and to prevent all invasion thereof or interruption in exercising and performing the same. And the said corporation are hereby authorized and empowered to locate, construct and finally complete, alter and keep in repair a rail road with one or more sets of rails, or tracks, with all suitable bridges, tunnels, viaducts, turnouts, culverts, drains and branches leading to any mill or mills situated on the Penobscot river in Bangor and the Penobscot and Stillwater rivers in Orono, and all other necessary appendages, from some point in the city of Bangor, at or near the mouth

Corporators.

Corporate name.

Authorized to locate, construct and keep in repair a rail road.

Location.