

MAINE STATE LEGISLATURE

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ACTS AND RESOLVES

OF THE

SIXTY-FIFTH LEGISLATURE

OF THE

STATE OF MAINE.

1891.

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

AUGUSTA:
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1891.

PRIVATE AND SPECIAL LAWS

OF THE

STATE OF MAINE.

1891.

a vote of two-thirds of the legal voters of any such town present at any meeting legally called therefor, not to exceed the percentage prescribed by law of the valuation of such town and such vote shall be obligatory on such 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 company and all stock so subscribed for by said towns shall be represented in said corporation by the municipal authorities thereof, and any such town specified in this section may in such vote designate on what part of said railroad line any money so voted to be raised by such town shall be expended and used, and said corporation shall expend and use all such money in the manner designated by such vote and in no other manner.

SECT. 7. If said corporation shall not have been organized and the location according to actual survey of the route filed with the county commissioners of the counties through which the railroad shall pass, within five years, or if said corporation shall fail to complete said railroad within eight years, then in either of the above mentioned cases this act shall be null and void as to that part of said road not completed at the expiration of the time last above mentioned.

Act void, if company is not organized and route surveyed within five years.

SECT. 8. This act shall take effect when approved.

Approved February 26, 1891.

Chapter 119.

An Act amending the act additional to the charter of the Portland and Rochester Railroad.

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

SECT. 1. The Portland and Rochester Railroad is authorized, subject to the written consent of the mayor and board of aldermen of the city of Portland, and to all statutes relating to Portland harbor, to change the route authorized by the act entitled "An Act additional to the charter of the Portland and Rochester Railroad," approved the ninth day of February, eighteen hundred and eighty-seven, so far as the route extends from a point at or near Green street in Portland or Deering, to a connection with the Grand Trunk Railway, so as to pass at one or more points partly outside of the marginal way

P. & R. Railroad authorized to change its route.

CHAP. 120 instead of wholly inside thereof as provided by said act, but none of the other provisions of said act shall be hereby affected or modified.

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

Approved February 26, 1891.

Chapter 120.

An Act relating to the Knox and Lincoln Railway.

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

Doings of cities and towns, and K. & L. R.R. Co., confirmed.

SECT. 1. All the proceedings of various cities and towns including Bath, Rockland, Thomaston, Wiscasset, Newcastle, Damariscotta and Nobleboro, and of the Knox and Lincoln Railroad Company, transferring to the Penobscot Shore Line Railroad Company, now the Knox and Lincoln Railway, interests in the railroad, ferry privileges, immunities, franchises, and other property formerly of the Knox and Lincoln Railroad Company, with the stock thereof, and the mortgage given by the Penobscot Shore Line Railroad Company to Charles E. Patten, Edward A. Butler and John C. Levensaler, dated the first day of August, eighteen hundred and ninety, and the bonds secured thereby, are hereby confirmed.

K. & L. Ry., authorized to sell or lease its property.

SECT. 2. The Knox and Lincoln Railway is authorized to lease or sell all the railroad, franchises, privileges, immunities or property which it now has, or may at any time hereafter have, to any railroad corporation now existing, or hereafter incorporated, with whose lines it does now, or may at any time hereafter connect, and to consolidate its stock or management, or both, with such corporation, and to make contracts for the operation or management of the lines of any such connecting corporation, and any such connecting corporation may lease or sell its own railroad, franchises, privileges, immunities or property to the Knox and Lincoln Railway, and may make contracts for the operation or management of the lines of the latter, and in either event, either of the foregoing corporations may respectively accept such lease, sale or contract. Provided, however, that no lease or sale of the Knox and Lincoln Railway shall be made except on a stock vote of not