

MAINE STATE LEGISLATURE

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ACTS AND RESOLVES

OF THE

SIXTY-SEVENTH LEGISLATURE

OF THE

STATE OF MAINE

1895.

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

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1895.

RESOLVES
OF THE
STATE OF MAINE.

1895.

CHAP. 110

Chapter 110.

Resolve in aid of navigation on Moosehead Lake.

Moosehead
Lake, in aid
of navigation
on.

Resolved, That the sum of five hundred dollars is hereby appropriated, to be expended under the direction of the state steamboat inspectors in placing buoys at such points in Moosehead lake as will best serve the needs of navigation thereon. Any part of this appropriation unexpended in two years from the date of the passage of this resolve shall revert back to the state.

Approved March 25, 1895.

Chapter 111.

Resolve for the purchase of certain Photographic Views.

Photographic
views, for
purchase of.

Resolved, That the sum of seven hundred and fifty dollars be and is hereby appropriated, to be expended under and by direction of the governor and council, for the purpose of purchasing of W. H. Gay, certain photographic views of Maine scenery and game, in the different counties of the state, for the purpose of exhibiting the same in the state house, and in the rooms of the boards of trade in other states; the same to be selected and distributed by direction of the governor and council.

Approved March 25, 1895.

Chapter 112.

Memorial to Congress.

Memorial to
Congress, for
aid to build
bridge, at
Fort Kent.

WHEREAS, by the Ashburton treaty concluded August ninth, eighteen hundred forty-two, the Saint John river became the boundary line between the United States and the Dominion of Canada, and

WHEREAS, a very large area of territory in the northwestern part of the state of Maine, embracing more than one hundred townships, and amounting to more than two millions acres of land, of which a very large proportion is fertile and suitable and well adapted for agricultural purposes; and since the treaty, has been and now is in process of development,

thereby largely increasing its population and adding to the wealth of the state and nation ; and CHAP. 112

WHEREAS, this belt of territory, as large as a majority of our counties, by reason of its geographical location has no other available outlet for the purposes of trade and commerce except the river Saint John or its banks ; and

WHEREAS, said river Saint John, owing to the peculiar conformation of the vast area of land in which it has its source, fed by the great rivers, the Allagash, big and little Black, the Saint Francis and Fish rivers, is subject to high and dangerous freshets, continuing for long periods ; also at other periods of the year is filled with anchor ice or frozen slush, therefore closing the great highway during said periods ; thus shutting up and closing all intercourse between the inhabitants of said territory and the other parts of the state and the world ; whereby the inhabitants suffer great loss in their business and the settlement and development of this rich agricultural domain is seriously retarded, and

WHEREAS, the Temiscouata railway has been extended up the left bank of the Saint John river to Clair station directly opposite Fort Kent, and upon the said bank of the river to Saint Francis river and the Canadian Pacific Railway running to Edmundston within twenty miles of which said road makes connection at said point thereby giving railway facilities through by Bangor, or by the river DeLoup, Quebec and Portland ; and further it is the intention of the Dominion of Canada to construct this railway up the valley of the Saint John and Saint Francis rivers which, when completed, will give greater facilities and a much shorter route to Portland, and

WHEREAS, all that is necessary to be done to accomplish this great object is to build a railroad and carriage bridge at Fort Kent over and across said Saint John river, and

WHEREAS, the Fish river, flowing from the great lakes ; Long, Cross, Square, Eagle and Portage lakes, and some five other small lakes, making one of the best, if not the very best, water powers in the state of Maine, draining as it does a vast area of valuable timber and fertile agricultural land, which wants but railway facilities to set in motion a vast amount of machinery and manufacture millions of lumber every year, and build up the towns of the county of Aroos-

CHAP. 113 took, thereby largely adding to the wealth of the state, and bring the people seeking for good health in one of the most beautiful spots of earth for a summer residence, thereby restoring their diseased and weak lungs and giving pleasure and delight to life.

THEREFORE, be it resolved, by the Senate and House of Representatives in Legislature assembled, that our senators in congress are instructed, and our representatives requested to use their best endeavors and influence to secure an appropriation of fifty thousand dollars in aid of building a bridge for railroad and carriage and foot travel; said bridge to be constructed with granite abutments and piers, or with heavy iron tubes, and filled with hand laid concrete; the structure to be of iron or steel. Provided, the dominion government of Canada, or any railroad corporation in said dominion shall furnish a like sum.

Approved March 26, 1895.

Chapter 113.

Resolve authorizing the land agent to convey certain settlers' lots in Wallagrass Plantation.

Wallagrass
Pl., land agent
to convey
lots in.

Resolved, That the land agent, upon satisfactory proof made to him that payment has been made in settling duties for any lot in Wallagrass plantation, which has been contracted or bonded to any settler by the Commonwealth of Massachusetts prior to August one, eighteen hundred and fifty-two, is hereby authorized and directed to convey to such settlers, their heirs or assigns, all the right, title and interest of the state of Maine in and to such lots.

Approved March 26, 1895.