

MAINE STATE LEGISLATURE

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ACTS AND RESOLVES
OF THE
SEVENTY-FIFTH LEGISLATURE

OF THE
STATE OF MAINE.

1911

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PRIVATE AND SPECIAL LAWS

OF THE

STATE OF MAINE

As Passed by the Seventy-fifth
Legislature

1911

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extended for two years additional, and the persons named in said act, their associates and successors, shall have the rights, powers and privileges that were granted to them by said acts, to be exercised by them for the same purpose specified in said acts.

Approved March 10, 1911.

Chapter 83.

An Act to incorporate the Fort Kent and Clairs Toll Bridge Company.

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

- Section 1.** William H. Cunliffe, Frank W. Mallett, A. G. Fenlason, David C. Burpee, J. Raymond Burpee, William D. Burpee, their associates, successors and assigns, are hereby constituted a body corporate and politic by the name of Fort Kent and Clairs Toll Bridge Company, for the purpose of erecting and keeping in repair a bridge across the Saint John river between the town of Fort Kent, in the county of Aroostook, in the state of Maine, and the parish of Clairs, in the county of Madawaska, in the province of New Brunswick, and for said purpose and all others herein mentioned or incidental thereto, may consolidate or unite with any corporation organized for a similar purpose, acting in behalf of, or under, or by virtue of an act or authority granted by the legislature of the province of New Brunswick, or of parliament of the dominion of Canada, and all of the authority which may be conferred by such act of the legislature or parliament aforesaid, is likewise authorized and granted by this act, to the corporation formed by such consolidation, even though not specifically mentioned herein; and said corporation, or the corporation formed by such consolidation, shall have power to purchase and hold such personal and real estate as may be necessary for the use and purposes of said corporation, and the more advantageous carrying on of its business and accomplishment of its objects; may prosecute and defend suits at law, may have and use a common seal, may make by-laws for the management of their concerns, not repugnant to the laws of the state, and shall enjoy all the other powers and privileges incident to or usually granted to similar corporations.
- Section 2.** Said bridge shall be erected across the Saint John river opposite Fort Kent village, in the town of Fort Kent, in the most practicable place, shall be constructed of good materials, of a suitable height from the water, and not less than twenty-four feet wide, with suitable and sufficient coverings
- Corporators.
- corporate name.
- purposes.
- powers.
- may hold real and personal estate.
- Location of bridge.
- construction shall be of good materials.

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and railings for the safety of passengers, and sufficient passage ways shall be left for the passage of boats, rafts, logs and timber.

—passageway shall be left for boats, rafts, logs and lumber.

Section 3. A toll is hereby granted and established for the benefit of this corporation or the corporation formed by such consolidation, according to the rates following, namely: For every foot passenger five cents, for each horse and rider eight cents, for each sleigh, sled, cart, wagon, chaise, chair or sulky drawn by one beast ten cents, for each sleigh, sled, cart or wagon drawn by two beasts fifteen cents, for each additional horse or beast beyond two in sleighs, sleds, carts or wagons five cents, for droves of neat cattle, horses, mules and asses, three cents, for sheep and swine two cents each, and no additional toll shall be charged for persons actually traveling in any of the vehicles above named, but this exception shall not extend to persons taken in for the purpose of avoiding toll, and only one person as a driver to each team shall be allowed to pass free of toll, and said tolls may be commuted by this corporation or such corporation formed by the union or consolidation as aforesaid, by taking of him or them a smaller sum for the season, or for tickets sold in quantities.

Tolls.

—exceptions.

Section 4. At the place of collecting tolls, this corporation, or the corporation formed by such union or consolidation, shall keep constantly exposed to the public view a board or sign upon which shall be plainly printed the rates of toll aforesaid; and whenever the toll gatherer shall be absent from the toll house, the gates shall be left open and the bridge toll free, and said toll shall commence on the day when the bridge is first opened for passengers.

Signs shall be exposed.

Section 5. If this corporation or a corporation formed by the union or consolidation of this corporation as provided for in this act, shall fail to begin the erection of such bridge within four years from the approval of this act, and to have the same ready for use by the first of May, in the year of our Lord one thousand nine hundred and fifteen, then this act shall be void and of no effect.

Limitation of this act.

Section 6. The capital stock of said corporation shall be fifty thousand dollars, and be divided into shares of one hundred dollars each, and said company may issue bonds to an amount not exceeding the amount of its capital stock, for the construction of its bridge, to be secured by mortgage on its real and personal estate and franchise.

Capital stock.

—may issue bonds.

Section 7. Any three of the persons named in the first section of this act may call the first meeting of the corporation intended to be formed under the provisions of this act, by giv-

First meeting, how called.

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ing in hand to each of the corporators, or by mailing to him a notice of the time and place of meeting for the purpose of organizing, seven days before the day of meeting.

Approved March 10, 1911.

Chapter 84.

An Act to extend the Charter of the Parlin Stream Dam and Improvement Company.

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

Charter extended for two years.

Section 1. The charter of the Parlin Stream Dam and Improvement Company, granted by chapter one hundred and forty-one of the private and special laws of Maine for the year one thousand nine hundred and nine, is hereby extended for two years from the date when this act takes effect.

Chapter 141, special laws 1909, amended.

Section 2. Said chapter one hundred and forty-one of the private and special laws of Maine for the year one thousand nine hundred and nine, is hereby amended so that as amended it shall read as follows:

Corporators.

Section 1. Elizabeth S. Haynes, Forrest H. Colby, Ira H. Randall, Fred T. Bradstreet, William J. Lanigan, Samuel W. Philbrick and Charles H. Clark, their associates, successors and assigns, are hereby incorporated under the name of the Parlin Stream Dam and Improvement Company, with all the powers and privileges of similar corporations.

—corporate name.

May maintain dams on Parlin stream, Bean brook and Lang stream.

Section 2. Said company is hereby authorized to erect and maintain dams on the Parlin stream in Parlin pond town, Misery gore, so-called, and Long pond town, and Bean brook and Lang stream in Parlin pond town, in the county of Somerset, but the dam at or nearest to the outlet of Parlin pond shall be located at the same place where the dam last formerly used for driving purposes was located, and in no place shall be higher than the dam last formerly used at such place for log driving purposes and the head of water so to be maintained and used shall be no higher than during such former use thereof; and to erect and maintain necessary side dams, piers and booms therein, and otherwise improve said Parlin stream and Bean brook within the limits of said Parlin pond town, Misery gore, so-called, and Long pond town, by removing rocks and trees, excavating ledges therefrom, and widening, deepening and otherwise improving the same for the purpose of raising a head of water, and of making said brooks and their tributaries floatable, and of facilitating the driving of logs and lumber upon the same. During any season when logs and lumber are to be

—location.

—side dams, piers and booms.

—may make improvements to facilitate the driving of logs.