

MAINE STATE LEGISLATURE

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ACTS AND RESOLVES

PASSED BY THE

THIRTIETH LEGISLATURE

OF THE

STATE OF MAINE,

A. D. 1850.

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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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WILLIAM T. JOHNSON, PRINTER TO THE STATE.

1850.

PRIVATE AND SPECIAL LAWS

OF THE

STATE OF MAINE.

1850.

CHAP. 385. corner of land of said George Stanwood, on the line between said towns, is hereby annexed to and made part of the town of Brunswick.

[Approved August 24, 1850.]

Chapter 385.

An act to incorporate the Hemlock Island Bridge Company.

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

- Incorporators.** SECT. 1. Samuel B. Locke, Elias M. Carter, James Brown, William Goddard, Peter Kimball, Asa Kimball, Reuben B. Foster, Z. H. Bean, Benjamin T. Brown, Edmond Bean, Israel Kimball, Amos Young and Humphrey Bean, their associates, successors and assigns are hereby created a corporation by the name of the Hemlock Island Bridge Company; and by that name may sue and be sued, have and use a common seal, and at any meeting, choose all officers necessary to manage their business, and make by-laws for regulating their affairs, not repugnant to the laws of the state, by a majority of the votes of the proprietors present, allowing one vote to each share; *provided*, no person shall be entitled to more than ten votes.
- Corporate name.**
- Powers, privileges, &c.**
- Location.** SECT. 2. Said bridge shall be erected across the Androscoggin river, at a place called Hemlock Island in Hanover in the county of Oxford, shall be constructed of good materials, of suitable height from the water, and not less than twenty four feet wide, with suitable and sufficient covering and railing for the safety of passengers, and sufficient passage-way shall be left for the passage of boats, rafts, logs and timber.
- How constructed.**
- Toll.** SECT. 3. A toll is hereby granted and established for the benefit of said corporation, according to the rates following, to wit: for every foot passenger, two cents; for each horse and rider, four cents; for each sleigh, sled, cart or wagon drawn by one beast, eight cents; for each chaise, chair or sulkey drawn by one beast, ten cents; for each sleigh, sled, cart or wagon drawn by two beasts, twelve cents; for each additional horse or any other beasts of burden beyond two in sleighs, sleds, carts or wagons, two cents; for each coach, chariot, phaeton or curricule, twenty cents; for droves of neat cattle, horses, mules or asses, two cents each; for sheep and swine, six cents a dozen; and for all animals or beasts of show, twenty-five cents

each; and no additional toll shall be charged for persons actually traveling in any of said vehicles; but this exception shall not extend to persons taken in for the purpose of avoiding toll, and only one person as a driver to each team shall be allowed to pass free of toll; but all persons going to, or returning from any place of public worship on the Sabbath shall be allowed to pass said bridge free of toll.

SECT. 4. At the place of collecting tolls, said corporation shall keep constantly exposed to view a board or sign with the rates of toll aforesaid, legibly inscribed thereon; and whenever the toll gatherer shall be absent from the toll house, the gate shall be left open and the bridge be toll free; and said toll shall commence on the day when said bridge is first opened for passengers.

SECT. 5. If said corporation shall neglect or refuse for the space of four years from the passage of this act, to build and complete said bridge, then this act shall be void and of no effect.

SECT. 6. Any two persons mentioned in the first section of this act may call the first meeting of the corporation by posting up notice of the time, place and purposes thereof, in two public places in the towns of Bethel and Newry, fourteen days before the time of said meeting.

A sign with rates of toll painted thereon, to be exposed to view.

Bridge to be free in absence of the toll gatherer.

Toll, when to commence.

Time of building of said bridge limited.

First meeting, how called.

[Approved August 24, 1850.]

Chapter 386.

An act to incorporate the Penobscot Plank Road Company.

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

SECT. 1. Pembroke S. Huckins, Samuel Veazie, George K. Jewett and Leonard March, their associates, successors and assigns, are hereby incorporated as the Penobscot Plank Road Company, with all the powers and subject to all the liabilities of similar corporations—and are authorized to construct a plank road, from some point in Milford in the county of Penobscot, on the shore of the Penobscot northerly to Moluncus, so called, in the county of Aroostook, or to any point in said county, north of said Moluncus, and for the purpose of building said road, said corporation may purchase and hold, or take land, in the same manner and under the same conditions, that land is taken by railroad corporations, and by consent of the

Incorporators.

Corporate name.

Line of said road.

May purchase, take and hold land.