

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.

AUGUSTA:
SPRAGUE & SON, PRINTERS TO THE STATE.
1887.

ACTS AND RESOLVES

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SIXTY-FOURTH LEGISLATURE

OF THE

STATE OF MAINE.

1889.

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

AUGUSTA:
BURLEIGH & FLYNT, PRINTERS TO THE STATE.
1889.

PRIVATE AND SPECIAL LAWS

OF THE

STATE OF MAINE.

1889.

or preferred stock of said corporation, or loan its credit or both, by a vote of a majority of the legal voters of any such city or town, present and voting at any meeting legally called therefor, not to exceed five per cent of the last regular state valuation of such city or town as specified in article twenty-second of the amendments to the constitution of the state of Maine, and any such city or town may specify in such vote on what part of said railroad line, any money so voted may be expended and used, and said corporation shall expend and use such money so voted, in the manner designated by such vote, and in no other manner. Such vote shall be obligatory upon such city or town for the payment of the amount so subscribed or loaned on such time or terms as may be agreed upon by them and the corporation.

SECT. 8. This act shall take effect when approved, and said corporation is hereby authorized and empowered to change its name to the Castine Railway and Navigation Company.

When act shall take effect.

Approved March 12, 1889.

Chapter 544.

An Act additional to Chapter ninety-seven of the Private and Special Laws of eighteen hundred and eighty-seven, incorporating Bangor Street Railway.

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

SECT. 1. The provisions of chapter ninety-seven of the private and special laws of the state of Maine of eighteen hundred and eighty-seven, are hereby extended, so that Bangor Street Railway shall have and exercise the same rights, powers, and franchises, and be subject to the same restrictions, liabilities, and duties, within the town of Brewer as they have and exercise, or may have and exercise, or are or may be subject to within the city of Bangor by virtue of said chapter ninety-seven.

May operate road in town of Brewer.

SECT. 2. The town of Brewer is hereby authorized and empowered to grant to said Bangor Street Railway the same powers within said town as have been or can be granted to said Bangor Street Railway by said city of Bangor in the city of Bangor, under the provisions of said chapter ninety-seven,

Town of Brewer, authorized to grant concessions to.

CHAP. 545

—doings of town, ratified.

Location of tracks.

and all the actions and doings of said town of Brewer in and about the matters of said Bangor Street Railway heretofore had or done, are hereby ratified and confirmed.

SECT. 3. The tracks of the Bangor Street Railway shall not be laid at any point within fifty feet of the approaches of the Bangor and Brewer bridge.

Approved March 12, 1889.

Chapter 545.

An Act to incorporate the Phillips and Rangeley Railroad Company.

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

Corporators.

—corporate name.

Authorized to construct a railroad.

—route.

Authorized to build bridges, and take land.

SECT. 1. Calvin Putnam, Henry P. Closson, Waldo A. Rich, A. M. Spear, Samuel Farmer, F. E. Timberlake and Joel H. Byron, their associates and assigns, are hereby made and constituted a body corporate and politic, by the name of the Phillips and Rangeley Railroad Company, with all the powers, rights, privileges, and subject to all the duties, restrictions and obligations conferred and imposed on railroad corporations by the laws of the state.

SECT. 2. Said corporation is hereby authorized and empowered to survey, locate, construct, operate, maintain, alter and keep in repair a railroad, commencing at and connecting with the Sandy River Railroad, at some convenient point in the town of Phillips, in the county of Franklin, and extending thence northerly through the town of Madrid, Township Number one, Range two, West Bingham's Kennebec Purchase, and thence westerly through Number two, Range two, Dallas Plantation, to some point in the town of Rangeley, in the county of Franklin.

SECT. 3. Said corporation is hereby granted the power to build all necessary bridges on the route that may be selected, and shall have the right to take or purchase, and hold or assign and convey so much of the land or other real estate of private individuals or corporations, except the property of other railroads, which may be taken as hereinafter provided, as may be necessary or convenient for the location or construction, and convenient for operation of said railroad, and shall also have the right to take and remove and use for the