

# MAINE STATE LEGISLATURE

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ACTS AND RESOLVES

115

OF THE

FORTY-NINTH LEGISLATURE

OF THE

STATE OF MAINE.

1870.

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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:  
SPRAGUE, OWEN & NASH, PRINTERS TO THE STATE.  
1870.

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PRIVATE AND SPECIAL LAWS

OF THE

STATE OF MAINE.

1870.

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CHAP. 477. of the streams, ponds or rivers, in the town of Turner, he shall forfeit two dollars for each trout or pickerel so taken and destroyed, to be recovered by complaint or by action of debt, before any trial justice having jurisdiction, one-half to the use of the town, and half to the use of the complainant.

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

Approved March 17, 1870.

### Chapter 477.

An act to authorize G. W. Berry to extend a wharf and place a buoy into the tide waters of Owl's Head bay, in the city of Rockland.

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

Authorized to  
build wharf and  
place buoy in  
tide water.

SECT. 1. G. W. Berry of Rockland, in the county of Knox, his heirs, associates and assigns, are hereby authorized and empowered to build, extend and maintain in front of his land and privilege near Commercial wharf, in the said city of Rockland, a wharf composed of wood or granite, and extending in a southerly direction into the tide waters of Owl's Head bay, three hundred feet, and to place a dolphin or spar buoy in a southerly direction from same about five hundred feet.

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

Approved March 17, 1870.

### Chapter 478.

An act additional to and to amend the acts incorporating the Knox and Lincoln Railroad Company.

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

Extension of road  
authorized.

Route.

Wharves, piers  
and slips.

SECT. 1. The Knox and Lincoln Railroad Company is hereby authorized to extend its road from the point where it strikes the eastern side of the Kennebec river, across said river to a point on the western side of said river, at or near the terminus of the Portland and Kennebec Railroad, by a ferry between the points aforesaid, to construct, maintain and extend into the tide waters of said river all necessary and convenient wharves, piers and slips for the use and accommodation of said ferry and the boats and business connected therewith, both on the east and west sides of said river, and to purchase, build, maintain and keep in repair all necessary