

MAINE STATE LEGISLATURE

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ACTS AND RESOLVES

OF THE

SEVENTY-FOURTH LEGISLATURE

OF THE

STATE OF MAINE

1909

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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1909

PRIVATE AND SPECIAL LAWS

OF THE

STATE OF MAINE

As Passed by the Seventy-fourth
Legislature

1909

Chapter 188.

An Act to authorize the Northern Telegraph Company to increase its Capital Stock.

Be it enacted by the People of the State of Maine, as follows:

Section 4,
Chapter 186,
special
laws, 1879,
as amend-
ed by sec-
tion 2,
chapter 43,
special
laws, 1905,
further
amended.

Section four of chapter one hundred and eighty-six of the private and special laws of eighteen hundred and seventy-nine, as amended by section two of chapter forty-three of the private and special laws of nineteen hundred and five, is hereby further amended by changing the word "two" in the second line thereof to 'four' so that said section as amended shall read as follows:

Capital
stock.

'Section 4. The capital stock of said company shall be fixed by the by-laws thereof, but not to exceed four hundred thousand dollars.'

Approved March 16, 1909.

Chapter 189.

An Act to incorporate the Fore River Shore Line.

Be it enacted by the People of the State of Maine, as follows:

Corpora-
tors.

Section 1. Nathan R. Dyer, William F. Spear, John E. Fisher, Percival P. Baxter, Edward C. Reynolds, William R. Anthoine, Albert E. Dyer, George T. Spear, David E. Moulton, Fred G. Hamilton, William W. Thomas, Charles N. Trefethen, Edmund R. Norton and Frederick H. Harford, and their associates, successors and assigns, are hereby created a body corporate under the name of Fore River Shore Line, with all the powers, rights and privileges, and subject to all the duties, restrictions and obligations conferred and imposed on railroad corporations by the laws of the state.

—corporate
name.

Rights and
powers.

Section 2. Said corporation shall have the right to locate, construct, equip, maintain and operate a railroad from a connection with the Portland and Ogdensburg railway, or the Maine Central railroad, at a point near the line separating the city of Portland from the city of Westbrook, through such parts of the cities of Portland and Westbrook as may be necessary to reach the city of South Portland; thence into and through said city of South Portland to some point on the water front in the easterly part of said city of South Portland, by such route as the directors of said corporation may select; subject however, to all the provisions of the revised statutes, chapter fifty-one, section six, which are hereby made applicable to said corporation.

—location.