MAINE STATE LEGISLATURE

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ACTS AND RESOLVES

OF THE

SIXTY-NINTH LEGISLATURE

OF THE

STATE OF MAINE

1899.

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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1899.

PRIVATE AND SPECIAL LAWS

OF THE

STATE OF MAINE.

1899.

Minot and Poland and Mechanic Falls in said county and the town of Oxford in the county of Oxford.'

Section 2. Section seven of said original act is hereby amended by inserting in the third line thereof, after the word "Poland" the words 'Mechanic Falls and Oxford in the county of Oxford,' so that said section, as amended, shall read as follows:

Section 7, amended.

'Section 7. Said corporation is hereby authorized to lay down pipes and to set poles and extend wires in and through the streets and ways in said towns of Minot and Poland, Mechanic Falls and Oxford in the county of Oxford and to take up, replace and repair all such pipes, aqueducts, poles and fixtures as may be necessary for the purposes of their incorporation, under such reasonable restrictions as may be imposed by the selectmen of said towns. And said corporation shall be responsible for all damages to persons and property occasioned by the use of such streets and ways and shall further be liable to pay to said towns all sums recovered against said towns for damages from obstruction caused by said corporation, and for all expenses, including reasonable counsel fees, incurred in defending such suits, with interest on the same.'

Authorized to lay down pipes, set poles and extend wires in streets.

—responsible for all damages.

Section 3. Said Mechanic Falls Water and Electric Light and Power Company is hereby authorized to acquire by purchase or otherwise the franchise, property and all the rights and interests of the Oxford Electric Light Company and to assume and perform all the contracts heretofore made by said Oxford Electric Light Company with all corporations and individuals for furnishing light and power.

May acquire franchise and property of Oxford Electric Light Company.

Section 4. This act shall take effect when approved.

Approved March 3, 1899.

Chapter 89.

An Act authorizing the Manufacturing Investment Company to locate, erect and maintain piers and booms in the Kennebec River.

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

Section 1. The Manufacturing Investment Company, its successors and assigns, are hereby authorized and empowered to locate, erect and maintain in the Kennebec river, between the towns of Madison and Anson, in the county of Somerset, and state of Maine, between land of Hiram H. Weston in said town of Madison and land located in said Anson, not more than one

Company authorized to erect piers and booms in Kennebec river.

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and one-fourth miles above the bridge of the Norridgewock Falls Bridge Company that is now erected across said Kennebec river, piers and booms for the purpose of collecting, holding and sorting out logs, pulp wood and other lumber coming down said Kennebec river. Said works shall be so constructed as to provide for the prompt and convenient passage of all logs, pulp wood and other lumber that may come within the same, without unreasonable or unnecessary delay; and it shall be the duty of said investment company to sort and turn out at least twenty-two thousand five hundred logs per day on the average, each week, through said booms, when there is that number therein; but in case said investment company does not sort and turn out the required number, the Kennebec Log Driving Company, upon notice to said Manufacturing Investment Company in writing, left at its office, shall have the right to put men of its own selection upon said booms at the charge and expense of said investment company, in order that the required number of logs may be put through the same; but nothing herein contained shall make said investment company liable for any delay caused by said piers and booms except as herein otherwise specified.

—shall not obstruct passage of logs and lumber.

—shall turn out at least 22,500 logs per day.

Any stray logs, pulp wood or other lumber not destined for use and manufacture at the mill of said investment company, if found in the storage booms of said investment company shall be turned out thereof by said investment company at its own charge and expense upon demand in writing of the owners thereof or of said Kennebec Log Driving Company. All damage for flowage caused by the construction of said piers and booms shall be determined by the county commissioners of said Somerset county.

—stray logs, how disposed of.

—damages for flowage, how determined.

Section 2. Said Manufacturing Investment Company shall be liable to indemnify the Kennebec Log Driving Company and the log owners for any logs or damage by reason of logs or other lumber lodged on lands adjoining the waters affected by any works constructed under this act whenever said lodgment is caused by any jam produced by said works.

Liability for logs lodged on lands affected by flowage.

Section 3. Said Manufacturing Investment Company, its successors and assigns, may take such lands as may be necessary for the erection and maintenance of said piers and booms mentioned in section one and connecting the same with the shores, and may with their agents and teams pass and repass over said shores to and from the same over the lands of other persons, for the purposes aforesaid and for the operation and management of said booms. Said company shall be held liable to pay all damages that shall be sustained by any person or persons by the taking of any lands or rights of way and for any other injuries

May take lands.

—liable for all damages.

resulting from said acts; and if any person sustaining damage as aforesaid shall not agree with said company upon the sum to be paid therefor, either party on petition to the county commissioners of Somerset county may have said damage assessed by them; and subsequent proceedings and rights of appeal thereon shall be had in the same manner and under the same conditions, restrictions and limitations as are by law prescribed in the case of damages by the laying out of highways.

—how assessed.

Section 4. This act shall take effect when approved.

Approved March 3, 1899.

Chapter 90.

An Act authorizing the City of Bangor to construct a bridge over Kenduskeag Stream, near the European and North American Railroad Bridge.

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

Section 1. The city of Bangor is hereby authorized to lay out a public highway from Broad street, so called, to Exchange street, so called, in said Bangor, northerly of the railroad bridge crossing Kenduskeag stream, near its junction with the Penobscot river, in accordance with the provisions of the charter of the city of Bangor, and build a bridge across the said Kenduskeag stream for foot and carriage travel near to and at such distance from said railroad bridge, that said railroad bridge and the bridge hereby authorized shall not unreasonably endanger each other or hinder the free use of either.

City authorized to lay out highway and build a bridge across Kenduskeag stream.

Section 2. The piers constructed by virtue of this act for the bridge and way hereby authorized shall be placed in such position in said stream as to be directly in line with the piers now under the railroad bridge referred to in section one; and the abutments for each end of said bridge shall be built so that the front of said abutments shall not project into the stream beyond the wharves on either side of said Kenduskeag stream; and the spans of said bridge shall be of substantially the same length as said railroad bridge, to the end that the use of said stream for boating and vessels and for driving and hauling rafts of logs and lumber shall not be unreasonably obstructed by the piers thus erected, and said bridge shall be as high or higher than the present railroad bridge.

How piers shall be placed and abutments built.

—length of spans.

Section 3. Said city of Bangor shall construct a sufficient draw in said bridge in line with the draw now in said railroad bridge, and in such manner that the draws of both bridges may

Shall construct sufficient draw.