

MAINE STATE LEGISLATURE

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ACTS AND RESOLVES

OF THE

SIXTY-THIRD LEGISLATURE

OF THE

STATE OF MAINE.

1887.

Published by the Secretary of State, agreeably to Resolves of June 28, 1820,
February 18, 1840, and March 16, 1842.

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1887.

PRIVATE AND SPECIAL LAWS

OF THE

STATE OF MAINE.

1887.

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—shall not impede navigation.

Damages, how ascertained.

tined for use and manufacture in their own mills. But said works shall be so constructed as not to impede navigation or to unreasonably obstruct the common use of said river.

SECT. 2. The parties named in the first section of this act, their associates and assigns, for the erection and maintenance of said piers and booms, and for connecting the same with the shores, may, with their agents, servants and teams, pass and repass over said shores, and to and from the same. All damages to owners shall be ascertained by the county commissioners of Aroostook county in the same manner and under the same conditions and limitations as are by law provided in the case of damages in the laying out of highways.

Approved March 10, 1887.

Chapter 223.

An Act to amend chapter one hundred and twenty of the Private and Special Laws of eighteen hundred and seventy-two, entitled "An Act to incorporate the Penobscot Central Railroad Company," as amended by chapter four hundred and sixteen of the Private and Special Laws of eighteen hundred and seventy-four, and to extend the time for building said road.

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

Sec. 1, ch. 120, Private Laws of 1872, amended.

SECT. 1. Section one of chapter one hundred and twenty of the private and special laws of eighteen hundred and seventy-two, as amended by chapter four hundred and sixty of the private and special laws of eighteen hundred and seventy-four, is hereby amended, so as to read as follows :

Corporators.

'SECT. 1. John Morrison, Charles P. Brown, J. C. White, John B. Nichols, T. P. Bachelder, E. T. Flint, John H. Ramsdell, D. F. Davis, L. A. Bowler, Thomas R. Kingsbury, Lyndon Oak, George Clark, T. J. Peaks, William Dunning, George F. Hill, Ira W. Davis, T. McDonald, John H. Garvin, Jacob Eastman, Frank C. Barker, John Brown, Elisha Pierce, Simon G. Jerrard, their assigns, associates and successors, are hereby made and constituted a body politic and corporate, by the name of the Penobscot Central Railroad Company, and by that name may sue and be sued, plead and be impleaded, and shall enjoy all proper remedies at law and in equity to secure and protect them in the exercise of their rights and privileges, and in the performance of their duties ;

Corporate name.

Powers.

and said corporation is hereby authorized and empowered to locate and construct, and finally complete, alter and keep in repair a railroad, with one set or more, of rails or tracks, with all suitable bridges, tunnels, viaducts, turnouts, culverts, drains and all other necessary appendages, from the Maine Central depot in Bangor, or from some point on the line of said Maine Central Railroad in said Bangor, or from some point at or near tide water in said Bangor; thence running northerly and northwesterly through the towns of Bangor, Hermon and Glenburn, or either of said towns of Hermon or Glenburn, Kenduskeag, Corinth, Charleston, Atkinson, Orneville and Milo, to Milo Junction, so as to connect with the Katahdin Iron Works Railroad at said junction.'

Authorized to construct a railroad.

Route.

SECT. 2. An additional term of two years from and after the thirty-first day of December in the year of our Lord one thousand eight hundred and eighty-seven, is hereby granted to said Penobscot Central Railroad Company, in which to organize, locate and survey its route, and complete its road; provided, however, that if the Bangor and Piscataquis Railroad Company shall locate a railroad before the first day of June, next after the approval of this act, beginning at a point north of the south line of the city of Bangor, at or near tide-water, and thence northerly and northwesterly by a feasible route to the line of the Bangor and Piscataquis Railroad, as now constructed to Milo Junction, in the town of Milo, or to the line of the Bangor and Piscataquis Railroad within one mile south of the Piscataquis river bridge, below Milo Junction, said route to go through the town of Charleston, through the town of Corinth, within one hundred rods of East Corinth village and through the town of Kenduskeag, and shall grade and complete not less than ten miles of said line within one year from the approval of this act, and complete the road and put the same in good running order from Bangor to the connection with the Bangor and Piscataquis Railroad as aforesaid, within two years from the approval of this act, the foregoing amendments to the charter of the Penobscot Central Railroad Company shall not take effect; but if the Bangor and Piscataquis Railroad Company fails to comply with the terms of this proviso, or shall, before the first day of August next, waive by written notice from the board of directors, all rights under the same, the aforesaid amendments to the charter of

Charter extended two years.

Act shall not take effect if B. & P. R. Co., shall construct a railroad through towns of Charleston and Corinth to Milo

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B. & P. R. R.
Co. may acquire
all rights of
Penobscot
Central R. R. Co.

the said Penobscot Central Railroad Company shall take effect and extend four years from the date of the approval of this act. It is further provided herein, that the Bangor and Piscataquis Railroad Company may at any time acquire of the Penobscot Central Railroad Company, by lease, purchase or otherwise, all the charter rights of the latter company upon terms agreed to by the two corporations.

B. & P. R. R.
Co. authorized
to aid construc-
tion of.

SECT. 3. If said road is constructed under the foregoing proviso, the Bangor and Piscataquis Railroad Company is authorized to secure its bonds for the construction of the same by mortgage on its line of railroad from Milo to Bangor, which shall be a first lien on that part of the railroad, and the city of Bangor may release its claim on that part of the railroad; and said company may issue preferred stock to an amount to be determined by its board of directors, which shall be entitled to such portion, as the directors may determine at the time of issue, of the earnings of that part of the railroad subject to such mortgage and bonds, if made and issued.

—may issue pre-
ferred stock.

Sec. 8, amended.

SECT. 4. Section eight of said chapter one hundred and twenty, of the private and special laws of eighteen hundred and seventy-two, is amended by adding thereto the words, 'or to issue preferred stock to such an amount and upon such terms as the directors may determine.'

SECT. 5. This act shall take effect when approved.

Approved March 10, 1887.

Chapter 224.

An Act to legalize the doings of Wade Plantation.

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

Doings of Wade
Plantation,
made valid.

That the doings of Wade plantation, so far as the raising of money, the assessment and collecting of the same for the year eighteen hundred and eighty-six, are hereby made valid.

Approved March 10, 1887.