

MAINE STATE LEGISLATURE

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ACTS AND RESOLVES

PASSED BY THE

FORTY-THIRD LEGISLATURE

OF THE

STATE OF MAINE.

1864.

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

AUGUSTA:
STEVENS & SAYWARD, PRINTERS TO THE STATE.
1864.

PRIVATE AND SPECIAL LAWS

OF THE

STATE OF MAINE.

1864.

Chapter 320.

An act to amend chapter two hundred and fifty-one, section seven of the special laws of eighteen hundred sixty-three, relating to expenditure of school money in Madawaska townships.

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

SECT. 1. Section seven of chapter two hundred and fifty-one of the special laws of the year eighteen hundred and sixty-three, is hereby amended by striking therefrom the words, "irrespective of the payment of any state tax."

Chap. 251,
sec. 7, special
laws of 1863,
amended.

SECT. 2. This act shall take effect when approved.

Approved February 20, 1864.

Chapter 321.

An act authorizing the further extension of the European and North American Railway.

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

SECT. 1. The European and North American Railway Company is hereby authorized to enter into contract with the Maine Central Railroad Company, for operating its line of railway as built; and the Maine Central Railroad Company is hereby authorized to contract for this purpose with said railway company, and to run its engines and cars over said line; and the directors of the two companies may enter into contract for the purpose aforesaid, on such terms and conditions as may in the judgment of the directors, be for the mutual advantage of the two companies, subject to the approval of the stockholders of each corporation.

Authorized to
contract with
Maine Central
Railroad Co.

Directors of
the two roads
may enter into
contract.

SECT. 2. The European and North American Railway Company shall have a further time of one year, within which it may make a new location of any part of its line, but not to change its general route from Bangor to the mouth of the Mattawamkeag river, with the right to pass on either side of the Penobscot river, from Oldtown to Lincoln, and to extend a branch line to the Penobscot boom, crossing any one of the islands in the Penobscot river above the Cook or Steamboat channel, between Oldtown and Orson islands; and said railway company may extend a branch of its line to the slate quarries in the valley of the Pleasant river at Brownville, and to the Katahdin Iron Works, from any point on their line between Oldtown and Lincoln. From the mouth of the Mattawamkeag river east and north-east, the said railway company may have a further time of two years in which it may file a new

Location, time
of, extended.

—may extend
branch to
Penobscot
boom.

—may extend
branch to
Brownville,
&c.

Location, line
of extended
from Matta-
wamkeag
river.