

MAINE STATE LEGISLATURE

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ACTS AND RESOLVES

OF THE

FIFTY-THIRD LEGISLATURE

OF THE

STATE OF MAINE.

1874.

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1874.

PRIVATE AND SPECIAL LAWS

OF THE

STATE OF MAINE.

1874.

Chapter 554.

CHAP. 554.

An act to establish the lines of Portland harbor in Fore river.

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

SECT. 1. The following lines are hereby established as the harbor lines in Fore river of Portland harbor, as defined on the plan of the same accompanying the report of the advisory council called by the commissioners on Portland harbor, in the year one thousand eight hundred and seventy-three, to wit: "The line on the northerly side of the river begins at the termination of the harbor line of eighteen hundred and fifty-five, at the south-westerly corner of the pile wharf of the gas company, marked 'A' on said plan, and runs south-westerly in a straight line to the outer angle of the stone wharf, next westwardly from the said pile wharf, marked 'B' on said plan; thence westwardly in a straight line to the south-easterly corner of the solid abutment at the northerly end of the Eastern railroad bridge, marked 'C' on said plan; thence westwardly in a straight line to the south-westerly corner of the pile wharf of the plaster mill, marked 'D' on said plan; thence westwardly, more northerly, in a straight line, at an angle of one hundred and seventy-three degrees and thirty-five minutes with the last named line, a distance of eight hundred feet to a point marked 'E' on said plan; thence westwardly, more northerly, in a straight line, at an angle of one hundred and seventy-eight degrees and fifty-five minutes with the last named line, a distance of eight hundred feet, to a point marked 'F' on said plan; thence westwardly, more southerly, in a straight line, at an angle of one hundred and seventy-six degrees and forty-five minutes with the last named line, a distance of six hundred feet, to a point marked 'G' on said plan; thence westwardly, more southerly, in a straight line, at an angle of one hundred and sixty-six degrees with the last named line, a distance of six hundred feet, to a point marked 'H' on said plan; thence westwardly, still more southerly, in a straight line, at an angle of one hundred and seventy-one degrees and ten minutes with the last named line, a distance of six hundred and fifteen feet, to a point marked 'I' on said plan; thence north-westwardly on an arc of a circle of three hundred and forty feet radius, of which the last named line is tangent, a distance of about five hundred and eighty-three feet, to a point marked 'J' on said plan; thence northerly, in a straight line tangent to said circle, to a point on the south-easterly side of the Boston and Maine railroad bridge, distant two hundred feet south-westerly from the stone sea-wall at the north-easterly end of said bridge, measuring along the easterly side thereof, to a point marked 'K' on said plan. The lines on

Harbor lines on Fore river of Portland harbor, to establish.

Lines on the northerly side of the river.

CHAP. 554.

Lines on the southerly side of the river, section one.

the southerly side of the river are located in two sections. In section one, beginning at a point marked 'A' on said plan, on the westerly side of Portland bridge in line with the sea-wall of the dry dock company's wall extended, which point corresponds to the point of intersection of the commissioners' line of eighteen hundred and fifty-five with the said westerly side of said bridge, the line runs south-westerly in a straight line, at an angle of one hundred and six degrees and fifty-six minutes with said westerly side of said bridge, a distance of six hundred feet to a point marked 'B' on said plan; thence more westerly in a straight line, at an angle of one hundred and sixty-three degrees and forty-five minutes with the last named line, a distance of six hundred feet, to a point marked 'C' on plan; thence still more westerly in a straight line, at an angle of one hundred and sixty-four degrees and fifty-five minutes with the last named line, a distance of six hundred feet to a point marked 'D' on said plan; thence westerly, in a straight line, to the westerly corner of the solid abutment on the southerly end of the Eastern railroad bridge, marked 'E' on said plan; thence westerly, in a straight line, at an angle of one hundred and thirty-seven degrees and ten minutes with the westerly side of said railroad bridge, a distance of one thousand feet, to a point marked 'F' on said plan; thence westerly, more southerly, in a straight line, at an angle of one hundred and seventy-two degrees and forty-five minutes with the last named line, a distance of six hundred feet, to a point marked 'G' on said plan; thence westerly, more southerly, in a straight line, at an angle of one hundred and forty-one degrees and thirty minutes with the last named line, a distance of six hundred feet, to a point marked 'H' on said plan; thence southerly, in a straight line, at an angle of one hundred and forty-four degrees and ten minutes with the last named line, a distance of six hundred feet, to a point marked 'I' on said plan. In section two, beginning at a point marked 'K' on said plan, at the northerly corner of the solid abutment on the westerly end of the Boston and Maine railroad bridge, the line runs southerly, in a straight line, to the north-westerly corner of the Rolling Mills bridge, marked 'L' on said plan; thence south-easterly, in a straight line, to a point on the south-easterly side of Vaughn's bridge, distant three hundred and forty feet south-westerly from the easterly corner of the abutment on the southerly side of the draw-way opening in said bridge, marked 'M' on said plan; thence southerly, more easterly, in a straight line, at an angle of one hundred and fifty-seven degrees and thirty-five minutes with the last named line a distance of six hundred and fifteen feet to a point marked 'N' on said plan; thence in a straight line easterly, at an angle of one hundred and

Line on southerly side of the river, section two.

fifty-five degrees and five minutes with the last named line, a distance of six hundred feet, to a point marked 'O' on said plan; thence in a straight line easterly, a little northerly, at an angle of one hundred and sixty-one degrees and ten minutes with the last named line, a distance of six hundred feet, to a point marked 'P' on said plan; thence in a straight line easterly, more southerly, at an angle of one hundred and fifty degrees and thirty minutes with the last named line, a distance of six hundred feet, to a point marked 'Q' on said plan; thence in a straight line southerly, at an angle of one hundred and thirty-eight degrees and forty minutes with the last named line, a distance of six hundred feet, to a point marked 'R' on said plan."

SECT. 2. No wharf or incumbrance of any kind shall hereafter be erected or extended into said Fore river beyond either of said lines; and no wharf, erection or incumbrance or alteration or enlargement of any wharf, erection or incumbrance heretofore made, built or erected, shall hereafter be made between the lines of Portland harbor as heretofore established and high water mark, or within the lines established by this act and high water mark, without the written permission of the commissioners of the harbor and tidal waters of the city of Portland, therein describing the extent and character of the work so permitted. Such permission by them subscribed shall be left with the clerk of the city of Portland, to be by him recorded before such work shall be commenced. Any wharf, erection, incumbrance or alteration or enlargement of the same made contrary to these provisions shall be deemed a public nuisance and liable to abatement.

No wharves, &c., to extend beyond harbor lines.

Wharves, &c., within harbor lines, to be built by permission of harbor commissioners.

Permission to be left with and recorded by city clerk.

Penalty for violation.

SECT. 3. All remedies by indictment, injunction or otherwise heretofore existing and given for violation of any provisions of law relating to Portland harbor, are hereby extended to violations of the provisions of this act, and this act shall not be held to repeal any previous act relating to said harbor, or in any manner to abridge the powers of said commissioners over the same.

Existing remedies extended.

Approved February 24, 1874.

Chapter 555.

An act to amend "an act authorizing the city of Bangor to aid the Bangor Mercantile Association."

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

SECT. 1. Section one of chapter six hundred and seventy-nine of the private and special laws of the year eighteen hundred and

Sec. 1, ch. 679, special laws '71, amendment of.