

MAINE STATE LEGISLATURE

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ACTS AND RESOLVES

OF THE

SIXTY-EIGHTH LEGISLATURE

OF THE

STATE OF MAINE

1897

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

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1897

PRIVATE AND SPECIAL LAWS
OF THE
STATE OF MAINE.

1897.

Sect. 4. The said company is authorized to make contracts with the United States, the state, the county of Oxford, the towns of Norway and Paris, and any village corporation in either of said towns, and with corporations and inhabitants of said towns, for the purpose of supplying light, heat and power as contemplated by this act. The said towns of Norway and Paris through their selectmen or any village corporation therein through the assessors thereof, are severally authorized to contract with said company from time to time for a supply of electricity for public purposes from year to year or for a term of years as they may deem expedient.

CHAP. 511

May contract to supply light, heat and power.

Towns may make contracts for supply of electricity.

Sect. 5. This bill shall not be construed as giving to said Oxford Light Company any exclusive privileges within the limits of the town of Paris, not granted by the general law.

Exclusive privileges not granted within town of Paris.

Sect. 6. The said company may issue its bonds for the purchase or construction of its works and for the purposes of its incorporation, from time to time, to the amount of eighty thousand dollars, and on such rates and time, as it may deem expedient, and secure the same by appropriate mortgages upon its property and franchise.

May issue bonds and mortgage property.

Sect. 7. This act shall take effect when approved.

Approved March 25, 1897.

Chapter 511.

An Act to amend the charter of the Waldo Street Railway Company.

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

Sect. 1. Section one of chapter three hundred and nine of the private and special laws of eighteen hundred and ninety-five, entitled "An Act to amend section one of chapter two hundred and fifty-three of the private and special laws of eighteen hundred and ninety-one, entitled 'An Act to incorporate the Waldo Street Railway Company,' as amended by chapter six hundred and thirty-seven of the private and special laws of eighteen hundred and ninety-three," is hereby amended by adding after the word "maintaining," in line twenty-four, the words 'a bridge of sufficient width for teams, foot passengers and the tracks of said corporation with,' so that said section, as amended, shall read as follows:

Charter amended.

CHAP. 511

Corpora-
tors.

—corporate
name au-
thorized to
construct a
street rail-
way.

—route.

—may oc-
cupy streets
as deter-
mined by
municipal
officers.

—cross tide
waters in
Belfast
bay.

—may cross
land of
private
owners by
consent.

—written
assent of
corpora-
tion to
votes of
municipal
officers as
to location,
shall be
filed with
city and
town
clerks.

‘Sect. I. C. B. Hazeltine, J. G. Brooks, A. A. Howes, Wil-
liam B. Swan, J. H. Quimby, Nathan F. Houston, Charles
Baker and J. H. Howes, of Belfast, in the county of Waldo,
Samuel E. Shepherd and Herbert L. Shepherd, of Rockport,
and E. K. O’Brien, of Thomaston, in the county of Knox, and
state of Maine, their associates, successors and assigns are
hereby constituted a corporation by the name of Waldo Street
Railway Company, with authority to construct, maintain and
use a street railroad, to be operated by electric or animal power,
with convenient single or double tracks, side tracks, switches
and turnouts, with any necessary or convenient lines of poles,
wire appliances, appurtenances and conduits, from and to such
points in the town of Stockton Springs, through the town of
Searsport, the city of Belfast and the towns of Northport and
Lincolnville, to the line between the towns of Camden and
Lincolnville, upon and over such streets in said towns and city
as shall from time to time be fixed and determined by the muni-
cipal officers of the said several towns and city aforesaid and
assented to in writing by said corporation, and shall have the
right to cross tide water in Belfast bay or harbor, at any place
above Lane’s wharf, so called, as near the highway bridge as a
competent engineer will determine that a practicable curve can
be made in said bay or harbor, by building and maintaining a
bridge of sufficient width for teams, foot passengers and the
tracks of said corporation with suitable draws for the accommo-
dation of navigation; and also shall have authority to construct,
maintain and use said railroad, over and upon any land of pri-
vate owners where consent is obtained and damages paid or
released, provided, however, that all tracks of said railways shall
be laid at such distances from the sidewalks of said towns and
city, as the municipal officers thereof shall in their orders fixing
the routes of said railway, determine to be for public safety and
convenience. The written assent of said corporation to any
vote or votes of the municipal officers of said towns and city
prescribing from time to time the routes of said railway, shall be
filed with the clerks of the said several towns and city, and shall
be taken and deemed to be the location thereof, which shall not
afterwards be changed except by the mutual consent of the
municipal officers of said city and towns and the corporation.
Said corporation shall have power from time to time to fix such
rates of compensation for transportation of persons and property
as it may think expedient; to issue bonds and secure the same

CHAP. 511

by mortgage of its franchise and property; also it is authorized to lease all of its property and franchises upon such terms as it may determine, and in general shall have all the powers and be subject to all the liabilities of corporations, as set forth in the forty-sixth chapter of the revised statutes; the rights of said corporation in laying its rails and maintaining its road, shall be no more than are, or may be granted by the municipal officers of said city and towns; and in the matter of keeping in repair that portion of the road, between the rails and adjacent to them outside, the corporation shall be limited and bound by the restrictions and conditions imposed by the said city and towns at the time of granting the license. Said corporation shall at all times maintain a suitable conveyance for passengers at reasonable hours and when not expedient to operate said road by electricity, its cars shall be propelled by animal power, provided, however, that upon written application by said corporation to the municipal officers of said city, or the municipal officers of any of said towns, and hearing thereon, the municipal officers of such city or town may authorize said corporation to discontinue the running of its cars within the limits of such city or town, during such portions of the winter months, and upon such terms and conditions as they may determine; said company may appeal from such decision to the board of railroad commissioners, who shall, after reasonable notice and hearing, make such a determination thereon as shall be reasonable and proper, and their decision shall be final.'

Sect. 2. For the purpose of connecting its tracks as located in the streets and ways of said city of Belfast with the tracks to be constructed on the bridge authorized by section one, the said corporation is authorized to take and hold, as for public uses, such lands as may be necessary for such connections and for the approaches to said bridge, and for the construction of said connections, bridge and approaches. Said lands shall be taken and the damages therefor be determined and paid, in the manner and under the proceedings provided in chapter fifty-one of the revised statutes, as amended, for lands taken for steam railroads.

Sect. 3. The said corporation is authorized to lease the said bridge authorized by section one, and the approaches thereto, to the city of Belfast upon such terms and with such stipulations and for such time as may be agreed upon between said corporation and the city council of said city, with the right on the part of the said city to purchase the same in such manner and on

—rates for transportation.

—issue bonds and mortgage property.

—rights of corporation are as granted by municipal officers.

—cars shall be run at reasonable hours.

—animal power may be used.

—may discontinue running of cars in winter.

—company may appeal from decisions of municipal officers, to railroad commissioners.

May take land for certain purposes.

—damages, how determined.

Company may lease bridge to city.

—city may purchase bridge.

CHAP. 512 such terms as shall be therein agreed; and after such lease it shall be the duty of the city council of said city, so long as the same shall remain in force, to annually appropriate a sum sufficient for the annual rental therein agreed as a part of the current expenses of said city, and such appropriations so made shall be set apart and shall not be diverted to any other use or purpose whatever. The city of Belfast is so authorized to make such lease by majority vote of its city council.

Charter extended two years.

Sect. 4. The time within which the said corporation is required by general law to actually commence business, is hereby extended two years from the twenty-seventh day of March in the year of our Lord one thousand eight hundred and ninety-seven.

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

Approved March 25, 1897.

Chapter 512.

An Act to set off a part of the town of Rome and annex the same to the town of Belgrade.

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

Part of town of Rome, set off, to Belgrade.

—bounds.

Sect. 1. All that part of the town of Rome in the county of Kennebec, bounded and described as follows: Beginning at a point on the eastern shore of Long pond a short distance north of the bridge at Belgrade mills, at the dividing line between land of Alanson Farnham and H. W. Golder, from said point south seventy-four degrees east on said dividing line to the new county road, so called, thence same course over said road to the east line thereof, thence south twenty-one degrees west on said east line to the north line of a road laid out by the county commissioners about eighteen hundred and forty-two, thence south seventy-eight degrees east to and over the old county road to land of T. S. Golder, thence southwesterly by said Golder's line to Mill stream and to old town line; thence by old town line to a point in Long pond which is south thirty-one degrees west from the point of beginning; thence north thirty-one degrees east to the point of beginning, is hereby set off from said town of Rome and annexed to the town of Belgrade.