

MAINE STATE LEGISLATURE

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ACTS AND RESOLVES

OF THE

SIXTY-THIRD LEGISLATURE

OF THE

STATE OF MAINE.

1887.

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1887.

PRIVATE AND SPECIAL LAWS

OF THE

STATE OF MAINE.

1887.

Chapter 66.

An Act to incorporate the Northern Maine Railroad Company.

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

- Corporators.** **SECT. 1.** James W. Bolton, Joseph B. Hall, George H. Freeman, Arthur C. Perry, of Presque Isle, Joseph D. Emery of Caribou, and Albert A. Burleigh of Houlton, Benjamin F. Jones, Ansel L. Lumbert, Llewellyn Powers, F. A. Powers, George W. Collins, Thomas H. Phair, Henry C. Sharp, John Burnham, Frederick Robie, Dennis W. Clark, Stephen R. Small, Charles McCarthy, Jr., Frank A. Pitcher, George F. West, A. F. Crockett, S. M. Bird, Daniel A. Cony and Charles P. Allen, their associates, successors and assigns, are hereby created and constituted a body corporate by the name
- Corporate name.** of the Northern Maine Railroad Company, with all the powers, franchises, rights and privileges, and subject to all the duties, obligations and restrictions, conferred and imposed upon railroad corporations by the laws of this state.
- Officers.** **SECT. 2.** The officers of said corporation shall be a president, vice president, secretary, treasurer, board of directors, and such others as may be provided in the by-laws, rules and regulations of the corporation, not repugnant to the laws of the state.
- Capital stock.** **SECT. 3.** The capital stock of said corporation shall consist of five thousand shares of the par value of one hundred dollars each.
- Authorized to locate, etc., a road between Presque Isle and Mattawamkeag.** **SECT. 4.** Said corporation is authorized to make surveys, to locate, construct, equip, maintain and operate a railroad of standard gauge, with one or more tracks or sets of rails, with all suitable bridges, tunnels, viaducts, culverts, drains, turn-outs and all other necessary appendages, from some point in Presque Isle to some point in the village of the town of Houlton, and from said point in the village of the town of Houlton to the most desirable point at or near Mattawamkeag, or between Mattawamkeag and Bancroft, by the most feasible route to best serve public interest, passing through any of the towns, plantations or townships in the first, second, third, fourth, fifth and sixth ranges of townships, west from the east line of the state, with the right to connect with the European and North American, Maine Central or any other railroad. .

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SECT. 5. Said corporation is also authorized to locate, construct, maintain and operate a railroad from some point in Presque Isle, by the most feasible and proper route, passing through any of the towns, plantations and townships in the second, third, fourth, fifth, sixth or seventh ranges of townships west from the east line of the state, as may be necessary, to some point on the Saint John river at or near Fort Kent, with a branch railroad from some point on said line by the most feasible route to the most desirable point in Ashland or Masardis; and said corporation is also authorized to locate, construct, maintain and operate a railroad from some point in Presque Isle, or at the most desirable point on the line from Presque Isle to Fort Kent, by the most feasible route, passing through any of the towns, plantations or townships, as may be necessary, in the second and third ranges of townships, west from the east line of the state, to some point on the Saint John river, at or near Van Buren.

—between
Presque Isle
and Fort Kent.

—to Ashland or
Masardis.
—to Van Buren.

SECT. 6. If said corporation shall not have been organized, and the location of its line from Presque Isle, as provided in section four of this act according to actual surveys, shall not have been filed with the county commissioners of the counties of Aroostook and Penobscot, so far as said line shall be located in said counties respectively, on or before the first day of January, in the year of our Lord one thousand eight hundred and eighty-nine, or if said corporation shall fail to complete said line of railroad on or before the first day of January, in the year of our Lord one thousand eight hundred and ninety-one, in either of the above mentioned cases, this act shall be null and void so far as said line is concerned.

If line provided
for in Sec. 4, is
not located by
Jan., 1889, and
completed by
Jan., 1891, act
void.

SECT. 7. If said corporation shall not have made the location of its lines authorized in section five of this act and filed the same with the county commissioners of Aroostook county on or before the first day of January, in the year of our Lord one thousand eight hundred and eighty-nine, or if said corporation shall fail to complete said lines, or either of them, on or before the first day of January, in the year of our Lord one thousand eight hundred and ninety one, in either of the above mentioned cases, this act shall be null and void, so far as it relates to either uncompleted line.

If line author-
ized in Sec. 5, is
not located by
Jan., 1889, and
completed by
Jan., 1891, act
void.

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May sell or
lease lines.

SECT. 8. Said corporation may sell or lease its line or lines to any other railroad corporation, which latter company is hereby authorized to enter into such contract of sale or lease, and the directors of the two corporations may enter into such contract for the running of the road or roads and for the purchase, sale or lease thereof, as the directors of the two contracting companies, in the exercise of their best judgment and discretion, may deem for the advantage of their respective corporations, subject to the approval of a majority of the stock in each corporation.

Shall not locate,
until capital
stock has been
subscribed.

SECT. 9. Provided, however, that said corporation shall not locate its road until the capital stock required by section three, has been subscribed in good faith by responsible parties, and five per cent paid thereon in cash to the directors of said corporation and an affidavit made by a majority of said directors, and recorded in the office of the secretary of state, that the amount of stock required by section three, has been in good faith subscribed and five per cent paid thereon as aforesaid, and that it is intended in good faith to construct, maintain and operate the said road. The secretary of state shall record said affidavit upon payment of five dollars.

Reasons for
granting this
charter.

SECT. 10. This charter is granted because the objects sought to be accomplished, cannot be fully attained and accomplished under the general laws for the formation of railroad companies.

SECT. 11. This act shall take effect when approved.

Approved February 9, 1887.

Chapter 67.

An Act to provide in part for the Expenditures of Government.

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

Act of appropri-
ation for the
year 1887.

SECT. 1. In order to provide for the several acts and resolves of the legislature, requiring the payment of money from the treasury, and also to provide for the necessary expenditures of government for current fiscal year of eighteen hundred and eighty-seven, the following sums are hereby appropriated out of any moneys in the treasury, and the governor, with the advice and consent of the council, is authorized, at any time prior to the first day of January next, to draw his warrant on the treasurer for the same :