

MAINE STATE LEGISLATURE

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ACTS AND RESOLVES

OF THE

SIXTY-SIXTH LEGISLATURE

OF THE

STATE OF MAINE.

1893.

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

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1893.

PRIVATE AND SPECIAL LAWS
OF THE
STATE OF MAINE.

1893.

CHAP. 418

Chapter 418.

An Act to authorize the Rockland, Thomaston and Camden Street Railway to increase its capital stock and to issue additional bonds.

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

Company,
authorized to
increase capital
stock.

SECT. 1. The Rockland, Thomaston and Camden Street Railway is hereby authorized to increase its capital stock from time to time, to five hundred thousand dollars.

May issue addi-
tional bonds
and mortgage
property.

SECT. 2. The said company is authorized to issue such additional bonds as it may deem expedient for the purposes of its incorporation and to secure the same by appropriate mortgages upon its property and franchises.

SECT. 3. This act shall take effect when approved.

Approved February 23, 1893.

Chapter 419.

An Act to incorporate the Black Brook Improvement Company.

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

Corporators.

SECT. 1. G. C. Moses, E. Plummer, F. H. Twitchell, W. E. Plummer and William H. Newell and their associates, successors and assigns, are hereby incorporated under the name of the Black Brook Improvement Company, with all the privileges and subject to the liabilities incident to corporations of a similar nature.

—corporate
name.

Capital stock.

SECT. 2. The capital stock of said company shall not exceed five thousand dollars, and the Androscoggin Water Power Company is hereby authorized to hold stock in said corporation.

Authorized to
improve Black
brook.

SECT. 3. Said corporation is hereby authorized to improve Black brook, so called, in the township of Andover North Surplus and town of Andover, in the county of Oxford, from its source to its junction with Ellis river, so called, for log driving purposes, by widening, deepening and removing obstructions from the channel of said brook, by the construction of dams, side dams and sluice ways therein, and by the erection of booms, side booms and piers therein, to facilitate the floating of logs and pulp wood.