

MAINE STATE LEGISLATURE

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ACTS AND RESOLVES

PASSED BY THE

THIRTY-FIFTH LEGISLATURE

OF THE

STATE OF MAINE,

A. D. 1856.

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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:
FULLER & FULLER, PRINTERS TO THE STATE.
1856.

PRIVATE AND SPECIAL LAWS

OF THE

STATE OF MAINE.

1856.

give and grant, or bargain and sell the same, with all the privileges, rights and immunities usually granted to other societies, instituted for the purposes of charity and beneficence.

SECT. 2. Curtis Smith is hereby empowered and authorized to fix the time and place for holding the first meeting of said corporation, and that it be notified in such manner as he may direct.

SECT. 3. This act shall take effect from and after its approval by the governor.

[Approved April 9, 1856.]

Chapter 675.

An act to incorporate the proprietors of the Hallowell and Chelsea Bridge.

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

SECT. 1. John Otis, A. H. Howard, George W. Perkins, junior, F. Hathaway, S. C. Whittier, Simon Page, C. G. Bachelder, Calvin Spaulding, E. Horn, R. G. Lincoln, John Davis, John Yeaton, Alfred Davenport, Thomas Freeman, Ebenezer Freeman, Charles F. Stevens, John H. Yeaton, E. Rowell, William R. Prescott, George Fuller, Isaiah McClinch, Henry Reed, Edmund J. Smith, E. K. Butler, Andrew Masters, Francis J. Day and Ambrose Merrill, their associates, successors and assigns, are hereby created a body politic and corporate, with the usual powers belonging to such corporations by the general laws of the state; and may hold real and personal estate not exceeding fifty thousand dollars.

SECT. 2. Said corporation is hereby empowered to erect and maintain a toll bridge across the Kennebec river, between Hallowell and Chelsea; said bridge to be located on its westerly bank, between the brick house of Amos Wyman and the southerly side of the Kennebec wharf, so called; and on its easterly bank between the northerly side of Weeks' point, so called, and the southerly side of the ferry wharf. Said bridge to be built of suitable materials, and to be not less than twenty-four feet wide exclusive of side walks, and in all respects to be made safe for travelers; and to have one or more side walks, each not less than five feet wide, with appropriate and sufficient railings amply to protect and guard the same.

SECT. 3. A draw on the swing or pivot principle, not less than sixty feet wide on each side of the pivot pier, shall be

CHAP. 675.

Rights and privileges.

First meeting, how called.

Corporators.

Powers, rights and privileges.

May hold estate.

Authorized to erect a toll bridge.

Location.

Bridge, how built.

Side-walks.

Draw, construction of.

CHAP. 675.

Location of
bridge, piers, &c.
to be determined
by three persons,
&c.

constructed in the bridge over that part of the channel most favorable for the passage of vessels. The precise location of said bridge within the limits mentioned in the second section of this act, and of said draw in the bridge, and of the piers at the sides, and of the pivot pier, and what piers, if any, above and below the draw, may be necessary for the safety and convenience of vessels, and the location thereof, shall be determined by three disinterested and skillful men selected, one by the corporation, one by the mayor of Augusta for the time being, and one by the other two; and the decision of this tribunal, or a major part of them, shall be binding on the parties; and the said bridge shall be located and the draw and piers shall be constructed accordingly. And said corporation shall cause said draw to be opened for the accommodation of all vessels having occasion to pass through the same, free of expense and without unnecessary delay; and in case any vessel desirous to pass through said draw shall be delayed at the same more than fifteen minutes, after notice given of such desire, said corporation shall pay to the owner or owners of such vessel so delayed, at the rate of ten cents per hour on every ton burthen thereof, unless such delay is occasioned by stress of weather, by ice, or by some unavoidable accident.

Vessels to pass
through draw
free.

Forfeiture for
delay.

Toll granted.

—rates of.

SECT. 4. A toll for the use and benefit of said corporation, is hereby granted and established, which toll shall in no case exceed the following rates, viz: for each foot passenges, one cent; for each horse and rider, five cents; for each horse and wagon or sleigh, ten cents; for each chaise, carryall, or other carriage, drawn by one horse, twelve cents; for each coach, chariot, phaeton, or other carriage of pleasure, and for each sleigh drawn by two horses, fifteen cents; or if drawn by four horses, twenty cents; for each cart, wagon, sleigh or sled of burthen, drawn by two beasts, with one driver, twelve cents; for each additional beast, two cents; for neat cattle and horses, not in harness or teams, and without a rider, two cents; for sheep and swine, one cent each; and all persons who shall actually be on military duty, with their baggage, and all persons going to, or returning from public worship on the Lord's day, and in case of fire, all engines and persons attached to the same, shall be permitted to pass and repass said bridge free of toll; and at all times when the toll gatherer does not attend to his duty, the toll gates shall be left open. Toll shall commence and be collectable on the first day of the opening of said bridge for passengers. Said bridge shall be kept in good re-

—certain per-
sons exempted
from payment of.

Toll, when to
commence.

pair at all times, and at the place or places for collecting the toll, there shall be put up and kept constantly exposed to view, a sign with the legal rates of toll fairly and legibly written thereon.

CHAP. 676.
Rates of toll to be exposed to public view.

SECT. 5. Said bridge shall be erected and completed in five years from the time of the passage of this act, otherwise this charter shall be void.

Bridge, when to be completed.

SECT. 6. Either of the corporators named in this act, is hereby authorized to call the first meeting of said corporation, which meeting shall be held in Hallowell, and may be notified by posting up notices in two or more public places in said Hallowell, and in Chelsea, seven days at least before the time fixed for the meeting, and also by publishing the same in the Hallowell Gazette, three weeks in succession before the time of said meeting.

First meeting, how called.

SECT. 7. As soon as said bridge is completed and opened for travel, the corporation shall pay to the proprietors or corporation of the Hallowell ferry, at Hallowell, such sum as may be awarded by the county commissioners of the county of Kennebec, as the value of the ferry property at that time, and upon such payments being made, the said ferry property shall become the property of this corporation, and all the rights, powers and privileges of said ferry company from that moment shall cease.

Corporation, liability of to Hallowell Ferry Company.

SECT. 8. Said corporation may purchase and hold so much real estate upon each bank of the Kennebec river, at the point selected for the construction of their bridge, as may be necessary for its location, construction and convenience.

Ferry property transferred under certain conditions.

SECT. 9. This act shall be in force from and after its approval by the governor.

Authorized to hold real estate, &c.

[Approved April 10, 1856.]

Chapter 676.

An act to establish and maintain a high school, in school district number one, in the town of Saco.

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

SECT. 1. The inhabitants of school district number one in the town of Saco, are hereby authorized to establish and maintain a high school in said district, whenever a majority of legal voters present and voting at a meeting of the inhabitants of such district legally called for the purpose, shall so determine.

Inhabitants of school district No. 1, authorized to establish a high school.